Aval Consulting Group.

Construction Management Plan

52 Avenue Road, St Johns Wood, London NW8 6HS

52 Avenue Road Limited

26th April 2022

Project Information

Title	Construction Management Plan
Job Code	91544
Sector	Engineering
Report	Planning Report
Client	52 Avenue Road Limited
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Date of Issue	26 April 2022

Revision History

Revision	Date	Author	Reviewer	Approver	Status
A	06 December 2021	SG / LS	LS	AC	Draft
B	20 December 2021	SG / LS	LS	AC	Revised Draft
C1	26 April 2022	LS	LS	LS	Final

1 Introduction

1.1 Overview

AVAL Consulting Group Limited (ACGL) has been commissioned by 52 Avenue Road Limited to provide the Outline Construction Management Plan (CMP) for the provision of 12no. residential units (houses) at 52 Avenue Road, St Johns Wood, London NW8 6HS. This is to accompany the Planning Application to the Local Authority (London Borough of Camden (LBC)) for consent to undertake the proposed work at the site.

The proposed scheme involves the demolition of the existing building on site and re-development with 12no. x townhouses including communal Health and Wellness Spa with refuse storage, disabled parking and cycle parking.

1.2 Existing Site and Site Location

52 Avenue Road currently contains one detached residential property, which is derelict. There is a large garden / soft landscaped space on site. The current site entrance is from Elsworthy Road that joins the B525 Avenue Road, which runs from A5205 Prince Albert Road in the south and the A41 to the north. The site is surrounded by residential properties.

The site is bounded by the residential properties to the north and east, Avenue Road to the south and Elsworthy Road to the west.

A Site Location Plan is provided in Appendix A.

1.3 Proposed Development

The proposed scheme involves the demolition of the existing building on site and re-development with a 12x townhouse development including communal Health and Wellness Spa with refuse storage, disabled parking and cycle parking.

The proposed site layout plan is provided in Appendix B.

The site will be car free with the exception of 2 disabled car parking spaces along the southern boundary of the site. This is in line with local policy.

There will be 24no. cycle spaces provided on-site, which equates to 2 spaces per dwelling, as per the minimum cycle parking standards, according to the Adopted London Plan (2021). These will be in two enclosed cycle stores at the front entrance (southern boundary) to the site. One cycle store will be adjacent to the entrance and the other adjacent to the exit. Each cycle store will store 12no. bicycles.

A further two cycle spaces will be provided for visitors in a public area near to the southern boundary of the site.

The site will be accessed by vehicles from Avenue Road, utilising a historic in / out carriageway driveway.

1.4 Purpose of Development

This Construction Management Plan (CMP) seeks to outline the management of traffic during the construction period for the development, which is anticipated to be between June 2022 and December 2024. A 30-month construction period is anticipated. It seeks to provide a robust construction strategy that will minimise the potential for disruption to local residents, businesses, members of the public and visitors to the site, as well as other users of the adjacent highway network.

The contents of the CMP will be complied with unless otherwise agreed with by the Council (LBC). The CMP is a live document that will be updated as necessary to include relevant information and address issues that may be identified through consultation with local stakeholders as the project progresses and on the appointment of the main contractor. If the document is updated, it shall be approved by the Local Authority.

At the Planning Application stage, without the appointment of a contractor, this CMP provides an overview of the expected construction activities and their impacts on the public highway. Any revisions made to the CMP document will be submitted to the Council for approval and this is expected to be secured by a Planning Condition.

2 Existing Highway Network

Detailed below are the details of the local and strategic highway network, site access and proposed vehicle routes to the site.

2.1 Local Road Network

The site will be accessed by Avenue Road to the front of the site. There was an historic in/out carriageway driveway along Avenue Road when the two original 1800 villas existed there and so this will be reinstated for this new development and the current access situated on Elsworthy Road will be replaced with a small pedestrian gate.

Although there is on-street parking on both Avenue Road and Elsworthy Road, this is difficult immediately outside the site due to a cycle lane on Avenue Road and the close location of the junction and a police parking bay on Elsworthy Road. Construction vehicles can stop briefly on these roads outside the site, but the majority of vehicles would be expected to drive onto the site to deliver materials or collect waste.

The re-instatement of the historic in/out carriageway driveway along the southern boundary of the site is expected to occur at the start and so construction vehicles would be able to use this access, as well as the existing vehicle access off Elsworthy Road before it is removed and turned into a pedestrian access.

2.2 Strategic Road Network

It is easy to access the A41 Finchley Road, which lies to the west of the site, via Avenue Road or Queen's Grove. By travelling west along Queen's Grove, it connects to the A41 Finchley Road. By travelling North along Finchley Road, it connects to the M1.

Finchley Road connects to the A501 in the south and the A501 connects to the A40 in the west, which later connects to M40.

It is evident that the site location allows for numerous routes.

3 Outline CMP Strategy

3.1 Overview

The CLP provides an overview of the construction process, the type and size of vehicles expected to be used on-site, expected arrival times of construction vehicles, access arrangements and any necessary temporary highway works and traffic management orders. It considers and addresses the following:

- Project Manager;
- Programme;
- Working hours;
- Site arrangement;
- Proposed methodology;
- Sizes and numbers of construction vehicles;
- Parking and loading arrangement of vehicles and delivery of materials and plant to the site;
- Details of how traffic associated with the construction process will be managed in order to reduce congestion; and
- Details of any other measures designed to reduce the impact of associated traffic.

3.2 Project Manager

Upon appointment of a contractor, a project manager will be appointed and will assume all responsibility for implementing the measures within the CMP. The contact details for the project manager will be displayed at the site and published on any temporary licenses granted by LBC as the Highway Authority (such as for hoarding or scaffolds).

The project manager will liaise with local stakeholders and the project managers for other construction activities in the local area when and where it is relevant to do so. They will also commit to liaising with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts.

The project manager will also be responsible for monitoring and reviewing this CMP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.

The appointed Project Manager will act as a point of contact between local stakeholders/businesses/residents so that in the event of issues/concerns arising during the construction process, action can be taken as quickly as possible.

Information boards will be displayed at the site highlighting the key personnel on-site including their contact details. A 24-hour emergency contact number will also be provided.

Local businesses and residents will be able to call the site office to raise any concerns and the Project Manager will personally deal with any comments or complaints and will ensure that they are resolved quickly. A record will be kept of any / all comments and complaints.

3.3 Programme/Phasing

Construction is expected to begin around June 2022 and be completed by end of December 2024. A 30-month construction period is anticipated. A detailed construction programme will be provided within the final CMP once a contractor has been appointed. This will set out timescales for each phase of construction.

3.4 Hours of Operation

It is proposed that the hours of operation will be between:

- Weekdays: [08:00–17:00];
- Saturday: [08:00 – 13:00]; and
- Sunday: [No noisy activities on-site]

Deliveries will only occur between 9.30 am-3 pm.

The working hours above are approximate, and these will be stipulated by LBC. In certain circumstances, it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken. Any special dispensation with regards to out of hour's vehicle activity will require prior agreement with the local authority.

There will be no working on Sundays unless there is a requirement for emergency works or abnormal deliveries. These would be agreed upon in advance with the highway authority.

All vehicle activity will be scheduled and undertaken in accordance with LBC and TfL guidelines. Vehicle activity will primarily take place outside of peak periods to minimise disruption to the local road network.

3.5 Site Arrangement

The site will be secured with hoarding to all exposed boundaries where there is an interface with / reliance on the public highway. Considering the location of the site (as it lies along Avenue Road and Elsworthy Road), this will be minimal. Avenue Road and Elsworthy Road are the only roads fronting the development. The security hoarding will also include decorative displays and facilities for public viewing. The hoarding will be provided in line with LBC regulations.

Construction office and staff welfare facilities will be provided on-site where possible.

Plant and materials will be stored on-site.

Wheel washing facilities will be provided at the front of the site on Avenue Road for any vehicles that require it. There is expected to be a lot of 'muck away' being removed from site, as a subterranean level is going to be built. Wheel washing

facilities will therefore be provided for any vehicle involved in this work. As the in/out driveway along Avenue Road will be reinstated, wheel washing can occur here.

Excavation works will be undertaken on-site and a tower crane will be required on-site. The removal of material is expected to be undertaken on-site.

3.6 Vehicle Types and Number of Movements

There are no anticipated restrictions to the size of heavy goods vehicles servicing the site, although the vehicle types will be stipulated by the LBC and the Main Contractor Schedule.

There appear to be no height restrictions on the highway network surrounding the site and therefore numerous types of vehicles will be used to bring materials to and from the site.

It is expected that the online Freight Journey Planner will be able to be utilised by drivers.

The main vehicle types and their typical height are shown below:

- 12m rigid vehicles - 3.9m;
- Grab lorries - 3.7m;
- 8-wheel tippers - 2.9m;
- Concrete lorries - 4m;
- Skip lorries - 3.7m;
- Steel reinforcement lorries - 3.4m;
- 3.5T Luton Vans - 3.6m; and
- LGVs (Transit Vans) - 2.5m.

Most vehicle movements to and from the site will be carried out by light goods vehicles. A tower crane will be required on site. At this stage, the number of construction vehicles attending the site each day is unknown and this will be stipulated by the LBC and the Main Contractor Schedule. Loading/unloading times on-site are expected to range from 10 minutes to 2 hours depending on the activity that is being undertaken.

An accurate breakdown of expected vehicle movements and anticipated dwell times during each phase of construction will be provided within the final CMP and once a contractor has been appointed.

3.7 Access Arrangements for Vehicles

All personnel responsible for delivering material to and/or transporting material away from the site will be advised in writing of the proposed and agreed vehicular access route.

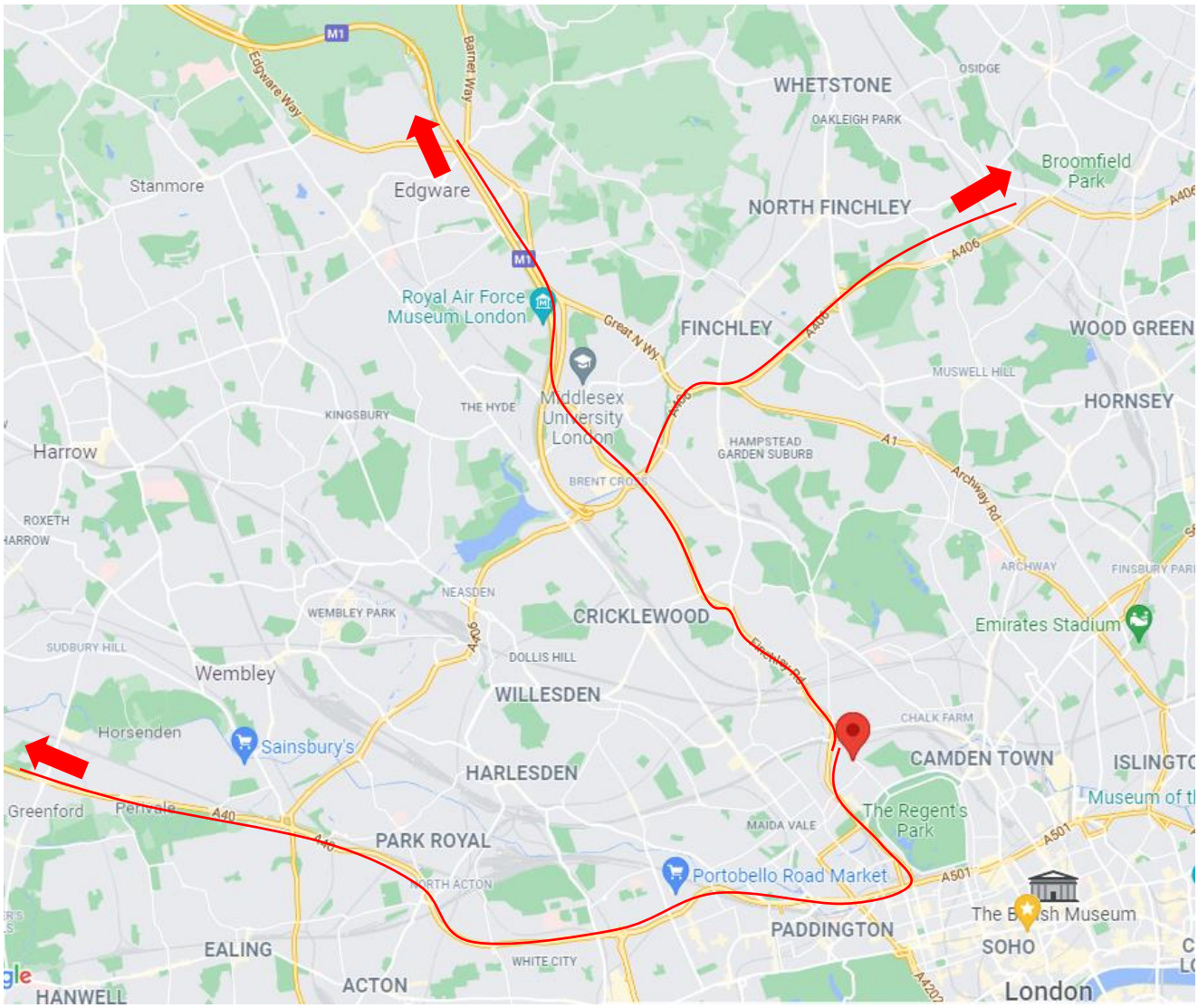
Vehicle arrivals and departures will be scheduled and staggered to reduce the potential for unnecessary delay and congestion at the site and to avoid conflict on Avenue Road.

The scheduling of materials, deliveries and waste collection will be managed by a competent logistics team who will be appointed by the lead contractor. Deliveries and collections are expected to be arranged on a 'just in time' basis in order to avoid more than one HGV seeking access to the site at any time. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.

3.8 Proposed Vehicle Routes

The Contractor will liaise with LBC with the aim of agreeing vehicular routes to and from the site for vehicles during the construction stages. Details of the agreed routes will be provided to drivers, which will need to be adhered to at all times unless otherwise instructed by the Council. The objective of agreeing approach/exit routes is to minimise the impact on residential streets and sensitive locations with reliance on the strategic road network as much as is possible.

Figure 3.1 overleaf shows the proposed arrival and departure routes to and from the site.



The proposed main alternative vehicle routes shown in Figure 3.1 are currently considered to be the most appropriate and suitable for larger vehicles and seek to reduce and minimise disruption to local road users, whilst providing flexibility for the suppliers and construction vehicles. All construction vehicle arrivals will be managed by banksmen at the site to ensure appropriate safety and traffic management measures are adhered to.

There will be a pre-start record of site conditions on the adjoining public highway i.e Avenue Road and Elsworthy Road, which will be undertaken with Camden Highways. This will involve a meeting and site visit from the developer with Highways to assess the current road conditions, so they can note if anything is negatively affected from the construction vehicles after the site has been built. The Contractor will be responsible for making good of any damage caused by the works once the construction process is complete.

3.9 Loading Arrangements

Loading and unloading of material exported or imported to the site and rubbish removal during the construction process is expected to be undertaken on-site.

All site operatives and visitors will be encouraged to travel to and from the site by public transport, however, in the event operatives are required to bring vehicles to the site, operatives will be expected to unload any materials or equipment using the loading area proposed before finding a parking opportunity in the local area.

3.10 Public Highway

The Contractor will agree with a schedule which details the condition of the public highway in the immediate vicinity of the site with the Highway Authority prior to works commencing. The Contractor will be responsible for making good of any damage caused by the works once the construction process is complete.

3.11 Road Safety

A dedicated road Marshall will supervise all arrivals and departures of construction traffic. All contractors and suppliers will be required to achieve silver accreditation of FORS (Fleet Operator Recognition Scheme) where applicable and to be signatories of CLOCS (Standard for Construction Logistics: Managing Work-Related Road Risk).

3.12 Pedestrian and Cyclist Safety

Construction traffic poses a potential risk to pedestrian and cyclist safety. The use of banksmen during all periods of operation at the site will assist pedestrian and cyclist safety. This is particularly important given the site is on Avenue Road, where many vehicles will be moving non-stop.

Hoarding around the site on Avenue Road and Elsworthy Road will protect the safety of pedestrians past the site. Signs will be installed on Avenue Road and Elsworthy Road to inform the public/drivers/cyclists about construction works/construction vehicles nearby. The construction vehicle drivers and other HGV drivers in relation to this site that drive onto site will need to be aware of pedestrians and cyclists.

3.13 Utility Connections

Should the development require any new utility connections, the project manager will make contact with the relevant utility companies in order to coordinate any scheduled work with the highway authority.

3.14 Recycling

The removal of material is expected to be undertaken on-site. The material will be transferred directly into vehicles that will park on-site.

Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process.

Initially, all waste materials will be deposited into containers held on-site with each trade responsible for clearing their own waste. All site waste will be collected by a

licensed waste carrier, who will park on-site and will be taken to a registered waste transfer station for sorting and recycling and re-use.

A Site Waste Management Plan (SWMP) will be implemented if necessary to detail the disposal and management procedures relevant to the demolition and construction phases. The SWMP will seek to minimise and reduce waste production.

Plant and materials will be stored on-site, there is not expected to be a requirement to make use of the public highway for storage purposes.

3.15 Abnormal Loads

If short term road closures are required in order to undertake any element of the works, then the appropriate consents and licenses will be obtained. If required, road closures will be planned in advance, in accordance with the relevant authorities and in compliance with prescribed notice periods.

3.16 Control of Dirt and Dust

The objective is to ensure footways and carriageways adjacent to the site are kept clean at all times. The following measures will be implemented:

- All HGVs removing demolition spoil and soil will be sheeted over before leaving the site;
- Wheel washing will be carried out where required;
- The Project Manager will ensure that the perimeter of the site is patrolled twice a day to ensure that the footway is kept clear of any construction debris;
- Road sweeping to clean the site hard standing and any mud or debris deposited by site vehicles on roads or footpaths in the vicinity of the site;
- Sufficient bins and waste facilities;
- Litter picking facility for un-attributable materials; and
- Facilities to minimise the formation and spread of dust by continuous fine water spray.

3.17 Noise

Noise and Vibration caused by site activities will be controlled as far as is reasonably practicable so that surrounding receptors are protected from excessive levels arising from the construction process.

All hand-operated tools and equipment shall be effectively silenced to industry standards and will bear the manufacturer's guaranteed maximum sound level generated. The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be applied at the site.

The Contractor will work under the guidelines set out in the legislation below:

- Public Health Act 1961

- Health & Safety at Work act 1974
- Control of Pollution Act 1974
- Environmental Protection Act 1990
- The Noise at Work regulations 2005
- British Standard 5228

The Contractor will aim to keep noise levels to a minimum. This will be carried out by:

- Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits.
- Changing methods and processes to reduce noise levels where possible.
- Position plant as far away from the existing residential property as physically possible.

3.18 Considerate Constructors Scheme

The construction project will be registered with the Considerate Constructors Scheme in order to minimise the negative impacts that construction activity may have on the local area.

It is hoped that the construction drivers (who will be sub-contractors) participate in this scheme. Participation in the scheme will ensure and commit the construction project and its workers to providing competent management, efficiency and awareness of environmental issues. In addition, appropriate monitoring will be undertaken to review practices and assess performance.

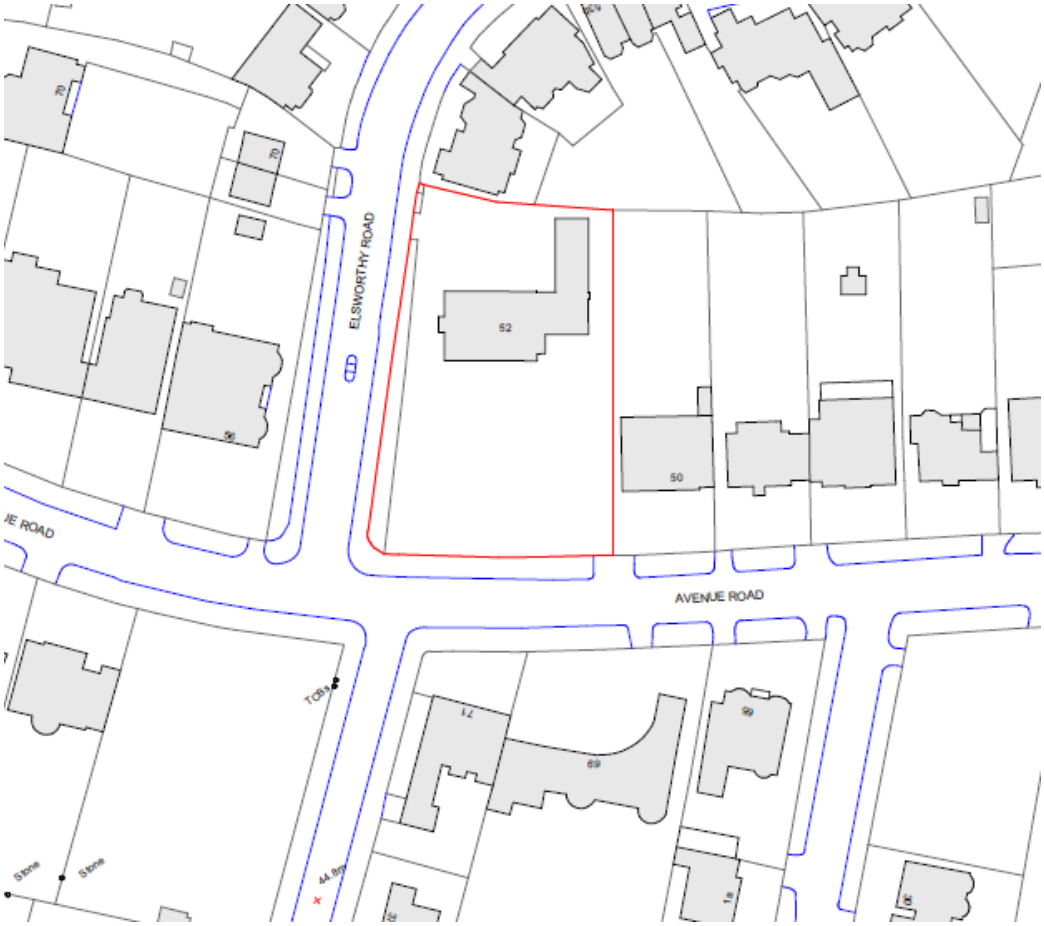
Membership of the scheme requires compliance with a code of practice and seeks to:

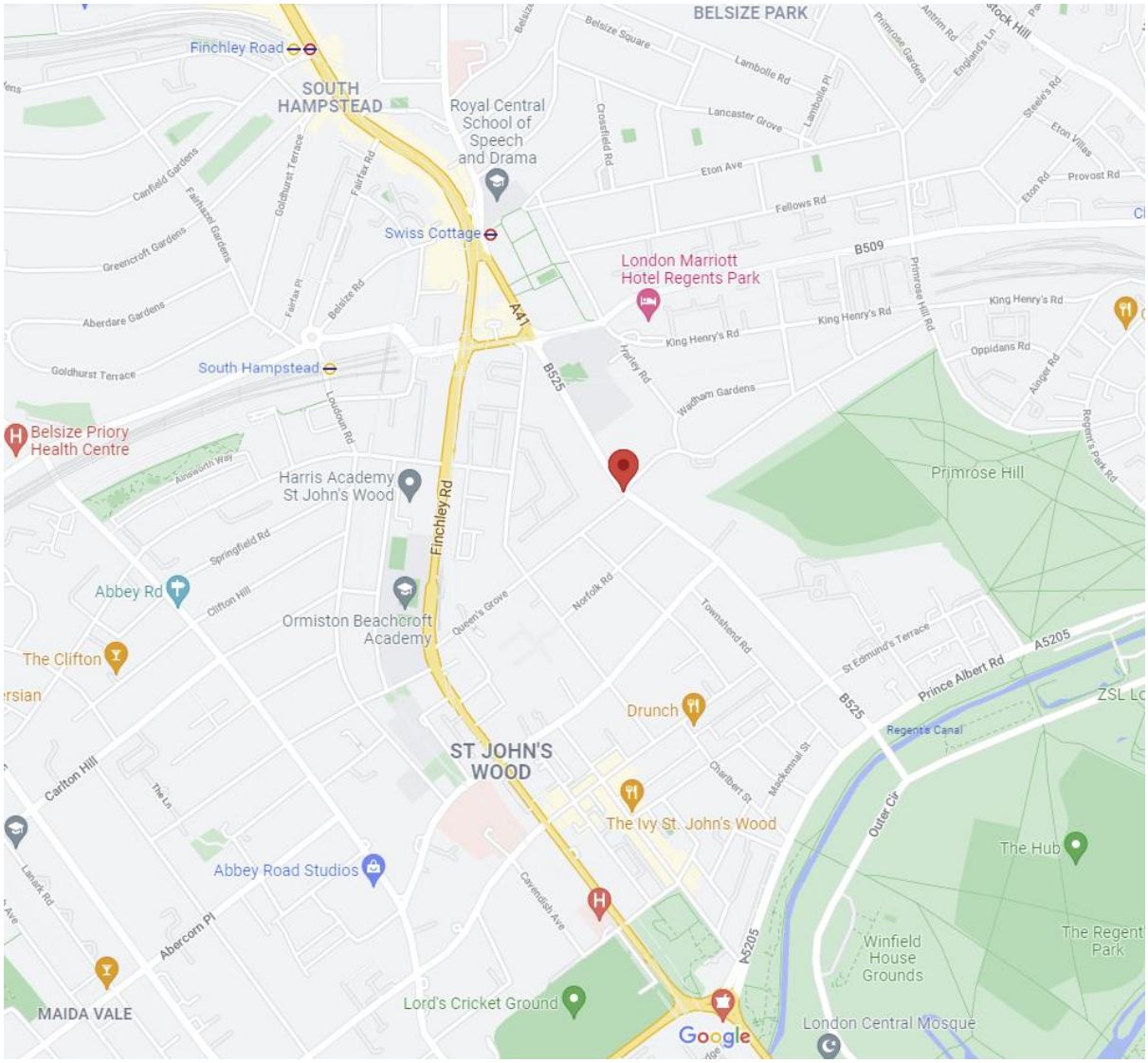
- Minimise any disturbance or negative impact (in terms of noise, dirt, and inconvenience) caused by construction sites to the immediate neighbours.
- Eradicate offensive behaviour and language.
- Result in an improved understanding and respect from residents and others in the community, and fewer complaints.

3.19 Air Quality

An Air Quality Assessment has been prepared by Aval Consulting Group for this development. This report has been submitted to support the Planning Application for this development. The measures in this report will be adhered to.

Appendix A : Site Location Plans





Source: Google.co.uk

Appendix B : Proposed Site Ground Layout Plan