



PLANNING STAGE
CONSTRUCTION MANAGEMENT PLAN

182 Shelbourne Rd, London N17 9YA

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1.0 INTRODUCTION – Description of Site and Development

Clients: Mr Bernard Ost 182 Shelbourne Rd, London, N17 9YA.

Architect: Tal Arc Ltd 2a Crescent Rd, London, N3 1HP.

Structural Engineers: JMS Engineers Davidson House, The Forbury, Reading RG1 3EU.

Planning Authority: Haringey London.

Planning Application Number: HGY/2022/1721.

Pre-Application Planning Advice Note: N/A

Description:

Construction of two new dwellings arranged in one additional storey on top of an existing detached block of flats.

This Planning Stage Construction Method Plan has been produced by CLPM Ltd on behalf of the Client to satisfy planning condition 2 of planning reference HGY/2022/1721.

The site itself is located at 182 Shelbourne Rd London N17 9YA and has restricted access as it is located on the corner of two roads.

The construction management plan should be viewed as a live document and once a Principal Contractor is formally appointed, they should review and evolve this document to reflect the actual method of construction.

2.0 CONSTRUCTION LOGISTICS

2.1 Site Offices and Welfare Facilities

Site office location would be in rear yard of the building. The two buildings share a rear garden with access between both building via a gate. The reason for the proposed location is that the flats on 182 Shelbourne Rd are for assisted living and all tenants will remain in building during construction. It is therefore recommended to keep front entrance clear of obstructions.

Welfare facilities will be located to rear of property (washing up facilities separate from WC) as shown in appendix below.

2.2 Hoarding and Access Gates

Hoarding and protected walkways will be provided to the front door (entrance to flats) as well as the passageway of pavement on Poynton Rd. There will also be a protected walkway under scaffolding to the site office. It is important that all exits from flats are maintained for fire safety.

2.3 Scaffolding

Scaffolding will require licencing to be erected on pavement on Poynton Rd as well as agreement with neighbour at 180 Shelbourne RD as scaffolding will need to go over the roof area. Clear passageways will be required to front door and on pavement on Poynton Rd. Material loading bays with pulley system to move material from lower level to roof level will also be installed. A 5-board deep working platform with necessary netting/Monoflex to prevent debris from falling below and to sides will be installed.

2.4 Traffic Management

Delivery time slots will be scheduled from 10am to 3pm with the option of off-loading onto material scaffold loading bay. The Contractor will supply a banksman and additional labour to direct traffic flow as required. Parking permits will be applied for on game days if work proceeds on a game day on site. An application for parking bay suspension for the skip placement (potential skip licencing as well) will be made in the approximate location as indicated in the appendix below.

2.5 Cranage & traffic management

It is anticipated that the structural steel work installation will require a mobile crane. This will be carried out by detailed contract lift and will be supplied by specialist contractor with related RAMS. Any road closure or traffic management requirements will be managed by the cranage contractor. The anticipated location of crane is shown in the appendix below.

2.6 Access for Occupiers

The entrance way to the front door of the building will be via a protected hoarding with lights, this will be how the occupiers of the flats will gain access. There will be a further two protected walkways covering the pavement area on Poynton Rd and rear access of the building.

2.7 Licences

Applications to be made for suspended parking bays for skip; skip licencing; scaffolding licences and crane licencing.

2.8 Utilities

Current building has all necessary utility connections. The new flats connections will be within building. A detailed assessment of the existing utilities will be required in association with the design of new addition to building. Any required upgrades will be applied for through correct channels.

2.9 Waste Management

Application for skip license will be required as well as suspension of parking bay so that the skip can be sited on Poynton Rd with direct flow tube into skip from scaffolding.

2.10 Working hours

Building works that can be heard at the boundary of the site will, in accordance with the applicable stipulations, only be conducted between 08:00 and 18:00 hours Monday to Friday, and 09:00 and 13:00 on Saturday. No works will be conducted on Sundays or Public Holidays.

3.0 VEHICLE MOVEMENTS / TRANSPORTATION

As stated above with scaffolding loading bays, we would allow material deliveries to off-load onto scaffolding loading bays and then leave site – in order to minimise time on site as well as selected time slot for deliveries. Skip collection and replacement will be positioned so that they do not disrupt the flow of traffic (parking bay suspension on Poynton Rd) as indicated in appendix below.

There is no parking available on site, however there is street parking available. Permits will need to be applied for on game days.

Visitors will also make use of available street parking on day of visit.

4.0 ENVIRONMENTAL

4.1 Noise

Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974.

Building works that can be heard at the boundary of the site will be in accordance with the applicable stipulations, only be conducted between 08:30 and 16:30 hours Monday to Friday, and 09:00 and 13:00 on Saturday. No works will be conducted on Sundays or Public Holidays.

Noise will therefore be limited to general construction work with the normal selection of power tools particular to various trades.

Where practicable, plant and equipment powered by mains electricity will be used in preference to equipment powered by petrol or diesel engine.

All plant and equipment will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions. All plant will comply with the relevant statutory regulations.

Plant and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.

In the initial phase of extension demolition, percussive demolition equipment shall be avoided with preference given to bursting or nibbling equipment, or more preferably using manual hand tools.

4.2 Vibration

Where practicable, plant, equipment and construction methods will be selected that will minimise vibration transferring to the flats below and surrounding neighbours.

4.3 Dust and Air Pollution

Methods of working will be selected for all activities that will aim to minimise dust and air pollution. As the demolition and construction phase may commence in April 2023, dust levels will in any case be lower than summer levels.

No burning of materials or refuse will be permitted on site. No crushing of material will be undertaken on site.

If demolition is viewed to be dusty, dust suppression measures will be used such as watering down.

Measures to prevent mud and debris being carried onto the Public Highway will be incorporated. All debris, dust and unwanted materials are to become the property of the Contractor who will remove all such materials from site.

The site will be kept in a clean and tidy condition and thoroughly cleaned down to minimise the transference of material onto the public footpath and highway to the satisfaction of the Contract Administrator.

A labourer will be appointed the role of ensuring that the pavement is kept free of debris and washed down regularly, and otherwise whenever needed. This should also be reviewed as the last element of the construction working day, and in any case before contractors leaves site for the day. No vehicle washing will be required.

4.4 Management of Waste – Recycling and Disposal

Where applicable, materials will be stripped from the building and re-cycled for scrap or for re-use through a reclamation company.

Skip waste will be taken off by either the Contractor or the Skip supplier to be dealt with accordingly.

4.5 Asbestos

Due to the current building having been erected approximately in 2010, it is not anticipated that any asbestos will be found. However, if necessary, appropriate licenced operatives will be engaged to survey & remove it. This will be in accordance with The Control of Asbestos Regulations 2006, Approved Code of Practice L143 and the Licenced Contractors Guide HSG 247.

4.6 Contaminated Land

This is not applicable as there will not be any excavations taking place.

4.7 Drainage

It is not envisaged that any current drainage will be impacted due to all new connections will be connected to existing system.

4.8 Trees

Not applicable.

4.9 Archaeology

Not applicable.

4.10 Making good works to public property.

Prior to commencement, a photographic survey will be conducted to include the road surfaces and pavement in the vicinity of the 182 Shelbourne Rd and Poynton Rd (which may or may not be utilised). In the event of any construction vehicular damage, the surfaces will be reinstated to original, towards completion of the project at the cost of owner/contractor.

5.0 CONSTRUCTION METHODOLOGY

An Outline Construction Methodology will include:

- Site set-up.
- Erection of scaffolding including temporary roof.
- Demolition of the existing roof, including retention of materials for construction re-use.
- Crane for installation of steels.
- Construction of new 3rd & 4th floors.
- Fit out.
- Scaffolding strike.
- Commissioning and handover.

It is envisaged that the project would take 8 months to complete.

6.0 HEALTH AND SAFETY

A site-specific Health and Safety plan will be developed by the chosen Principal Contractor as part of their RAMS.

In addition, all necessary provisions under the Construction (Design and Management) Regulations, 2015 will be adhered to. This would include the provision of Signage, First Aid cover and equipment on site, Safety inspections regime, relevant safety training, visitor PPE, RAMS for any lifting operations, and protection of any road and alleyway users, be they pedestrian or vehicular.

7.0 LEGISLATION

The Contractor shall insure that all scaffoldings conform to BS EN 12811-1 and reference should be made to TG20:08 and other relevant legislation including The Construction (Design and Management) Regulations 2015, Provision and Use of Work Equipment Regulations 1998, Manual Handling Regulations 2004, The Control of Noise at Work.

Regulations 2005, Management of Health and Safety at Work Regulations 2006, Lifting Operations and Lifting Equipment Regulations 1998, Personal Protective Equipment Regulations 2002, Health and Safety at Work Regulations 1999.

The Contractor will comply with HSE and other guidance including HS (G) 150 Health and Safety in Construction; BS EN 12811-1 Temporary works equipment. Scaffolds, performance requirements and general design; HS (G) 33 Safety and Roof work; BS1129 timber ladder, steps, trestle and light weight staging. All ladders used meet British or European standard - BS 2037, BS 1129, BS 7377, BS EN 131 (or EN 131) BS 1129:1990 (British) applies to wooden ladders. BS 2037:1994 (British) applies to metal ladders. BS EN 131:1993 (European) applies to both. BS 7377:1994 (British) applies to step-stools.

Working at height regulations are to be observed.

Reference is to be made to Method Statements supplied as part of any Party Wall Award and to the Structural Engineer guidelines to include for any Temporary Works.

8.0 LIAISING WITH PUBLIC AND HARINGEY COUNCIL

8.1 Liaising with Haringey Council

The Client Design Team and/or Principal Contractor will liaise with Haringey Council prior to the request for and issuing of any licencing arrangements or suspension on Residents Parking Bays.

8.2 Public

Prior to the commencement of demolition and construction, occupiers of nearby and adjoining premises, both Residential and Commercial will be informed of the project works.

Information will include details of the nature of the works, and their proposed hours of work and expected duration.

Contact details (name and telephone number), of the Site Foreman and any Project Management participation in the project will also be included. Further information will be included in the signage to the site by way of the F10 listing pursuant to the CDM Regulations.

A log of all interactions with the public will be kept on site, together with any actions taken to resolve any issues that may arise.

Notification will also be made of any requirements for scaffolding, and if necessary, any Utility works' connections that may need temporary closure of part of the pavement on Poynton Rd, ensuring clear access via the other route is kept for all users.

9.0 CONFIRMATION OF COMPLIANCE AND NOTIFICATION OF CHANGES.

The agreed contents of the construction Management Statement must be complied with unless otherwise agreed by the Council. The project manager shall work with the Council to review this Construction Management Statement if problems arise in relation to the Construction of the development. Any future revised plan must be approved by the Council and complied with thereafter.

10.0 APPENDIX

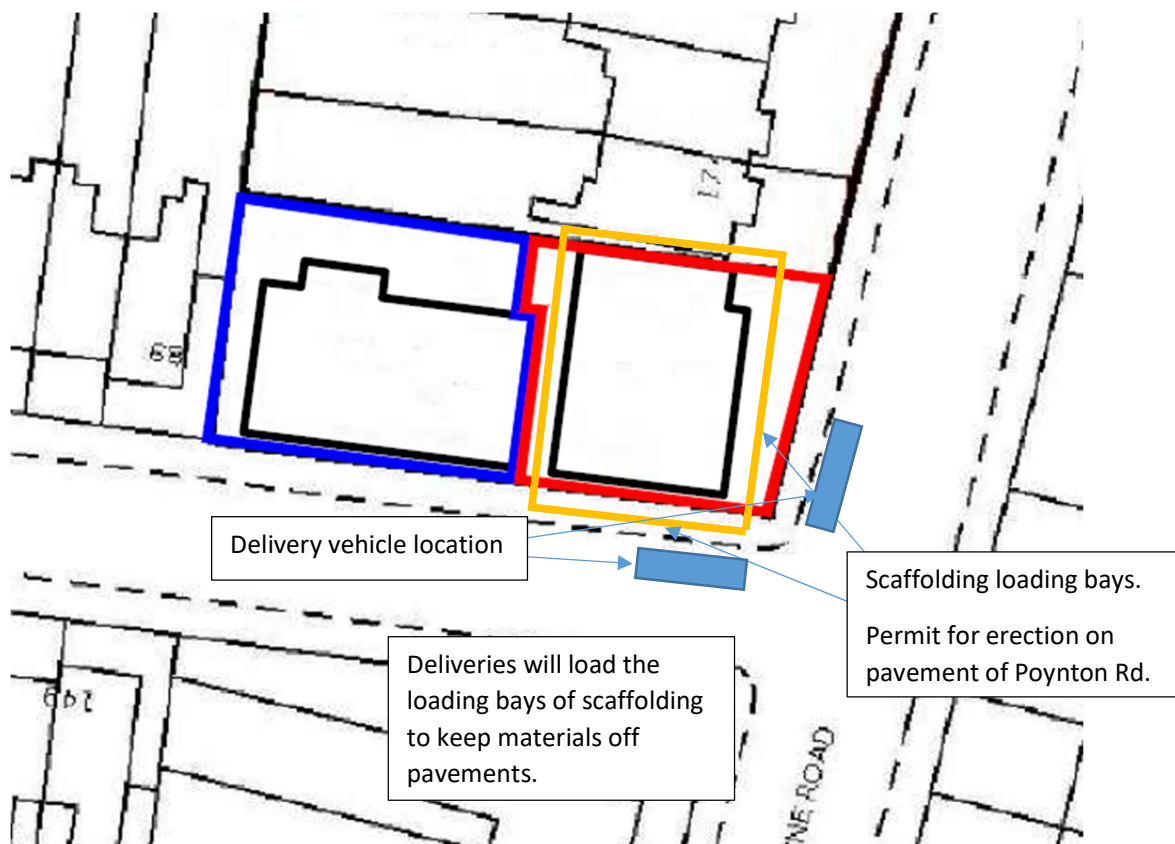
Site plan showing position of Site office & welfare facilities.



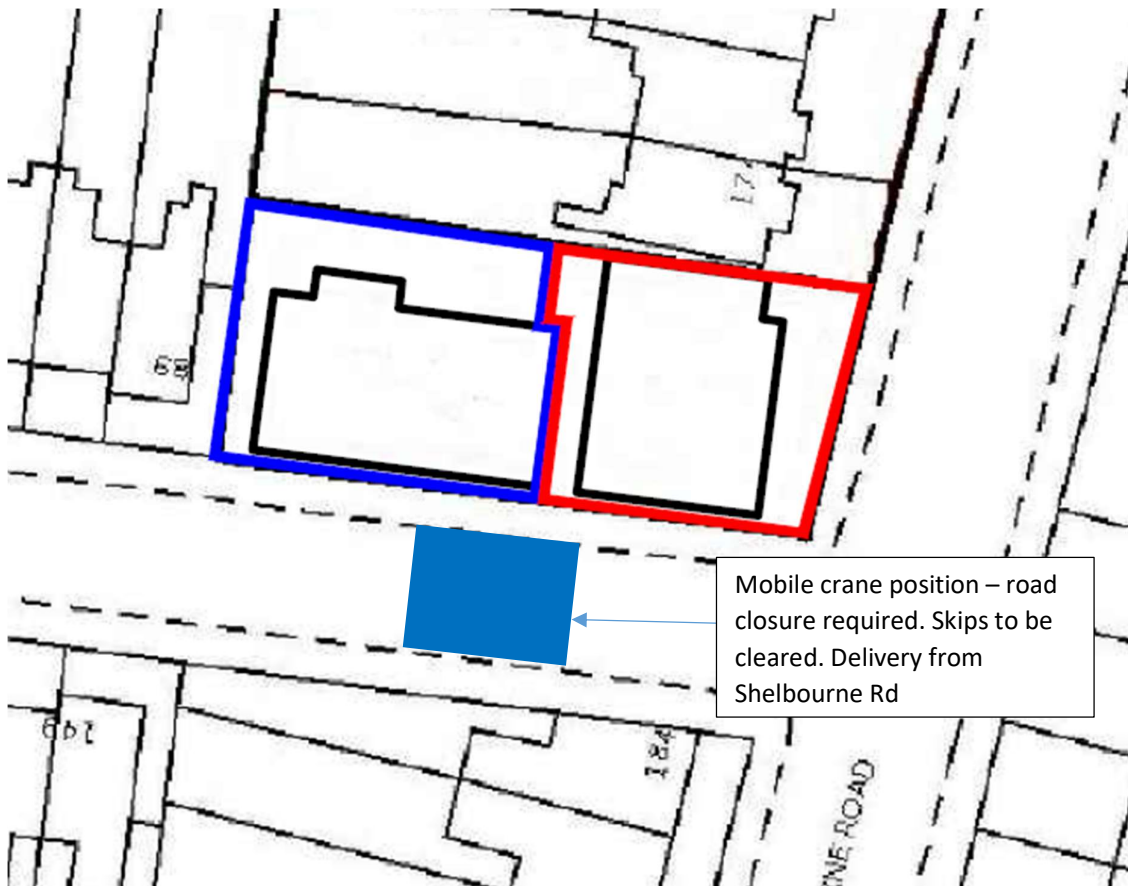
Plan showing position for skip.



Plan showing scaffolding footprint.



Plan showing position for mobile crane.



11.0 SITE PHOTOS



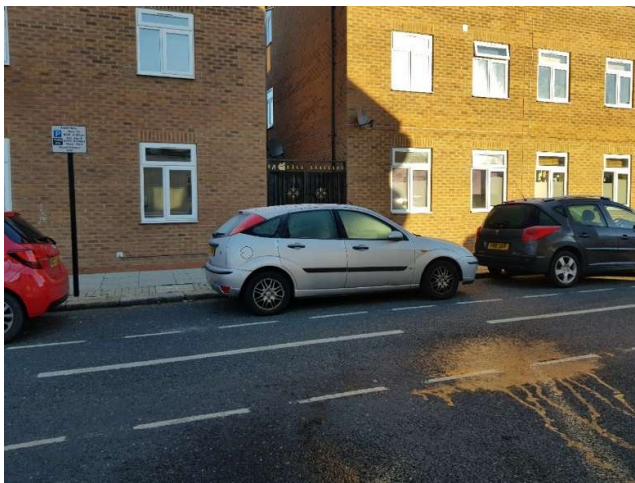
View of building on Shelbourne Rd – note that the telephone/data will be protected and if required re-located.



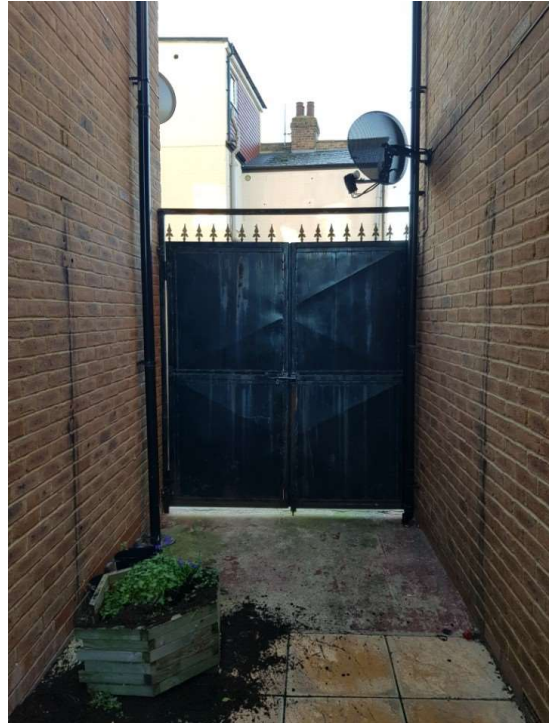
Corner of Shelbourne Rd & Poynton Rd.



View of building on Poynton Rd – black car would be skip position.



Access gate from Poynton Rd to site office.



Access gate from between buildings.



Passageway to site office.



Position of site office & welfare facilities.



Position of mobile crane to lift steels on to top floor would be between red & silver cars.