

Construction Management Plan

Client name	London Borough of Haringey
Site location	Stanhope Road, Haringey. N6 5DE
Project Name	Stanhope Road Bridge Replacement
Planning Application Reference No.	HGY/2021/2718
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Introduction

Stanhope Road Bridge was constructed in the late-19th century, one of a number of structures built for the Edware, Highgate, and London Railway, designed to connect the Great Northern Railway at Finsbury Park (then called Seven Sisters Road) to Edware. In the inter-war period, plans were made to convert the route into a northern extension of the London Underground Northern Line, but this was subsequently cancelled in the post-war period. The line was gradually closed with freight operations ending in 1971. The tracks were lifted up along the entire line and the route from Finsbury Park to Alexandra Palace was converted into a public footpath (the 'Parkland Walk'). The existing deck structure is not the original railway bridge deck and modifications have been made to the original bridge and abutments since the railway was operational.

The Proposed Development will replace one of ten bridges along Parkland Walk – a Local Nature Reserve (LNR) as part of the HBC's efforts to upgrade several of the bridges along the length of the Walk and deliver safe, quality, and healthy places.

Project Description

The existing footbridge has been identified by the Client as being no longer fit for purpose and requiring demolition; the abutments failed their structural assessment and there are bearing failures at the east abutment. Feasibility studies determined that repair was not financially viable, and it is therefore proposed that a new bridge will be constructed. It is proposed the new bridge will be a painted steel Warren truss deck structure that will link up the Parkland Walk either side of Stanhope Road in the same vicinity as the existing bridge deck. The bridge will be used to accommodate shared, unsegregated use of cyclists and pedestrians. To minimise concrete surfaces and enhance opportunities for wildlife, the wing walls will be constructed primarily from a mixture of reinforced concrete and reinforced earth with planting on the slopes.

The proposal also involves the construction of a separate ramp and stepped accesses at the southeast and southwest areas of the proposed bridge, as shown on the Proposed General Arrangement Plan drawing no. 70077287-WSP-SBR-B-DR-BR-0001, attached at **Appendix A**.

This project will consist of the total demolition and replacement of the footbridge, with a new ramp and stepped access. The project also includes the following elements:

- Demolition of existing footbridge and abutments
- Installation of new drainage including pond construction
- Construction of new bridge and associated embankments
- Construction of new accessible ramp access, steps, and associated landscape works
- Surfacing and footway works



Working Hours

The working hours for the development site (including any construction and demolition activity) shall be:

- 08:00 to 18:00 on Monday to Friday
- 08:00 to 13:00 on Saturdays
- No working on Sundays or Public Holidays

Works Phase	Project Description	Proposed Programme Date	Environmental focus areas
Phase 1	Site Establishment Env. Monitoring Stations to be set out. Surveys completed (Dilap, Demo, Utility, Env.) TM - Half- Road closure including signalise pedestrian crossing. De-vegetation of temporary footways Temporary walkway for Parkland walk diversion Erect site fencing Pedestrian crossing	26/02/24 – 10/05/24	Protection of reptiles and other protected species during vegetation clearance. Noise from tools impacting local environment Root Protection Areas retained at all times
Phase 2	6 Week full road closure – Demolition Temporary walkway for Parkland walk diversion Set up wheel-wash facility. Close footbridge Protection deck & bridge removal Demolish abutments. Topsoil strip & earthworks excavation Install piles. Excavate pond area. Construct access ramps	10/05/24 – 01/07/24	Noise from demolition impacting local environment Waste management including possible hazardous waste (soil and stones, bituminous waste containing coal tar) Unexpected finds Dust from demolition and ground works Spill and pollution from plant and vehicles Root Protection Areas retained at all times
Phase 3	Alter TM - Set-Up TM (2-way lights) - traffic through centre of road. Temporary walkway for Parkland walk diversion Abutment Construction Install piles & pilecap. Construct abutments Drainage & backfill. Reinforced earthworks (NW, NE & SW)	24/06/24 – 11/09/24	Noise from demolition impacting local environment Vibration from piling impacting local environment Dust from demolition and ground works Spill and pollution from plant and vehicles Root Protection Areas retained at all times
Phase 4	Permanent Access	12/08/24 – 29/10/24	Noise from demolition impacting local environment

	Alter TM - Set-Up TM (2-way lights) - traffic through centre of road. Temporary walkway for Parkland walk diversion Kingpost wall to be constructed. Drainage Permanent steps and ramp Reinforced Earthworks (SE) Remove temporary access. Landscaping		Vibration from piling impacting local environment Dust from demolition and ground works Spill and pollution from plant and vehicles Root Protection Areas retained at all times Landscaping completed at the correct time to ensure success
Phase 5	Full Road Closure Temporary walkway for Parkland walk diversion New Bridge and Finishes Install new bridge. Reconstruct footways. Reconstruct raised table. Surfacing Line-marking & finishes Demobilise and open road	15/10/24 – 28/10/24	Noise from demolition impacting local environment Vibration from piling impacting local environment Dust from demolition and ground works Spill and pollution from plant and vehicles Root Protection Areas retained at all times

These working hours cover operations and work which are audible at the site boundary. Any noisy operations outside these hours shall not be undertaken without prior written approval from the local planning authority. These hours may be amended by the local planning authority where local circumstances demand as necessary.

Existing site & surrounding environment

The 0.8ha site is linear, along a section of the Parkland Walk, the bridge to be replaced is an existing bridge allowing the Parkland Walk to cross over Stanhope Road. The main Parkland Walk Path, running west-east is generally flat or gently sloping, but is set on what was a railway embankment, which slopes down steeply north and south to the housing flanking the path as well as steep slopes towards Stanhope Road at the intersection. The current land use is a local nature reserve and public walkway with grass, shrubbery and predominantly woodland, apart from where the trees have been cleared close to the bridge. Tree schedules, protection plans and surveys have been provided within the detailed arboricultural report supplied by the principal designer. The site compound will be located within Channing School playing fields, adjacent to the Stanhope Road / Avenue Road junction, in close proximity to the bridge site. This area is comprised of a grass field with an edge of trees.

Considerations of surrounding environment

- Highway Environment
- Urban area
- Pedestrian traffic
- Interface with public rights of way
- Proximity to local schools & playgrounds
- Densely populated urban area
- Works adjacent to embankments and ditches.
- Working at height

Programme

See **Appendix B** for our high-level construction programme.

Phasing Plans

The project is broken down into five main phases of work as shown below. For further information on the phases, refer to **Appendix C** for detailed phasing plan drawings and the works programme.

See **Appendix C** for detailed phasing plan drawings.

The Construction Environment Management Plan (CEMP) also sets out the main areas of environmental focus for each phase, which can be found in **Appendix D**. The CEMP is also covered within this Construction Management Plan.

Site Traffic Management

Traffic routes on site shall be clearly marked and restrict our vehicles to 15mph between site and compound or 5mph in congested sensitive areas throughout our site and will be segregated from all pedestrians with crossing points clearly marked.

Pedestrian access routes shall be segregated from vehicles and plant by physical barriers. Walkways and crossing points shall be appropriately sign posted, illuminated, and kept clear of any slip/trip hazards.

There will be temporary walkways installed on the Parkland Walk to divert pedestrians away from the works area, rejoining the Parkland Walk after the works area. Noise barriers/acoustic hording is to be used between temporary footway and works area where appropriate. Access will be maintained for pedestrian at all times, with the TM Plans being approved prior to being issued. During demolition and removal of existing bridge, there may temporarily be no through route for pedestrians through Stanhope Road. If this is approved, then a pedestrian diversion traffic management plan will be implemented. Please note this would be minimal duration if required.

For Stanhope Road traffic management plans, please refer to **Appendix E**.

Details of the site layout will be available on site and updated accordingly - this will show direction of traffic, turning points, holding areas, storage areas, pedestrian crossing points, etc.

Vehicles exiting site will be checked for excess mud and where necessary pass through the vehicle wheel wash or alternative measures before leaving site.

Site Logistics and Traffic Management Plan

The Site Logistics and Traffic Management Plan has been produced to detail the procedures and objectives of Milestone Infrastructure within the Stanhope Road project, with the main aim being to reduce incidents, maximise efficiency and provide a proactive approach to site logistic management for the Project.

There will be a designated safe walking route for pedestrians which will segregate pedestrians from construction traffic, as shown in Compound Plan in Appendix G referred to later on.

The Site Logistics Plan covers the following items:

- Traffic / pedestrian management,
- Delivery coordination, prioritising, and scheduling,
- Material storage and distribution,
- Managing waste,
- Management of keys.

To locate the Site Logistics and Traffic Management Plan please refer to **Appendix F**. For our Construction Logistics Plan please refer to **appendix P**

Vehicles and Plant on site

- Where practical, one-way traffic routes will be established to reduce the need for reversing and the danger of head on collisions.
- Where two-way traffic and limited access cannot be avoided suitable passing points will be created
- Routes will be adequately lit, and sign posted.
- Vehicle routes will be designed to minimise gradients. Where significant gradients exist warning notices will be posted at head and foot.
- Traffic route surface will preferably be tarmac / concrete surface. At stages temporary concrete crushed roads may be established.
- A speed limit of 5mph will be established and displayed on site and in compound, which will be strictly observed and enforced throughout the duration of the project.
- Where appropriate restricted openings in structure, etc., will be identified and signed by suitable means, such as hazard strips on structure and height restriction boards.
- Wheel wash facilities will be provided as necessary to prevent the build-up of mud on public roads. Regular monitoring of the road conditions will be conducted and where necessary roads will be cleaned accordingly either through jet washing or road sweeper on a call out basis.
- Reverse parking policy is implemented across all projects.
- Vehicle and plant will be fitted with hazard warning lights, audible reverse warning sounder, and means of clear 360o vision for manoeuvres (i.e., CCTV, Mirrors, etc.,) and seat belts.
- Plant and vehicle must be accompanied by a Banksman CPC/SPORS or similar accreditation.
- Exclusion zones for plant will be implemented on site.
- Keys will be removed from all vehicles and plant when not in use.

Deliveries

The health and Safety Construction Phase Plan forms the basis of Site Rules and Delivery Driver Site Rules which must be adhered to by all personnel working on the project at all times. Failure to comply with this plan may result in personnel being removed from site by the project management team. The Construction Phase Health and Safety Plan and all associated documents will be always available on site for review by interested parties, this can be found in **Appendix I**. Within this document, Full site rules are detailed in Appendix A and Delivery Driver Rules detailed in Appendix B.

Deliveries including the transport of materials, plant, and equipment to the development site shall only take place during the following hours:

- 09:30 to 14:30 on Monday to Friday (Term time)
- 08:00 to 13:00 on Saturdays only with written approval of the local planning authority.

As a school is located in the vicinity of the development site and on the proposed access and/or egress routes, deliveries shall be restricted to between 09:30 and 14:30 on Monday to Friday during term time (subject to the ped and traffic count). Flexibility can be given to vehicles under 7.5tns arriving at the site or to the compound.

Delivery vehicles shall not be permitted to wait, queue, or circulate on the public highway when the development site is not open for deliveries.

Location of Compound, Welfare, Facilities and Storage Areas

The site compound will be set up within the Channing School playing fields park on the corner of Stanhope Road and Avenue Road, the field is a secure field with high fencing and barbed wire with secure gated access. The compound within this field will consist of additional temporary fencing which will be water filled barriers complete with 3.5m Heras fence, double clipped and secured. All clips to have bolts facing inwards away from the school field and no fence panels to contain loose parts. Gated access with chains and padlocks and CCTV will be set up at access points to the compound stored within an on-site server, remote monitoring for the site management team will also be set up. At either end of the Parkland Walk where the site boundary and pedestrian diversion along the temporary walk will be, there will also be fully secured water filled barriers and heras fence panels.

Upon arrival to the compound all visitors will report to the site office to undertake initial site induction.



Figure 1: Location of compound area

An adequate site set up and suitable welfare will be set up in advance of works commencing, in line with the requirements of CDM 2015.

The welfare will consist of the following as a minimum:

- Male toilet with washing and drying facilities
- Female toilet with washing and drying facilities
- Drying room/locker room
- Canteen
- Kettle/fridge
- Drinking water
- Provision for heating food

An information board will be displayed upon compound entrance and on site detailing all relevant information including F10 Notification, information of nature of the works, contact name and emergency telephone numbers.

A general arrangement of the welfare compound can be found in **Appendix G** which details planned location of all welfare facilities and storage locations.

Stakeholder Liaison

The Project Manager is responsible for consulting with the main stakeholders which includes but is not limited to the following interested parties:

- London Borough of Haringey,

- M Group Services
- Local Environmental Health Officers
- Local Heritage Officer
- Local Arboricultural Officer
- Local Ecologist
- Local Residents
- Road users, pedestrians, and cyclists
- Local Commercial Properties
- Landowners
- Environment Agency
- Natural England
- Friends of the Parkland Walk
- Channing School
- STATS- Thames Water, UKPN, Cadent, Virgin Media

Customer Liaison Officer (CLO): Milestone will provide a dedicated CLO to manage key messages to the public and local stakeholders. The CLO will function as a conduit between LB Haringey, the Milestone construction delivery team, and affected stakeholders. Where works are to be conducted in the vicinity of an area, the CLO will manage advance notification of works and ongoing progress updates to the affected properties. This would be in the form of letters, face to face contact or electronic communication.

All Milestone customer Complaints & Compliments procedure helps ensure that all customer issues are dealt with promptly, efficiently, courteously, and systematically and any complaint is treated confidentially and fairly, this will be in line with Milestones Contract or Project Complaints & Compliments Procedure found in **Appendix H**

Project Contact Details during construction period:

Email Address – ryan.carley@milestoneinfra.co.uk

Phone Number – 07811 581072

Please use the above contact details to contact the operational team delivering the works.

Community liaison and communication requirements include but not limited to the following:

- A display board shall be prominently displayed at all development sites. All boards to detail the nature of the works being undertaken, a contact name, telephone number (including a telephone number to be used outside normal working hours), and a postal address where any enquiries can be sent.
- **Email Address** – ryan.carley@milestoneinfra.co.uk
- **Phone Number** – 07811 581072
- The above telephone number provided to local residents and businesses shall be maintained at all times whilst the development works are taking place in order to respond to any enquiries and complaints, any change in detail to be updated routinely.
- Regular communication with neighbouring residents and any community groups shall be maintained throughout the duration of the works to provide updates on the scheduled works and any changes that may occur as a result of unforeseen circumstances.
- A complaints register shall be kept and shall include complainant's details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reasons for any unresolved complaints.

Regular Liaison Between Parties on Site

Good co-operation and co-ordination of work is essential if risks are to be identified early on and properly controlled. Liaison between all parties (Designers, Principal Contractors, Contractors, and the Client) will be maintained by using the following means:

- Monthly Health & Safety Meetings
- On site meetings
- Subcontract documentation
- Notice boards
- Committee meetings
- Toolbox talks
- Pre-commencement meetings
- Inductions
- Contractor's seminars

All Supply Chain will be provided with a copy of the Construction Phase Health and Safety Plan and will be required to make any necessary allowances to enable full compliance with the content of this plan. The customer liaison office or appointed personnel will undertake regular site inspections (in line with MIL procedures) to monitor compliance with the construction management plan and to ensure that nuisance is not caused to surrounding areas.

This Construction Phase Health and Safety Plan and all associated documents will be always available on site for review by interested parties, this can be found in **Appendix I**.

Excavation Methods

Supply chain partners are required to include within their submission excavation methods which comply with HSG47. Milestone operate a safe excavation procedure where all its employees are to undergo Line in The Sand Training, where a suitably trained service coordinator will appropriately plan and manage the excavation works. The competent person must perform a risk assessment to identify what appropriate engineering solution is needed depending upon ground conditions, weather, and the environment (e.g., shoring, battering, or stepping).

For Stanhope Road Excavation Method Statement and Risk Assessment please refer to **Appendix J**.

Demolition works

A comprehensive demolition plan will be produced by the Demolition Contractor undertaking the demolition of existing buildings and will consider the stability of structures and the safety of all personnel involved. It also outlines the noisy activities being undertaken during the works and outlines steps to be taken to mitigate these risks. Demolition work will only proceed on approval of the plan and a restricted zone implemented to protect other workers. A full task and location specific RA & MS for works involving the demolition of the existing bridge structure and abutment walls will be drafted to ensure works, access and egress and demolition of the structure is completed in a safe and methodical manner.

For an in-depth review into the demolition works that will be undertaken on Stanhope Road and mitigation measures, please refer to the Demolition Risk Assessment and Method Statement which can be found in **Appendix K**.

Construction Environmental Management Plan

Milestone recognises the importance of Environmental Management and the provision of information, instruction, and training in achieving and maintaining a high standard of environmental awareness amongst its employees and subcontractors throughout the duration of works.

To this end Milestone has developed Environmental Management Procedures and gained ISO 14001: 2015 accreditation.

This Construction Environmental Management Plan (CEMP) forms part of the Environmental Management System (EMS) for the Milestone Projects Sector and provides information on how the EMS can be used to adequately manage environmental risks on the project in line with Compliance Obligations including licences and consents, the needs of the parent company (M Group Services), and the needs of the client.

The objectives of the EMS are to:

- Minimise adverse effects of the environment
- Promote good standards of environmental awareness
- Enhance environmental performance
- Maximise the efficient use of energy, fuel, and natural resources
- Minimise carbon emissions resulting from the works
- Develop environmental competence and awareness amongst site personnel at all levels
- Establish roles and responsibilities for environmental management
- Prevent nuisance to the community and avoid harm to the environment
- Implement a policy of reuse of waste, with disposal off site being a last resort
- Enable compliance to be maintained with all compliance obligations, including legal, interested parties, and the requirements of 14001
- Highlight and communicate key environmental constraints

This Plan will govern Milestone's approach to environmental management for this Project and any additional environmental objectives and targets as outlined by the Client. The controls detailed within this plan are to be conducted in conjunction with the applicable Environmental Control Procedures detailed within the Milestone Integrated Management System (MIMS), project licences, conditions, and method statements to ensure that environmental management is addressed and rigorously incorporated in all decision making.

This Plan will extend through the entire life of the project providing a transparent and verifiable audit trail for sustainable strategies and solutions, and will provide a culture of environmental responsibility, self-regulation, and encourage sustainability.

The CEMP will outline all methods of managing materials, storage, and good housekeeping, including demolition arisings and other waste products.

All suppliers or consultants providing a product or service are required to provide evidence to show how they will control any environmental aspects that may arise from their works, e.g., within a method statement.

The Stanhope Road Construction Environmental Management Plan can be found in **Appendix D**.

Vegetation Clearance

As part of the project works, vegetation clearance will be undertaken on both the west and eastern elevations of the bridge to allow for the creation of temporary access routes for pedestrians and cyclist. This area shall also allow for the movement of plant and for the permanent construction of the access routes. The management of the vegetation clearance needs to be completed under an Ecological Watching Brief (EWB) and done in a two phased approach to ensure any herptiles and other protected species are not harmed by the works.

Dust and Noise Management Plan

Within the CEMP, the Air Quality and Dust Management Plan (AQDMP) sets out the mitigation measures for dust and noise on site.

To gain a suitable level of understanding of the current conditions on site, a baseline assessment shall be completed using the format of The Mayor of London's 2014 Supplementary Planning Guidance, Control of Dust and Emissions during Construction and Demolition prior to works beginning on site.

The risk of each of the four key sources of dust and air pollution; demolition, earthworks, construction and track out is assessed separately to form a set risk level in which to mitigate for. For each of these areas, there are three separate considerations; annoyance due to dust; harm to ecological receptors; and the risk of health effects due to a significant increase in exposure to PM10. The baseline information is set out within the AQDMP in the CEMP, but can also be found in **Appendix L**

Typical plant to be used for Stanhope Road

Below is an approximate list of plant and machinery to be used during the works. Where applicable, these shall be registered for London's 'Low Emission Zone' for Non-Road Mobile Machinery (NRMM) (<https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm>):

Plant	Size	Number
Excavator	5T	1
	34T	1
	22T	1
	14T	1
Dumper	3T	1
	9T	1
	6T	1
Forklift	N/A	1
Roller	TBC	1
Crane	200-300T	1

Site Waste Management Plan

Milestone and our supply chain shall produce a site-specific Site Waste Management Plan for the Project with the aim to encourage effective waste management practices, ensure regulatory compliance, improve environmental performance, and reduce the cost of waste disposal. All waste to be disposed of in accordance with Milestone Minimum Standard details.

The plan will detail a breakdown of waste streams likely to be produced by the project, a waste forecast, and details of waste carriers and disposal sites. Waste will be segregated on site to enable

either on site reuse or off-site recycling of material. Milestone will track and record all waste movements to ensure legal compliance and for inclusion in monthly KPI reporting.

The Stanhope Road Site Waste Management Plan can be found in the Environmental Management Plan in **Appendix M**.

Emergency Preparedness and Response

A Fire Risk and Emergency Response Plan has been produced for this Project. This plan has been prepared to identify potential fire and emergency situations, reduce the risk of them occurring, ensure the earliest detection, provide an effective system for calling and assisting the emergency services and to mitigate the consequences by ensuring procedures are in place to save life, arrangements for evacuating persons from site, prevent damage and minimise the effects should a fire or an emergency occur.

The Fire Risk and Emergency Response Plan can be found in **Appendix N**.

An environmental emergency response plan has also been produced for this project. This plan details information on all stores, bulk storage vessels, drums or containers intended for storing oils, chemicals, or other potentially polluting materials.

The Environment Emergency Response Plan can be found in **Appendix O**.

Site staff involved with emergency response will be familiar with and have access to the site plan, information on materials on site and their health, safety and pollution risks, appropriate spill response equipment and training in incident response procedures.

The Site Manager will maintain a record of the equipment and materials on site to deal with pollution incidents, including absorbent materials, drain mats or covers, pipe blockers, booms pumps (as applicable), over drums (as applicable).

Appendices

Appendix A - General Arrangement Plan

Appendix B - Stanhope Road Construction Programme

Appendix C - Stanhope Road Phasing Plans

Appendix D - Stanhope Road Construction Environment Management Plan (CEMP)

Appendix E - Traffic Management Plans

Appendix F - Site Logistics and Traffic Management Plan

Appendix G – Welfare Compound Plan

Appendix H – Milestones Contract or Project Complaints & Compliments Procedure

Appendix I – Construction Phase Plan

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