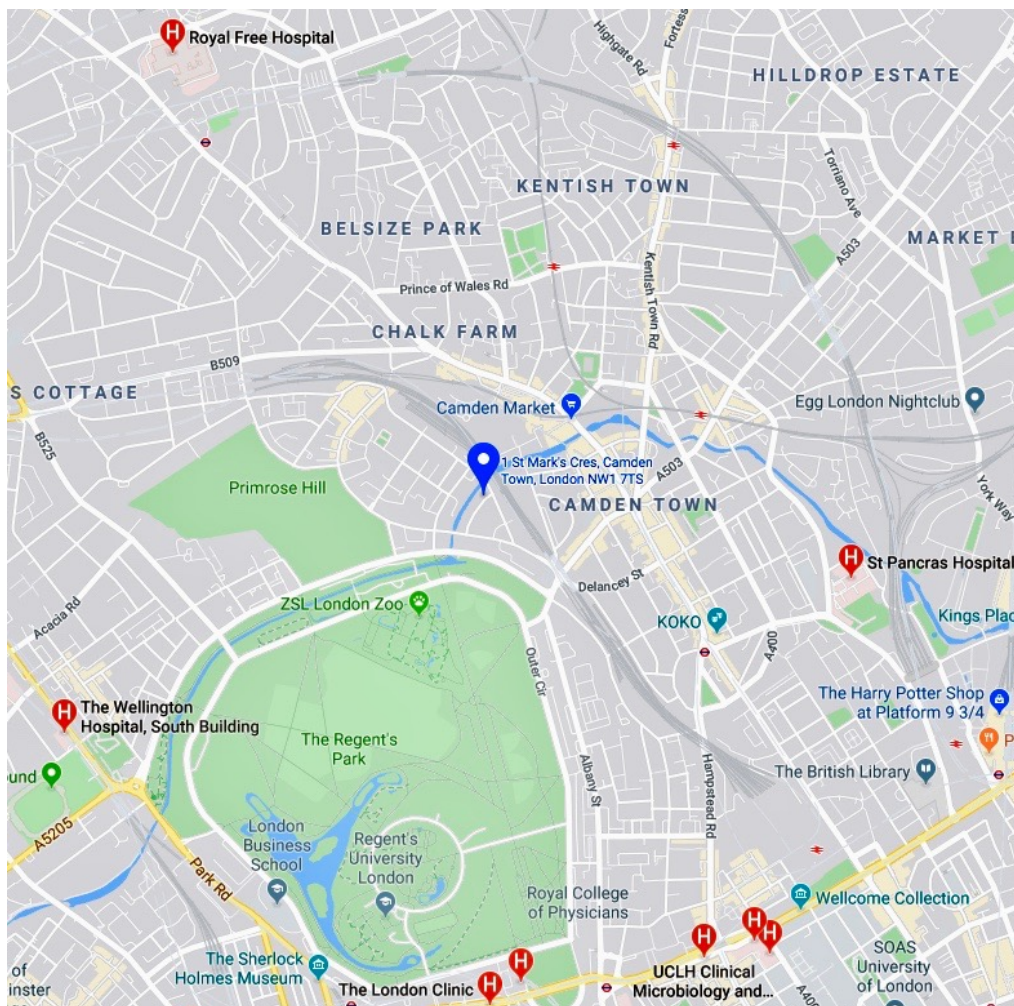


# Construction Environmental Management Plan

Rev.D 26/11/2020

Draft D

1 St Mark's Crescent  
London NW1 7TS



October 2020

Jonathan Freegard Architects

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 <b>Revisions:</b>	
First draft of CPM sent to the Canal and River Trust	4/11/19
Rev.A internal draft	1/12/19
Rev.B internal sent to the Canal and River Trust	11/12/19
Rev.C Sent neighbours for Community Liaison	26/10/2020
Rev.D Sent to neighbours & amenity group for Community Liaison	2/12/2020

## **Additional Sheets:**

## Introduction

This document provides a reference and management tool for the effective and efficient management of the redevelopment at 1 St Mark's Crescent, London NW1 7TS.

It covers the routing of construction site traffic, access arrangements to the site, details of the vehicles expected, the required licences and suspensions, a description of Orbital Basements Ltd.'s procedures and an environmental waste management policy.

- This document covers the steps that will be taken to reduce potential traffic congestion outside the property when there are deliveries to site of materials.
- In order to reduce congestion and with consideration to the proximity of the Regents Canal it is intended to use the canal for the spoil removal using a barge and skippered tug boat.
- The property is sited on St Marks Crescent in a residential area with two-way traffic.
- The property frontage is set back from the pedestrian walkway and residents parking bays are available outside the property.
- Both hoardings and a bay suspension will be necessary.
- Welfare facilities will be located within the boundary of the property.
- The proposed demolition, excavation and construction works are expected to take 26 weeks with licences and the bay suspension in place for the duration of the works.
- The works will be contained within the boundary of the property and no works involving service upgrades to the major Utilities are planned and as such disruption to the public right of way will be kept to a minimum.
- The proposed works consist of the formation of a new basement below the property.
- Access to the property will be required throughout the works.
- We will require suspension of 1 parking bay for the delivery of materials as shown on the site setup plan below.
- Qualified banksmen will be positioned to monitor traffic flow when delivery vehicles are in attendance.
- Materials storage, welfare and plant will be located within the site boundary.
- The works will also be contained within the boundary of the property to control the emission of dust and dirt during construction.
- The project has an appointed permanent works engineer and all temporary support works for the project will be designed by an appointed temporary support works engineer. This work includes both open excavations and structural support works.

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety](#) (CLOCS) Standard and the [Guide for Contractors Working in Camden](#).

It is noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

## Contacts

### Phase 1 Contractor – Basement/substructure and drainage

Orbital Basements Ltd.  
Rusholt House, Willetts Lane  
Denham, Buckinghamshire, UB9 4HE

John-Joe Greene  
020 3405 3100  
johnjoe@orbitalbasements.com

### Phase 2 Contractor – Refurbishment and fit-out

GBG Building Services Ltd  
Suite 311 M25 Business Address, 121 Brooker Road,  
Waltham Abbey, Essex EN9 1JH

Mariusz Gawecki  
07917 876 080  
contact@gbgbuilders.co.uk

### Architect

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London, E3 5AD

Jonathan Freegard  
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[j.freegard@jf-architects.co.uk](mailto:j.freegard@jf-architects.co.uk)

### CDM Advisor

BWA (Europe) Ltd.  
Kings House, 32-40 Widmore Road  
Bromley, Kent, BR1 1RY

Albert Stanley  
020 8290 8157  
albert.stanley@bwa.uk.net

### Building Control

Shore Engineering  
The Mill, Station Road  
Ardleigh, Colchester, Essex, CO7 7RS

Andrew Cammarano  
012 0623 0820  
acammarano@shoreengineering.co.uk

### Site contacts

Phase 1 – Hugo Greene (Orbital Basements Ltd.)	07803 624 400
Phase 2 – Mariusz Gawecki (GBG Building Services Ltd)	07917 876 080

### Barge spoil removal Company

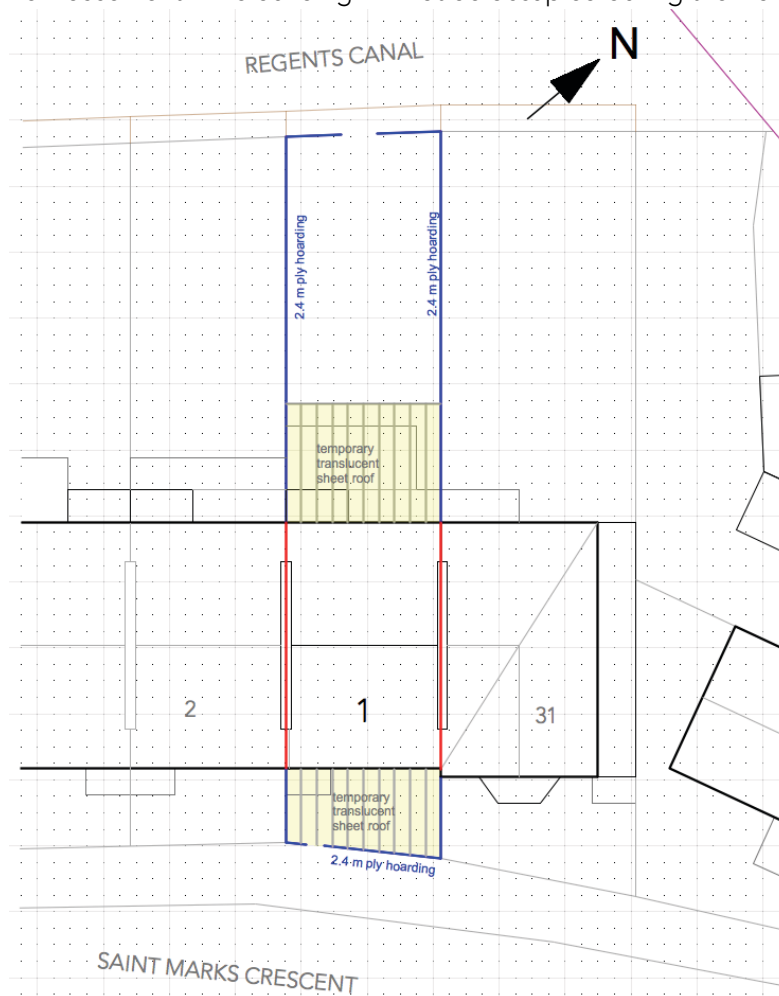
Wood Hall and Heward, Springwell Farm,  
Springwell Lane, Harefield, Middx. (Gerry Heward)

01895 820203  
07951 026 174

## Site

1 St Mark's Crescent is an existing four-storey-plus-attic mid-terrace house. St Mark's Crescent is a moderately trafficked two-way residential road 10 minutes' walk from Camden underground station, in the district of Primrose Hill. The road is accessed from Regents Park Road to the south and from Gloucester Avenue to the north.

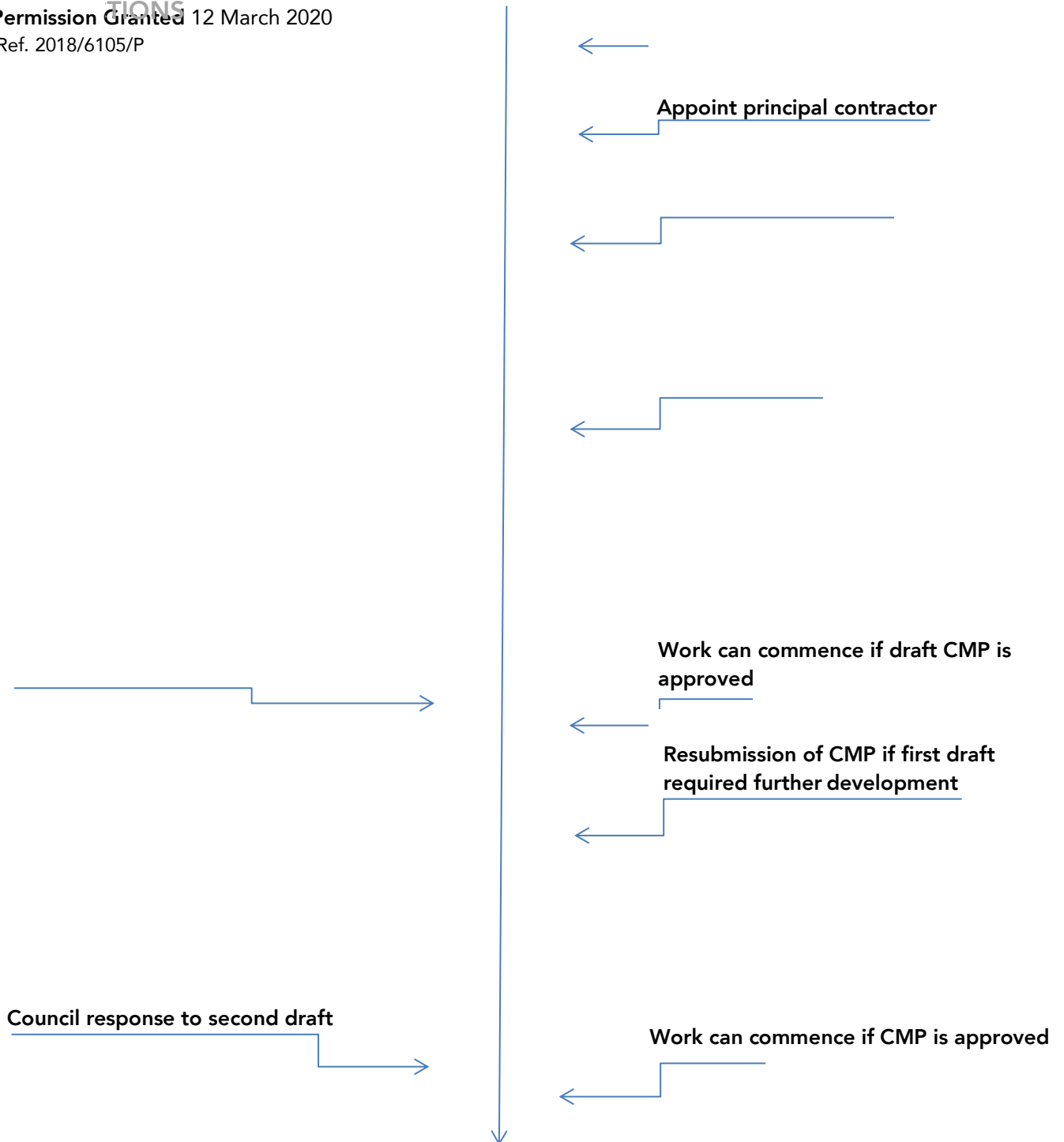
The construction is to be in two phases. The first phase will comprise a new basement excavation and include underpinning, underground drainage, tanking and a new lower ground floor structure with steels up to the present upper ground floor level. The second phase will involve the reinstatement of the finishes and built-in furniture on the lower ground floor and the fit-out of the new basement. The building will not be occupied during the works.



**Permission Granted** 12 March 2020  
Ref. 2018/6105/P

## GRANTING

## DEVELOPER ACTIONS



## Construction Programme

Phase 1 – Start on site March 2021 with an estimated duration of 26 weeks

Phase 2 – Start when phase 1 completes with an estimated duration of 14 weeks

Estimated completion date – February 2022.

## Working hours

These will follow the stipulation in the Planning Consent and local by-laws which are: -

Monday to Friday - 8am to 6pm

Saturday - 8am to 1pm

No construction works at any time on Sundays or bank holidays.

## Site security & access

The only access to the site is through the front façade. All measures will be taken to ensure the site is secure. Site hoarding will be erected around the front of the property and all doors will be protected with keypad entrance locks. Further hoarding will be erected along the boundaries in gardens of adjacent properties where a party wall or party structure is being disturbed with permission from adjoining owners and subject to party wall agreements. Site notice boards will be display at the entrance to the site and will display the contact details of the site manager.

## Traffic management

This section covers the procedure for minimising disruption to residents and road users.

- Any road deliveries and collections to be scheduled after 10:00am and finish by 3:00pm on weekdays to minimise disruption to traffic during peak hours such as for school-runs and rush-hour. We estimate that with all the spoil and waste being removed by canal barge from the rear of the property the frequency of road vehicle movements at the front would be approximately one per day. We anticipate a variety of vehicles being used for such deliveries. These will include car or small box/panel van (not exceeding 4m x 2m), spoil lorry and concrete lorry (not exceeding 8.25m x 2.6m) and delivery flat-bed lorry (not exceeding 7m x 2.25m).
- Traffic routing has been carefully considered to minimise disruption to residents and details of the vehicle routing can be found later in this document.
- The site working hours are between 8.00am - 6.00pm Monday to Friday and 8.00am - 1.00pm on Saturdays in accordance with the Local Authority regulations. Basement excavation works will only take place on Monday to Friday between 8.00am - 6.00pm. No work at all will be carried out on Sundays or public holidays. Noisy works will be restricted to these hours from Monday to Friday only.
- Utility companies will be contacted to determine whether any planned works will be undertaken in the area, so no disruption or abnormal use of the highway is expected. If this should change then our administrative team will liaise with the highways enforcement officer prior to the commencement of works.
- The contractor will have no permanent vehicles on site associated with the work. Visitor's vehicles will park in the pay parking bays in neighbouring roads. Works staff will attend site by use of public transport. All subcontractors will be encouraged to use public transport wherever feasible. The contractor shall obtain all necessary licences and approvals for the necessary parking bay suspensions, skips and disposal from the relevant authority.

## Site traffic, frequency, type and dimension

As this is a domestic contract with most of the spoil and waste being removed by barge, the site road traffic will be relatively low.

We consider that the likely vehicle movements will be as follows: -

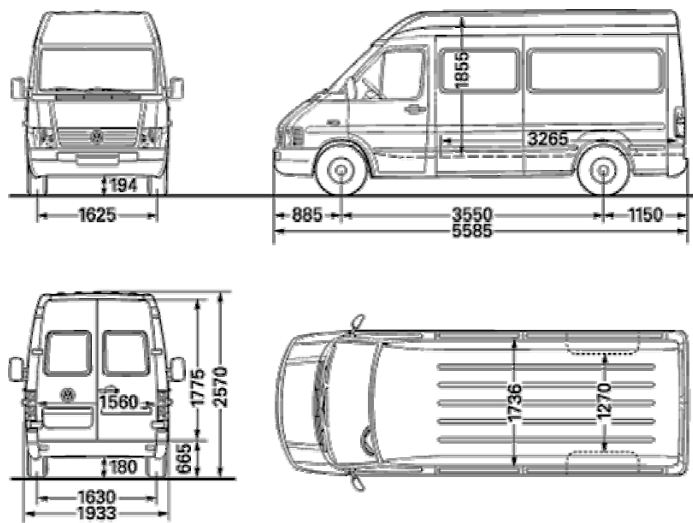
Vehicle type/no of visits per day Dimensions:

1 concrete lorry/day maximum 9.0m x 2.5m

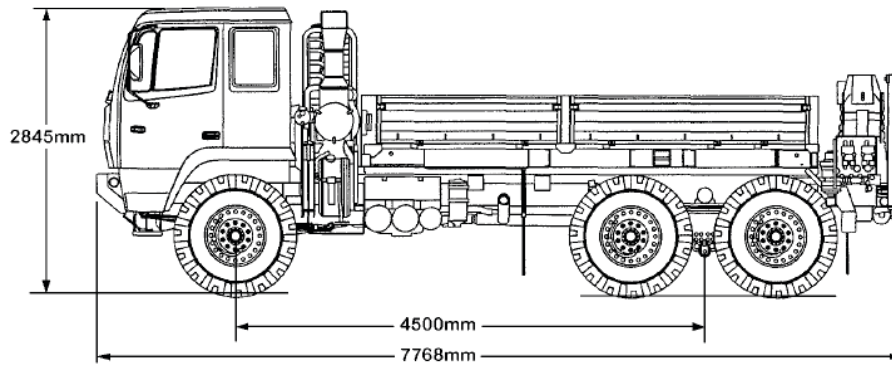
1 material delivery/day maximum 7.8m x 2.45m

Deliveries/ lorries will be restricted to after 10am and before 3.00pm to avoid rush-hour/school times.

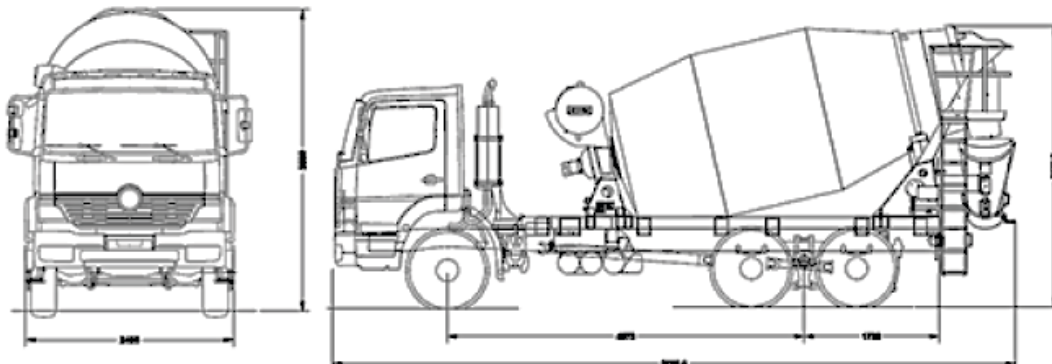
### a) Delivery van



### b) Delivery truck



### c) Mini mix concrete lorry



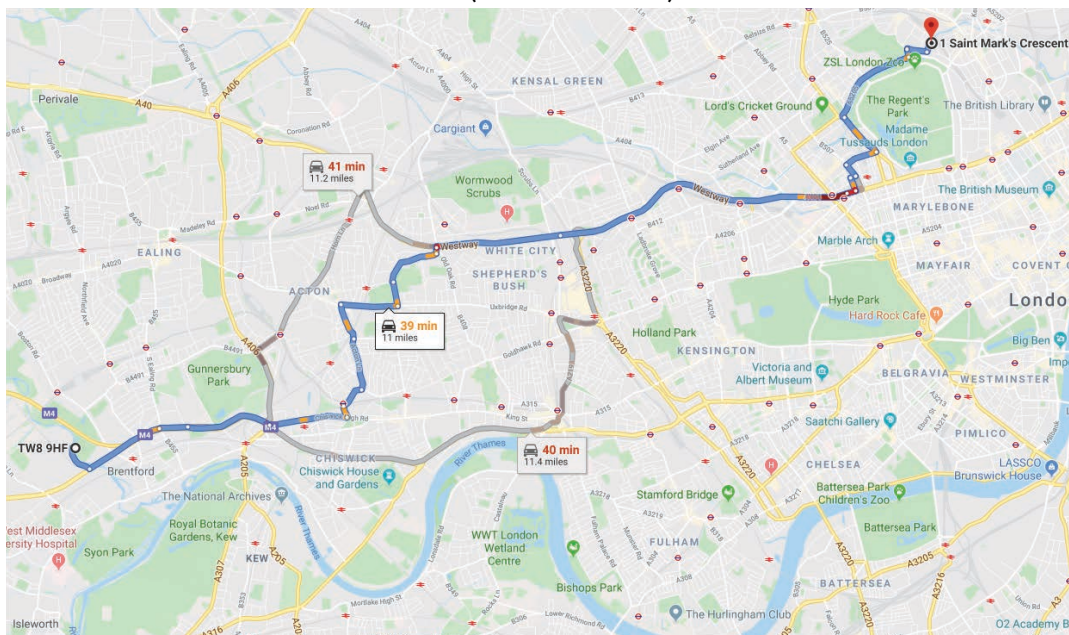


## Vehicle Routing

As St Mark's Crescent is quite a narrow road with car parking on both sides, larger vehicles can often be obstructed by untidy parking by residents. It is therefore proposed to bring in larger vehicles in reverse from the Gloucester Avenue end as shown below.



## Route to site for concrete deliveries (from Brentford)



Head south on Transport Ave towards Great West Rd/A4 54 s (0.3 mi)

Follow Great West Rd/A4 to Chiswick High Rd/A315 in London 5 min (1.7 mi)

Continue on Chiswick High Rd/A315. Take B490, A4020 and E Acton Ln to Westway/A40 14 min (3.1 mi)

Follow A40 to Cosway St 9 min (3.8 mi)

Rossmore Rd to Park Rd/A41 3 min (0.6 mi)

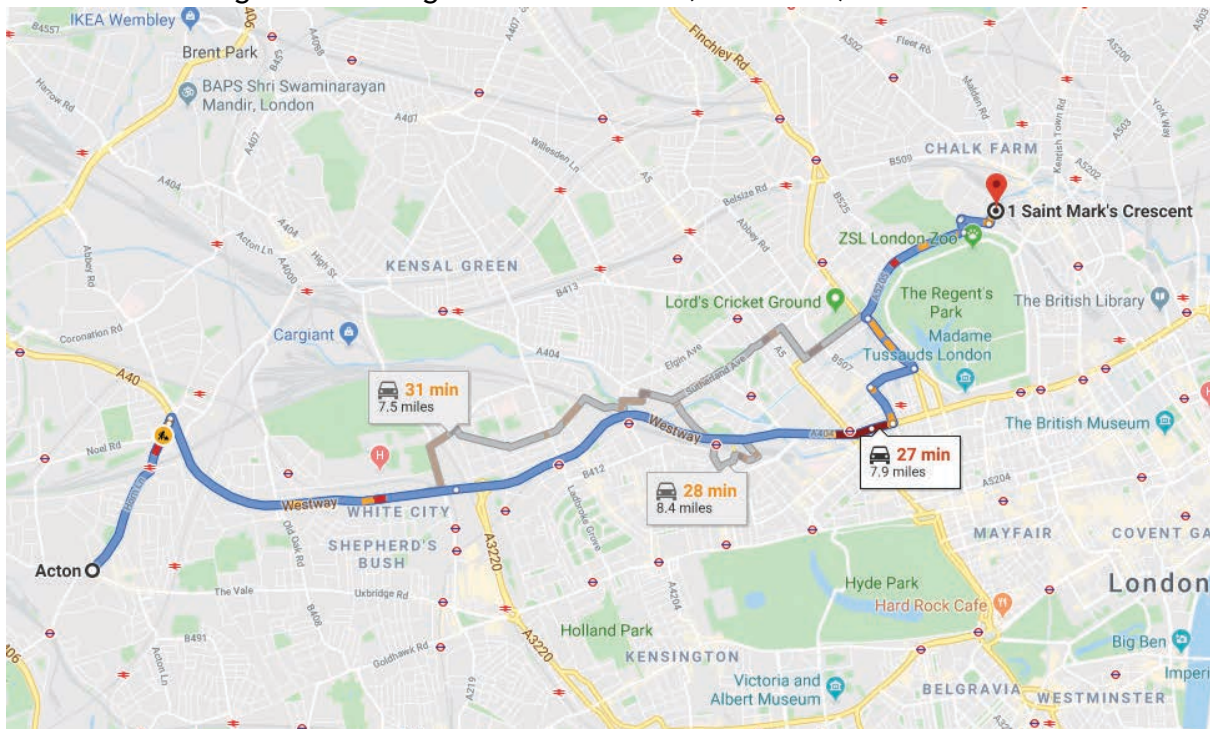
Turn left onto Park Rd/A41 2 min (0.4 mi)

Continue on Prince Albert Rd/A5205. Drive to St Mark's Cres. 5 min (1.2 mi)

OR continue to Gloucester Avenue and turn left for reverse access avoiding narrow road.

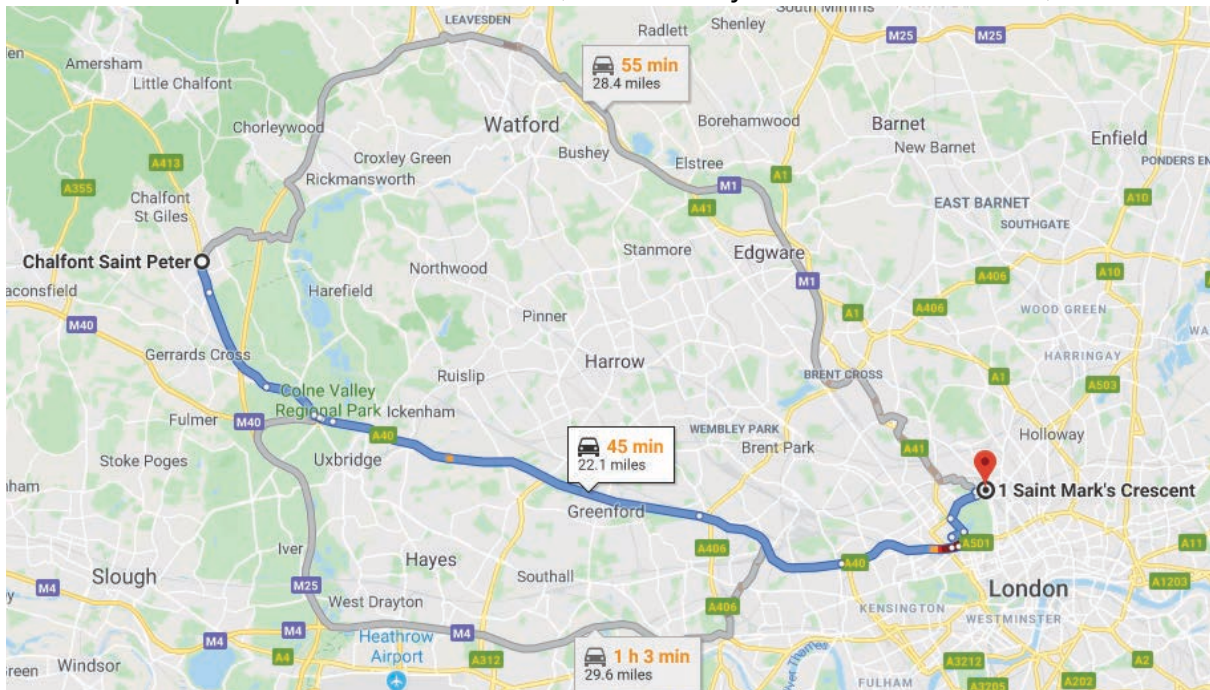


### Routes to site for general building material deliveries (from Acton)



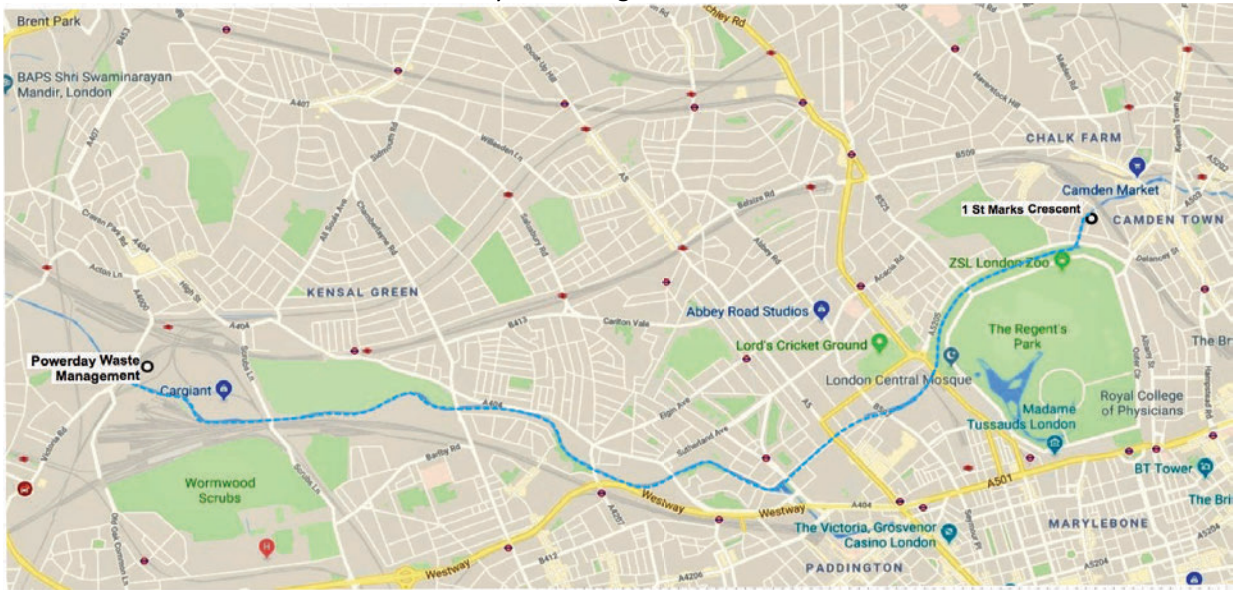
Follow A4000 to Western Ave/A40 5 min (1.0 mi)  
Follow A40 to Lisson Grove/B507 12 min (4.7 mi)  
Take Rossmore Rd to Park Rd/A41 3 min (0.5 mi)  
Turn left onto Park Rd/A41 2 min (0.4 mi)  
Continue on Prince Albert Rd/A5205. Drive to St Mark's Cresc. 5 min (1.2 mi)  
OR continue to Gloucester Avenue and turn left for reverse access avoiding narrow road.

### Routes to site for plant and steel deliveries (from Orbital yard at Chalfont St Peter)



Take A413 and A40 to Prince Albert Rd/A5205 in London 39 min (20.9 mi)  
Continue on Prince Albert Rd/A5205. Drive to St Mark's Cresc. 5 min (1.2 mi)  
OR continue to Gloucester Avenue and turn left for reverse access avoiding narrow road.

### Route to and from site for waste removal by canal barge



## Community Liaison

This section covers the past liaison with neighbours and the procedure for informing the local community of the activities on site.

- The client first contacted both immediate sets of neighbours about the proposals as follows:  
No.31 St Mark's Crescent Mr N.Beard & Mrs C. Comber on 19 March 2018  
No.2 St Mark's Crescent Mr & Mrs A. Scott on 7<sup>th</sup> February 2019  
He sent the Draft CMP to both on 3 November 2020 and has received a response from No.2 and their comments have been incorporated into this latest revision of the Plan. The following other nearby properties have been contacted by posted letters sent on 2<sup>nd</sup> December 2020 with a brief description of the proposals, an indication of timing and with an email address and phone number from which to request additional details including a copy of this C M Plan: -  
Nos. 3, 4, 28, 29, & 30 St Marks Crescent and Nos. 55-63 Gloucester Avenue NW1. Richard Simpson of the Primrose Hill Community Association Ltd has been sent the letter by email with a copy of this CMP attached.
- With regard to the approved scheme, Orbital Basements Ltd. will notify by letter all adjoining and nearby residents detailing the anticipated duration of the project, agreed working hours and the contact details of Head Office, supervisory staff and health and safety officers. This will continue with the larger scheme and all local residents will be kept informed and up to date on the works.
- If the works should give rise to any complaint the site foreman cannot deal with immediately, then our contract manager Hugo Green can be contacted - 24 hours direct (07803 624 400) or the office can be informed (020-3405 3100). All concerns and complaints are taken very seriously and Orbital Basements does all in its power to resolve them quickly and appropriately.
- Contact details will also be clearly displayed on the site hoarding and an ongoing process of community liaison will be maintained.
- The working area is contained within the property boundary so there is no special requirement over and above the normal for dust and dirt control. This will include translucent-sheet-covered roofs to the immediate areas to the front and rear of the property and sheeting to any scaffolding.
- This construction management plan will be carefully monitored and carefully reviewed fortnightly by the project manager and adapted if the site requirements should change or it is deemed unsuitable.
- A copy of this construction management plan is held on-site and all contractors and suppliers are sent a copy to ensure they are aware of the requirements and parameters of this document.



## Highways

This section covers the arrangements taken to protect the Highway and informing Camden's Highways Department.

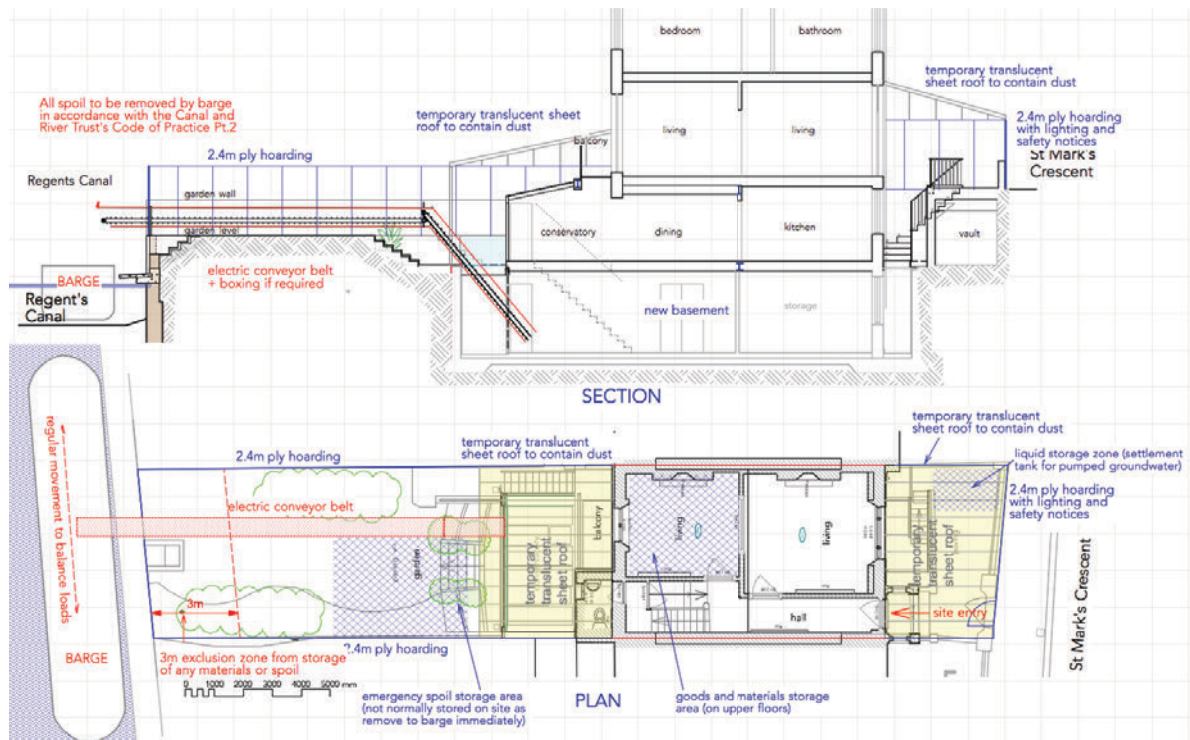
- Safe pedestrian access will be maintained at all times and the public right of way will be regularly cleaned down and inspected for hazards.
- Clear signage and good lighting for pedestrians will be in place during the works and Orbital Basements' operatives are to maintain courteous relations and to be helpful to neighbours and passers-by at all times.
- Site operatives and visitors normally use the public transport network, but should any with vehicles visit the site they park in the pay and display bays in the area.
- This is a pedestrian site and no vehicles will be driving in and out of the working area, hence there will be no requirement for wheel washing facilities.
- Should any other building works or utility works become operational in St Mark's Crescent then full liaison with the other sites with regards to deliveries and site activities will be on a daily basis to ensure no overlaps or congestion of deliveries into the road.

## Storage & unloading

Storage and unloading requirements are greatly reduced by the immediate removal of spoil and waste to barges at the rear of the property.

Due to the limited and restricted nature of the site the relatively few deliveries by road will be organised on a 'just in time' basis to ensure there are no lorries waiting along the street to be unloaded. Materials will be stored within the site.

All deliveries and collections must notify the site foreman of their arrival time, and additionally 5 minutes prior to arrival. Upon arrival, the site foreman sets up the site and confirms that the delivery can take place. When deliveries are on site, there must be a member of the site delivery team present who can direct pedestrians and cyclists as required and to ensure they have safe passage past the construction site at all times. Steelwork will be unloaded either by hand or with the use of a small mobile crane unit.



Spoil and waste will be removed by barge. An electric conveyor belt will be contained in the rear garden and extended from the rear of property over a small section of hoarding, to allow spoil to be transferred directly to a barge. 18mm ply encasing will be erected around the conveyor to stop any

debris from falling from the system, with special attention given where the conveyor approaches the canal. Additionally, dust protection will be installed in the covering.

Two barges will be employed so that one is always present to allow continuous unloading and normally no storage will be necessary on site.

Although spoil will not normally ever be stored on site, an exclusion zone will, in any case, be imposed covering 3m from the Canal wall as marked on the attached plan to prevent the ground being unduly loaded putting pressure on the wall.

### **Canal River Trust consultation**

A copy of the first draft of this CMP was sent to the CRT on 4/11/2019 and an undertaking to pay costs was sent on 5/11/2019. An email requesting additional information was received from Mansoor Omar on 7/11/2019 which included: the RAMS from the barge company Wood Hall and Heward, the RAMS from the contractor erecting the conveyor belt; a 3m exclusion zone; construction and demolition materials storage; details of adequate bunding for the storage of any liquid materials and that a below-water canal survey is required. A revised Draft CMP (rev.B) was sent on 12/12/2019. The underwater Canal Wall Survey is now included as Appendix 4.

### **Measures to prevent contaminated surface water entering the Regents Canal**

The rear garden already slopes away from the Canal towards the house to existing surface water drains offering some level of protection from unwanted discharge. As soon as the new excavation is started a sump will be formed in the underlying clay to collect all surface and groundwater. This will then be pumped up to a settlement tank via filters at garden level at the front of the property. After settlement the clear water will then be discharged via a further filter out through the existing combined drainage system at the front of the house and away from the canal.

### **Measures to prevent other liquids entering the Regents Canal**

Any small quantities of fuels and other liquids will be stored at the front of the property in the area shown on the plan and protected by a bund around the area.

### **Dust & dirt**

The basement will be excavated by hand and spoil immediately removed by conveyor belt through the rear garden to a barge which will minimise the amount of dust and dirt and avoid movement by road vehicles. Plywood hoarding (2.4m high) on the perimeter of the site where indicated will help prevent spillage out of the site. The road and footpaths will be kept clean daily and inspected throughout the day by the site management to ensure that no spillage or debris is on the footpaths or roads.

With most of the excavation being of wet London clay and with very small amounts of brick or plaster demolitions and these being below ground level, the amount of dust created is expected to be very limited.

### **Noise and Vibration**

Environmental Noise and Vibration, in particular with regards to the restrictions placed on the works by the Party Wall agreement, will be kept to the times and durations specified within the Party Wall Award in order to minimise disturbance to the neighbouring properties.

Orbital Basements hold a set of vibration and noise data and this identifies trigger times for each tool used and noise protection requirements. Sufficient procedures will be adopted to monitor and record this is detailed on Orbital Basements' Health and Safety Plan in Appendix 1.

### **Rodent Control**

The existing drainage system will be left closed off at all times to prevent rat and other rodent infestations. As the site is small, heavily manned, and the ground is being disturbed on a daily basis up to the point when the new concrete structure is installed, the risk of infestation is thought to be very small. Should an outbreak be experienced a specialist firm will be involved to set traps as necessary.

## **Excavation & construction of basement**

The proposed permanent works include excavation of a basement over the entire footprint of the building beneath the existing lower ground floor. Needling and propping will be required to support the existing load-bearing walls for the installation of permanent steel beams. Horizontal propping will be required to the underpins/RC lining walls until such time as the new basement slab and lower ground floor slab have been constructed and can provide permanent lateral restraint to the underpins/RC lining walls.

The contractors are to excavate and construct the basement in accordance to the Method Statement Matrix by Orbital Basements as well as the Temporary Works Package provided by the temporary works engineer, Cowpe Lowe Engineering (see appendix A & appendix B).

## **Stability monitoring**

From two weeks before the structural works commence to two weeks after they cease the movement of the building and its immediate neighbours will be digitally monitored by a specialist firm with at least two sensors on the front and two sensors on the rear of each adjacent building at different levels near the party wall.

Structural integrity is also to be monitored by the Foreman and Contracts Manager throughout the duration of the structural installation. Before the works commence, a photographic record of the existing conditions shall be collated. Inspection shall be carried out to verify that the temporary works have been installed according to the drawings and it is providing support and stability to the works, as intended. Regular site visits will be made to inspect the on-going works and to ensure that the structural stability of the works is maintained at all times and any further temporary works required will be identified to the temporary works engineer. Periodic inspections of the temporary works will be carried out and approval granted by the temporary works engineer at critical stages of the temporary works installation. If problems are identified and movement or similar issues arise, works shall be ceased immediately and the extent of the movement assessed. If the problem is considered to be of sufficient concern, the contractor shall seek the advice of the structural engineers on remedial action.

## **Canal wall survey**

A canal wall survey has been carried out both above and below water level. This includes two trial pits within the rear garden and an underwater survey by specialist TexoDSI both of which are included in Appendix 4.

The proposed repairs to the cracks in the wall are described at the end of the survey as recommended by our structural engineers, Conisbee.

## Site Waste Management and Environmental Policy

Orbital Basements Ltd is committed to sustainable waste management and adopts the following routines as part of its standard practice: -

Reducing the Company's over-all consumption and usage of raw materials by encouraging and favouring the re-use of materials whenever possible.

Promoting the concept of recycling and the benefits of using recycled materials.

When disposal is the only option it seeks to dispose of materials in an environmentally sensitive responsible manner. This aim is put into practice by the following means:

- Developing Site Waste Plans for each site in order to accommodate effective waste management and minimise the risk of pollution.
- Receiving regular reports from Waste Management Companies identifying percentages of waste being recycled.
- Taking actions to reduce waste streams of high volume and cost.
- Giving guidance and information to staff to facilitate their participation in the recycling of their waste.
- Favouring where possible suppliers who remove packaging as a part of their contract.
- Encouraging the purchase of recycled materials and those which are suitable for disposal by recycling.
- Minimising waste by encouraging the exchange and re-use of equipment and materials amongst departments.
- Ensuring the correct handling, storage and disposal of materials.
- Ensuring that waste does not escape from its control but is always passed on to an authorised person or waste contractor and accompanied by a full written description in the form of Waste Transfer Notes.





## Site Photos

