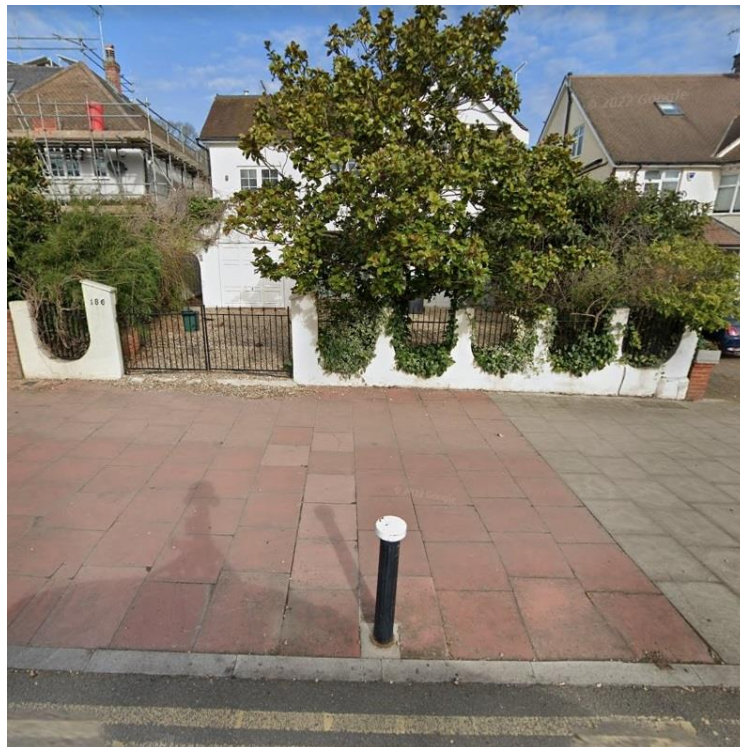


Construction Management Plan (CMP)

The proposed development of

186 Creighton Avenue
London
N2 9BJ



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Date: November 2022

Revisions

Rev	Date	By	Notes
-	November 2022	N Norval	Issued for Comment



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1. INTRODUCTION

Kias Services Ltd has been commissioned by XUL Architecture to compile a Construction Management Plan (CMP) for 186 Creighton Avenue, N2 9BJ to be submitted with planning to the Council.

1.1 Objectives of the Plan

The primary aim of this CMP is to reduce the impact of the construction works on the residents of Haringey council specifically the residents of Creighton Avenue. Several site-specific measures are being proposed to alleviate the disruption to residents as set out in this document; however, the CMP is a live document that will evolve as necessary to address issues that may be identified through ongoing consultation with residents as the project progresses.

These proposals are to enable third parties to understand the nature of the works and the various construction activities associated with the development.

This plan will be used as the background for the detailed demolition method statement and risk assessments and will be included in all specialist trade contractor portions of the works.

The Construction Project Manager will be responsible for implementing measures contained in the CMP and will be the point of contact for residents. The Project Managers name, telephone number and email address will be added to the CMP once he/she has been appointed.

1.2 Project Overview

The project includes the demolition of the existing house and garden building and erection of a new two-storey detached house with rooms in the roof space.



2. PROJECT BACKGROUND

2.1 Site Description

The site currently comprises of a detached two storey residential property with roof space, a driveway at the front, Concrete-built wide balconies to the front and rear, an external garden room building and front & rear gardens. The site covers approx. 933m² and is located approx. in the middle of Creighton Avenue and is bounded to the North by Coldfall Wood and to the South and West by private residences and their associated gardens.

The site is accessed from Creighton Avenue on the Southern boundary.

The single entrance existing front driveway could accommodate more than one vehicle, The front has some mature trees and gravel, as well as a mature rear garden with associated lawn and planting.

The proposed development does not share a party wall with any properties

3. PROPOSED SITE WORKS

3.1 Preliminary Programme of Works

It is envisaged that the duration of the works described will be 59 weeks and comprises of the following: -

Activity	Weeks	Est. no. of Vehicles per day	Type of Vehicle
Site Setup, Building Regulations and Health & Safety Documentation	2	1	Van
Demolition	5	1	Grab Lorry/Skip Lorry
Bulk Excavation	3	2-3	Grab Lorry
Concrete Footings and Slab	9	3	Concrete Lorry/ Concrete pump
Delivery of Timber Frame	2	1	27t flatbed
Building Frame including Roof	15	1	General building materials on Flatbed or Van
Demolition of Garden Room	2	2 per week	Grab Lorry/Skip Lorry
Internal Fit Out	16	1	General building materials on Flatbed or Van
Landscaping	5	2 per week	General building materials on Flatbed or Van

This programme provides an indication of the duration of each phase of the works, it will be updated with the dates envisaged for each phase once a main contractor has been appointed and a start date on site has been determined.

There are no activities that cannot/will not be accommodated within the site boundary.

4. SITE ESTABLISHMENT

4.1 Site Preparations

Temporary Hoardings will be erected across the front of the property boundary with secure access and enclose the mature trees that have been identified on the tree protection report as shown in the Site Plan in section 4.10 below.

Hoardings will be repainted from time to time and will be kept in a neat and tidy condition. Any graffiti will be quickly removed.

The existing incoming services (Gas, Electric, Water and telecommunications) will be available in the Garden Room during the majority of the project, but will be isolated and disconnected to the rest of site before demolition work begins, any pipes of cables that are required to stay will be clearly labelled, to make sure they are not disturbed.

Site office and Welfare facilities will be established as shown in the Site Plan in section 4.10 below, along with areas allocated to Material Storage and Recycling.



4.2 Security

All site personnel will have to sign in on arrival and sign out before leaving the site. This will be incorporated into the Site Rules and included as part of the site induction process.

The front hoarding will be regularly inspected to ensure that it remains secure. The access door to the site will be fitted with a combination security lock to only allow access for authorised personnel. There will be an intercom so that visitors can alert site personnel.

All tools and valuable materials will be stored in lockable containers on site and sub-contractors will be required to either make use of these containers or take their tools of site at the end of each day

Any scaffolding required on site will be equipped with a scaffold alarm and any access ladders will be stored away when not in use.

Once the building is erected, all windows and external doors will remain closed and locked when site is not operational, a temporary site alarm will also be installed.

The name and contact details of the Site Manager will be provided in case of emergencies.

4.3 Working Hours

Working hours will be: -

Monday to Friday 8:00am to 6:00pm
Saturday 8:00am to 1:00pm
(No work on Sunday and Bank Holidays)

All deliveries, either from Builders Merchants, Rubbish/Soil Removal, Concrete, Steel etc need to be restricted as follows:

- a) Between 9am and 4:30pm, Mondays to Fridays
- b) Only small deliveries on a Saturday between 9am and 1pm, no lorries

Activity likely to generate significant external environmental effects (piling etc.) to be scheduled only between the following hours unless approved otherwise:

- a) 9am to 12pm, Monday to Friday
- b) 1pm to 5pm, Monday to Friday
- c) 9am to 1pm, Saturdays

4.4 Access and Egress Arrangements

Access to the site will be from Creighton Avenue

There is a widened footpath along the frontage of the property with dropped kerbs for the driveway. There is also a continuous double yellow line as the entrance is opposite the junction to Church Vale.

Site access and egress is gained through Temporary Gates that will be constructed within the site hoarding. The existing masonry wall to the left will be demolished to widen the entrance.

Signage detailing the Principal Designer and Principal Contractor details as well as 24hr emergency contact will be displayed on the front hoarding along with the general construction signage i.e., PPE must be worn, danger construction site etc and any considerate contractors' posters.

Construction vehicles will then follow the route as set out in section 4.6 below. These maps will be issued to all suppliers and sub-contractors upon appointment.

The site manager will monitor every vehicle movement to site to ensure it conforms to the access requirements and a dedicated banksman will be available to assist in vehicle movements and ensure the safety of any pedestrians, cyclist, or other vehicles.

4.5 Parking for Vehicles of Site Personnel, Operatives and Visitors

There is no provision for parking at this site, vehicles will be restricted to the delivery of materials and the removal of waste.

There will typically be about 5 - 15 construction workers on site, although at times, this may increase to accommodate the work needed on site. To minimise the potential impact of site personnel and operatives travelling to the area, a Travel Plan will be implemented to promote and encourage the use of sustainable modes of travel to and from the site and minimise the use of private cars.

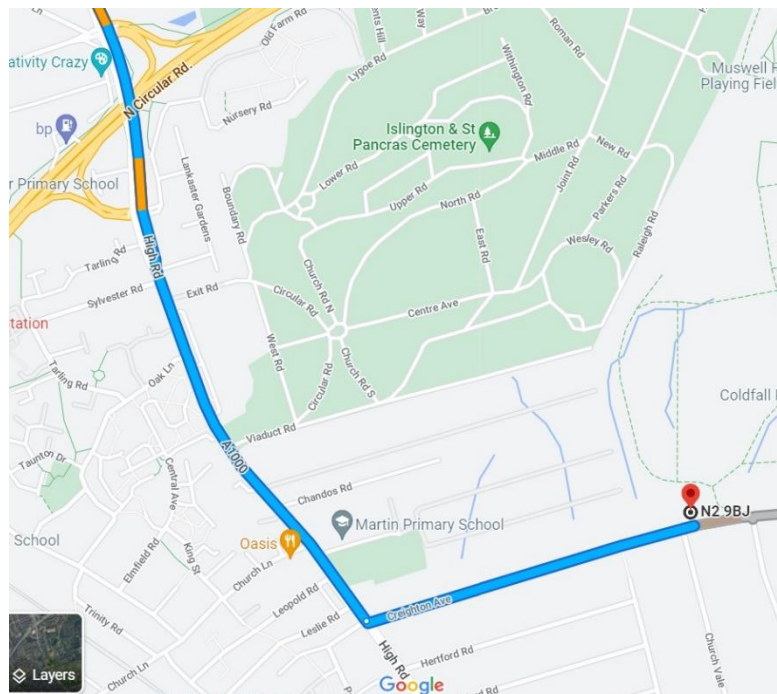
Construction workers will be encouraged to find the nearest pay and display bays.

The Travel Plan will take the form of a leaflet that will include details of local public transport services, promote walking and cycling and encourage car sharing. Consideration will be given to the operation of a shuttle bus service to and from the site from nearby public transport nodes.

4.6 Routing of Construction Vehicles

Suitable vehicle routes will be specified as below and the route will be communicated to all contractors and suppliers. The main contractor will be responsible for ensuring that all site personnel, operatives, sub-contractors, and service suppliers are aware that they need to use this route at all times unless unavoidable diversions occur.

Route for vehicles between site and the Transport for London Road network



ARCHWAY ROAD (A1), turn into CREIGHTON AVE and the property is on the left. Upon exit turn right onto CREIGHTON AVE and return on the same route back to ARCHWAY ROAD (A1)

4.7 Loading, Unloading and Storage of Plant and Materials

The main loading/unloading areas will be just through the site entrance as shown in the Site Plan in section 4.10 below.



Following demolition of the existing house, a 14m temporary driveway will be established to accept the trailers delivering the timber frame (estimated to be approx.. 5 x 27tn flatbed lorries). Once all the materials are on site in the designated material storage area, the driveway will return in order to allow for the foundations to be installed.

The principal contractor will instruct all deliveries to drive onto site to be offloaded, directed by trained banksman in order to ensure construction vehicles can stop and offload without effecting the main traffic on the public highway.

The public highway and footpath will be photographed before work commences to document its condition; Pavement protection boards can be hired to accommodate heavy machinery when required.

There shall be no parking or waiting of construction vehicles on the public highway.

All suppliers will be required to ensure that any drivers sent to site are accredited (FLORS and CLOCS) as required and appropriate to the vehicle they are using.

Traffic Marshalls will be fully trained in the required CLOCS operating standards and will be empowered to refuse access to the site if a vehicle or its driver is found to be in a material breach of contract.

Offloading will generally be direct from vehicles onto the site. Materials will not be stored on public footpaths or roads.

Construction materials such as cement, oils and fuels for site plant etc have the potential to cause pollution. All fuel, oil and chemical storage must be sited on an impervious base within a secured bund of adequate storage capacity. The risk of fuel spillage is greatest during refuelling of plant. Mobile plant would be refuelled either off site or within a designated area on hard standing and away from site boundaries. All pumps, hoses etc would be checked regularly.

The principal contractor will ensure that all Non-Road Mobile Machinery (NRMM) complies with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999

Materials handling and storage

- Locate stockpiles out of the wind where possible
- Keep stockpiles to a minimum practicable height and use gentle slopes
- Damp down stockpiles using water misting/sprays as appropriate
- Store materials away from the site boundaries and downwind of sensitive areas. **Note:** Materials should not be stored near drains, water, or trees
- Minimise the height of all fall materials (demolition works)
- Waste will be stored in a designated area within the identified compound away from site boundaries
- Use covered containers for waste whenever possible
- No burning of materials on site

Plant

- All plant to be maintained and checked daily
- Ensure exhausts do not discharge directly at the ground
- Ensure engines are switched off when not in use
- Keep refuelling areas away from public



Pedestrians and cyclists

- Pedestrian/cyclist access and movements are a priority so banksman will control pedestrian movement and should any vehicles be in the way of pedestrians, they will endeavour to move as soon as possible.
- During certain loading and unloading events, personnel will direct and halt traffic as required to ensure that these activities do not conflict with each other and that a safe environment is maintained.
- Qualified (LANTRA or similar) banksmen will be in position during the transfer of materials to ensure that safe pedestrian passage is always maintained and priority will be given to members of the public crossing the footway.
- The contractors' operatives are to maintain courteous relations and must be always helpful to neighbours and passers-by.

4.8 Wheel Washing

Provision would be made for the washing out of concrete and cement Lorries and mixing plant. These washings would be disposed of to foul sewer. All waste materials created during construction would be stored in designated storage areas isolated from surface drains and away from site boundaries.

Site Vehicles will have wheels wiped down prior to leaving so as to reduce unwanted debris from being transferred from the site to the public highway. A track mat will be used which can be easily cleaned and washed down to minimise the potential transfer of debris onto the road.

Procedures will be set up for immediate removal of mud, including provision of a mobile mud clearing appliance during the excavation part of the building programme, and cleaning down of the roadway after every skip/soil removal

4.9 Waste and Material Management

All waste materials will be removed from site by a licensed waste contractor, discharged via Creighton Avenue using skips or Lorries.

All waste from this site will be dealt with in accordance with the waste duty of care in Section 34 of the Environmental Protection (Duty of Care) Regulations 1991 (b). Materials will be handled efficiently and waste managed appropriately.

Waste and rubbish will be regularly removed from site and not allowed to accumulate so as to cause a safety or fire hazard. We aim to minimise waste and to recycle as much material as possible.

Throughout the works a covered 16y skip will be kept in the driveway to allow unobstructed traffic flow, and will be exchanged as required.

During excavation, soil/muck will be piled on site and removed by grab lorries.

Welfare & Silty Water

- Welfare water will be discharged to the nearest sewer under permission from the sewerage undertaker or if a private sewer system the land owner.
- Water from excavations will also be discharged to the sewer system under the same permission. Treatment (settling) may be required to remove solids

Chemicals/Substances etc

- The use of biodegradable oils will be considered wherever possible
- Leaky or empty drums shall be removed from site immediately
- All spills will be reported to the Site Manager regardless of extent or nature

All pollution control devices will be regularly maintained. Any liquid wastes such as paints or similar chemicals will be retained for recycling and other liquids will be disposed.

Barriers will be installed where necessary to prevent the generation of erosion and sediment during the construction period.

Asbestos

An asbestos survey is planned to be carried out by the end of November. We would expect the report back by the first week in December. This report will be added and re-issued within the CMP

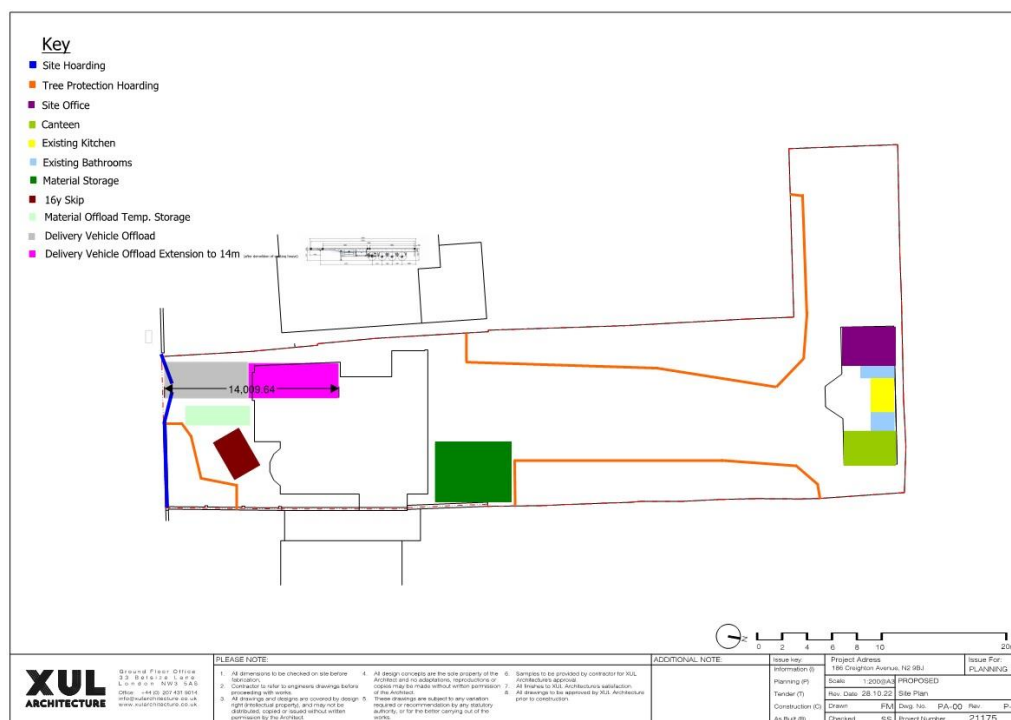
4.10 Site Plan

The site will be kept in a clean and safe condition, the areas adjacent to the site will be regularly inspected and any rubbish or litter removed.

Welfare facilities will be provided within the site to discourage operatives from frequenting the interface between the site and public areas.

Site operatives will not be allowed to congregate or loiter on the footpath or road adjacent to the site.

The site plan below illustrated the location of the site office, welfare facilities, material storage and perimeter hoarding.



4.11 Control of Dust, Noise and Vibration

Dust

The anticipated main cause of dust on site will be during the demolition of the existing building

The following methods will be proposed, as appropriate, to mitigate the impact of dust to the construction activities: -

- Site set-up to be planned to ensure where possible dust creating activities are located away from sensitive areas
- Demolition activities will use water as a dust suppressant either through Water Mist Cannons, Misting hose lines or Jet Mist Suppression
- Adjacent road surfaces will be frequently swept clean



- All loads delivered to or collected from the site will be covered where appropriate
- All road vehicles will be requested to comply with set emission standards.
- Cutting equipment will use water as a dust suppressant or have a local exhaust ventilation system.
- Skips will be securely covered.
- All Material removed will be taken away from site to be crushed, therefore no mobile crusher will be required on site.

Noise and Vibration

We are fully aware of the sensitivities to noise of those occupying the adjacent/adjoining properties. All reasonable steps will be taken to minimise any noise disruption to adjacent/adjoining occupiers.

Where it is necessary to carry out noisy activities, these will be identified well in advance and the timing agreed prior to commencement. These will be carried out in accordance with the local Authority requirements and in consultation with any affected residents.

Operatives working in noisy areas will be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.

Electrically operated plant will be used where practical. We will ensure all plant used on the site will be effectively silenced.

No radios or other audio equipment will be allowed on site.

4.12 Neighbourly Relations

The site is within a residential area. Maintaining good neighbourly relations is assisted greatly by good communication, and by keeping third parties regularly informed of the site activities which are likely to impact on adjoining residents.

Once a main contractor is chosen Introduction letters will be produced and distributed to all nearby neighbours informing them of the start date and detailing the contact details of the person responsible for community liaison.

There will also be a Construction Site Contact Info Sign displayed on the outside of the site once work commences, in the interim, the architect involved in the project will be available to liaise with any neighbours on the details below:

Name: Frederico Marques
Telephone No: 0207 431 9014

Regular newsletters will be produced to keep neighbours advised of future events, general progress of the works and the requirement for any abnormal works.

A complaints/compliments book will be kept on site, which will be used to record details of such, this will include the name of the person making the complaint/compliment, the date, time, nature, and the action necessary to resolve any issues.

This book will be regularly reviewed to ensure that any issues are dealt with and resolved promptly.

4.13 Tree Protection

There are several mature trees in the front and rear gardens which will be completely enclosed with hoarding in order to protect them from any potential damage during the construction.

CONCLUSION

As described above, construction works at 186 Creighton Avenue, N2 9BJ will be carried out such that the impact on the residents and environment will be minimised.

All work will be carried out in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means will be employed to ensure the project is delivered in the safest, most efficient manner.