

CONSTRUCTION MANAGEMENT PLAN

for

**Site at Rear of:
457-461 High Road,
London, N22 8JD**

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Introduction

This is a proposal for the site known as Rear of 457- 461 High Road, London N22 8JD. The proposed works include the demolition of lock up garages and the construction of two x 3 bedroom houses.

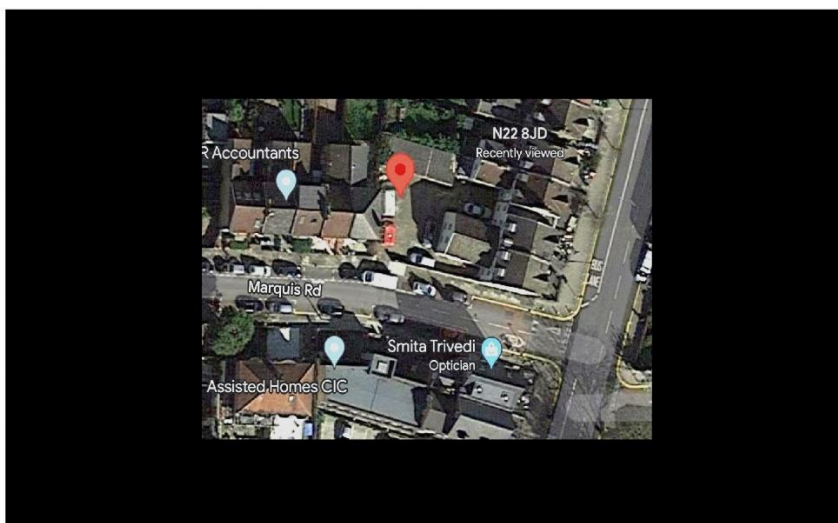
This Construction Management Plan is designed to minimise the impact of the proposed construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The level of detail included in this CMP is designed to meet the requirements as specified in the 'Pre-Commencement Conditions', condition 4 related to the planning decision notice for planning application reference number HGY/2020/0789.

The agreed contents of the CMP must be complied with unless otherwise agreed with the council. The Project Manager shall work with the council to review the CMP should any problems arise in relation to the construction of the development. Any future revised plan must be approved by the council and complied with thereafter.

Planning for construction is necessarily broad at this stage, and may be subject to modification during the detailed construction design stage. For this reason, the construction statement as outlined in this CMP is based on reasonable assumptions in the preliminary construction programme, experience in relation to other development sites of a similar size and nature, and the best judgement of the construction experts.

Location map:



Section 1 Construction Overview

Following the discharge of reserved matters as outlined in the planning decision notice and party wall matters, extensive discussions and consultations with Building Control, Statutory Authorities and other interested parties will take place. Construction design information will be produced at this stage. The expected duration of construction work will take about 52 weeks including the enabling works.

The enabling and construction programme will be designed to minimise disruption to local residents, the general public, and the environment. Works will include:

- ⌘ Initial site preparation, including diversion of services and setting up of designated construction areas;
- ⌘ Installation of site hoardings, security measures, signage of entrance and exit;
- ⌘ Proposals for access of construction vehicles; routes and specific no access routes.
- ⌘ Offsite and onsite infrastructure works, including foul and storm sewers, maintenance and inspection chambers;
- ⌘ Diversion of services; enabling works
- ⌘ Demolition works
- ⌘ Construction of new substructure and foundations
- ⌘ Construction of superstructure
- ⌘ Land profiling, landscaping, and the site completion

Section 2 Programme of Works

The proposed scheme comprises demolition of existing Lock up garages, and the construction of 2 x 3-bedroom houses. It is anticipated that the development programme duration will be 52 weeks:

Phase 1: Enabling Works

1. Site Preparation and Demolition Works

- ∞ Start date: 3rd April 2023
- ∞ Duration: 4 weeks
- ∞ Completion date: 1st May 2023

2. Excavation for foundations and Substructure Construction

- ∞ Start date: 1st May 2023
- ∞ Duration: 8 weeks
- ∞ Completion date: 26th June 2023

Main Construction Works Begin:

Phase 2: Superstructure Construction –

- ∞ Start date: 26th June 2023
- ∞ Duration: 26 weeks
- ∞ Completion date: 25th December 2023

Phase 3: Internal Works to Ground Floor and 1st Floor

- ∞ Start date: 8th January 2024
- ∞ Duration: 8 weeks
- ∞ Completion date: 4th March 2024

Phase 4: Internal Alterations and Completion Works

- ∞ Start date: 4th March 2024
- ∞ Duration: 6 weeks
- ∞ Completion date: 15th April 2024

Section 3 Hours of Works

It is anticipated that the core working hours for demolition and construction will be as set out below:

Monday to Friday	: 8am to 6 pm
Saturdays	: 8am to 1pm
Sundays or Public Holidays	: No work undertaken

Section 4 Banksman

A banks person will be on-site during the project to ensure that all construction or delivery vehicles are maintained and prevented from causing obstructions. They will also be responsible for the coordination and control of all aspects of materials deliveries and movement. The banks person will be responsible for:

- Ensuring that mud is not carried onto back on to the main roads
- Delivery vehicles where necessary have wheels washed within site boundaries.
- Clearing/sweeping any dirt carried onto the pavements/roads

Wheel Washing:

Facilities for wheel washing will be installed on site. This will be in the form of a high-pressured water jet washing system. The Banksman will be responsible for monitoring vehicles entering and exiting the site and ensure that the facility to wash the wheels are used where necessary.

All dirt on the tyres must be washed off wheels and not carried back onto the main roads.

Section 5 Size of Vehicles

Consideration has been given to the types of delivery vehicles that are likely to be used during the construction works to deliver materials to and from the site. These include:

- Skip lorries, grab lorries, these will include roll on/roll off skips for major demolition and removal of debris (approximate size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approximate size 7m long and 2.4m wide).
- Ready mix concrete lorries (approximate size 8.25m long and 2.5m wide)
- Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks and blocks, timber, roofing materials, plasterboard, joinery, etc. (approximate size 8.5m long and 2.45m long)
- Articulated lorries, for delivery of pre-cast concrete units and other classing components

The projected vehicle movements are:

- Phase 1: 2-3 trips per day
- Phase 2: 3-5 trips per day
- Phase 3: 3-5 trips per day
- Phase 4: 1-2 trips per day

Section 6 Access Arrangements for Vehicles

The main access road to and from the development site will be via Marquis Road adjacent to A105 High Road.

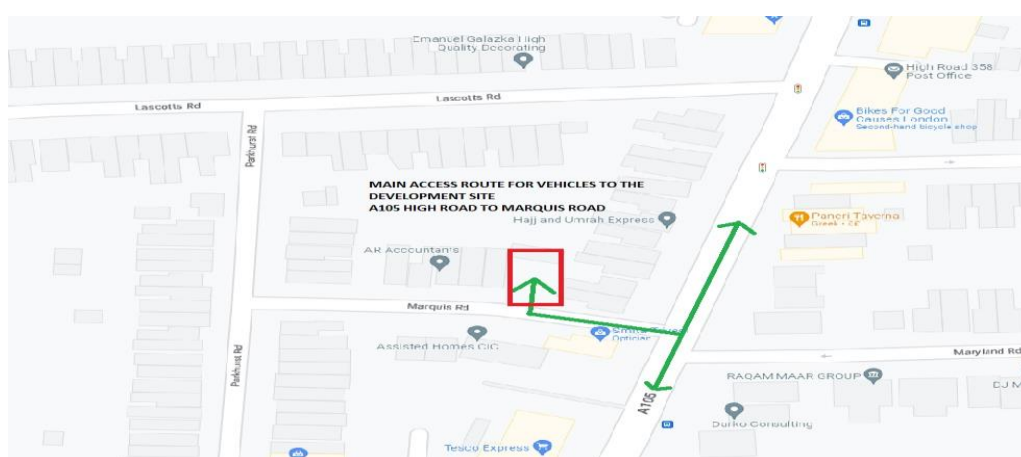
It is anticipated that most construction and delivery vehicles are achievable from A105 High Road to Marquis Road, and co-ordinated to avoid the AM and PM peak periods.

Loading and unloading of materials and equipment will occur within the site boundary wherever possible, minimising the likelihood of congestion on highways surrounding the site.

To further minimise the likelihood of congestion, strict monitoring and control of all vehicles entering and exiting the site to be maintained including:

- ☞ The setting of specific delivery dates and collection times, where feasible;
- ☞ Consolidation of deliveries where feasible;
- ☞ A system of 'just in time' deliveries;
- ☞ The requirement for authorisation when visiting the site via vehicles; and
- ☞ Pedestrian access around the site perimeter will be safely maintained.

It is not anticipated that any obstruction of pedestrian movements will take place other than during access or egress from the site of delivery vehicles, in which case a banks person will be dedicated to managing pedestrian movements during this process, ensuring the pedestrians are held until safe passage in front of the site entrance is available.



Section 7 Storage of Plant and Materials

There will be no storage of plant or materials on any area of the public highway. On site storage will be limited. Scheduling and programming of materials delivery will reduce the amount of storage.

Fixed plant and machinery equipment and temporary offices will be located to the front of the buildings to limit environmental impacts, as far as reasonably practicable and having due regard to neighbouring accommodation as far as allowed by the constraints of the site.

The following actions will be implemented to ensure that the site is well maintained and to reduce the risk of injury:

- ☞ When not in use, Plant will be stored and secured to ensure no unauthorised use. Where necessary, keys will be kept in a secure place by the Project Manager.
- ☞ All plants to be stored securely on site and not on Public Highway.
- ☞ Only trained and competent people to use plant.
- ☞ When in use, all vehicular plant to adhere to traffic management plan.
- ☞ All materials deliveries to be within prescribed work hours (See Section 2).
- ☞ When necessary, a banks person will monitor deliveries on the Public Highway.
- ☞ All materials to be stored and contained within the site boundary.
- ☞ Where necessary and appropriate, materials to be stored in lockable containers.
- ☞ Where appropriate, no materials to be left out at the end of the day.
- ☞ Wherever possible, waste construction materials will be recycled.

Section 8 Hoardings

As far as reasonably practicable the visual intrusion of construction site on nearby residents and user of local facilities and amenities will be contained and limited. The hoardings will be in accordance with the following principles:

- The standard hoarding will be of suitable height, generally plywood faced timber framed hoarding suitably painted in red.
- The hoarding will be increased in height and possibly altered in form to enhance acoustic or visual considerations for specific locations.
- Suitable measures will be used for tree protection if necessary.
- Where reasonable practicable existing walls, fences, hedges and earth banks will be retained.
- Notices will be displayed on all site boundaries to warn of hazards on site such as deep excavations, construction access, etc.
- Appropriate sight lines/visibility displays will be maintained to ensure safety of both vehicles and pedestrians.
- Temporary fences may be used in certain areas such as for short term occupation sites.

Section 9 Lighting

In determining the lighting arrangement on site, consideration will be given to residents and other sensitive receptors that may experience a nuisance by light. Where appropriate, measures will be implemented to reduce obtrusive light.

Where possible a daylight only construction schedule will be adopted to minimise adverse lighting. It is unavoidable that construction works may require work during the hours of darkness in consideration of shorter daylight availability during winter months.

Where appropriate the following measures will be considered for implementation:

- Dim or switch off lights where it is safe to do so
- Use specifically designed equipment
- Position lights sensibly

Section 10 Waste Management

We will implement two systems for the removal of waste on the site;

- ✎ A system of central rubbish skips, which will be removed from site on a regular basis. Contractors will be required to provide transport and deposit their rubbish within the provision.
- ✎ A system of large-wheeled bins will be established and provided by the Contractors. Contractors will also provide smaller wheeled bins for use at work areas. They will be required to deposit their rubbish within their particular large-wheeled bin utilising the smaller bins to transport rubbish from the work area to the skips. The larger wheeled bins will be emptied, and the rubbish removed from site on a regular basis.
- ✎ Parking will be suspended to allow for a skip to be placed in a parking space/bay and for materials to be placed.

A separate waste management company may be employed to remove rubbish from site and to sort and recycle waste using their own licensed waste transfer station facilities.

Section 11 Noise Air Quality and Vibration Control

To limit the impact of Noise on neighbours, during excavation/work on party walls, quiet periods of 2 hours on/2 hours off to be agreed with neighbours if complaints arise.

All noisy operations will be carried out within the Council's Noise Regulation Guidelines, with no noisy operations taking place on weekends.

Nearby occupiers to be notified of the works along with the details of the site manager in case of any complaints/issues with the work.

Noise generated by the demolition, excavation and construction process will be considered and its impact on neighbouring properties mitigated.

Suitable mitigation measures to be used include:

- Standard construction hours.
- Parking suspension for materials/skips.
- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut/throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.

Air quality is addressed further in Section 12 Dust and Debris. The principles of Prevention, Suppression and Containment will be adopted in

ensuring that there is a limited impact on Air Quality in the surrounding environment of the work site.

In regard to Vibration Control, measured vibration levels will be compared with the criteria in BS 5228: 2009 part 2 (i.e. (i.e., 1mms¹⁻ PPV for potential disturbance in residential and using a suggested trigger criteria of 2mms¹⁻ for commercial). Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

The appointed Principal Contractor or any specialist contractors to perform groundworks will adhere to the codes of practice for construction given in British Standards BS 5228:2009 and the guidance given therein minimising noise emissions and vibration from the site.

We do not anticipate any significant issues with noise, dust or vibration; however, we will monitor and liaise with the Council if any complaints are made.

In the event of a complaint, an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that 'Best Practicable Means' are being used. Where possible, levels shall be reduced further if it is reasonably practicable to do so.

Section 12 Dust and Debris

The principle construction activities that will generate dust are typically demolition, excavation, foundations and external works.

The identified dusty operations shall be recorded and in the future dust emissions should be prevented whenever practicable.

The following 3 principles are established and are central to the control strategies suggested to control dust.

1. Prevention
2. Suppression
3. Containment

When it is not practicable emissions should be controlled at source such as correct storage of raw materials, organising the process in such a way that spillage is avoided, and maintaining high standards of internal and external housekeeping.

The siting of aggregate stockpiles will be considered based upon such factor as the prevailing winds, proximity of site boundary and neighbours. Minimisation of the drop height is very important in stockpiling to reduce wind whipping of particulates. When designing storage bays, internal walls separating storage bays should be at least 0.5m lower than external walls of the bays.

The main principles for preventing dust emissions are suppression of dust using water or proprietary suppressants and containment of dusty processes. Suppression techniques need to be properly designed, used and maintained in order to be effective, such as where water is used for dust suppression, processes require an adequate supply of water and all water suppression systems need adequate frost protection.

1. Prevention
 - ☞ The Project Manager will be appointed as the responsible person
 - ☞ Consideration of weather conditions will be taken into account (dust generating potential of material) prior to excavation works.
 - ☞ Plan site layout to maximise distance from plant/stockpiles etc. to sensitive receptors
 - ☞ Erection of solid screens to site boundary

- ⌘ Materials generating dust will be removed from site as soon as possible
- ⌘ No bonfires will be permissible on this date
- ⌘ Operatives will be instructed on pollution prevention during induction process
- ⌘ Tool box talks will take place on pollution prevention on days when the potential dust emissions may occur

2. Suppression

- ⌘ Exposed soils will be re-vegetated as soon as practicable.
- ⌘ Minimise dust generating activities, particularly near residential receptors during prolonged dry, dusty weather unless using damping and other suppressants.
- ⌘ Ensure an adequate water supply to site and use water a dust suppressant where applicable
- ⌘ Ensure any site machinery is well maintained and in full working order
- ⌘ Ensure equipment available for cleaning spills etc. available at all times
- ⌘ Sand and aggregates will be stored away from sensitive receptors and screened/shielded
- ⌘ Concrete batching will take place away from receptors where possible
- ⌘ Loads entering and leaving the site with dust generating potential will be covered and wheel washing facilities made available
- ⌘ No idling of vehicles, all engines to be switched off
- ⌘ Vehicles to comply with site speed limits (5mps) and Low emission zones
- ⌘ Water assisted sweeping of local roads to be undertaken if material tracked out of site ensuring no site run off of water or mud
- ⌘ Install hard surfacing as soon as practicable on site and ensure that they are maintained in good condition

3. Containment

- ⌘ Records of dust and air quality complaints to be kept, including likely causes and mitigation measures to reduce impacts if appropriate
- ⌘ Daily on-site and off-site visual inspections to be undertaken and recorded

- ⌘ Consideration should be given to dust soiling monitoring at nearby residential properties, at locations agreed with local authority
- ⌘ Inspection frequency increased for periods of high activity or prolonged dry, windy weather
- ⌘ Keep site perimeter, fences etc. clean

If there is evidence of airborne dust from the building construction activities on site, inspection and assessment will be carried out and where necessary undertake ambient monitoring with the aim of identifying those process operations giving rise to the dust. Once the source of the emission is known, corrective action should be taken without delay.

Overall it is not anticipated that this project will generate significant dust other than during the demolition of the existing building.

This will be monitored by our Project Manager at all times, who will oversee site activities and ensure prevention of dust emissions are well maintained. If it is necessary, we will have a banksman on site at all times to ensure all the above are well-monitored.

Section 13 Health and Safety

During the Pre-commencement phases of the project, a Health and Safety Officer will be appointed to supervise all Health and Safety issues, and a full risk analysis will be undertaken to ensure safe means of access will be provided at all times, safe construction operations are adopted and proper health and welfare facilities are included on-site.

Emergency arrangements and fire plan will be designed and implemented and updated as works progress. We will have segregated emergency assembly points and will operate a management system for monitoring the safety systems and inspections. Emergency services have access from the access road from Winchester Place.

Section 14 Site Security

Site security will be coordinated by the contractor and Project Manager and will ensure the site will remain secure at all times.

The entrance gates to the site will be closed during all operations and padlock and chained up at the close of works each day.

Workers on site will be encouraged to adhere to a non-smoking environment. Bad language or shouting of any sort will not be tolerated and any reports of this would be dealt with immediately.

