

Construction Management Plan (CMP)

6A DENMARK TERRACE



PROPOSED NEW DEVELOPMENT

1 INTRODUCTION

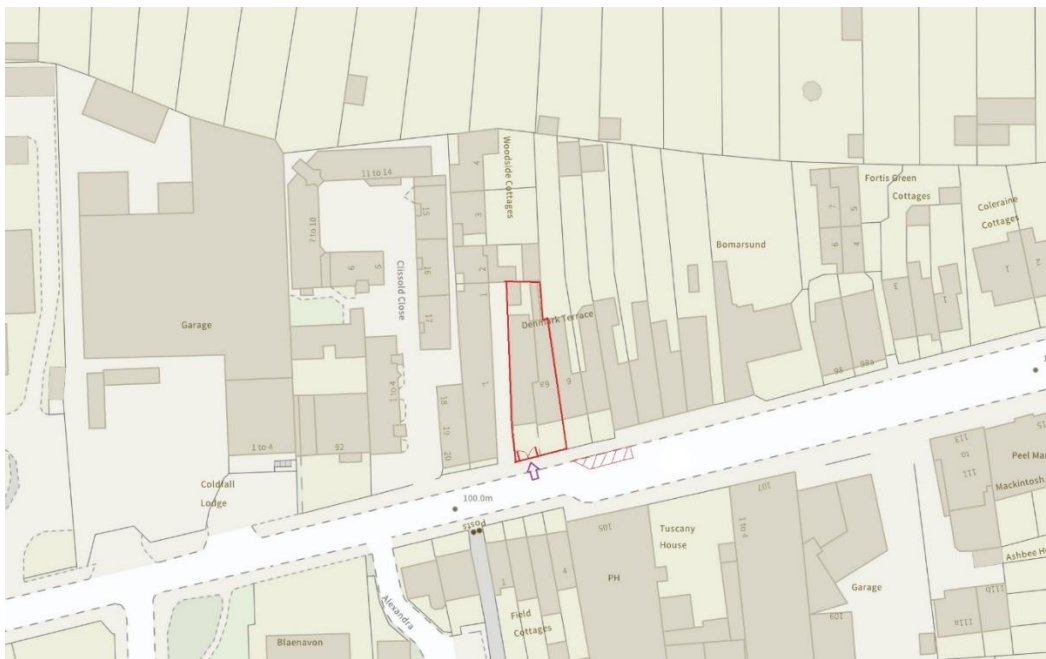
1.1 The Construction Logistics Plan (CLP) has been prepared in respect of the proposed development of 4 flats and a ground floor commercial unit, with basement on the site of GMS Joinery, 6A Denmark Terrace, N2 9HG.

2. THE SITE AND SURROUNDINGS

Site Location

2.1 The development site is situated on the north side of Fortis Green, and adjacent to the small access road of Denmark Terrace, Muswell Hill, in the London Borough of Haringey.

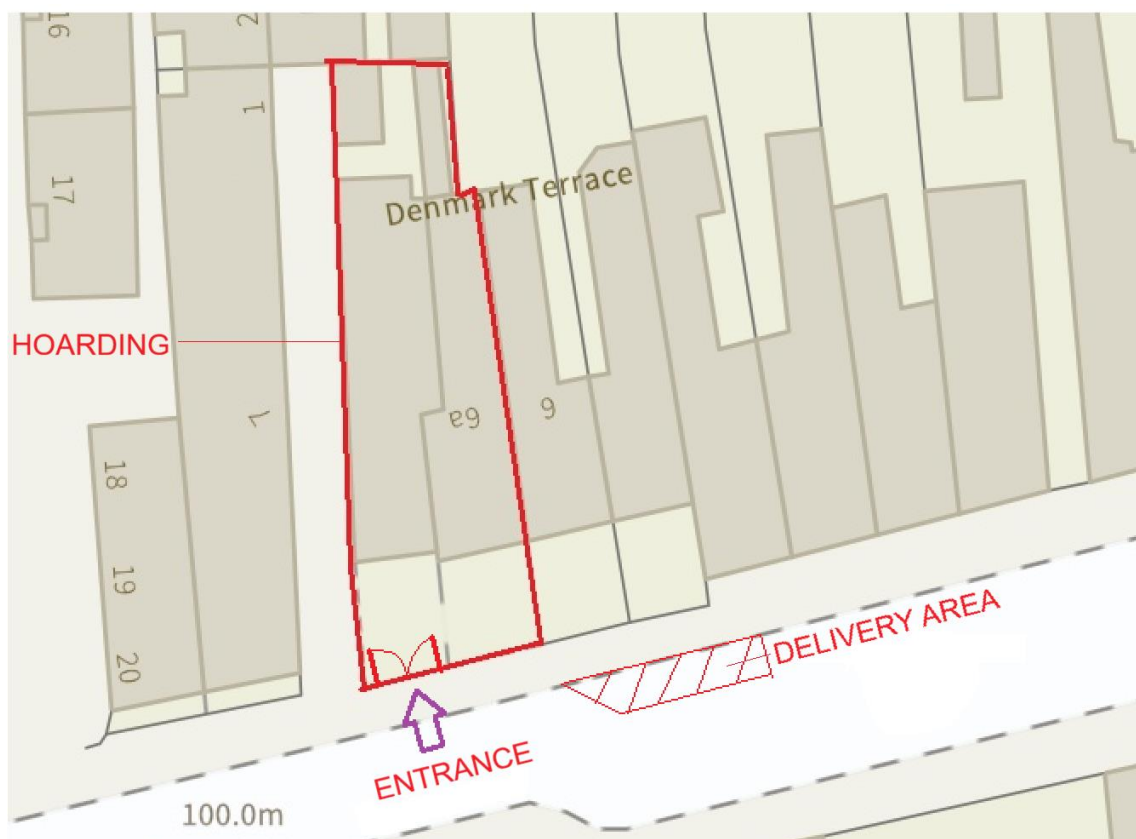
Figure 2.1 Site Location Plan





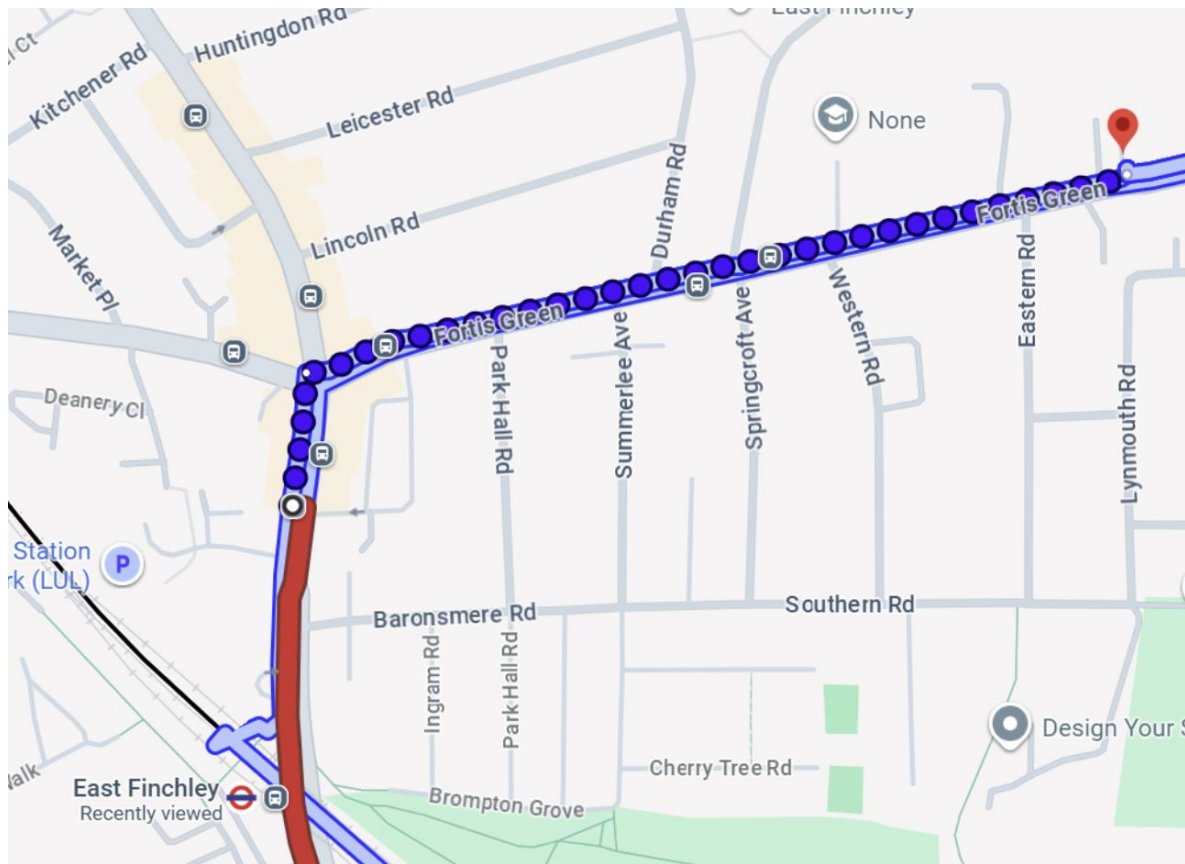
The existing use on the site is a joinery workshop with front parking yard and yard space at the rear.

Figure 2.2 Delivery Plan



The road is wide enough to allow for a delivery area and still have two way traffic pass in front.

Figure 2.3 Public transport plan



2.3 The site is located within close proximity to public transport services. The nearest station is East Finchley Station 0.6m away or 12 minutes walk away, there are several bus stops also located next to the site, with bus routes 102, 234 and 603 offering a variety of services to the surrounding areas.

As such, it is clear that the site is situated in an accessible location and there are many opportunities for construction workers to travel to the site by sustainable modes of transport thus removing the need to drive to site.

3. CONSTRUCTION LOGISTICS PLAN

3.1 This CMP sets out details of construction of the development. In addition, this CLP seeks to limit the effect of construction traffic movements on local residents' amenity, with particular regard to suppression of obstructing the carriageway, noise, dust and vibration.

3.2 This section sets out the anticipated strategy for the management of the construction period of the proposed development.

Timescales of construction

3.3 The construction period is scheduled to commence in Jan 2027. Works would be for approximately 18 months. The work programme and anticipated timescale for each phase of the excavation and construction works will be confirmed upon appointment of the contractor.

3.4 In order to minimise disturbance to local residents, best practice will be employed to carefully manage the construction stage. The hours of operation during the construction period will be restricted to minimise disruption to local residents.

3.5 Site working hours will be limited to Monday to Friday 08:00 to 18:00 hours. Weekend working is not envisaged but will be limited to 08:00 to 13:00 hours on Saturdays as required. Should any unavoidable 'out of hours' working be required the timing will be agreed with LBH prior to the works commencing. Local residents within the vicinity of the site will be notified of any planned abnormal working hours requirements.

Routing of demolition and construction vehicles

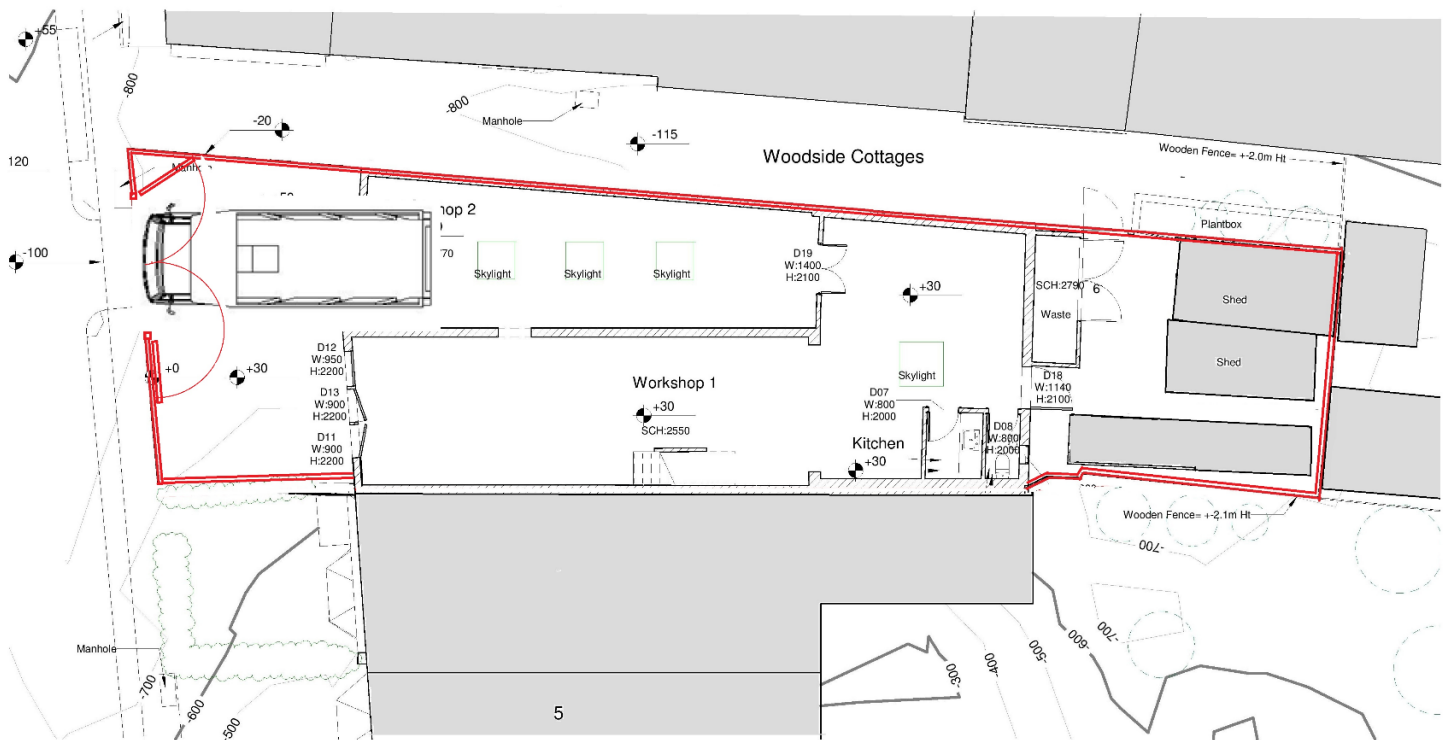
3.6 The construction vehicles will service the site from Fortis Green, and can pull off the street onto the site for deliveries of materials and collection of rubbish. See Site Delivery plan Fig 2.2

Due to the building works being small scale, there are not expected to be any construction vehicles stopping for longer than 10 – 15 minutes. Deliveries will be limited, and likely in the region of 20 to 30 larger vehicles during the build programme which would need to park outside the site, in a designated delivery area

3.7 In order to enter the site, vehicles are required to reverse from Fortis Green onto the site. It is important to note that all vehicles will be guided to and from the site by a banks person, who will make sure traffic is clear before departing.

3.8 The banks people also be responsible for checking the loading area prior to them departing to ensure that no debris is taken onto the highway, although this is very unlikely given the small scale development. The site will be manned during working hours and closed and secured when there are no vehicles arriving or departing.

CONSTRUCTION LOGISTICS PLAN

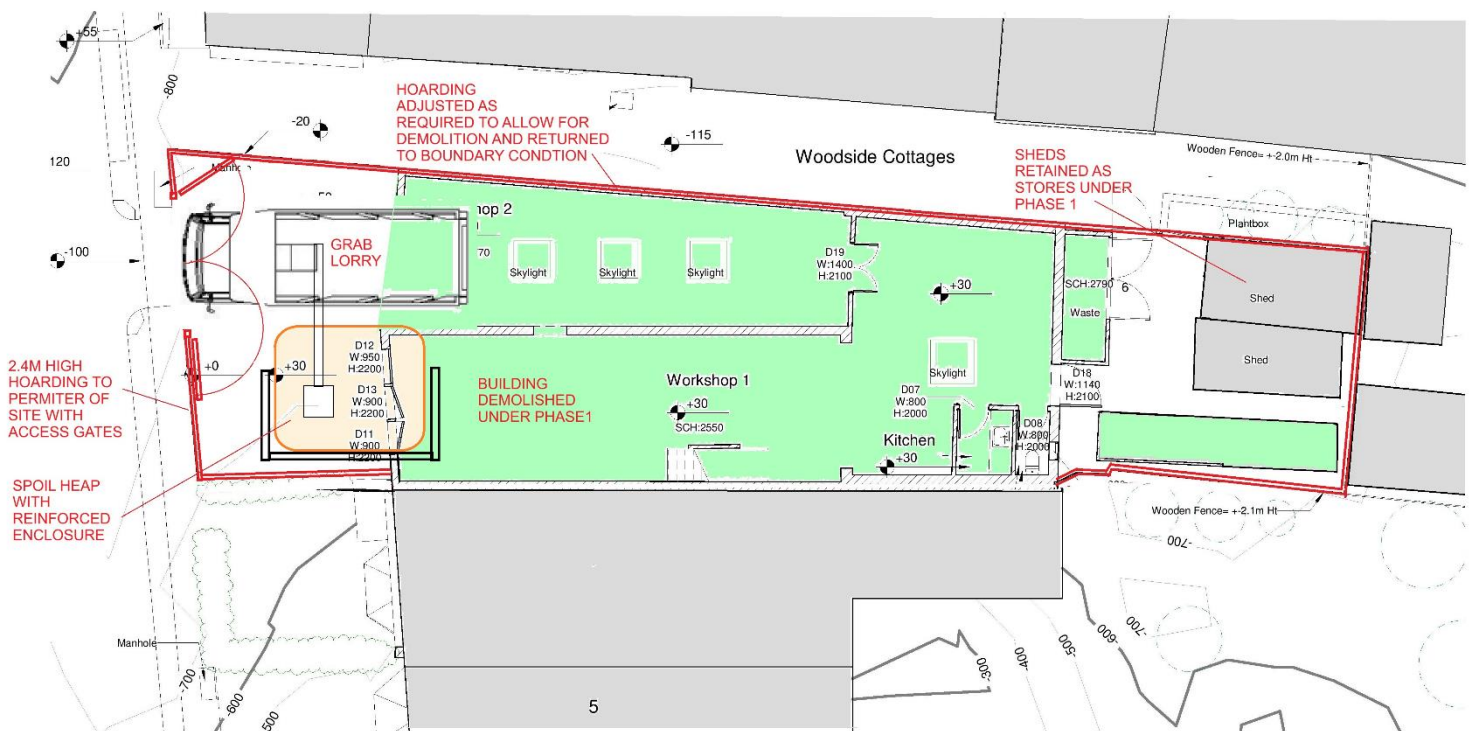


ERRECTION OF SITE HOARDNG AND ACCESS GATES

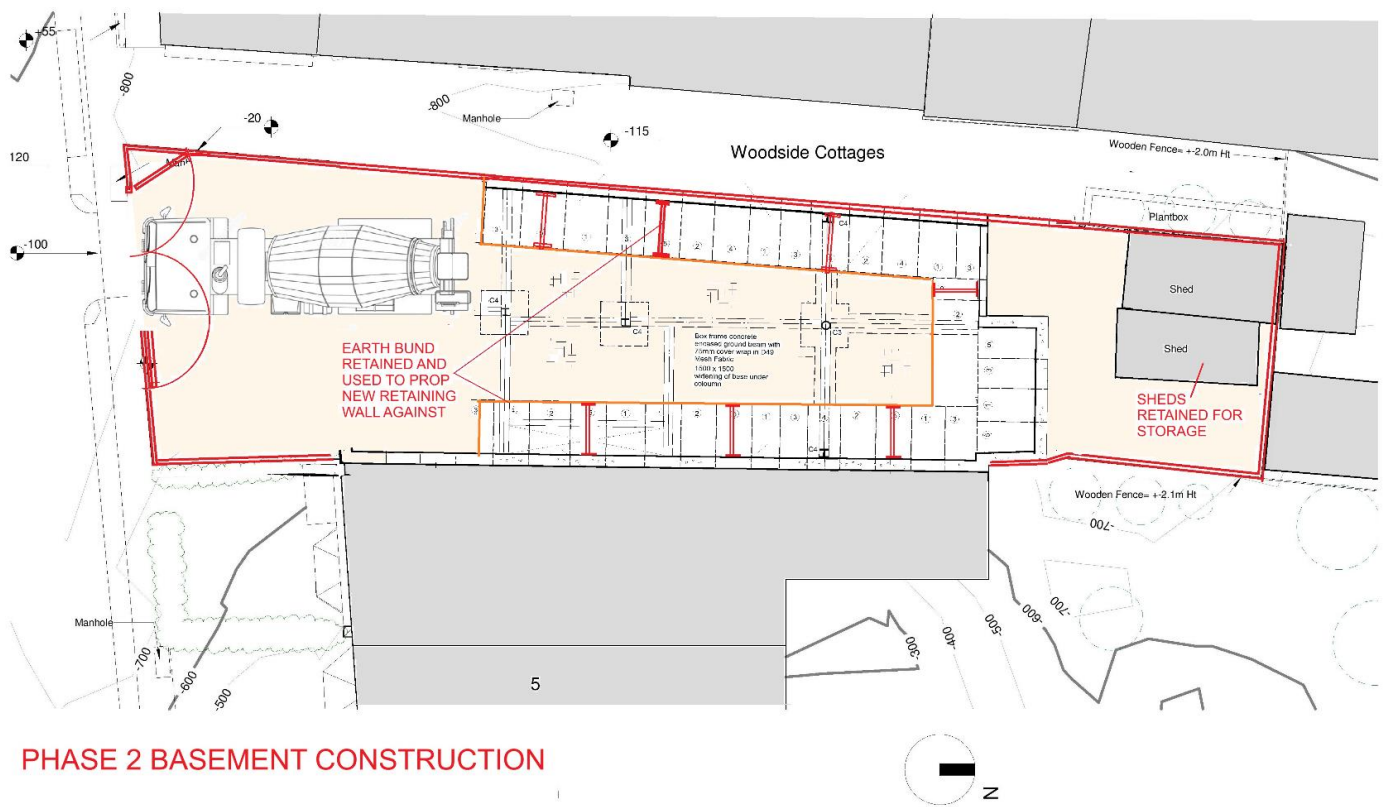
PHASE 1 – SITE HOARDING AND DEMOLITION

The first work on site would be to secure the site with a 2.4m plywood hoarding and the provision of lockable secure access gates 2.4m high.

This would be followed by careful demolition and site clearance of the building (shown in green below). Muck away lorries could enter site and clear rubbish from a designated spoil heap. It is envisaged that all demolition work can take place from within the confines of the site.



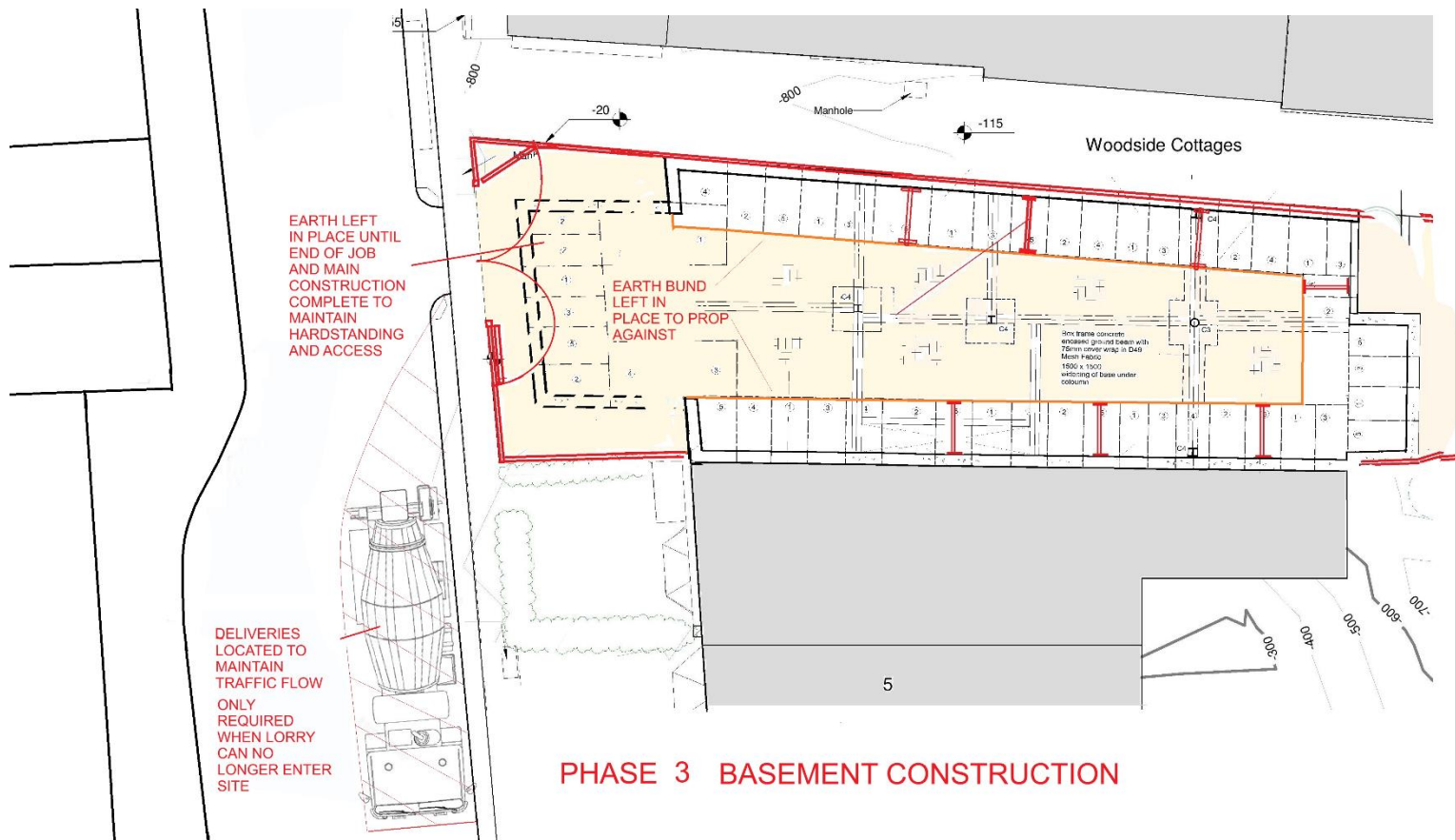
PHASE 1 DEMOLITION AND SITE CLEARANCE



PHASE 2 BASEMENT CONSTRUCTION

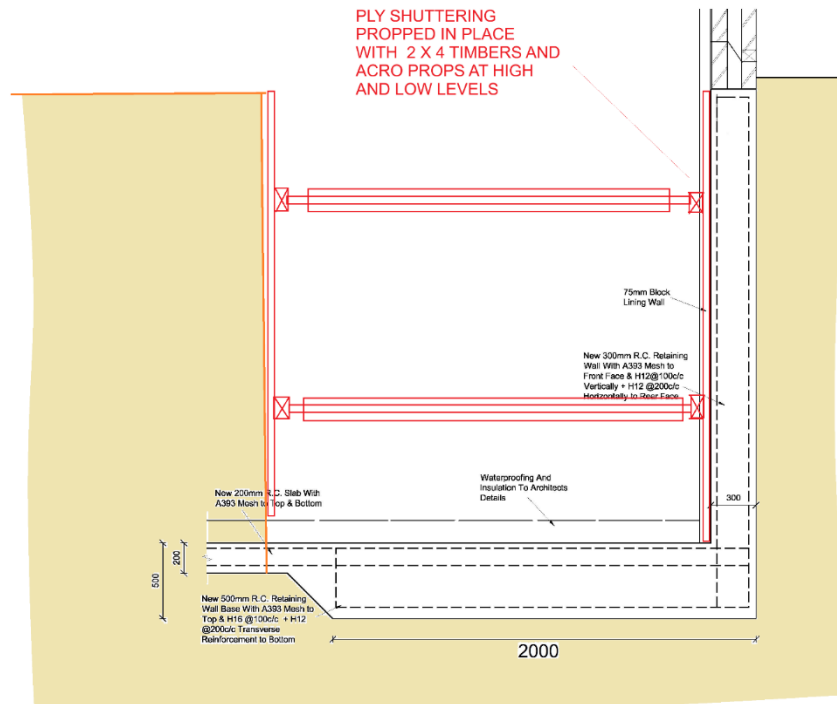
PHASE 2 AND 3 BASEMENT CONSTRUCTION

The basement construction would be undertaken by creating retaining wall sections in an underpinning fashion, leaving earth in place to adjacent 1m bays until the concrete is fully cured, and would be propped in the intermediate stage off a central earth bund which would be left in place until all the retaining wall sections are complete. In phase 2 there would be sufficient space for construction vehicles to enter the site and deliveries etc would be confined to within the site. For Phase 3 when the basement construction is nearing the front of the site deliveries would be made on Fortis Green road in a designated delivery area as outlined below.



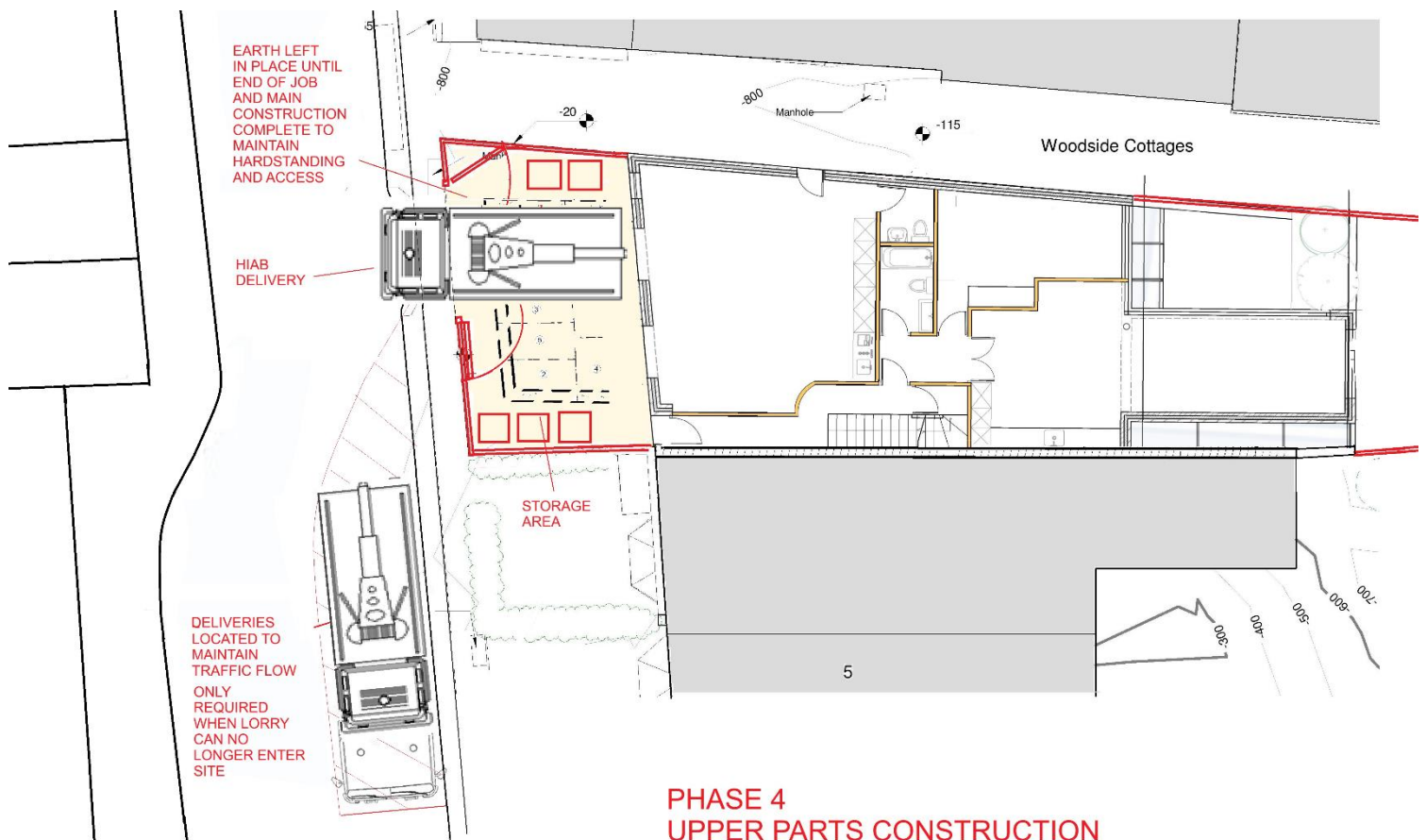
PHASE 3 BASEMENT CONSTRUCTION

Figure 3.1 DETAIL OF RETAINING WALL CONSTRUCTION



The retaining wall would be constructed in 1m wide sections, with a trench excavated and the sides held in place with formwork propped off the existing earth bund to the centre of the site. Reinforcement would be put in place and ply shuttering erected, and the concrete poured. The concrete retaining wall would be fully propped in the temporary state.

PHASE 4 SUPERSTRUCTURE AND FIT OUT



PHASE 4 UPPER PARTS CONSTRUCTION

PHASE 4 SUPERSTRUCTURE AND FIT OUT

Once the basement works are complete the superstructure would be commenced, with a steel beams and columns inserted at basement level to support the floors above. From ground floor upwards the construction would be traditional load bearing cavity brick and blockwork, with concrete pre cast floors, and a minimum of steel beams and columns where required.

It is envisaged that most items for construction would be small modular components and could be delivered by Hiab truck directly into the site and stored in the front yard area. The front area will not be dug out until nearing completion to afford access for construction and storage of building materials.

4.0 DELIVERY SCHEDULE

4.1 Deliveries are to be coordinated and controlled through the Site Manager / Project Manager. Given the nature of the location and the fact there are no other builds locally, it is not envisaged necessary to provide advance notification of the construction deliveries.

4.2 All supply chain/merchants etc. will be advised to the following allowing contractor control over multiple vehicle movement in Peak periods:

- No deliveries before 08:00 daily
- No deliveries after 17:00 daily

4.3 The Project Manager will schedule the deliveries to ensure there are no issues on the site/road. In reality from a single construction project of this nature and timescale it is self regulating with the following construction vehicles expected:

- a) possible dropping off or any excavation machinery;
- b) skip delivery within the site;
- c) possible collection of any excavation machinery;
- d) skip delivery and collection of first skip;
- e) 3 or 4 concrete pourings;
- f) 3 or 4 delivery of heavy construction materials – bricks/breeze blocks;
- g) delivery of construction materials – timber and roofing; and
- h) skip collection.

4.4 Other ad hoc van deliveries are expected with regard to the windows and internal fitout. It is not considered necessary to close the pavement or provide a banksperson for these smaller ad hoc deliveries.

Details of measures to protect pedestrians and other highway users from construction activities on the highway

4.5 Due to the small scale nature of the development, no roads will need be closed,

4.6 No hoarding on the highway is envisioned necessary during construction; all hoardings will be erected within the site boundary.

4.7 The pavement at the site entrance will be appropriately barriered off and pedestrians encourage to use the footway on the opposite side or wait during deliveries.

Estimated vehicle types/sizes

4.8 Numerous types of delivery vehicles will be used to bring materials to and from the site. Typically these could include:

- Ready mix concrete lorries (approx. size 8.25m long and 2.45m wide).
- 4-wheel drive muckaway for disposal of material. These vehicles are 8.1m long and 2.5m wide with a tare weight of 12t and a maximum fully laden weight of 32t;
- Concrete delivery vehicles which have an overall height of 3.7m and are 2.42m wide and 8.55m long. Fully laden when entering the site these vehicles will weigh approx. 25t;
- 2-wheel drive rigid flat-bed lorries with crane loading arms for general deliveries from builders merchants and suppliers. These vehicles are 8m long and 2.5m wide with a typical laden weight of 18t;
- 2-wheel drive rigid box vans with specialist equipment for service and decorations. The vehicles will be 8.0m long and 2.4m wide with a height of 3.4m. Typical loads will be 7.5 to 12t.

4.9 The maximum loaded weight of vehicles to and from the site will be 32t. If in exceptional circumstances larger vehicles or vehicles with abnormal loads are required, agreement will be obtained from LBH prior to the delivery, but this is not expected to be necessary given the small scale nature of development.

Contact Details

4.10 Further detail will be provided in the final version of the CLP in consultation with the site contractors upon appointment. This will also contain the names and contact details for the onsite construction team, so members of the public can contact the team directly to report any concerns.

Details of any vehicle call up procedure

4.11 Given this is a small scale development it is not envisaged necessary to introduce a call up procedure for the deliveries.

Details of storage for plant and materials

4.12 The storage area will be within the site, specially to the front of the proposed development. The exact location of the storage facility is shown on the Phase 4 plan within the previous section. Smaller items can be stored in the sheds at the rear of the site.

4.13 Given this is a small scale development it is not envisaged necessary to introduce any vehicle routing.

5. MANAGEMENT MEASURES

Overview

5.1 This section identifies appropriate measures to mitigate any negative effects of construction traffic with respect to the following:

- Reducing the effects of congestion on the local highway network;
- Reducing the effects of the construction phase on the amenity of the local area and in particular on local residents; and
- Preventing adverse safety impacts on the local highway network.

5.2 In addition to the above, space is given over to address any additional issues and topics if not already covered previously in this document.

Reducing the Effects on Congestion on the Local Highway Network

Construction Deliveries

5.3 Construction vehicle movements to and from the site will occur between 08:00 — 18:00 hours. Large vehicles will be managed in order to minimise any impact they may have on peak hour congestion on the local highway network, as well as improving site safety both within the site and the surrounding local area.

5.4 As such, construction materials will be sourced from local suppliers, where practically possible, in order to reduce the length of vehicle trips to the site. The contractor will use companies with FORS accreditation when selecting companies to make deliveries to the site and give preference to those who also exhibit meeting the CLOCS standard for construction logistics through further detailed route and delivery planning following acceptance of this CMP.

5.5 Companies selected by the contractor will be required to contact the site manager ahead of their delivery. Deliveries will be received by a banksperson and the Site Manager.

Construction Workforce

5.6 The site will actively discourage construction personnel from travelling to/from the site by private car. Instead, contractors will be encouraged to travel to the site by sustainable modes, particularly as the site is situated in an extremely accessible location. Typically, workers employed by a particular contractor or subcontractor will arrive in a single work van, reducing the impact of vehicular trips further. There is parking available for one builders van on site for collection of materials etc.

5.7 The site benefits from good accessibility to public transport and hence opportunities exist for construction personnel to travel to/from the site by sustainable modes. However, should construction personnel choose to travel to the site by private car, on-street parking is available locally, although restrictions prohibit parking at certain times. Realistically it is not expected the workforce would drive and as common in London will use public transport or ad hoc trade vehicles (temporarily parked on the site)

5.8 Prior to construction commencing, the appointed Contractor will advise its personnel as to how to travel to the site by non-car modes and share details of public transport maps and timetables with personnel at initial site briefings and tool box talks.

5.9 The majority of construction personnel will arrive and depart before the traditional network peak hours. The low volume of traffic associated with the construction workforce is not expected to have a noticeable impact on either the operation of the highway network or on neighbouring residents' amenity, particularly due to the small scale nature of the

development. Traffic associated with the construction workforce will however be monitored by the Site Manager and should evidence arise of any negative effects, the necessary mitigation measures will be implemented.

Reducing Impacts on Local Residents' Amenity

5.10 Construction will take place on Monday to Friday between the hours of 08:00 – 18:00, while taking note of the different permitted loading times. Work would only take place on Saturdays between 08:00 – 13:00. There will be no working outside of these hours, including Sundays or Bank Holidays unless otherwise agreed with the LBI although staff may arrive earlier to begin work at 8am. This mitigates the potential adverse effects which construction traffic can have on residential amenity.

Security

5.11 A security hoarding will be erected along all frontage to the site. The access gates will open into the site and will be securely locked at the end of the working day.

Waste

5.12 Waste removal will be undertaken by an appointed party. Where feasible, the appointed company will remove all material from the site to waste recycling stations and separated for recycling where possible. Alongside this, it is not anticipated the development will result in any problem for LBH refuse and general servicing of the site. The frequency of LBH refuse collection will be identified and factored into the delivery planning schedule.

Emergency Services

5.13 Access for the emergency services will continue to be possible along Fortis Green.

An on-site banks person will ensure that safe access routes are always maintained for the emergency services to pass the site.

5.14 The developer and its Contractor will liaise as far as possible with applicants undertaking other approved developments in the vicinity in order to minimise impact upon amenity and safety. At the time of writing, no developments within the immediate vicinity were identified.

5.15 The implementation, monitoring and any necessary review of the CLP will be the responsibility of the appointed Contractor.

5.16 Any complaints should be directed to the appointed Contractor.

WELFARE

5.17 Portable WC facilities will be provided to the front of the site as identified in the CM Plan where they can easily be serviced from Fortis Green.

5.18 A Site hut to the rear of the development will provide a canteen and welfare facilities, first aid etc until this facility can be moved to within the new building when constructed.

WHEEL WASHING FACILITIES

5.19 A wheel cleaning station will be provided with water and power to allow for a pressure washer to clean vehicles before they exit the site to avoid mud and other debris from being deposited on the public highway.

5.20 A channel will be formed in the concrete hardstanding adjacent to the site entrance to avoid water flowing onto the street, and water will be drained via a silt trap and soakaway within the site.

AIR AND OTHER POLLUTION

Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with focus on both preventative and reactive mitigation measures.

5.21 During any dusty work the effected area will be sprayed with water mist to limit dust

The contractor will ensure dampening down is used for all dust emitting construction activities (cutting, drilling etc)

Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

5.22 No significant amounts of dirt are envisaged to spread onto the public highway due to the generous space within site for offloading etc and presence of hard standing.

If any dirt does spread onto the highway this will be cleaned immediately by site operatives with hose and brush

6. CONCLUSIONS

6.1 The Construction Logistics Plan (CLP) has been prepared in respect of the proposed development of 4 flats, commercial unit and basement to the site at the rear of 6A Denmark Terrace, and accessed off Fortis Green.

6.2 This CLP has been prepared to outline the responsibilities for the construction team who will also form a security function for the site during this period.

6.3 This CLP demonstrates that any temporary disruption and severance of the highway required during the redevelopment of the site can be appropriately managed and accommodated without causing any adverse effects to vehicle movements and pedestrian movements.

6.4 The site benefits from good public transport opportunities. There are thus plentiful opportunities for construction personnel to travel to and from the site by non-car modes.

6.5 This CMP demonstrates how construction vehicles will arrive and depart to/ from the site.

This ensures construction can be conducted safely with minimal impact on local traffic.

6.6 Access gates will open into the site and will be securely locked at the end of the working day.

6.7 The 24-hour contact for the development will be provided once for the Site Manager.

6.8 This CLP sets out the proposed hours of site activity (including pick-up and delivery times for materials and equipment) during the construction period. This document also sets out the likely associated construction vehicle types and sizes, expected trip numbers and preferred vehicle routes. Deliveries will only take place between 08:00 and 18:00 hours.

6.9 The agreed contents of this CLP must be complied with unless otherwise agreed with the Council.

The construction team and building occupants shall work with the Council to review this CLP if necessary. Any future revised plan must be approved by the Council and complied with thereafter although it is expected for a simple build of this nature to largely reflect/repeat this report