ALPHA HOUSE, 24-27 REGIS ROAD LONDON NW5 3EW
CONSTRUCTION & ENVIRONMENTAL MANAGEMENT PLAN
(to include Construction Traffic Management Plan)

For and on behalf of
.BIG YELLOW SELF STORAGE CO. LTD

21 July 2022

QUALITY MANAGEMENT

Big Yellow Construction Co. Ltd

Date of first issue 16th June 2022

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Construction Director

[Notes……..:…….]

Revision	Date	Details	Changes	Author	Checked
1	21/02/2022	1st Draft		NH	NH
2	16/06/2022	2nd Draft	Minor	NH	NH
3	23/06/2022	3rd Draft	CTMP	NH	NH
4	21/07/2022	Final			

Contents:

1.0 Introduction

This Construction & Environmental Management Plan (CEMP) has been prepared on behalf of .Big Yellow Self Storage Company Ltd to support a full planning application for the redevelopment of Alpha House, 24-27 Regis Road, Kentish Town NW5 3EW. The CEMP also includes the Construction Traffic Management Plan (CTMP).

The proposed development comprises the redevelopment of the site and the construction of a self-storage facility (Use Class B8) and flexible office space (Use Class E(g)(i)), together with vehicle and cycle parking and landscaping.

As no contractor has been appointed, the intention of this CEMP (combined with CTMP) is to set out the overarching strategy for the future management of the construction activities. The principles set out in this document will be subject to further development by the appointed Building Contractor prior to any demolition or construction works commencing on site.

Potential disruption from construction activities shall be reduced as far as is reasonably practical by controlling noise and vibration to acceptable levels, and mitigation measures are to be included which minimises the impact of the construction activities on air quality by keeping dust emittance to acceptable levels.

The property is located within an Air Quality Management Area. This CEMP is based on good practice guidance included within BS5228:2009 Noise and Vibration Control on Construction and Open sites, The Institute of Air Quality Management Guidance for Demolition and Construction sites (2014) together with the recommendations stated within RPS Air Quality Assessment. Reference has also been taken from the Greater London Assembly's Supplementary Planning Guidance "Control of Dust and Emissions during Construction and Demolition" dated July 2014 (SPG).

The demolition and site clearance will take 3 months to complete with the proposed construction of the new building expected to have a 12-month duration.

A summary of the measures proposed in this CEMP to address the particular site circumstances is set out below, as follows: -

- A Construction Traffic Management Plan is included showing the proposed delivery routes, vehicle access/egress points with parking and loading arrangements for construction vehicles and delivery of materials and plant to the application site. The intention of the CTMP is to ensure that disruption and congestion caused by the site operations are kept to a minimum;

- Limiting the hours of working to reduce the potential for nuisance and disturbance. For example, noisy and potentially disruptive works will be undertaken with prior notice to neighbours and employing techniques to keep these impacts to a minimum;

- To keep the impact of the construction activities within acceptable levels and to minimise disturbance and pollution of adjoining buildings, including owners and

users, all appropriate precaution measures shall be agreed with the local authority and then implemented to control noise, suppress dust and minimise vibration;

- Maintain clear, safe access for pedestrians and cyclists to the public areas surrounding the site; banksman arrangements and proposals for keeping hard surfaces clean and tidy;

- Standard best practice measures should be effective in managing the impact of the works on the nearby residential properties and adjacent businesses during construction;

- Construction Waste shall be segregated into separate waste streams to facilitate recycling, repurposing and recovery;

- Reduce the risk of vandalism, fuel spills and pollution incidents.

2.0 Development Control Requirements

2.1 Working Hours

The proposed working hours will be weekdays from 8.00am until 6.00pm with limited weekend working on Saturday between the hours of 8.00am and 1.00pm. No construction works on Sundays and Public Holidays.

We will endeavour so far as is reasonably practical to keep construction activities within these hours of operation. Excessively noisy operations will be limited to periods not more than 2 hours' duration on an on/off basis.

A 24/7 contact number line will be provided by the Contractor and permanently displayed on the hoarding so that it can be referred to should there be any emergencies relating to the site activities during demolition and construction phases.

2.2 Considerate Constructor Scheme

For the construction phases, the contractor's appointment will be dependent upon the condition that the project is registered with the Considerate Constructor Scheme. This nationally recognised Charter encourages "Best Practice" in managing the interface between the building operations and the immediate neighbourhood. This includes providing residents, the council and key stakeholders with written communication prior to works commencing on site to include contact details for the Site/Environmental Manager, a brief description of the works, the anticipated duration and who to contact to make any complaints.

The Contractor will be independently monitored and audited during the course of the building works to ensure compliance with their Code of Practice in the hope of improving the image of the Construction Industry. The contractor will be set a target score of 35 above the national average and encouraged to exceed expectations in a number of key sections.

3.0 Site Management (incl. CTMP)

3.1 Construction Traffic Management Plan (See indicative Site Set Up Plan (Appendix A)

The Construction Traffic Management Plan(CTMP) will include a site logistics plan, developed and agreed with the Principle Contractor and Client team prior to the project commencing. The measures will be submitted to the Council for approval prior to works commencing on site. The CEMP combined with CTMP will demonstrate that the following measures have been considered as appropriate with any potential impacts mitigated, as follows:-

- The access arrangements for vehicles.
- Proposed routes of vehicles to and from the application site.
- Sizes of all vehicles needing access to the application site. The Contractor once appointed will provide a schedule of deliveries in advance of works commencing
- Swept path drawings for the vehicle routes for all vehicle sizes.
- Parking and loading arrangements for vehicles and delivery of materials and plant to the application site.
- Details of any proposed temporary Traffic Management Orders. (May not be required)
- Details of how pedestrian and cycle safety will be maintained, including any proposed alternative routes (if necessary), and any banksman arrangements.
- Confirmation of the proposed working hours.
- Start and end dates for each phase of construction.
- Details of how traffic associated with the construction of the development will be managed to minimise congestion.
- Details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).
- Details of how the spread of dirt or dust onto the public highway will be prevented.
- Details of /Community wide engagement that will be undertaken, addressing the concerns of surrounding residents, businesses and tenants.

The need for abnormal loads is not anticipated but if a need is identified the contractor would liaise with the Highway Authority(s) and the police to identify the most appropriate route and timing of the delivery to minimise the impact on other road users and neighbouring properties.

Secure fencing will be erected where required to the site boundary complete with full height, secure lockable 6m wide gates.

The proposed site access will be off the main road frontage, utilising one of the existing vehicle crossovers with a waiting area for delivery vehicles away from the carriageway, this will minimise disruption to traffic flow.

The contractor's compound will be wholly contained within the boundary of the development site with specific areas of the site designated for material storage, car parking, waste management and unloading of materials.

Proposed details for the location of vehicular / pedestrian access, location of temporary site accommodation, material storage, site car parking and waste management are identified on the attached Logistics Plan (Appendix A).

All suppliers / vehicles to the site being registered with Construction Logistics & Community Safety (CLOCS) and Fleet Operator Recognition Scheme (FORS); schemes as appropriate and the movement of vehicles associated with construction will accord with the requirements of these schemes. A gateman will be positioned at the entrance to control access onto the site and to manage delivery vehicles.

All Non Road Mobile Machinery (NRMM) of net power between 37kW and 560kW, shall conform to EU Engine Emissions Stage or have an exemption issued by the Greater London Authority. Currently the requirement is to meet Stage IIIA of EU Directive 97/68/EC as a minimum.

Any lighting of the construction site will be provided with sufficient illumination for safe working, in addition to the safety and comfort of the passing public. The lighting will be installed to minimise nuisance to residents or adjacent properties and to reduce distraction or confusion to passing traffic on the road network.

Prominent signage will be utilised to inform and advise operatives and the general public of hazards, across routes, planned construction activities, parking areas, etc.

Good quality, temporary modular buildings will be sited to avoid overlooking adjacent properties with self-contained welfare facilities.

Any means of escape from adjacent properties will be maintained either along its current route or diverted around the edge of the construction activities.

3.2 Nuisance, Noise, Dust and Vibration Minimisation Proposals

The property is located within an Air Quality Management Area. One of the key drivers of this project is to cause the minimum possible disruption to the adjacent properties and the public and to reduce the impact of activities on air quality. The Contractor will adopt the guidance and mitigation measures contained in the following documents:

1. BS5228:2009 Noise and Vibration Control on Construction and Open sites
2. Institute of Air Quality Management Guidance for Demolition and Construction sites (2014).
3. GLA Supplementary Planning Guidance "Control of Dust and Emissions during Construction and Demolition" (July 2014)
4. RPS Air Quality Assessment (June 2022)

The Contractor shall develop a Dust Management Plan following the above named Guidance to include measures to control dust as well as noise, vehicle pollution and vibration minimisation proposals. DMP to be approved by the Local Authority. The impact of construction activities on air quality are minimised by employing effective mitigation measures, as follows:

Operating vehicle/machinery and sustainable travel

- The development is expected to generate between 10 – 15 vehicles per day. Exhaust emissions from contractors vehicles are therefore unlikely to have a significant impact on local air quality in the long term. EPUK and IAQM thresholds are not expected to be exceeded for any individual road during construction.
- Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.
- Ensure all vehicles switch off engines when stationary - no idling vehicles.
- Avoid the use of diesel/petrol powered generators and use mains electricity or battery powered equipment where possible.
- Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing); provision of parking arrangements on site.
- Understand and avoid (where possible) busy periods on the local roads; delivery to be outside of peak activity and phased to be just in time.

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible); keep areas damped down and provide debris netting to perimeter scaffolding or fencing.
- Use enclosed chutes, conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment where appropriate.

Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.

  Make the complaints log available to the local authority when asked.

  Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the log book.
  Site working hours and strict enforcement of site shut periods to comply with planning conditions and technical guidance.
- Advance notification to all those affected by key site activities.
- Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.
- Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.
- Display the head or regional office contact information.
- Appropriate and discreet placement of site accommodation, welfare and storage areas.
- Record and respond to all dust and air quality pollutant emissions complaints.
- Make a complaint's log available to the local authority when asked.
- Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.
- Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust (sic) are being carried out, and during prolonged dry or windy conditions.
- Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and action taken to resolve the situation is recorded in the log book.

Preparing and maintaining the site

- Plan site layout: machinery and dust causing activities should be located away from receptors.
- Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.
- Avoid site runoff of water or mud.
- Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials from site as soon as possible.
- Maintenance of public footpaths with all pedestrian routes to be kept clear at all times.
- Access and egress for vehicles and operatives from the site will be via secure, access-controlled gates.

Waste Management

- Reuse and recycle waste to reduce dust from waste materials.
- Avoid bonfires and burning of waste materials.

Low Risk Measures Specific to Demolition

- Ensure effective water suppression is used during demolition operations.
- Avoid explosive blasting, using appropriate manual or mechanical alternatives.
- Bag and remove any biological debris or damp down such material before demolition.

Demolition

- Soft-strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
- All demolition to be undertaken from inside the perimeter of the site.

Trackout

- Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.
- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.
- Implement a wheel washing system.

3.3 Delivery of Materials to Site

There is a good network of minor and major roads in the vicinity of the applicant site. It is anticipated that most delivery and site waste vehicles will be directed to approach the site using the existing main road network.

All site deliveries will be on a call-off, “just in time” basis, as to enable complete control of size and times of deliveries.

All deliveries will be briefed to follow the site access routes, and be directed and effectively unloaded in a pre-arranged lay down area within the boundaries of the site.

Consideration will be given to the potential effect on the local area’s parking provision during construction of the proposed development and it is not anticipated that existing on street parking will be reduced. Existing bus stops and bus routes in the locality will not be affected.

Any timing of large scale vehicle movements will be planned to avoid peak hours wherever possible.

For the demolition and construction phases, vehicles will access the development directly from the main road utilising the existing highways access/egress crossover as indicated on the attached Site Logistics Plan. All construction traffic entering and leaving the site will be closely controlled by a full time gateman. Vehicles making deliveries to site or removing waste will travel via carefully designated routes, using major arterial roads.

Deliveries would be pre-planned to prevent obstruction to other road users and would not be outside the permitted working hours, as far as is reasonably possible.

There would be a general policy of limiting the amount of parking on site to a small number of spaces and the site labour force would be encouraged to use public transport at all times. The Contractors will be encouraged to use shared transport arrangements and minibuses to transport the workforce to the site. If necessary, any local traffic management measures for site access will be agreed with the relevant authorities.

Please see Appendix B for Waste/Transport Routes Location Plans.

3.4 Site Security

A secure site boundary fence (timber framed painted plywood hoarding, 2.4m high) will be erected for the duration of the proposed construction activities to protect members of the public from the dangers of the ongoing construction works. This robust hoarding is proposed to be located along the current boundary line. The site will be made sufficiently secure to deter and prevent entry to the site by unauthorised persons and to prevent removal of materials or goods from the site. This will be achieved by installing a perimeter hoarding with a limited number of secure access and egress points. A dedicated gateman will be allocated to the access point to ensure that unauthorised entry is not permitted and to control traffic movement into and out of the development.

Materials, tools, site equipment and plant shall be stored within the site boundary.
Proposed hoarding lines and access gates are indicated on the attached Site Logistics Plan Appendix A.

We will develop the detail of our secure fencing alongside the public footpath with the aim of providing a viewing gallery and key information notice boards (regularly updated) to reinforce our commitment to engage with the local community.

4.0 Structural Method Statement & On-Site Stability

4.1 On Site Stability

For all phases of demolition and construction works, ensuring the stability of adjacent properties and public footpaths/roadways will be of utmost priority and importance.

We have not identified the need for temporary propping of adjacent buildings during the demolition phase. However if a need for temporary propping and permanent structural works is identified, this shall be designed by Campbell Reith as structural engineers. Party Wall Agreement (if required) are to be agreed with the adjacent properties prior to works commencing.

Where existing buildings and boundary walls are to be demolished, care will be taken to minimise the effect of the demolition works on these properties with temporary protection measures implemented and making good of any damage howsoever caused. We will work with adjacent owners to minimise disruption by undertaking the works outside of their normal business hours if necessary.

Pre and post Demolition condition surveys, with written commentary and photographic records, will be compiled by a third party surveyor to include all adjacent properties, footpaths and roadways. Any damage caused by the works to be rectified at the applicant's expense.

All phases of the proposed construction works should not adversely affect the stability of the adjacent properties. As and when required please refer to the following section 4.2 - Structural Method Statement prepared by Campbell Reith which set outs the structural philosophy for the construction of the basement and superstructure.

4.2 Structural Method Statement (To be developed for specific projects)

4.2.1 Introduction

The proposed building will have a simple substructure (no basement) constructed of in situ reinforced concrete on bored pile foundations supporting structural steel framed superstructures above ground. Further details on the configuration of the buildings and accommodation to be provided are described in the Design and Access Statements forming part of this planning application.

4.2.2 Ground Conditions

A geotechnical and environmental investigation of the ground conditions at the site shall be carried out to BS5930 under the direction of BY Environmental Engineer, Campbell Reith.

4.2.3 Flood Risk and Surface Water Drainage

These aspects of the development are discussed in Campbell Reith's Surface Water Management Plan.

5.0 Outline Environmental Strategy

5.1 Site Waste Proposals

The demolition and building contractors shall work in partnership with the Client and a specialist, licensed waste management partner e.g. Smartwaste or similar, to compile the Site Waste Management Plan for each phase. The phases include demolition/site clearance, shell and external works together with fitting out. Initiatives will be established early in the project cycle in order to establish full commitment from all parties in the reduction of waste. A pre demolition audit will also be undertaken.

The site waste management plan(s) will clearly identify ways in which we can minimise and reuse waste, whilst challenging our supply chain partners in minimising packaging and focusing on real delivery opportunities to assist in reducing waste produced on site. In addition to this, a focus on excellent material storage on site is proven in reducing waste produced on site.

Big Yellow is a member of ***YesRecycle*** Hard Hat recycling initiative.

It will be a condition of their appointment that all contractors will prepare detailed Site Waste Management Plans to accord with industry technical guidance and best practice, the development will take the following approach:

1) Avoid the creation of waste in the first place;
2) Re-use waste that is created as much as possible;
3) Allow left-over waste to be recycled elsewhere as much as possible, minimising the waste that ends up in landfill.

Burning of waste arising on site will not be permitted at any time.

All waste arising from demolition works will be removed from site for recycling as appropriate. Where practicable, hard materials will be crushed on site for reuse, as general fill or as part of the external service yard.

Below are our waste management targets and Key Performance Indicators we will endeavour to achieve:

<u>Waste Management Targets</u>

- A minimum of 95% (tonnage) construction site waste will be diverted from landfill.
- At least 70% (tonnage) of construction waste will either be recycled or processed for re-use.
- 90% (tonnage) of general demolition waste will be reused. Specialist hazardous or notifiable waste to be sent to a licensed facility. Inert material retrieved from any deep excavations will be re-used locally or recycled rather than sent to landfill.

- At least 10% (tonnage) of demolition waste to be reclaimed or processed for re-use.

Waste Management Targets -continued…

- Measurement of the emissions as a result of transportation of materials to site and put in place actions to reduce emissions.
- To achieve a 30% (tonnage) overall recycled content for the development.
- Waste will be segregated into categories on site to maximise the opportunity to recycle appropriate waste streams as follows:

  - Inert
  - Steel; metals
  - Mixed
  - Wood
  - Gypsum; Plasterboard
  - Packaging
  - Canteen Waste
  - Hazardous/Notifiable

Colour coded skips will be provided for each of these waste streams.

Skips provided for the collection of waste will be emptied on a regular basis to ensure that waste is safely and securely contained at all times, to reduce the risk of dust contamination and ensure that waste is not allowed to be stored on the ground. Where there is a risk of dust the skips will be dampened down with water to control and remove any migration of dust.

The waste carrier for this project will ensure that all skips and lorries transporting excavated materials are covered when removing waste from site to control dust pollution. Bins will be stored at ground level and there will be a flat route between the storage area and the point where they will be collected from.

Concrete foundations/masonry arisings will be crushed on site and reused to form temporary hardstanding.

5.2 Trees

There is a single existing tree sited on the front boundary in the site entrance area. The tree is 3m beyond the site boundary and is therefore largely unaffected by the construction works. Notwithstanding the contractor shall follow the recommendations for tree protection as set out in the Arborist report.

5.3 Pest Control

Prior to works commencing on site, the principal contractor will ensure bait for pests, is in place. If an infestation occurs, the principal contractor will ensure a specialist pest company treats it.

Preventative measures, such as stopping and sealing disused drains, sewers and manholes will be taken. Any catering will pay strict attention to how food is delivered, handled, stored and disposed of.

5.4 Water

Standard best practice measures will be effective in managing the impact of the works on the surrounding environment and the construction works are not considered to present a risk to existing water features or to exacerbate any localised surface water flooding.

Piling methods shall be specified to avoid contamination of the groundwater beneath the site, and no effect on groundwater quality is expected.

The Principle Contractor will dispose of site run off and waste water produced as a result of site activities in line with the requirements of the Environment Agency and Thames Water.

Appendix A – Indicative Site Logistics Plan

LIST OF INFORMANTS :

ORDNANCE SURVEY. LICENSE NUMBER 100022432. EXPIRY DATE 21.03.2023
TOPOGRAPHIC SURVEY: 360 GEOMATICS: 360G/21019T/100-A

REVISIONS	DATE	DRN	REV
NOTES UPDATED	01.06.22	WMS	A

CONTRACTOR'S LAY DOWN AND MATERIALS STORAGE AREA

EXISTING SITE PERIMETER FENCE RETAINED

PARKING FOR CONTRACTORS' VEHICLES

2.4m HIGH PERIMETER TIMBER HOARDING. PAINTED FINISH.

CONTRACTORS SITE WELFARE AND OFFICE ACCOMMODATION

EXISTING WALLS AND KERBS RETAINED

TREE PROTECTION FENCE TO EXISTING TREE RETAINED

UKPN PERSONNEL ACCESS GATE FOR SUBSTATION

2.4m HIGH PERIMETER TIMBER HOARDING. PAINTED FINISH.

USE EXISTING VEHICULAR CROSSOVER FOR CONSTRUCTION TRAFFIC

This drawing contains critical information in colour. To ensure this information is legible, only print or copy this drawing in full colour.

North

0 2m 4m 6m 8m 10m

MountfordPigott

BIG YELLOW SELF STORAGE KENTISH TOWN

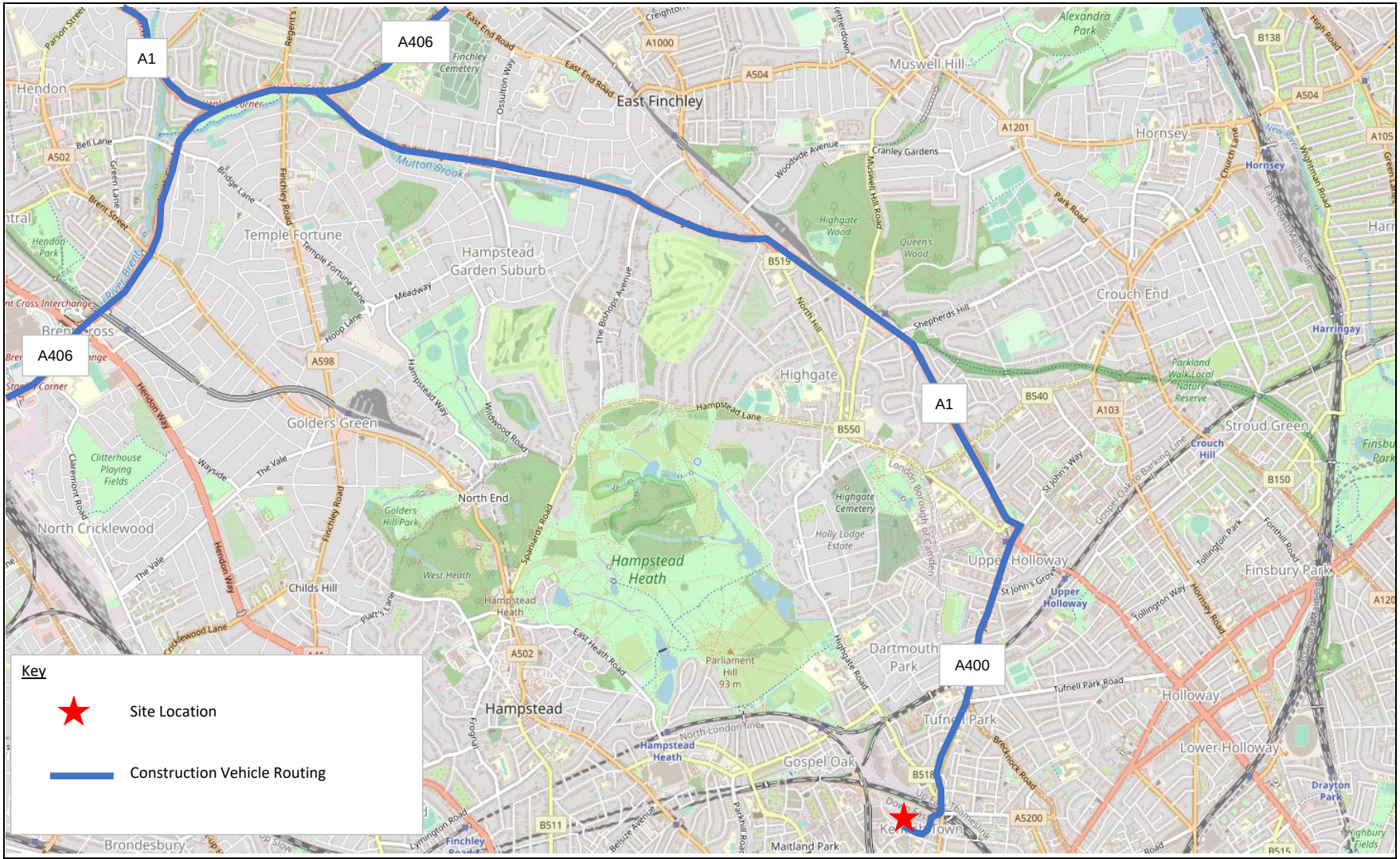
CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN - SITE PLAN

2314-X04-A

1:200@A1 / 1:400@A3 21.03.2022

DRAWN BY WMS

Appendix B – Waste/Transport Routes Location Plans



rappor Infrastructure and environmental consultants rappor.co.uk	**Client:** **.Big Yellow Self Storage Company Ltd**	**Drawing Title:** **Anticipated Construction Vehicle Routes**	**Date:** **March 2022** **Project Code:** **22-0200** **Drawing Number:** **APP I**
	Project: **Alpha House, Regis Road, Kentish Town**		