



Proposed Residential Development
Land to the East of Cornwall Road, Haringey

Construction Management Plan

For

Philip Pank Partnership

Document Control Sheet

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This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 Motion has been appointed to prepare this Construction Management Plan (CMP) in relation to development proposals on land to the east of Cornwall Road, West Green, within the London Borough of Haringey (LB Haringey).
- 1.2 The site is located on the eastern side of Cornwall Road and is approximately 850 metres to the east of the centre of Haringey whilst the A10 (High Road) operates approximately 1 kilometre to the east. The site is currently undeveloped with no existing vehicle access. It is proposed to redevelop the site to provide 9 residential dwellings comprising 3 x 1 bed and 6 x 2 bed flats, the site would further benefit from a new vehicle crossover.
- 1.3 The purpose of a CMP is to ensure that the impact of construction work on local residents and the immediate highway network is kept to a minimum. The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CMP and will be the point of contact for local residents. The CPM will also ensure that all contractors working on the site have public liability cover in place prior to the commencement of works.
- 1.4 The CMP is a live document and will be updated by the contractor, once appointed, to include relevant information and if necessary, address issues that may be identified through consultation with local residents as the project progresses. Any revisions made to the CMP will be submitted to the Council for approval.
- 1.5 Following this introduction, the remainder of this report comprises the following sections:
 - ▶ Section 2 – Baseline Conditions;
 - ▶ Section 3 – Details of the Considerate Contractors scheme;
 - ▶ Section 4 – Construction Project Manager;
 - ▶ Section 5 – Construction Programme;
 - ▶ Section 6 – Traffic Management;
 - ▶ Section 7 – Nuisance Control; and,
 - ▶ Section 8 – Monitoring and Management.

2.0 Baseline Conditions

- 2.1 The site is located on the eastern side of Cornwall Road and is approximately 850 metres to the east of the centre of Haringey whilst the A10 (High Road) operates approximately 1 kilometre to the east. The site location in relation to the surrounding area is shown in **Figure 2.1**.

Local Highway Network

- 2.2 As noted above, the site is located on Cornwall Road, a one-way carriageway operating in a north to south arrangement between the A504 (Wood Green Road) to the north and St Ann's Road to the south.
- 2.3 Both Wood Green Road and St Ann's Road provide access to the A10 to the east and the A105 (Green Lanes) to the west. The A10 provides onward links to the M25 and central London to the north and south respectively, whilst the A105 provides onward links to the North Circular (A406) to the north and central London via the A503 to the south.
- 2.4 Cornwall Road is located within the LB Haringey SA controlled parking zone (CPZ). Resident permit holder bays are located on both sides of the carriageway and are operational between 0800-1830 Monday to Saturday.

3.0 Considerate Contractors

Site Management Contact Details

- 3.1 The main point of contact in relation to the content of this CMP and during construction will be the onsite Construction Manager. As this CMP is being submitted in draft format at application stage, the onsite Construction Manager is currently unknown. Further details will be provided in a more detailed version of the CMP post-consent.

Considerate Contractors Scheme

- 3.2 All construction contractors will be signed up for the Considerate Scheme upon appointment.
- 3.3 The Considerate Contractors Scheme is a non-profit scheme which encourages best practice beyond statutory requirements. Contractors follow a 'Code of Considerate Practice' requiring adherence to the following topics to improve the image of construction:
- ▶ Care about Appearance;
 - ▶ Respect the Community;
 - ▶ Protect the Environment;
 - ▶ Secure Everyone's Safety; and
 - ▶ Value their Workforce.
- 3.4 The scheme provides information, advice and e-learning for the aforementioned topics in relation to real world scenarios through a 'Best Practice Hub'. This uses previous projects as example of best practice, leading to future improvement.

4.0 Construction Project Manager

- 4.1 The Construction Project Manager (CPM) will be responsible for implementing measures contained in this Construction Traffic Management Plan.
- 4.2 The contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the programme of works taking place and to give advance notice of any noisy or disruptive works.
- 4.3 The CPM will be responsible for monitoring and reviewing the CMP and will deal with any concerns of local residents and businesses.
- 4.4 LB Haringey will be notified once the CPM has been appointed. In addition, they will be notified should the CPM change during the construction process.

5.0 Construction Programme

- 5.1 At this stage, prior to the appointment of a contractor, the duration of the construction phases are not fixed. Works are expected to start on site in September 2021. The CMP will be updated with a programme of works and start date by the CPM once the contractor is appointed, however indicative programme of works is set out in Table 5.1 below.

Phase of Works	Duration	Date
Demolition	3 months	September 2021 – November 2021
Piling RC Works	8 months	December 2021 – July 2022
Superstructure	8 months	August 2022 – March 2023

Table 5.1 – Works Schedule

Description of Works

Site Set-up

- 5.2 The site set-up is shown on the drawing attached as **Appendix A**. Prior to any works commencing a site hoarding will be installed on the site frontages, where necessary. The hoarding will assist in making the site area secure and creating a safe working area.
- 5.3 The extent of any hoarding and scaffolding requirements will be agreed with the highway authority in accordance with their licensing procedure. All licenses will be applied for by the CPM with any further details required to be provided at that stage.

Demolition / Excavation

- 5.4 It is expected that demolition/excavated material will be stock piled and temporarily stored on site. Material would then be transferred from the storage area to the loading area. It is considered that this provides the efficient method of removal of material.

Structural/Non-Structural Works/ Internal Fit Out

- 5.5 Construction vehicles will stop in a temporary loading area on-site. Towards the end of the project during fit-out it is proposed that smaller vehicles to be visiting the site such as plasterer's/electrician's/plumber's Transit type vans utilise the temporary vehicle loading area to unload any heavy tools/materials. Contractors will then be required to utilise local off-site parking opportunities.

Coordination with Nearby Developments

- 5.6 All reasonable efforts will be made to coordinate the scheduling of construction traffic management with local developments and any as directed by LB Haringey.

6.0 Traffic Management

Proposed Access Arrangements and Site Set-up

- 6.1 The site is located on the eastern side of Cornwall Road and presently provides no vehicular access. As part of the development, a new vehicle crossover will be provided to serve the residential dwellings. It is considered that the crossover would be operational prior to construction.
- 6.2 To this extent, vehicle access to the site will be provided throughout construction and as such all loading and delivery activities will take place on-site. A secure, lockable hoarding will be installed along the site boundary and all materials will be stored on-site. Drawing 2002051-TK02, attached at **Appendix A**, shows the proposed site set up.
- 6.3 In order to access the loading area, vehicles will be required to reverse from Cornwall Road. Banksman will be employed to supervise all movements to and from the loading area and to manage interactions with other road users. Banksman will also ensure that no vehicles associated with the development are permitted to stop or wait on Cornwall Road, nor cause any obstruction to neighbouring properties.

Construction Vehicles

- 6.4 The following list provides details of the type of vehicles expected to require access to the site during the construction process:
- ▶ 7.5t Skip lorry;
 - ▶ 4.5t panel van;
 - ▶ 7.5t cage tipper; and
 - ▶ 4-wheeler concrete wagon.
- 6.5 Swept path analysis has been undertaken using the computer programme AutoTrack to demonstrate that the expected construction vehicles can access and exit the loading arrangements. The analysis demonstrates that the expected vehicles would approach the site southbound on Cornwall Road and reverse onto the site to access the loading space in order to undertake loading activity. Vehicles would exit the site in a forward gear. The swept path analysis is attached at **Appendix A**. All vehicle manoeuvres to and from the site will be managed by trained banksman.
- 6.6 Anticipated vehicles during the construction phase are set out in Table 6.1 below. This is indicative at this stage, and may vary due to alterations to the programme or particular aspects of construction.

Vehicle Type	Frequency
3-axle tipper (8.0 metres long, 2.5 metres wide, and 3.5 metres high)	On average two per day
Concrete Lorries (8.3 metres long, 2.5 metres wide, and 4.0 metres high)	On average three per day
Skip Lorries (6.3 metres long, 2.5 metres wide, and 3.7 metres high)	On average two per day
Flat-bed Truck/Panel Van (7.0 metres long, 2.4 metres wide)	On average three per day

Table 6.1 – Construction Phase – Vehicle Activity

Delivery Management

- 6.7 All deliveries will be pre-booked in advance and allocated set arrival times. Suppliers shall call the Construction Project Manager a minimum of 20 minutes before their vehicle arrives at the site to confirm that the loading area is available. If loading space is unavailable, vehicles will be turned away and given an alternative delivery time.
- 6.8 Deliveries to the site will take place outside the peak hours on the highway network where possible and as such will be undertaken between the hours of 09:30 to 16:30 on weekdays and 1000 to 1300 on Saturdays. Where possible, deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.
- 6.9 All contractors, delivery companies and visitors to the site will be made aware of the access and egress route and of the parking restrictions in the vicinity of the site prior to undertaking their journey. A written briefing and plan for the site will be provided to contractors, delivery companies and visitors.
- 6.10 The Construction Project Manager will investigate the feasibility use of consolidation centres and prefabrication of materials to assist in reducing deliveries to the site.
- 6.11 The movement of all construction vehicles to/from the construction site will be the subject of a rigorous 'turn up, load and go' management regime. The contractor will implement a pre-booking system such that the movement of vehicles can be appropriately scheduled. It will be the responsibility of the CMP Co-ordinator to ensure that this system, together with the entire CMP, is promoted to all workers and delivery personnel. All companies delivering goods to the site will be made aware of the contents of the CMP in advance.
- 6.12 It is considered that all HGV drivers delivering to the site will be experienced professionals. As such, they will be expected to be aware of vulnerable road users at all times, and with the assistance of the on-site banksman, ensure that manoeuvring into and out of the site is undertaken as safely as possible, with particular awareness of cyclists and pedestrians during the turning manoeuvres.

Vehicle Routeing

- 6.13 Vehicles will route to the site from West Green Road and turn into Cornwall Road proceeding southbound to the site. Vehicles will reverse into the site to access the loading area. All vehicles will exit the site in a forward gear proceeding southbound on Cornwall Road before joining St Ann's Road for onward access to the strategic highway network. A vehicle routeing plan is attached at **Figure 6.1**.

7.0 Nuisance Control

- 7.1 A range of measures will be implemented to ensure that the potential impact of the works on local residents and businesses will be minimised. These measures are discussed in turn below.

Dust Control

- 7.2 Hoardings bordering the property will help contain any dust. Where required, scaffolding and sheeting will be erected to further contain dust. Water dampening measures will also be used if necessary.
- 7.3 Dust is an obvious cause of concern to those in the immediate environment of any building site, both to receptors and operatives. Particularly during dry summer periods, it will be ensured that all soil and mud inadvertently dropped onto the pavement or roadway are washed away into main drainage within 5 minutes of delivery or haulage.
- 7.4 Skips housing spoil and waste will be covered and any passage via conveyor of excavated material will be dampened as it heads to the housing skip/lorry for storage before despatch. Haulage vehicles carrying waste/ spoil will be dampened and covered during dry and windy conditions.
- 7.5 Where working above ground it will be ensured that scaffolding is wrapped with a polythene cover, both to reduce dust, but also noise.

Waste and Recycling

- 7.6 All waste will be stored on site within the site hoarding and dealt with in accordance with the duty of care Section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991. Where hazardous waste is identified, it will be controlled and disposed of following the Environment Agency approved procedures.
- 7.7 Waste material arising from the demolition will be sorted on site and any suitable materials will be recycled. In addition, during the progress of the works every effort will be made to avoid waste, and where waste material is produced, this will again be sorted and recycled in accordance with good practice guidance. As part of their induction, all site operatives will be made aware of the need to reduce waste and where waste is unavoidable, that waste will be sorted and recycled where possible.

Hazardous Materials

- 7.8 In the event that hazardous materials are present in the existing building, the materials will be disposed of using the appropriate procedures and local residents/businesses advised accordingly.

Noise Control

- 7.9 The provisional working hours for all works will be between 0800-1800 Monday to Friday, 0800-1300 on Saturdays. No noisy works should be carried out on Sundays and Bank Holidays.
- 7.10 Deliveries to the site will take place outside the peak hours on the highway network where possible and as such will be undertaken between the hours of 1000 to 1600 on weekdays and 1000 to 1300 on Saturdays. Where possible, deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.
- 7.11 The CPM will endeavour to use suppliers and contractors that use electrically powered vehicles where possible. In addition, the following measures will be undertaken to reduce noise pollution:
- ▶ Well maintained, sound attenuated plant will be used to carry out all operations
 - ▶ Plant noise will be reduced to acceptable levels where possible.
 - ▶ Solid hoarding will be used along the boundary to the residential properties.

- 7.12 Plant and vehicles will be carefully selected prior to use at the development. All plant used on the site will be sound attenuated and will be regularly serviced/maintained to ensure it is operating correctly. The site induction for plant operators will cover the issue of noise specifically and they will be warned against over revving of plant and the operation of horns in all but necessary situations. Machine operatives will be advised to isolate plant/ equipment during idle periods reducing not only noise levels but encouraging efficient running of equipment and reduced fumes.

Site Security

- 7.13 All construction materials will be stored on site within the secure hoarding. The CPM will be responsible for site security and emergency procedures and contact details for the CPM will be advertised on the site hoarding.
- 7.14 The Site Manager will be informed of any visitors attending site. Any visitors to the site will be escorted at all times by a competent person while on site. Also, all visitors will be inspected prior to attending the premises.

Consultation

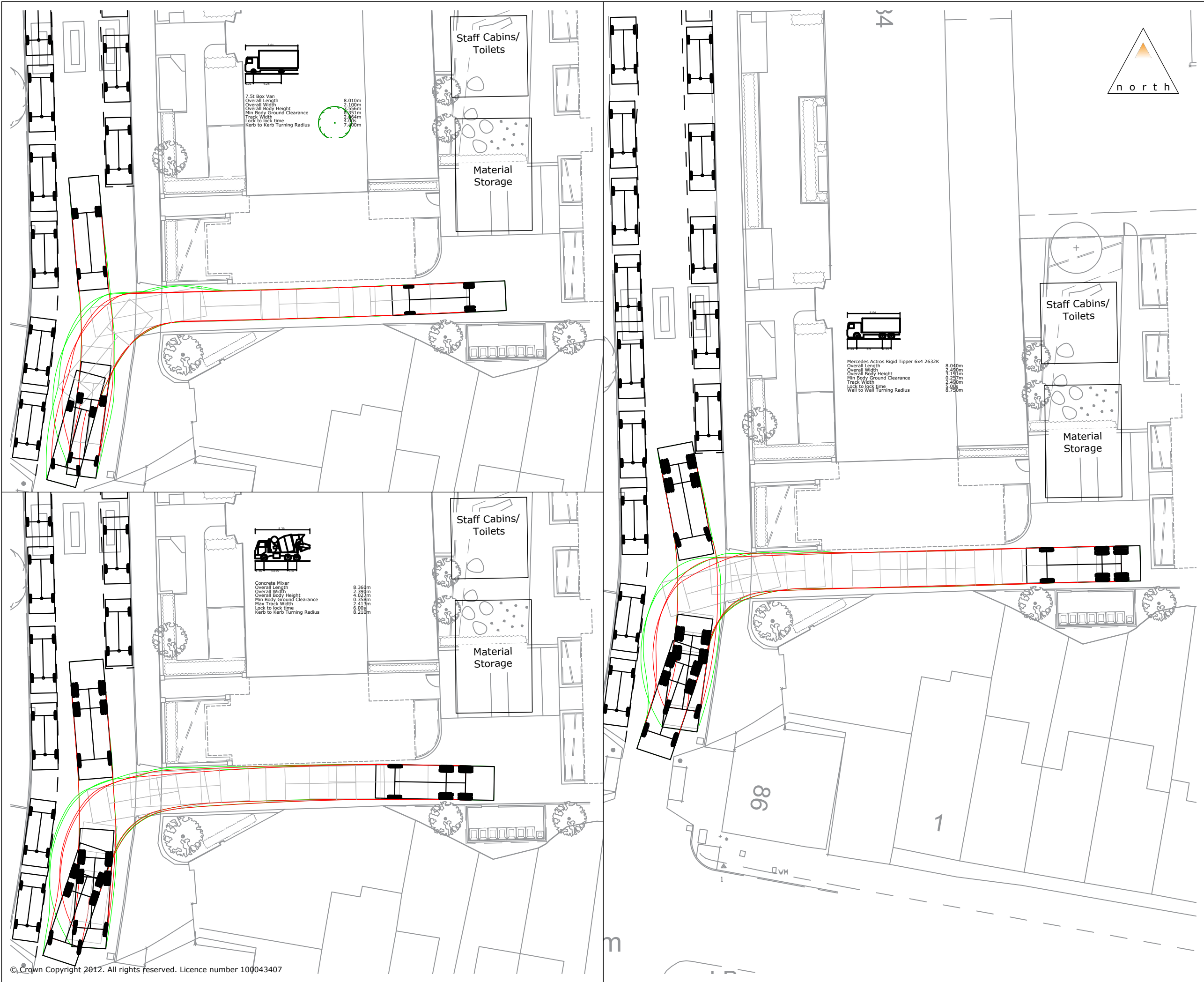
- 7.15 The CPM will liaise with immediate neighbours to ensure that residents and businesses are aware of how the construction works are progressing and provide them with the opportunity to raise any issues that may arise as they occur.
- 7.16 The CPM will maintain regular contact with local residents, affected parties by sending them a monthly email or post with an update on progress and giving notice of any noisy works.

8.0 Monitoring and Management

- 8.1 The CPM will be responsible for the ongoing monitoring and management of the construction process. This will include the following:
- ▶ Monitoring of dust associated with the works;
 - ▶ Waste management and reduction, including the disposal of hazardous materials; and,
 - ▶ Review meetings with the planning authority, as necessary.
- 8.2 The CPM will further be responsible for the updating of the Plan as and when it is required.

Appendix A

Site Setup and Swept Path Analysis



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Project:
Cornwall Road, Haringey

Title:
Site Setup and Swept Path
Analysis

Scale: 1:250 (@ A3)

Drawing:
2002051-TK02

Revision:
C