

Construction Management Plan (CMP)

The proposed development of

9 Woodland Rise
London
N10 3UJ



Prepared by:
Date:

Natassja Norval
March 2023

Revisions

Re	Date	By	Notes
-	March 2023	N Norval	Issued for Comment

Kias Services Ltd

12 Waterside, Burton upon Trent, DE15 9HE

Mobile: 0044 (0)7894 541 706.

Email: info@kias.services, **Web:** www.kias.services

Registered in England & Wales
Company Registration No. 09890996



CONTENTS

1. Introduction

- 1.1 Objectives of the Plan
- 1.2 Project Overview

2. Project Background

- 2.1 Site Description

3. Proposed Site Works

- 3.1 Preliminary Programme of Works

4. Site Establishment

- 4.1 Site Preparations
- 4.2 Security
- 4.2 Working Hours
- 4.4 Access and Egress Arrangements
- 4.5 Parking for Vehicles of Site Personnel, Operatives and Visitors
- 4.6 Routing of Construction Vehicles
- 4.7 Loading, Unloading and Storage of Plant and Materials
- 4.8 Wheel Washing
- 4.9 Waste and Material Management
- 4.10 Site Plan
- 4.11 Control of Dust, Noise and Vibration
- 4.12 Neighbourly Relations
- 4.13 Tree Protection

5. Conclusion



2. INTRODUCTION

Kias Services Ltd has been commissioned by XUL Architecture to compile a Construction Management Plan (CMP) for 9 Woodland Rise, London, N10 3UJ to be submitted with planning to the Council.

2.1 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 Woodland Rise. 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 terraced house and erection of a new two-storey terraced House, inc. new basement and rooms in the roof space.



3. PROJECT BACKGROUND

2.1 Site Description

The site currently comprises of a terraced two storey residential property with roof space, a small front garden & rear garden. The site is bounded to the north, south and west by private residences and their associated gardens.

The site is accessed from Woodland Rise

Party Wall agreements will be obtained before any work commences

4. PROPOSED SITE WORKS

3.1 Preliminary Programme of Works

It is envisaged that the duration of the works described will be 60 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	6	1	Grab Lorry/Skip Lorry
Underpinning	5	2	HiAb and flatbed
Bulk Excavation	10	3-4	Grab Lorry
Concrete Footings and Slab	9	3	Concrete Lorry/ Concrete pump
Building Frame including Roof	15	1	General building materials on Flatbed or Van
Internal Fit Out	13	1	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.

5. SITE ESTABLISHMENT

4.1 Site Preparations

Temporary Hoardings will be erected across the front of the property boundary with secure access 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 isolated or disconnected before demolition work begins, any pipes or 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 Woodland Rise

There is a footpath along the frontage of the property with parking directly outside. We would propose to suspend three parking (For site welfare and a static skip) bays directly in front of the property initially and erect perimeter hording around these bays, as once demolition & excavation is complete this could be reduced to 2 or 1 suspended bay because the site welfare can be moved within the site boundary for the construction phase.

Site access and egress is gained through Temporary Gates that will be constructed within the site hoarding.

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 10 - 20 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.

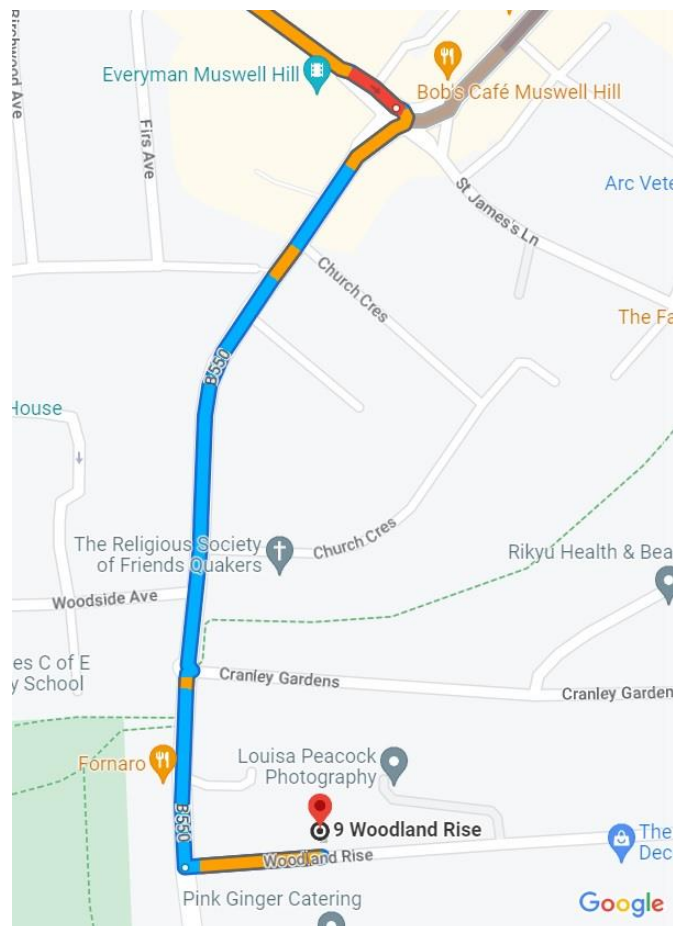
Construction workers will be encouraged to find the nearest pay and display bays.

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 always use this route unless unavoidable diversions occur.

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





HIGH RD (A1000), turn onto FORTIS GREEN RD(B550), turn onto TROTT RD, at the roundabout turn onto COPPETTS RD, at the third roundabout, take the exit onto MUSWELL HILL RD(B550), then turn onto WOODLAND RISE. Upon exit turn left onto WOODLAND RISE and return on the same route back HIGH RD (A1000)

4.7 Loading, Unloading and Storage of Plant and Materials

The main loading/unloading areas include the space directly in front of the property on proposed suspended parking bays

The principal contractor will apply for the parking bay suspensions directly Infront of No. 9 Woodland Rise 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 pubic 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 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 Woodland Rise 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 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 either on site or in the suspended bay 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 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 no trees at the front of the property. There are several mature trees in the rear garden which are to be retained as part of the tree protection order. Protective Fencing will be established as per the Arboricultural Report.

CONCLUSION

As described above, construction works at 9 Woodland Rise, N10 3UJ 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.