



BEROL QUARTER

Outline Construction Management Plan

NRG Consulting/Formation Design & Build Ltd
BEROL QUARTER LIMITED

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Document Control Sheet

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Disclaimer

The information contained within this Report is based on Drawings and Specifications provided by the Design Team along with information assumed by NRG Consulting for the purposes of compliance.

NRG Consulting disclaims any responsibility to the Client and others in respect of any matters outside the intended scope of this report.

1. INTRODUCTION

NRG Consulting have been appointed by Formation Design & Build Ltd on behalf of Berkeley Square Developments to undertake an Outline Construction Management Plan (OCMP) to support a Planning Application for the proposed development at the car park adjacent to Watermead Way, known as Berol Quarter.

Formation Design & Build Ltd will maintain overall responsibility for this document as the Main Contractor and will oversee the implementation of the measures for the scheme. This document is intended to be outline guidance and a full Construction Management Plan should be secured by Planning Condition. An accompanying Construction Logistics Plan is also being submitted as part of the Berol Quarter planning application and should be read in conjunction with this report.

1.1 Site Description

The site is currently a car park and mixed-use storage area associated with the former use of the surrounding properties, that are commercial. The car park also currently, and formerly, serves to the workers of these surrounding commercial areas.

The site's general area can be described as largely commercial, which juxtaposes the large-scale residential blocks to the east, along with the immediately adjacent Tottenham Hale station. The area to the west of the development site has been largely reformed into multiple sports areas including a basketball, football and tennis areas. Pavilion Pre-school also lies here just west of the site past further commercial warehouses and storage areas.

The scheme has a PTAL of 6a, which indicates a very high connectivity index to sustainable transport services. The scheme itself is 100m away from Tottenham Hale station. Overall, this implies excellent connectivity, the site benefits from proximity to plethora of public transport and main road making the scheme easily accessible for workers and suppliers. This extends to both deliveries and staff transport.

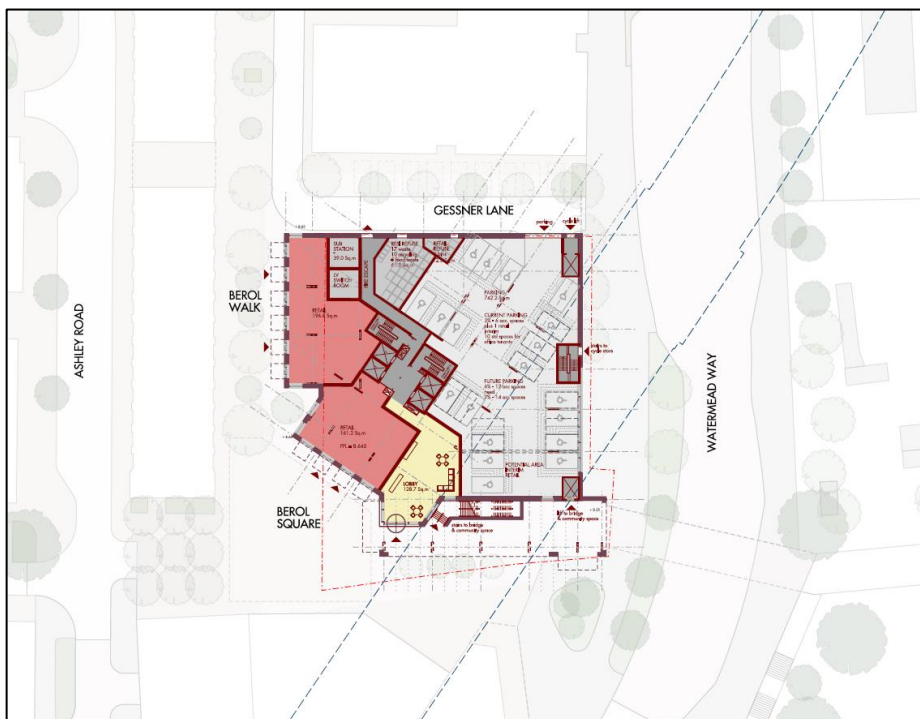


Figure 1.1: Site Plan – Ground Floor

2. POLICY CONTEXT

2.1 National Policy

National Planning Policy Framework (NPPF) – July 2021

The NPPF promotes sustainable transport across the UK, especially at the early stages of planning. Promoting safe road design, and the efficient and sustainable delivery of goods and supplies. Specifically, it makes reference to:

- “a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”

Traffic Management Act (2004)

Managing traffic networks within a council's borough is the prerogative of that council. The Traffic Management Act Part 2 sets this responsibility as the councils to ensure that measures are taken to assess impacts and capabilities of road networks within areas of the UK. This is done to avoid issues relating to congestion and managing the overall road network.

2.2 Regional Policy

The London Plan (March 2021)

The London Plan sets out the spatial development strategy for London and provides the London wide context within which individual Boroughs set their local planning policies. A key objective of the London Plan is to improve London's accessibility, which amongst other issues, includes tackling traffic congestion.

Policy T1 states:

- A) Development Plans should support, and development proposals should facilitate:
 - 1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
 - 2) the proposed transport schemes set out in Table 10.1.

B) All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

Policy T4 states:

A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B When required in accordance with national or local guidance,¹⁷⁹ transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.¹⁸⁰

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger

The Mayor's Transport Strategy (MTS) (2018)

The MTS looks to optimise and change the ways in which the people of London use transport, to ensure three key themes are met. These include promoting healthy streets and people, by encouraging greener travel options, such as walking, cycling, and public transport. As well as ensuring these modes of transport are easy to use and effective as travel options over distances for the people of London. And thirdly ensuring more people want to live and work in London.

2.3 Local Policy

There is no specific Code of Construction Practice document published by Haringey.

3. CONSTRUCTION PROGRAMME

Table 3.1: Proposed Construction Programme

Construction Phase	Start	End
Site setup and enabling works	Feb-2024	May-2024
Piling	Apr-2024	Jun-2024
Sub-structure	Jun-2024	Oct-2024
Super-structure	Oct-2024	Apr-2026
Cladding	Oct-2024	Sep-2026
Fit-out, testing and commissioning	Nov-2024	May-2027

Site Setup and Enabling Works

Demolition will not be required as the site is cleared with works on site commencing with setup and enabling works for the initial stages of construction development. This is not expected to take any longer than 4-8 weeks and may be completed before the timescales noted in Table 3.1 below.

The structures/facilities on site will include:

- Staff Welfare Room
- Site Store
- Site Office
- Portaloo
- Additional material storage accommodation (as and when required by site manager)

Hoarding will be erected along the site perimeter. The existing entry point at Ashley Road will be used as the site entrance during construction but will eventually be supported with an entrance at Gessner Lane (although this road is not currently in situ). It may be the case for ease of logistics that both of these entrances remain open to allow easy of access for more vehicle types.

It is also proposed at this stage that once the basement, excavated area, and ground floor (including ceilings) are established (and once it is safe to do so) that these welfare areas may move inside the direct envelope of the structure.

Piling

There is no existing basement. For the construction of the basement a Piling Contractor will work with Formation to oversee the piling operations. The proposed basement will then be excavated to formation level and main bearing piles installed to provide structural support for the new building.

These works will require the delivery of major plant, including the piling rigs, as well as ongoing deliveries of steel reinforcement bars / cages and ready-mix concrete. Excavated material will be removed from the site using tipper trucks. Lorries will be off loaded from a loading area.

This will last approximately 20 weeks. The exact piling methodology is not currently proposed but may be Continuous Flight Augur Piles (CFA).

Sub-Structure

During this phase, deliveries will increase, and vehicles will be required to unload inside the site. This will be for the materials related to the sub-structure of development. This loading scheme will continue throughout construction.

The basement slab and core will be formed of concrete and ready-mix lorries will be the primary vehicle accessing the site during this stage of construction. It is foreseen that a crane will be required at this stage and will remain for the duration of construction.

Due to the site's small footprint, and high floor-total, it is foreseen that there will only be one crane on site in the form of a tower crane.

Super Structure

During this phase, the number of deliveries will increase. The crane will begin to be used to construct the core of the structure. This static crane's layout, size, and orientation will be made available at a more detailed stage of development. Slab will be poured continuously at the successive floors from the ground floor layer.

Cladding

Windows will then be installed along each façade, beginning at the ground levels of development, proceeding up the property.

Fit-out Testing and Commissioning

Fit out will begin on the project during cladding / façade construction. Windows and cladding will then continue while fit out is continuing at the property. Fitout at this stage will have reached the top level of the property.

Fit-out activities will generally be carried out in-situ. Wherever possible, materials and components will be delivered in large loads on a just in time basis, which will reduce the number of small vehicle and ad-hoc deliveries required.

Hours of Work

Hours of work across the Site, including hours of delivery, are advised by LB Haringey:

- Monday-Friday 8:00-18:00
- Saturdays 8:00-13:00
- Sunday and bank holidays- not permitted

These have been proposed to be further restricted to:

- Monday-Friday 10:00-15:00
- Saturdays 9:00-13:00

To avoid conflict with nearby schools and potential AM commuting from residents.

Table 3.2: Predicted Construction Vehicle Trips

Indicative Construction Programme – 165 Weeks			
Activity	Period of Stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup	Q1 2024 - Q2 2024	40	2
Piling	Q2 2024 - Q2 2024	50	3
Sub-structure	Q2 2024 - Q4 2024	50	3
Super-structure	Q4 2024 - Q2 2026	140	7
Cladding	Q4 2024 - Q3 2026	120	6
Fit-out, testing and commissioning	Q4 2024 - Q2 2027	120	6

4. SITE LAYOUT

4.1 Site Layout

The proposed site layout is shown below.

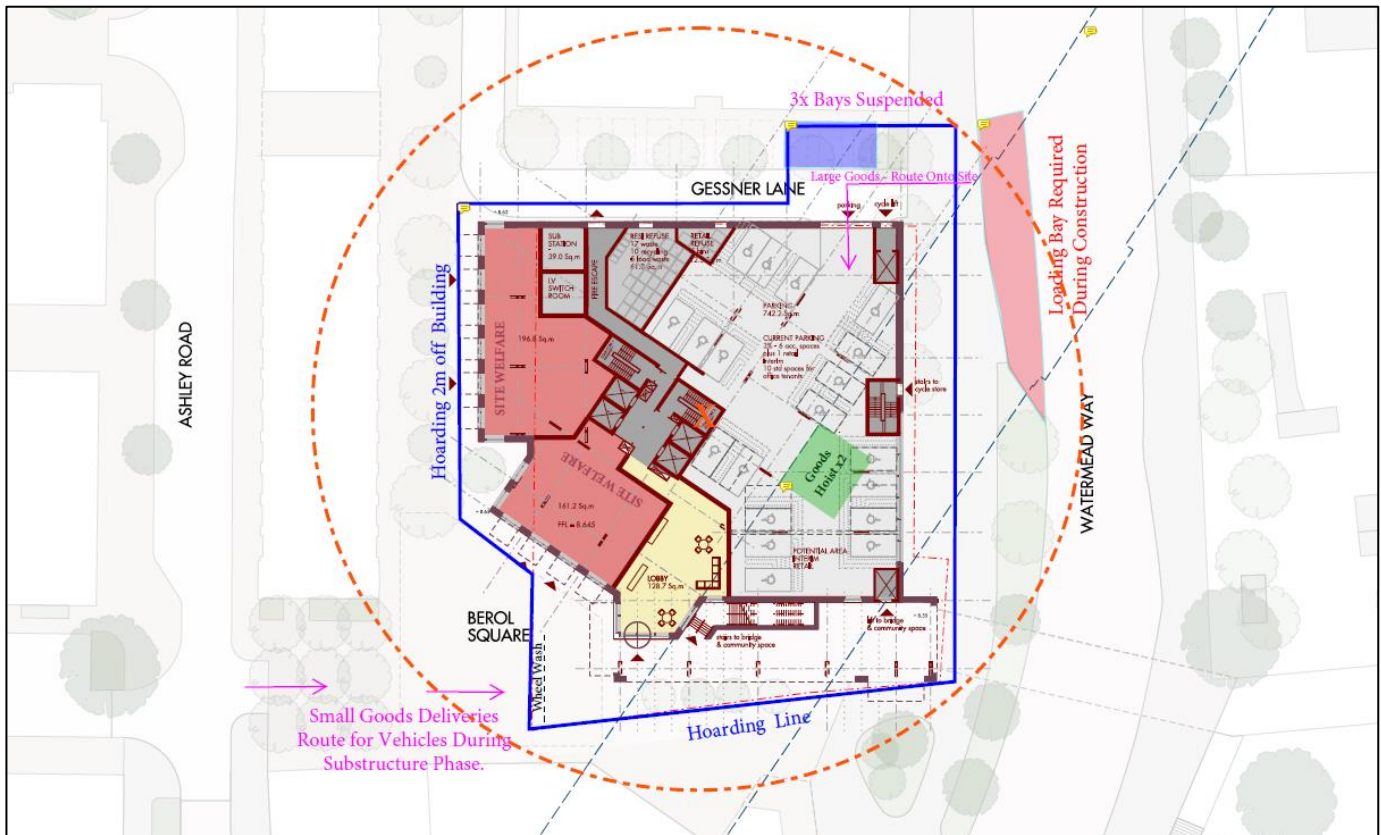


Figure 4.1: Site Layout Plan with entrance points and loading bay required for construction

A loading bay will be required for continuous use throughout the duration of the project and will be located along Watermead Way (as seen in the area denoted pink in Figure 4.1 above). The loading bay is expected to have an impact on the footpath and/or roadside at Watermead Way adjacent to site.

Any proposal involving this loading bay will only be made once planned and approved upon by the London Borough of Haringey. This will include for any traffic management plans TTROs, pricing, and duration of this closure this will be explored in further in a Detailed Construction Management Plan post planning approval.

A Swept Path Analysis completed for the accompanying Construction Logistics Plan demonstrates turning and in-site manoeuvre for an LRIGID vehicle (smaller deliveries) using the western (existing) entrance from Ashley Road into the existing Berol Quarter site. Larger vehicles on this eastern (proposed) entrance will not enter site directly but will use the proposed loading bay along Watermead Lane. Vehicles will not enter site this way. The entrance here will be for movement of material only, by either hand, or small plant non-road worthy vehicles.

4.2 Transport / Parking

There will be no on-site parking provided. There are numerous public transport links nearby for workers to use via:

- Bus
- Train
- Cycle
- Waterway

A board of all available public transport options concurrent with this report will be installed in/on the welfare area on-site. The nearest public car parks to the scheme are highlighted overleaf.

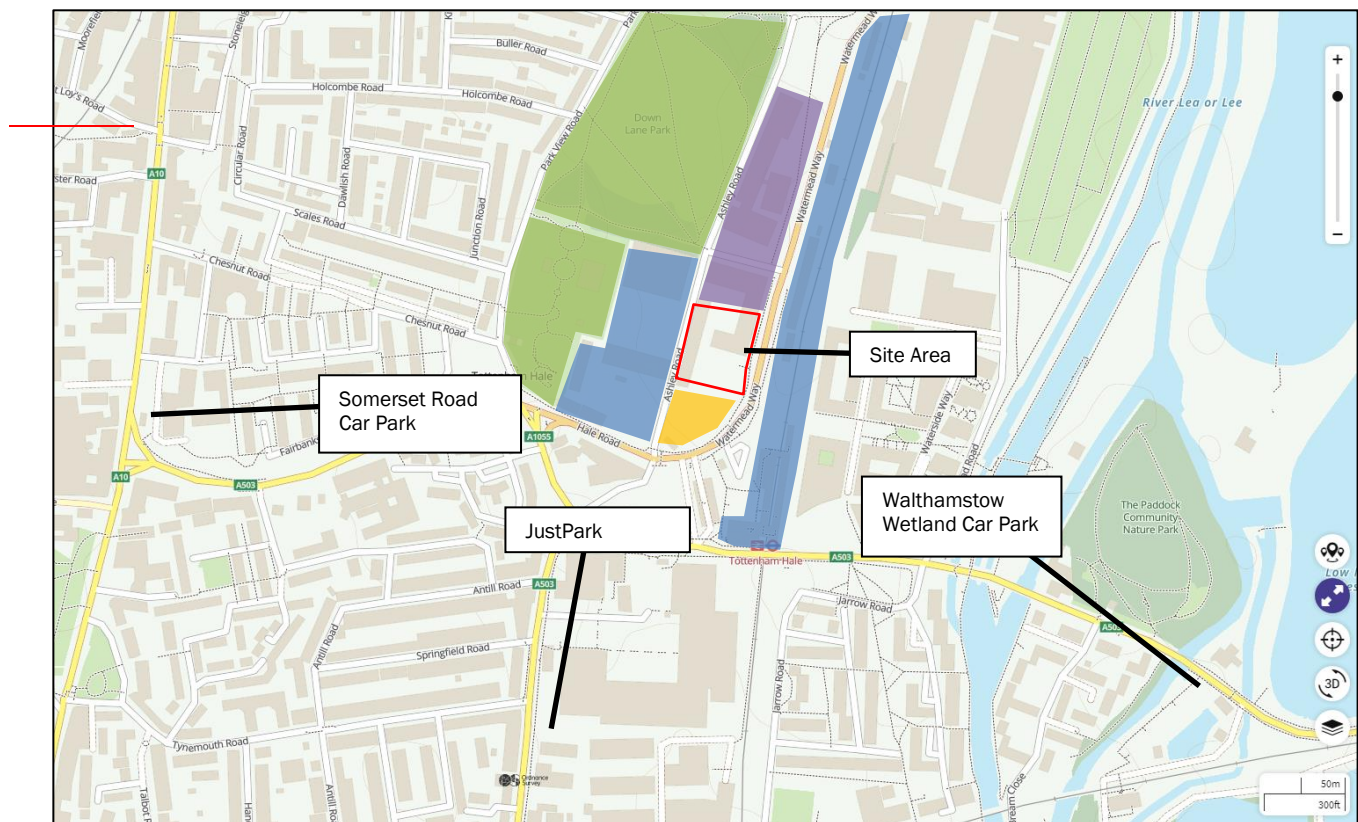


Figure 4.2: Nearby Public Car Parks

4.3 Site Waste Management

Waste Management Strategy

Formation will manage the waste on site and record the waste details. Waste Reports will be provided by the Waste Carriers on a monthly basis which will include:

- European Waste Code (EWC)
- Waste description

- *Weight in tonnes*
- *Percentage of waste recycled*

The details of waste carrier hired to transport non-hazardous waste and hazardous waste will be included and presented in this document once known. Their associated Waste Management License number and/or Pollution Prevention and Control Permit Number will also be presented here.

Details of the project waste management performance will be reported to the client at project meetings, where required. The SWMP will include targets for re-use, recycling and disposal of waste expressed as percentage. The client waste monthly report will include as a minimum:

- *Comparison of waste management targets and actual performance.*
- *Analysis of waste produced on site per month.*

The Project Manager is fully responsible for ensuring compliance with the current waste management legislation. All documents are to be retained for a minimum of 3 years.

In order to comply with current legislation, the Project Manager will:

- *Identify the types and quantities of waste that the project will produce.*
- *Ensure that the recording of waste is updated as necessary, as a minimum monthly, to reference all waste that has been produced at site and removed from site.*
- *Nominate a member of the team on site as a “waste champion”, e.g. site manager, site supervisor.*
- *Ensure that the waste management strategy is communicated to everyone working on site.*
- *Ensure that waste management companies responsible for removing the waste provide copies of their carrier licences and environmental permits.*
- *Ensure that copies of all relevant hazardous waste consignments notes, and duty of care waste transfer notes are readily available on site for reference and review.*

The Waste Hierarchy

Formation recognises that sustainable waste management starts with resource efficiency, using the raw goods purchased wisely. Their waste management incorporates *The Waste Hierarchy* and prioritises all such measures to:

- *Minimise the generation of waste and target Zero Waste to Landfill.*
- *Ensure the waste collected on site is efficiently managed to enable recycling, recovery or the best disposal option.*

In order to manage waste effectively on site Formation will also:

- *Implement just in time delivery*
- *Ensure that materials delivered to site are not damaged or unusable.*

- *Reduce the amount of packaging, wherever possible.*
- *Ensure that waste is handled and stored correctly.*

Segregation on site

Where possible, the Project team will segregate non-hazardous waste material into separate waste streams.

When segregating waste, the Project Team will

- *Use appropriate containers.*
- *Label containers clearly using appropriate signage.*
- *Allocate designated areas for container in suitable locations.*
- *Empty containers regularly to prevent lack of space and possible contamination.*
- *Monitor waste containers to ensure that contamination of segregated waste does not occur.*
- *Train site personnel via toolbox talks and the site induction programme.*
- *Enforce the segregation scheme using appropriate personnel, waste champion.*

4.4 Community Engagement Arrangements

Formation will nominate an individual as the point of contact for ongoings at site, and for any community liaison and neighbourhood comments. Formation will put this individual's information including role, email, phone number, on all notice boards on the site's hoarding/fencing and will be made clear for any nearby pedestrian.

Also contained on these notice boards, will be the extent of the works, Formation details, and any other information pertaining to the relevant scope of the works including hours of work. A link will also be provided on these notice boards to the website which contains further information relating to the scheme

4.5 Hoarding

The following will be completed prior to the commencement of works on site:

- Obtain appropriate hoarding licences;
- Site will be setup and hoarding erected;
- All relevant services will be disconnected;
- Site to arrange mains power connection in advance of site works with no diesel generator use on site
- Materials will be stockpiled for processing and removed from site.

Hoarding will be constructed in accordance with the terms of the Temporary Structure License to be obtained by Formation. Hoarding will be erected and dismantled in a safe manner in conjunction with the current legislation (Section 172 of the Highways Act 1980 and Chapter 8 of the Traffic Signs Manual under the New Roads and Street Works Act 1991) and Health and Safety Executive guidelines.

All site boundaries will be totally enclosed by clean, safe and well-maintained hoardings. These hoardings will be designed to allow the displaying of relevant signage and notice boards to ensure good communication with the neighbouring residents and local businesses. 110v bulkhead lights will be installed as part of the hoardings to

ensure footpaths, signage and notice boards are well lit. A 2.4m high solid painted timber hoarding and gates will be erected 2m away from the proposed building and around the site as appropriate. The hoardings will, on completion of the works to an appropriate degree, be dismantled.

A Site Safety Notice Board will be located in a prominent position and will be regularly updated. Hoarding and H&S notice boards will be clearly erected with the relevant information displayed.

In managing any conflict that might occur between pedestrian and construction vehicles it is relevant to note that construction vehicle activity at the site will benefit from the direction of dedicated (suitably qualified) members of staff who will act as banksmen. The banksmen will ensure that any pedestrians and cyclists making use of the street are aware of the construction activity and associated vehicles at the site and will direct vehicles and pedestrians/cyclists as necessary.

4.6 Plant and Machinery

The heavy plant and machinery to be used for construction can be seen below via an indicative list:

- Excavator
- Dumper
- Roller (Piling mat)
- Piling Rig
- Telehandler
- Articulated Lorries (Substructure, superstructure, cladding)
- Rigid Vehicles (throughout development)
- Vans (substructure through to fit-out)
- Tower Crane

5. NRMM AND NRMM REGISTRATION

Formation will ensure all on-road vehicles will comply with the requirements of the London Low Emission Zone. The use of Ultra-Low Emission Vehicles (ULEV) (e.g. Euro VI (HGV), Electric, Hybrid (Electric-Petrol) will be prioritised and Formation will work with suppliers that can provide Euro VI vehicles, and preferably electric or hybrid vehicles.

Due to the location of the site, emissions from non-road mobile machinery (NRMM) with net power between 37kW and 560kW will be used and will meet the Stage IIIB of the EU Directive 97/68/EC and its subsequent amendments as a minimum. This will apply to both variable and constant speed engines for both NOx and PM.

All eligible NRMM will meet the standards above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit to meet both PM and NOx emission standards is not feasible. The full exemption and retrofit procedure document for NRMM can be found here -

https://www.london.gov.uk/sites/default/files/nrmm_lez_exemption_and_retrofit_policy_-_covid-19_update_final_0.pdf

The details of all proposed NRMM to be used on the site for the construction phases of the development will be registered on the NRMM register (<https://nrmm.london/user/register>)

An NRMM compliance log will be issued to the Council on request via e-mail.