

3 Grape Street, London, WC2H 8DX

Construction Management Plan

Prepared on behalf of Glenn Scott Wright

December 2017

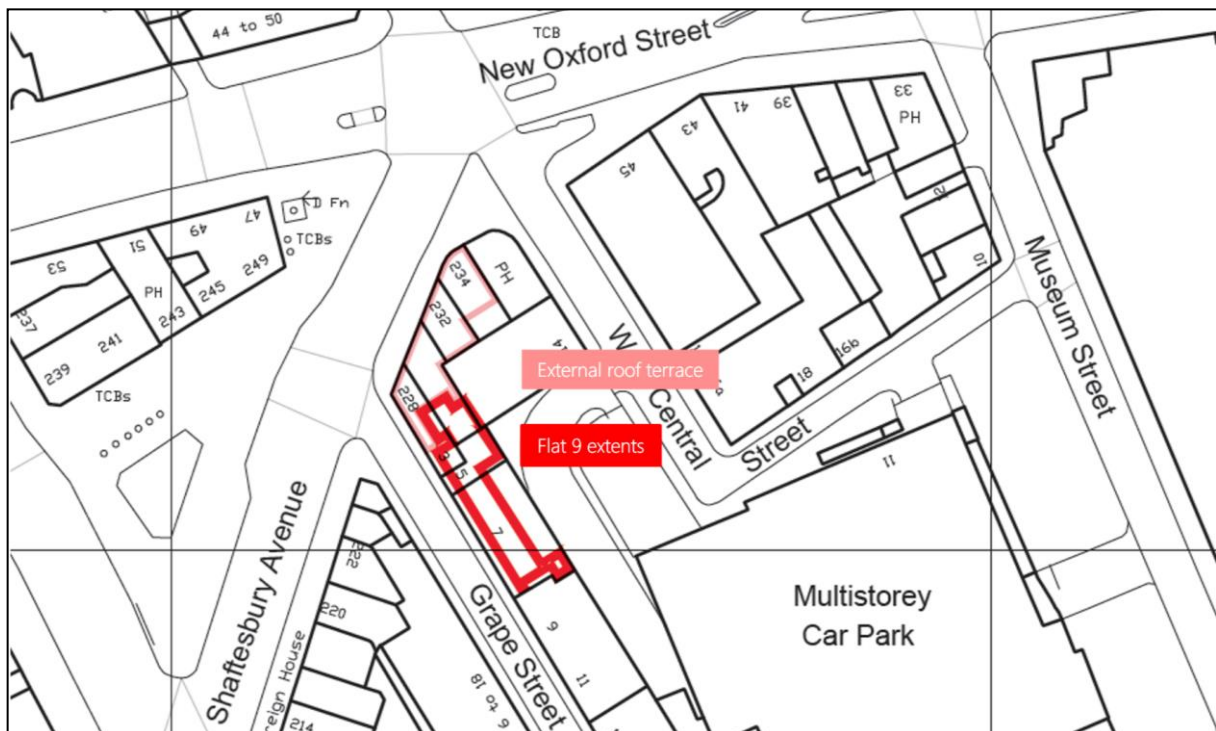
Introduction

This Construction Management Plan (CMP) has been prepared in relation to the planning application proposals to refurbish Flat 9, Queen Alexandra Mansions on the fifth floor and roof levels of 3 Grape Street, London and to provide a lightweight replacement to the existing conservatory. The proposals are the subject of the live Camden Council planning application ref: 2017/4273/P. The site location is shown below.

The aim of the report is to assess the site access, layout and logistics of development construction such to demonstrate that the works will have a minimal impact on residents, businesses and the operation of local highways. This report has been prepared alongside the development contractors, Martin Lee Associates.

The content and guidance provided in this report reflects the scale and nature of the works, as the refurbishment of a single-bed apartment. On this basis it is not considered necessary for a further CMP to be secured via a pre-commencement Planning Condition or Section 106 requirement.

Figure 1 Site Location



Construction Details

Description of Works

The works will take place in a single phase and include for the refurbishment of a 130sqm apartment and replacement of an existing lightweight glazed conservatory. The apartment sits at fifth floor level and requires scaffolding for safe access.

It is currently programmed for works to run over 36 weeks. This is subject to change and the contractor will be developing a detailed programme in due course, which will be provided to Camden Council.

Neighbouring and adjacent properties will remain occupied for the duration of the build programme – all efforts will be made to minimise the impact of the works for local residents and occupiers.

Party wall notices will be served on any adjoining properties, where applicable, as required under the Party Wall etc. Act (1996).

Vehicle Movements

In respect of vehicle movements, it is anticipated that over the entire duration of the works typical activity will be in the order of 2 deliveries per day (totalling 4 two-way vehicle movements) which are likely to be undertaken by a maximum 3.5 tonne panel van.

At the start and end of the works a 7.5 tonne vehicle of c. 10m in length will bring scaffold material to and from the site. The scaffold will be lifted into place with the aid of a tower crane. The tower crane will be used c. 3-4 times over the build. The crane will be brought to the site on a separate rigid vehicle.

Size specifications for the above referenced vehicles are set out below:

- 3.5 tonne panel van – 5.4m (L) x 2.0m (W) x 2.6m (H);
- 7.5 tonne box van – 8.0m (L) x 2.1m (W) x 3.6m (H);
- Rigid truck (transporting tower crane) - 12.0m (L) x 2.5m (W) x 3.4m (H).

As outlined above, there will be a peak in vehicle activity at the start and end of the works, where the quantity of vehicle movements could increase to 4 deliveries per day (8 two-way trips).

Vehicle movements will be scheduled, and deliveries combined as far as possible to minimise construction vehicle numbers and the potential for congestion on local roads.

Contractor vehicles will include side-bars, blind spot mirrors and detection equipment as appropriate to reduce the risk and impact of collisions with other road users and pedestrians.

To further reduce the impact of construction traffic, particularly HGVs, on the operation of the surrounding highway, the contractor recognises the benefits of the Fleet Operation Recognition Scheme (FORS) operated by Transport for London. All companies working at the site will be members of the scheme, or apply for membership within 90 days, as required.

The contractor appreciates that Camden, and therefore this site, is within the London Low Emission Zone (LEZ). All applicable vehicles on site will be compliant with the emission requirements of the LEZ.

To further reduce the impact of construction traffic, particularly HGVs, on the operation of the surrounding highway network the reuse of materials within the site will be encouraged wherever possible.

Site Access and Traffic Management

It is proposed to concentrate works vehicle movements onto West Central Street, with a view to minimising disruption on Grape Street, where it is understood that neighbouring development proposals at Nos. 8, 9-13 and 15 Grape Street are due to be constructed imminently. In the context of the scale of these works, the subject construction will be smaller in scale and have a significantly lesser impact.

All works traffic, including deliveries and site visits will be supervised, managed and policed by trained banksmen. Incoming vehicles will be informed of the site logistic regime by banksmen, who will benefit from the use of radio, enabling forewarning to other site vehicle / plant operatives of all site traffic movements.

Banksmen will be in position a minimum of 30 minutes before works start and in advance of the first delivery of the day. They will remain in place following the final delivery of the day and site closure. Temporary barriers will be placed across the West Central Street point of access outside periods of use, to prevent access by pedestrians. Banksmen will ensure that interaction between pedestrians and vehicles is minimised and will use standard high visibility and personal protective equipment as aids in this regard.

All delivery drivers will be advised of the prescribed routes to and from the site, as outlined later in this CMP. Deliveries will be limited to working hours as set out within the 'Mitigation' section of this plan.

The movement of all construction vehicles to / from the site will be the subject of a rigorous 'turn up, load or unload and go' management regime. The contractors will implement a pre-booking system such that the movement of vehicles can be appropriately scheduled to ensure that no more than one vehicle is accessing the site at any one time.

Both Grape Street and West Central Street are the subject of double-yellow line waiting / parking restrictions within the site vicinity. Loading / unloading and storage of plant or material will be contained entirely within the site or adjacent NCP land. It is not proposed to undertake any loading / unloading activity within the public highway.

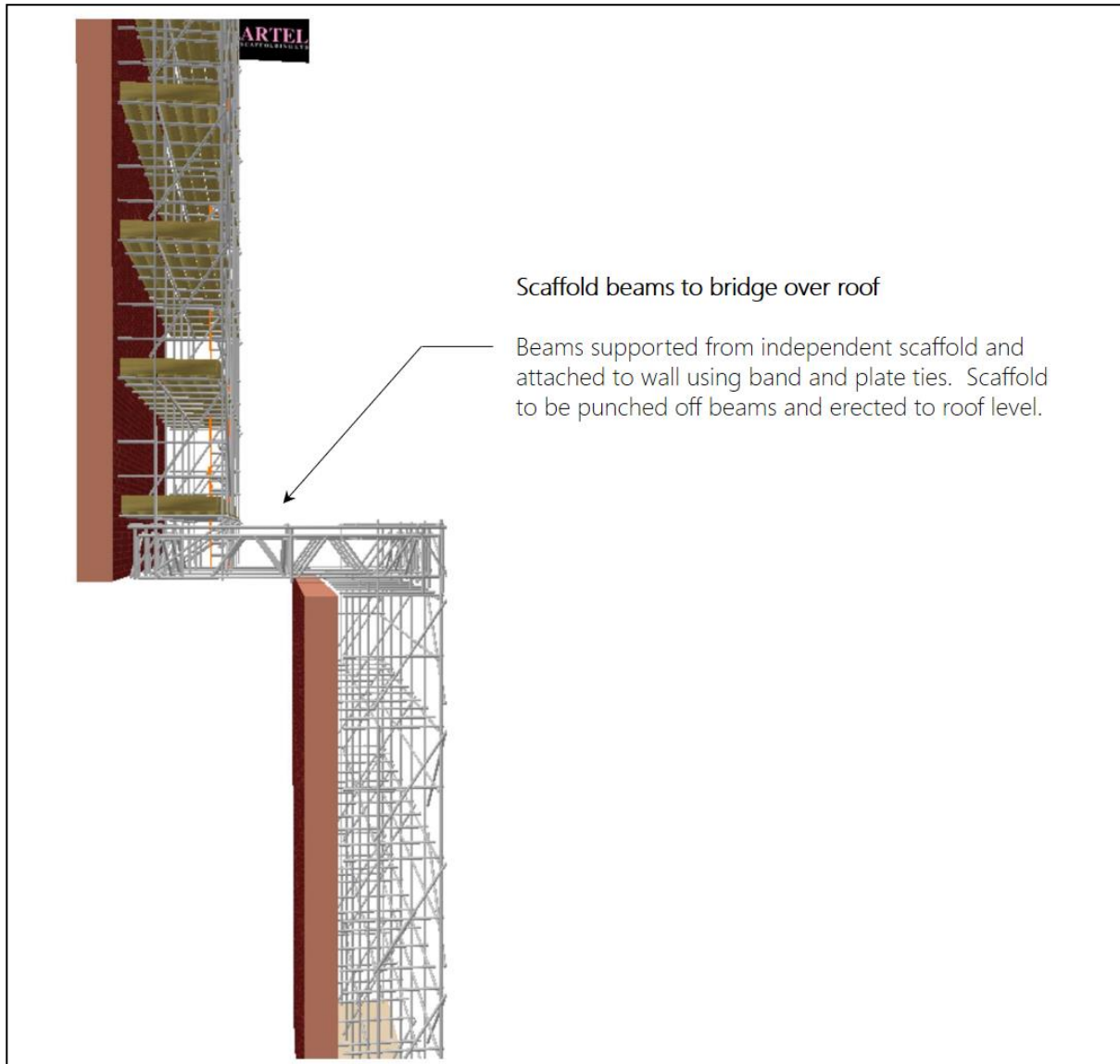
In the unlikely event that a vehicle arrives in advance of their delivery slot and cannot gain access to the site, they will not be permitted to wait on the public highway, and will be required to circulate on local roads and return once unobstructed site access can be achieved.

Contractors will not park within the site and will make use of surrounding public transport infrastructure to travel to and from the site. Cycle storage will be provided for any staff wishing to cycle to the site.

Site Layout and Scaffolding

Access over the land to the rear of the site will be subject to agreement with NCP as landowner. It is proposed to erect scaffolding and position a hoist on the ramped section of this land. It is important to note that all staff and materials will be transferred to the site by hoist, and not from Grape Street. Figure 2 illustrates an indicative arrangement for the scaffold to the rear of the site.

Figure 2 Indicative Scaffold Arrangement to Rear of Site



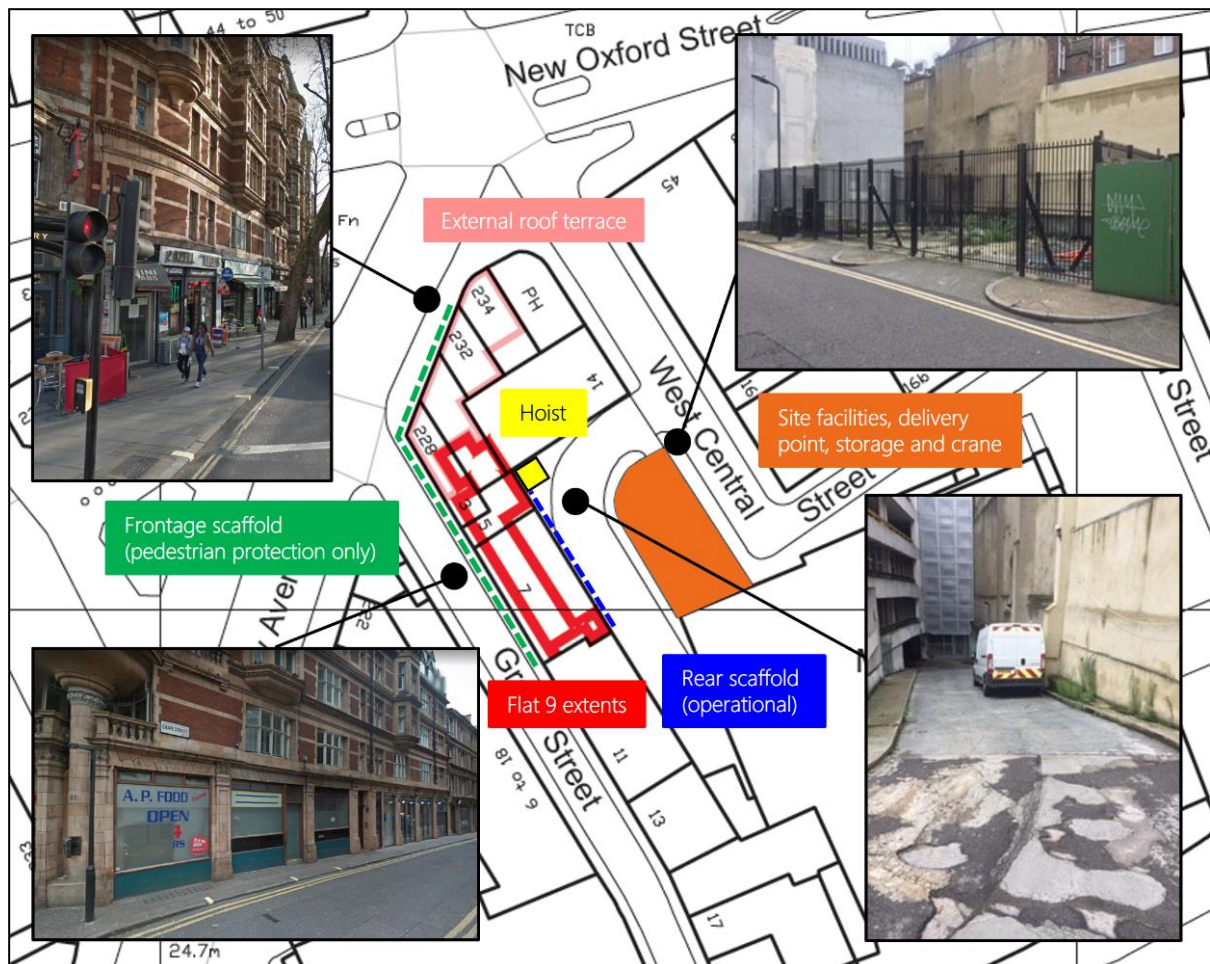
The tower crane is to be positioned within the caged area to the east of the ramp. This area will also accommodate all site facilities, storage and act as a delivery zone. The tower crane is not anticipated to oversail the public highway and as such, there will not be a requirement to apply for an oversailing license.

It is noted that the use of the NCP land to the rear of the site for the operational scaffold will require sequencing with the adjacent landowner at 9-11 Grape Street, who are also seeking to use this land for scaffolding to enable development works.

Additionally, a scaffold is also proposed to be erected along the Grape Street and Shaftesbury Avenue site frontages. These lengths of scaffold are solely for the purpose of maintaining the safety of pedestrians and site staff in the unlikely event of site spillages, and are not working platforms. As noted previously, all staff and materials will be transferred to the site by hoist and site access will not be permitted from Grape Street for pedestrians or vehicles.

Figure 3 illustrates the works site layout, including the positioning of scaffolding, the hoist and tower crane. Photographs are provided to illustrate the current situation at the site perimeters onto Grape Street, Shaftesbury Avenue and land to the rear of the site.

Figure 3 Works Site Layout and Movement



A minimum width of 1.5m will be maintained for the covered walkways on Grape Street and Shaftesbury Avenue. Protective barriers, signage and bulkhead lights will be provided around the enclosed walkway to further enhance the safety of pedestrians. Emergency pedestrian escape routes will be provided at 3.0 metre intervals along the structure. Access to existing utility company apparatus that falls within the length of the scaffolding structure will be maintained at all times.

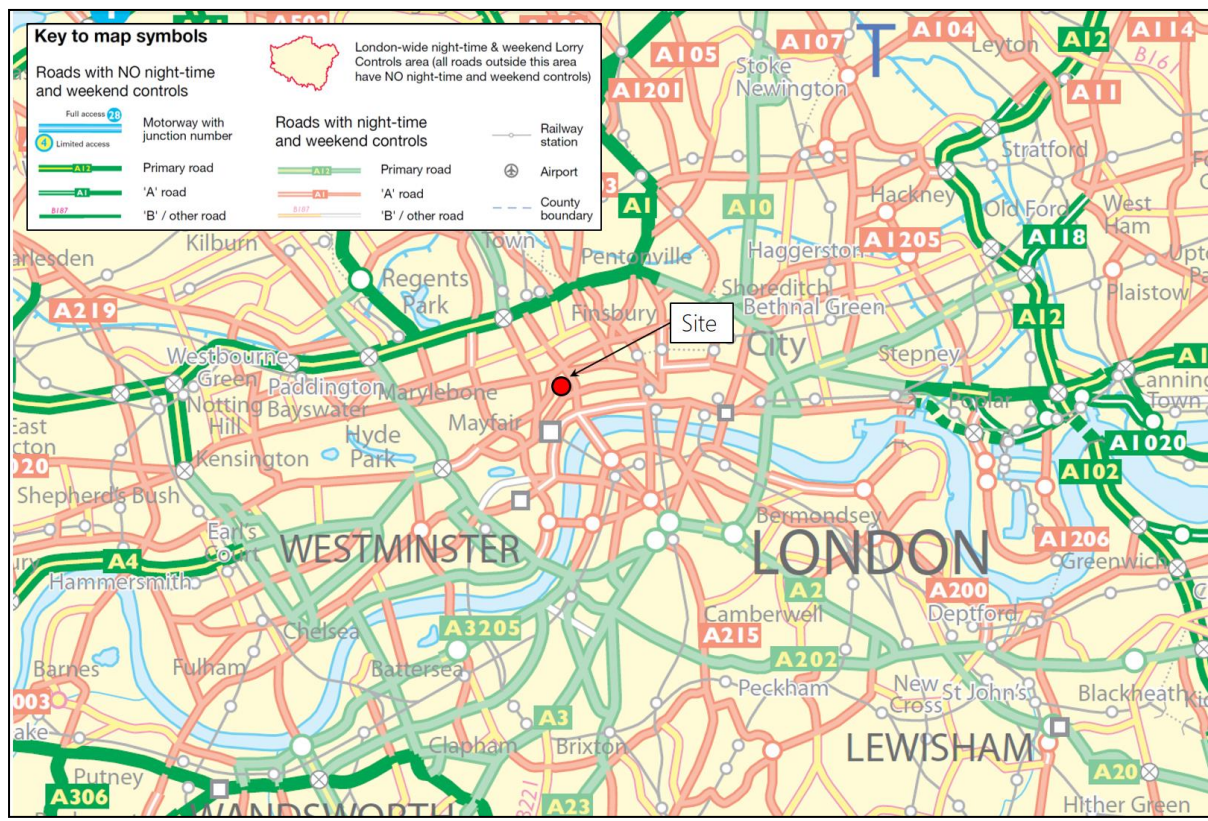
The developer / contractor will apply to Camden Council for the requisite license for the scaffold on Grape Street. The application will be accompanied by a Management Plan detailing the measures to be put in place to maintain pedestrian movement on Grape Street, inclusive of those provisions outlined above.

Construction Vehicle Routing

The routing of works traffic from strategic routes onto West Central Street will be informed by the London Lorry Control Scheme. The London Lorry Control Scheme (LLCS) is administered by the London Councils to control the movement of all Heavy Goods Vehicles (HGVs) exceeding 18 tonnes maximum gross weight at night and at weekends.

An excerpt from the scheme's Road Network Map (see Figure 4), demonstrates that the local A400, A4200 and A40 are the subject of night-time and weekend controls. The control of HGV movements on these routes applies between 2100hrs and 0700hrs, Monday to Friday (including 2100hrs on Friday through to 0700hrs on Saturday) as well as 1300hrs on Saturday through to 0700hrs on Monday. Local strategic routes on the A501, A41 and A1 are not subject to night-time or weekend controls.

Figure 4 London Lorry Scheme Map



Works traffic will be advised of the preferred routes to / from the site, which are illustrated indicatively at Figures 5 and 6. The routes are assigned to direct and strategic roads and as such drivers would be expected to comply with the preferred routing method ie. via the A40, A4000/A4200 and A501 from which traffic can travel across London or to / from the M25 on strategic routes.

Figure 5 Proposed Site Construction Traffic Indicative Routing to Site

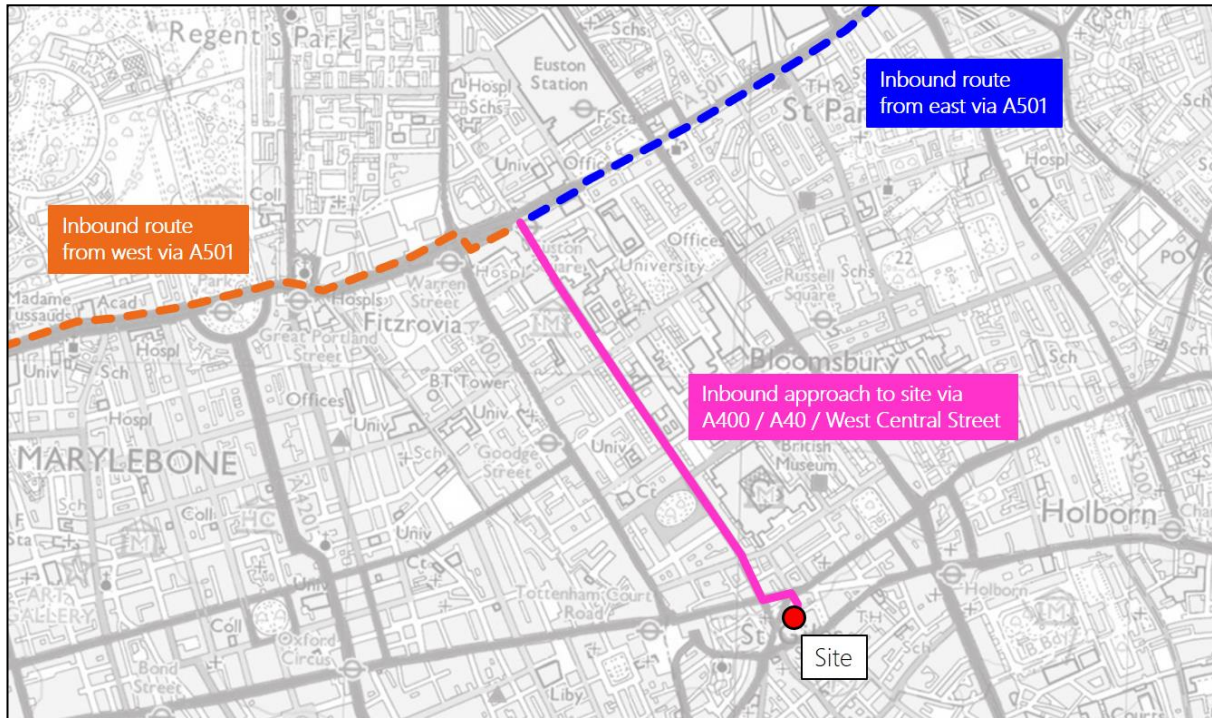
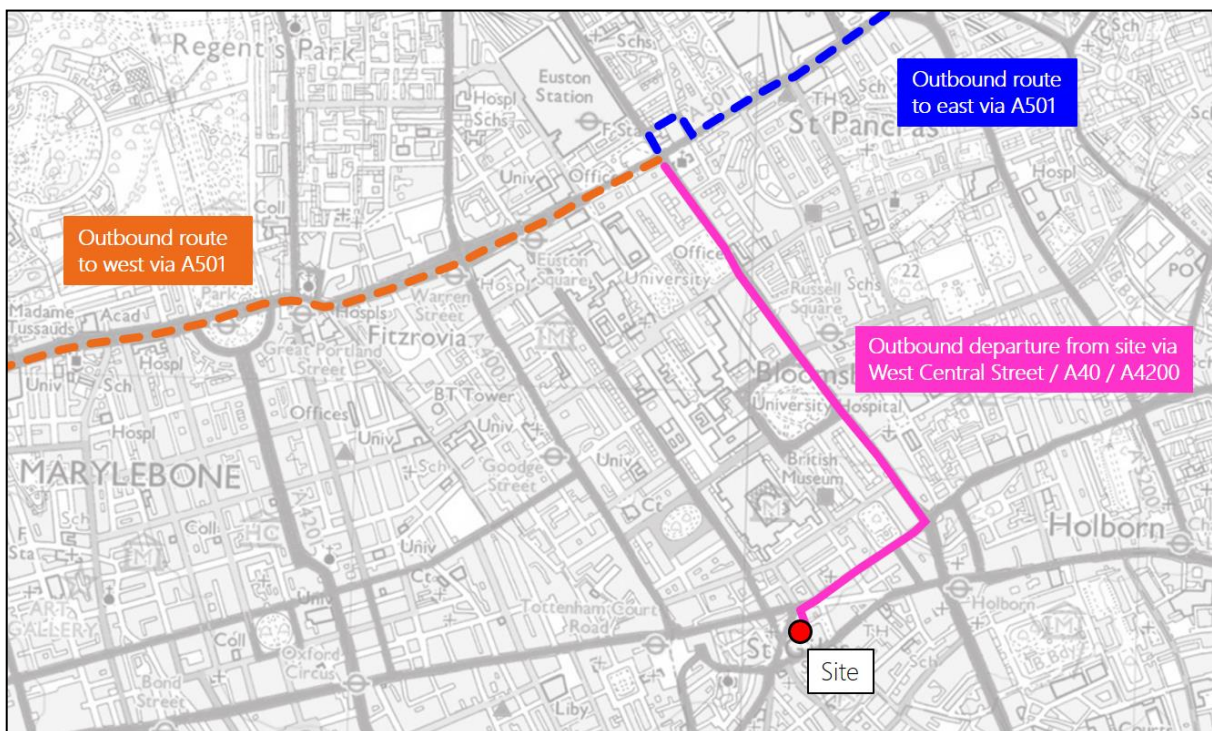


Figure 6 Proposed Site Construction Traffic Indicative Routing from Site



Should access be required within the restricted LLCS network during the prescribed hours it is possible to apply for a permit that is free and can be downloaded from www.londonlorrycontrol.com or in writing from London Lorry Control Scheme Permits, PO Box 64528, London SE1P 5LU.

As noted previously, consideration has been given to locally planned development works to ensure coordinated management of the local highway and transport networks, such to minimise impact for regular users. In the context of these planned works the subject construction will be lesser in scale and impact.

Waste Management

Waste will be tackled in a proactive way; implementing 'Reduce-Reuse-Recycle' strategies to minimise the volume of waste being produced. Waste segregation strategies will be developed and implemented in line with MLA company policy.

The contractor will ensure that all access routes, fire escapes and staircases are swept regularly and kept clear of debris in order to maintain high standards of Health and Safety. External areas will be swept on a weekly basis. Waste removed from the site will be contained at a specified location within the caged area to the east of the ramp (to the rear of the site) for collection thereafter.

Environmental Management

The contractor will control and limit noise and vibration levels as far as possible to ensure affected properties and other sensitive receptors are protected from excessive noise and vibration levels associated with demolition and construction activities.

Likewise, dust generating activities will be managed and as far as possible completed away from sensitive receptors. Potential sources of emissions will be identified and appropriate controls applied to eliminate or minimise effects on neighbours and other sensitive receptors. Measures that could be adopted to mitigate the impact of noise, vibration and dust emitting activities could include:

- Choice of methodologies to minimise generation of noise, vibration and dust i.e. the use of diamond cutting rather than breaking in order to reduce the transfer of vibration;
- Setting of 'Action Levels' for noise and vibration;
- Routine monitoring of noise, vibration and dust at the site boundary;
- Use of hoardings to provide acoustic screening;
- Requirement for engines to be switched off when not in use;
- Utilise quieter plant, carry regular plant maintenance etc;
- Spraying areas with water to dampen down dust when suitable;
- Use of road sweepers whenever the need for road cleaning arises;
- Sheeting of vehicles carrying waste material off-site.

Site Security

The contractor will ensure that site workers only access the site from West Central Street, with all site personnel entries and exits recorded in a log book. All site workers will be required to attend an induction prior to being allowed on site.

Only approved site workers can access the site. Patrols will be undertaken by the site manager to ensure all operatives are working in line with site protocol and safety regimes.

Site Information and Communication

The contractor will erect a site information board, to include as a minimum the following information:

- Emergency contact details;
- First Aid protocol;
- Fire plans showing fire points, escape routes and assembly points;

The contractor will use two-way radio communication to ensure effective and efficient site communication, with radio issue logs and supply management records put into practice.

In the event of an emergency or evacuation, the contractor will ensure unobstructed evacuation. All site workers must follow emergency signage and procedure as outlined in site inductions and displayed on the site information board.

Neighbour and Community Liaison

The contractor will ensure that a designated member of the works team is assigned and identified to liaise and deal with any issues that arise with neighbours to the subject site. A log of all interactions with neighbours will be maintained, whilst neighbours will be advised via a newsletter of the planned works.

Contact details of the site manager will be circulated to neighbours. Regular coordination meetings will be held between the contractor, neighbours and any contractors for neighbouring sites under construction to ensure disruption to the general public and neighbours is minimised at all times.

Consultation with local people will provide them with the opportunity to raise issues and discuss matters directly with the contractor, either face to face or using the contact details provided.

Mitigation

In order to minimise disturbance to any users of Grape Street, West Central Street and other local routes, a number of mitigating measures will be implemented and enforced. These measures will seek to eliminate any adverse effects whilst maximising the efficiency of the construction process:

- i) The contractor will operate in accordance with the Considerate Contractor Code of Practice;
- ii) In order to manage the general disruption and noise impact of site construction and construction and contractor vehicles, access to the site will be restricted to the following hours unless otherwise agreed with Camden Council:
 - 0800 - 1800 hours Monday to Friday;
 - 0800 – 1300 hours on Saturday; and
 - Not at all on Sundays and bank holidays.
- iii) Subject to the above, deliveries and removal will take place during off-peak hours to avoid adding to local traffic during busy periods;
- iv) Appropriate barriers and signage will be erected on approach to and within the site as required. The barriers will act as a warning to approaching vehicles and pedestrians and act as a guidance measure for incoming / outgoing construction vehicles;
- v) The scheme contractor will send written notification to local residents / businesses advising of the nature / duration of the proposed works, and provide contact details in case of any queries;
- vi) The high level of public transport accessibility at the site affords considerable opportunity for contractors to travel to and from the construction site by public transport;
- vii) All operations that are likely to produce dust will be assessed and a suitable method of dust suppression used to control contamination of the local environment;
- viii) All loads travelling to and from the site will be covered prior to entering the public highway;
- ix) All companies working at the site will be registered members of the Fleet Operation Recognition Scheme (FORS) such to encourage greater legal compliance, reduced supply chain disruption and improved occupational road safety.

Camden Council Contacts List

London Borough of Camden Highways Network Management:

Mr G Hamilton
Highway Engineering Team
4th Floor, 5 Pancras Square
c/o Town Hall
Judd Street
London
WC1H 9JE

Tel: 020 7974 3404
Email: Gordon.hamilton@camden.gov.uk

Mr R Slaney
Highway Engineering Team
4th Floor, 5 Pancras Square
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Email: Robert.Slaney@camden.gov.uk

Summary

This Construction Management Plan (CMP) has been prepared in relation to the planning application proposals to refurbish Flat 9, Queen Alexandra Mansions on the fifth floor and roof levels of 3 Grape Street, London and to provide a lightweight replacement to the existing conservatory. The proposals are the subject of a live planning application under Camden Council reference 2017/4273/P. The CMP has concluded the following:

- Constructions works are proposed to run for 36 weeks – a detailed programme will be provided to Camden Council in due course;
- The works will typically generate two daily construction vehicle movements which will be undertaken by a maximum 3.5 tonne panel van. Occasional deliveries may be undertaken by larger vehicles towards the start and end of the construction period;
- All works traffic will be concentrated on West Central Street to the rear of the site and will be subject to banksmen supervision and management;
- Access over land to the rear of the site will be subject to agreement with the landowner. It is proposed to erect a working scaffold to the rear of the site, where a hoist will also be positioned to transfer all staff and material to fifth floor / roof level;
- A tower crane will be used occasionally over the construction period but will not oversail the public highway;
- A scaffold will be erected on Grape Street and Shaftesbury Avenue for the purpose of maintaining pedestrian / site staff safety in the event of site spillages. This will not be a working scaffold;
- The developer / contractor will apply to Camden Council for the requisite license to erect the scaffold on Grape Street. The application will be accompanied by a suitable Management Plan;
- The routing of construction traffic from strategic routes and into the site itself will be informed by the London Lorry Control Scheme;
- The impact of noise, dust and vibration generated by the construction works will be minimal and suitably mitigated;
- The contractor will maintain communications with site staff and the local community, such to ensure any disruption to the general public and neighbours is minimised at all times;
- In order to minimise disturbance to any users of Grape Street, West Central Street and other local routes, a number of mitigating measures will be implemented and enforced.

This report has assessed the site access, layout and logistics of the development construction such to demonstrate that the works will have a minimal impact on residents, businesses and the operation of local highways. The content and guidance provided in this report reflects the scale and nature of the works, as the refurbishment of a single-bed apartment. On this basis it is not considered necessary for a further CMP to be secured via a pre-commencement Planning Condition or Section 106 requirement.
