Construction Management
&
Logistics Plan

For

Single Storey Front Porch Infill Extension Including Relocation of Entrance Door. First Floor Front Extension Above Existing Bay Window. Part Single, Part Two Storey Rear Extension. Alterations And Extensions to Roof Including Partial Hip Roof, New Gable to Rear and Dormer Windows to Both Sides. Excavation of New Basement Level. Changes to Fenestration

At

13 Wycombe Gardens,
Golders Green, NW11 8AN

Prepared By: Neil Hawes & Associates Limited

March 2022
(Revised July & Sep 2022)

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1.0. Introduction

1.1. Objectives of the Plan

This report is to detail out a suitable and safe method to demolish element of an existing residential building and to construct new extensions and excavation of basement level; by outlining how the neighboring area will be protected as well as local environment and amenities. It is based on a limited visual inspection of the property and a preliminary desktop study.

The Plan forms part of the planning application proposals and envisage guiding their execution. Throughout the project, the contractor will be tasked with regularly reviewing the plan and maintain a communicative relationship with the council advising them of such changes and/or improvements to the plan as may occur.

The Plan's proposals shall enable third parties to understand the nature of the works and the various construction activities associated with the development.

To the extent that this project execution requires third party regulatory approvals, this Plan will be reviewed to bring it into line with such requirements of the same. Formal approvals and activity methodology approaches will be addressed in detailed submissions to the design team and the Client.

Liaison with the neighbors and interested parties will continue throughout project execution and as information is updated. Neighbors will be kept informed of progress and anticipated works

The Plan provides an overview of the key project activities. Generic statements will be amplified at the appropriate stage of the project execution together with relevant procedures and detailed method statements.

This plan will be used as the template for developing the construction phase health and safety plan. When selecting the appropriate contractors, their project track record and management procedures to ensure capability to deliver a project safely and with minimum practicable disruption and inconvenience to local residents shall be assessed.

Throughout the works the constructors will be required to provide relevant method statements and risk assessments for the works. Benchmarking against relevant Key Performance Indicators will be used to monitor the constructor's performance against the qualities in this plan.

1.2. Project Overview

The project is identified as demolition of existing elements; construction of new extensions with internal alterations, refurbishment and excavation of new basement level to an existing residential building.

The existing structure is a two-storey detached brick-built house in white render above a brick skirt at Ground Level.

Proposed Front Elevation

Proposed Rear Elevation

1.3. Design Intentions

The proposal is refurbishment of the house with the aim to continue the use whilst improving its functionality.

The dominant materials of the proposal will be white render on the walls with the brick base intended as a plinth to the new areas, with clay tiles on the roof to match the existing dwelling.

The render will be painted white and the existing tiles re-used with new tiles to match the existing to make up quantities if required. Soffit and gutter detailing to the roof will be similar to existing.

Collectively, this will give the main volume of the house the same reading and materiality as the existing arts and crafts dwelling.

The new insertions to this volume, will be clearly articulated as contemporary interventions and are subservient to the overall volumes of the proposal.

For the most part these are new windows, and these will have painted frames, or be frameless where there is no opening requirement. The trims and fascia's to these contemporary elements will be in powder-coated metal.

2.0. Project Background

2.1. Site Description

The site and its surrounding area are suburban comprising of a mix of detached and semi-detached dwellings. Houses are generally two stories in height.

The site features a slope down to the west as well as a lowered zone, connected via a ramp, at the end of which the existing house sits. From the front to back (north to south) the site has a slight slope down to the south.

The existing structure is a two-storey detached brick-built house in white render above a brick skirt at Ground Level. The roof is clad with clay tiles and windows are white uPVC casements with Georgian muntin detail.

The rear boundary to the site is lined by a row of trees that provides good screening at lower levels.

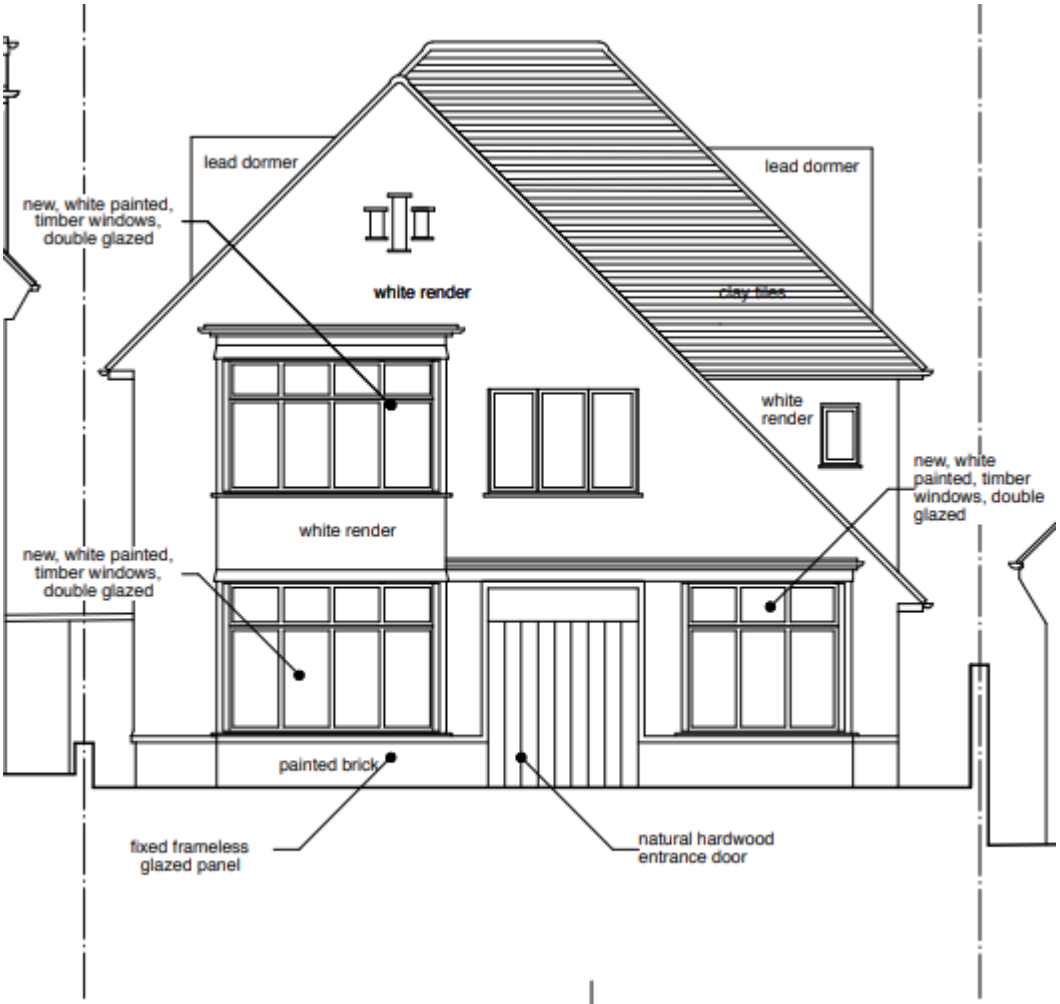
The site is accessible by public transport with less than a mile from Golders Green Underground Station.

The site is not within a Conservation Area, nor an Area of Coordinated Character, nor any Article 4, Special Advertisement Control or Special Archaeological Significance.

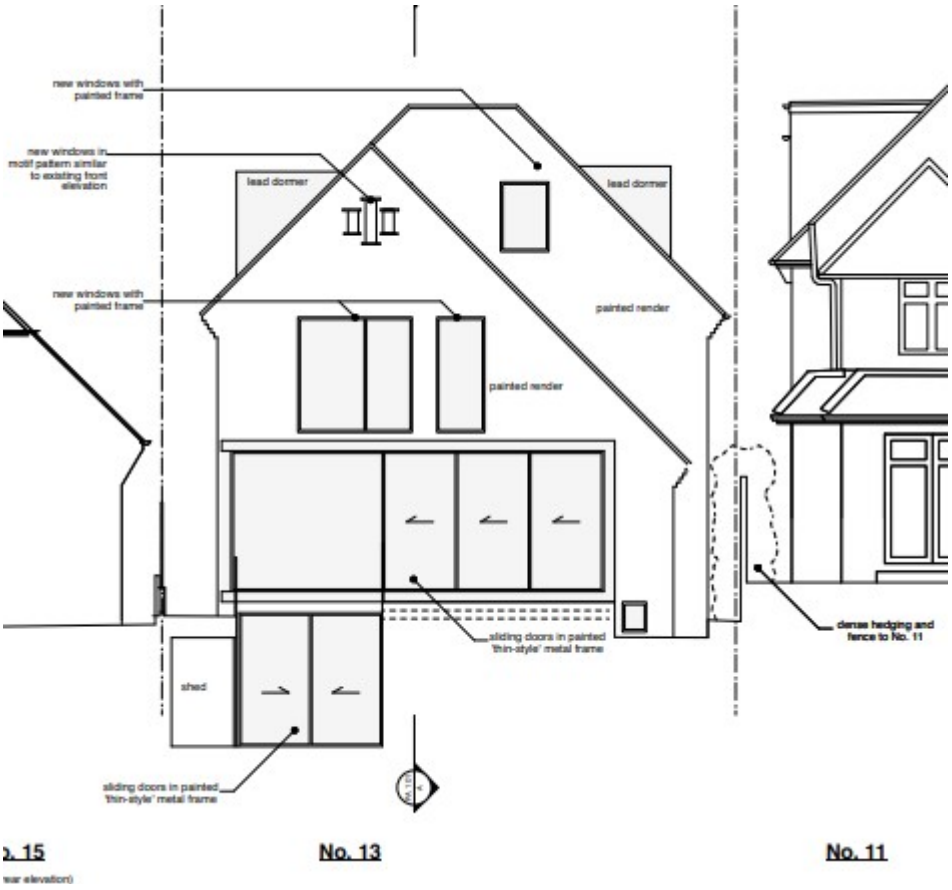
3.0. Proposed Site Works

3.1. Proposed Scheme

The proposed scheme is to demolish the existing elements necessary to facilitate the construction of a single storey front porch infill extension including relocation of entrance door; first floor front extension above existing bay window; part single, part two storey rear extension; alterations and extension to roof including a new partial hip roof, new gable to rear and dormer windows to both sides; excavation of new basement level and changes to fenestration.



Proposed Front Elevation Inclusive of Proposed Design



Proposed Rear Elevation Inclusive of Proposed Design

3.2. Indicative Program

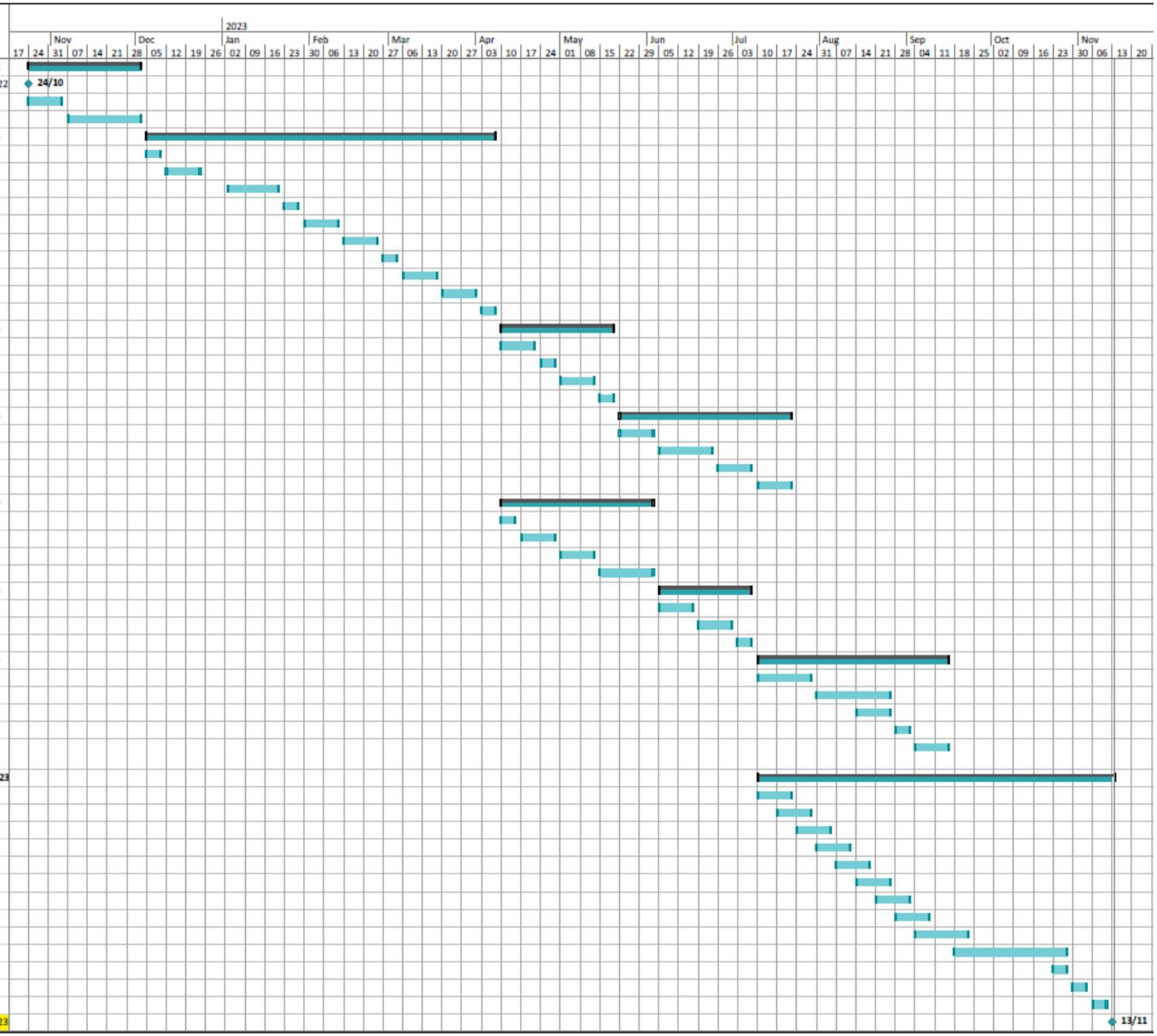
Please refer to the indicative construction program enclosed (Fig.1) The Construction Program will be monitored, tracked and updated on a regular basis and any corrective action applied as necessary.

Initially, the site will be secured and mobilising prior to commencing works onsite. Site hoarding formed with plywood will be erected accordingly to appropriate areas to the site. Front access will be the only be permitted access via Wycombe Gardens. Access into the building is controlled and will only be permitted by authorized personnel.

Vehicle access points and a pedestrian access point into the site compound will be secured at all times.

13 Wycombe Gardens, London,
INDICATIVE Construction Programme

ID	Task Name	Duration	Start	Finish
1	**Enabling Works**	**30 days**	**Mon 24/10/22**	**Fri 02/12/22**
2	Site Handover	0 days	Mon 24/10/22	Mon 24/10/22
3	Mobilisation	10 days	Mon 24/10/22	Fri 04/11/22
4	Demolition	20 days	Mon 07/11/22	Fri 02/12/22
5	**Groundworks & Concrete Works**	**90 days**	**Mon 05/12/22**	**Fri 07/04/23**
6	Site Clearance	5 days	Mon 05/12/22	Fri 09/12/22
7	Piling and Pile Cap	10 days	Mon 12/12/22	Fri 23/12/22
8	Excavation for Basement	14 days	Tue 03/01/23	Fri 20/01/23
9	Retaining RC Wall	5 days	Mon 23/01/23	Fri 27/01/23
10	Underpinning	10 days	Mon 30/01/23	Fri 10/02/23
11	Basement Slab	10 days	Mon 13/02/23	Fri 24/02/23
12	Backfill	5 days	Mon 27/02/23	Fri 03/03/23
13	Waterproofing to Basement	10 days	Mon 06/03/23	Fri 17/03/23
14	Ground Floor Slab	10 days	Mon 20/03/23	Fri 31/03/23
15	Staircase from Basement to Ground Floor	5 days	Mon 03/04/23	Fri 07/04/23
16	**Timber Structure**	**30 days**	**Mon 10/04/23**	**Fri 19/05/23**
17	Timber Joists to First Floor	10 days	Mon 10/04/23	Fri 21/04/23
18	Staircase from Ground Floor to First Floor	5 days	Mon 24/04/23	Fri 28/04/23
19	Timber Joists to Second Floor	10 days	Mon 01/05/23	Fri 12/05/23
20	Staircase from First Floor to Second Floor	5 days	Mon 15/05/23	Fri 19/05/23
21	**Masonry Works Including Steel**	**45 days**	**Mon 22/05/23**	**Fri 21/07/23**
22	Masonry Works to Basement	10 days	Mon 22/05/23	Fri 02/06/23
23	Masonry Works to Ground Floor	15 days	Mon 05/06/23	Fri 23/06/23
24	External Walls to First Floor	10 days	Mon 26/06/23	Fri 07/07/23
25	External Walls to Second Floor	10 days	Mon 10/07/23	Fri 21/07/23
26	**Structural Steel Installation**	**40 days**	**Mon 10/04/23**	**Fri 02/06/23**
27	Structural Steel Installation - Ground Floor	5 days	Mon 10/04/23	Fri 14/04/23
28	Structural Steel Installation - First Floor	10 days	Mon 17/04/23	Fri 28/04/23
29	Structural Steel Installation - Second Floor	10 days	Mon 01/05/23	Fri 12/05/23
30	Structural Steel Installation - Roof	15 days	Mon 15/05/23	Fri 02/06/23
31	**Roof**	**25 days**	**Mon 05/06/23**	**Fri 07/07/23**
32	Timber Framing to Roof	10 days	Mon 05/06/23	Fri 16/06/23
33	Roof Coverings	10 days	Mon 19/06/23	Fri 30/06/23
34	Rainwater Goods	5 days	Mon 03/07/23	Fri 07/07/23
35	**External Items**	**50 days**	**Mon 10/07/23**	**Fri 15/09/23**
36	Windows & External Doors	15 days	Mon 10/07/23	Fri 28/07/23
37	Utility Services and Associated Works	20 days	Mon 31/07/23	Fri 25/08/23
38	Underground Drainage	10 days	Mon 14/08/23	Fri 25/08/23
39	Backfill to Finished Levels	5 days	Mon 28/08/23	Fri 01/09/23
40	Soft and Hard Landscaping including External Lighting	10 days	Mon 04/09/23	Fri 15/09/23
41	**Internal Works - Section One**	**91 days**	**Mon 10/07/23**	**Mon 13/11/23**
42	Internal Partitions 1st Fix	10 days	Mon 10/07/23	Fri 21/07/23
43	Electrics - 1st Fix	10 days	Mon 17/07/23	Fri 28/07/23
44	Mechanical - 1st Fix	10 days	Mon 24/07/23	Fri 04/08/23
45	Internal Partitions 2nd Fix	10 days	Mon 31/07/23	Fri 11/08/23
46	Electrics - 2nd Fix	10 days	Mon 07/08/23	Fri 18/08/23
47	Mechanical - 2nd Fix	10 days	Mon 14/08/23	Fri 25/08/23
48	Carpentry	10 days	Mon 21/08/23	Fri 01/09/23
49	Floor and Tile Finishes	10 days	Mon 28/08/23	Fri 08/09/23
50	Kitchens & Sanitaryware	15 days	Mon 04/09/23	Fri 22/09/23
51	Decorations	30 days	Mon 18/09/23	Fri 27/10/23
52	White Goods	5 days	Mon 23/10/23	Fri 27/10/23
53	Testing & Commissioning	5 days	Mon 30/10/23	Fri 03/11/23
54	Snagging & Cleaning	5 days	Mon 06/11/23	Fri 10/11/23
55	Handover	0 days	Mon 13/11/23	Mon 13/11/23



3.3. Pre-Construction Activity

During the pre-construction phase of the project the contractor will undertake a full review of the Traffic Management Scheme and all background information and will undertake dialogue with all the relevant stakeholders including:

- London Borough of Barnet
- Local residents

The Contractor will appoint a dedicated neighbourhood liaison officer and will be registered for and follow the audited procedure for the 'Code of Considerate Practice'.

The contractor will follow London Borough of Barnet's Construction Site Guidelines for Householders and Developers and Considerate Contractors Scheme this will involve incorporating the Guide for Contractors Works in Barnet within the Construction Management Plan.

Demolition will be undertaken as prescribed within the Institution of Civil Engineers demolition protocol. The contractor will be registered for Considerate Contractors Scheme.

3.4. Construction Methodology Overview

Prior to the commencement of works, Party Wall agreements will have been completed to encompass both neighbouring properties, for all relevant sections of the Party Wall Etc. Act,1996.

Prior to commencement of works, a photographic record will be taken of the areas to the front of the building, detailing the condition of the road curb, footpath and driveway for future reference and. If deemed necessary, any rectification or remedial needed to these areas will be at the owner's expense. It shall be a part of the site foreman's duty to ensure that vehicular traffic does not unduly cause damage to these areas where practicable.

All relevant notifications, plans and registers under CDM Regulations 2015 will have been complied with, and put into place prior to commencement of works. If applicable, an Asbestos survey will have been carried out in accordance with The Control of Asbestos Regulations 2006, Approved Code of Practice L143 and the Licenced Contractors Guide HSG 247.

Where applicable, materials will be stripped from the building and re-cycled for scrap or for re-use through a reclamation company. A proportion of material where applicable, will be retained for re-use as hard-core for the construction usage, in accordance with a Site Waste Management Plan.

Utility services will be isolated where applicable or made available for construction purposes, including: Water, Electricity, Gas, and Telecom. Drainage will be capped to stop the ingress of demolition materials into the sewerage system, notwithstanding the provision for sanitary conveniences and washing facilities under the Workplace (Health, Safety and Welfare) Regulations, 1992.

A 2m timber hoarding shall be erected to relevant areas, including gates to the front elevation, scaffold erected to current regulatory standard with safety netting included, prior to commencement of demolition. Specific consideration will need to be given to working in the vicinity areas proximity to both neighbours and the method of demolition will need to be

carefully considered with manual demolition and potential solution. All to be carried out in accordance with the agreed demolition method statement.

Legislation: The Contractor shall ensure that all scaffoldings conform to BS EN 12811-1 and reference should be made to TG20:08 and other relevant legislation including The Construction (Design and Management) Regulations 2015, Provision and Use of Work Equipment Regulations 1998, Manual Handling Regulations 2004, The Control of Noise at Work Regulations 2005, Management of Health and Safety at Work Regulations 2006, Lifting Operations and Lifting Equipment Regulations 1998, Personal Protective Equipment Regulations 2002, Health and Safety at Work Regulations 1999.

The Contractor will comply with HSE and other guidance including HS (G) 150 Health and Safety in Construction; BS EN 12811-1 Temporary works equipment. Scaffolds, performance requirements and general design; HS (G) 33 Safety and Roof work; BS1129 timber ladder, steps, trestle and light weight staging. All ladders used meet British or European standard – BS 2037, BS 1129, BS 7377, BS EN 131 (or EN 131) BS 1129:1990 (British) applies to wooden ladders. BS 2037:1994 (British) applies to metal ladders. BS EN 131:1993 (European) applies to both. BS 7377:1994 (British) applies to step-stools.

Working at height regulations are to be observed.

Reference is to be made to Method Statements supplied as part of the Party Wall Award and to the Structural Engineer guidelines to include for any Temporary Works.

Outline Construction methodology will follow the sequence of events as set out in the program above:

The entrance to the site will be located on Wycombe gardens to allow for a medium sized vehicle to pull into the site for loading of materials arising from the site setting up and demolition works.

The site entrance will be to the front area. There will be no disruption to pedestrian access.

During demolition vehicles can enter site as there is adequate onsite space.

All trucks will be required to radio ahead to notify the traffic marshal that they are within 15 minutes of site and will need to gain his permission to approach into Wycombe Gardens. Permission will only be granted if it is safe to do so, is within the allocated times and that there are no more than two trucks already at site.

All vehicles leaving the site will be inspected and all vehicles will be cleaned prior to leaving the site to minimise deposits of spoil or debris on the local highway network. The area outside site will be inspected regularly and cleaned as required.

Wheel washing facilities will be accommodated on site. The contractor will operate a hose and pressure washer at the entrance/exit to prevent any dirt/dust leaving the site. Any overspill will be washed off the road surface at regular intervals.

Once certain parts of the existing building have been demolished, access and space will be created for:

- Material storage within designated area of the site
- Designated site can be allocated for parking trucks during the building works
- Vehicle traffic can be controlled by the traffic marshal.

All off-loading will be supervised by a banksman and all site construction traffic will be controlled by the traffic marshal as outlined in the foregoing.

Details of the predicted construction vehicular movement analysis is shown on drawing refer to Appendix D.

4.0. Construction Management Action Plan

4.1. Communication

4.1.1 Stakeholder & Community Engagement Strategy Action Plan

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. Past experience suggests that listening to reasonable concerns and demonstrating a considerate and professional approach will always maintain a well-balanced relationship.

A pre-start meeting will be held with the local community to introduce the relevant and important personnel from the Contractor team in order to breach the gap between the public and construction team. In this meeting the project will be discussed, and a Q&A period will be included.

Regular newsletters will be produced to keep neighbors advised of future events, general progress of the works and the requirements for any abnormal works. Details of the relevant and important personnel will be displayed clearly on the hoarding for the public. This is to ensure communities have easy access to information. Please refer to the Considerate Contractor section below.

The contractor will understand the sensitive nature of the site and recognize the importance of the neighborhood liaison role in ensuring the smooth running of site activities and their relation to the local businesses, residents and general public's welfare.

During the demolition of the works, it will be ensured that all works are carried out safely and in such a manner that it will not inconvenience pedestrians or other road users and with a positive consideration to the needs of the local businesses and residents, site personnel and visitors as well as the general public.

Public footways and carriageways will be kept tidy and in a safe condition. Hoardings, safety barriers, lights, signage and other features will be maintained in a safe and tidy condition. The site is to be kept clean and in good order at all times, with surplus materials and rubbish controlled within the site and not allowed to spill over into the surroundings.

This will involve footpaths and the carriageway adjacent to the site being regularly inspected and washed down.

See below details of the intended mechanized road sweeper that will be called upon if required and able to be on site within 3 hours of the call to attend to any urgent matters:

JM Clark Ltd, Unit A, 203-207 Manor Road, Kent DA8 2AD, 0808 115 8359

Appropriate signage and information boards will be displayed on site hoardings.

4.1.2 Considerate Constructor Scheme

The contractors will register and comply with the requirements of the Considerate Constructors Scheme for the duration of the project.

The works will be carried out in accordance with the Considerate Constructors Scheme and in such a way as to minimize the impact on the local environment and amenities.

A contact board will be displayed outside the site providing contact details. This will include names and telephone numbers of key construction staff so that neighbors and the general public can contact us should they have cause to do so.

A complaints / contact book will be kept on site, which will be used to record details of any complaints. This will include the name of the person making the complaint, the date, time and nature of the complaint and the action necessary to resolve the complaint. The complaints book will be regularly reviewed to ensure that any complaints are dealt with and resolved promptly (sample below).

PROJECT COMPLAINTS REGISTER						
Contract No & Project						
Date Received	Name & Details of Caller	Complaint / Comment / Compliment	Walter Lilly Signature	Action Taken	Date Actioned	Status Open / Closed

4.2. Site Establishment

Initial consultations will take place with Barnet Council's Highways Department. Prior to commencement it will be the building contractor's responsibility to review in detail and to amend/improve where practicable in line with further consultation with the Barnet Council.

Contact details of Barnet Council are as below:

Highway's maintenance: 020 8359 3555
Email: highwayscorrespondence@barnet.gov.uk

The following is a summary of the general principles which will be followed:

4.2.1 Access

The primary means of access to the site will be a door in the hoarding, away from access to the public and to not impede the current residents using the front door access to their building.

Where possible this access will be secured during working hours to prevent unauthorized access and to be secured during non-working hours.

Any ladders required will be kept out of sight when unattended and a lockable device used to prevent unauthorized access.

4.2.2 Traffic Management

General: Reference will be made to policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2013), the sustainable design and Construction SPD (adopted September, 2012) and Policy 5.21 of the London Plan (2011).

The Contractors will ensure, so far as is reasonably practical, that deliveries and other construction operations are coordinated to minimize any negative impact on the residents and users of the roads.

Deliveries will be managed on a 'just-in-time' basis. Deliveries will be carefully planned, pre booked and managed on site to ensure no back up of vehicles in Wycombe Gardens or Hodford Road and timed to minimize disruption to neighbors and pedestrians.

All deliveries to site will be undertaken with full regard paid to: -

- Reduction and control of plant movements
- Reversing vehicles directed by a Competent Person
- Pedestrian and vehicle directional signage – suitable barriers will be erected when deliveries arrive to prevent pedestrians accessing the unloading area.
- Mobile plant will only be operated by a Competent Person with a Banks Person in
- attendance to any movements

The removal of waste from the site will be by loading directly into lorries parked on the road.

Consultation with London Borough of Barnet will continue throughout the project to ensure: -

- Construction methods minimize the potential impact on nearby residents
- Maintenance of the existing public highway
- Segregation of all pedestrians, public or employees, on or in the vicinity of the site

Construction Vehicle Types

It is anticipated that the following or similar construction vehicles would be utilized during the works:

- HGV
- Transit Van long wheel base; and
- Transit Van short wheel base

The site is easily accessible from the A41, a major trunk road which is maintained by TFL.

It is expected that some large HGVs will have to have access to the site during construction, however, due to weight restrictions on some local roads, two routing strategies have been developed, for vehicles under 7.5t and for those over 7.5t in weight.

The A41 is a strategic route through London and as such connects to the wider network via some complex junctions. The routing strategies have been developed to ensure the construction vehicles take the most appropriate route. All routes are shown in Figure 1.

It is anticipated that the majority of traffic will arrive and depart from and to the A41, however, there is likely to be some local traffic. The routing for vehicles with weights of less than 7.5t has been undertaken for those coming from / going to the A41 north, the A41 south and local areas to the west of the site.
Local traffic is likely to route towards Wycombe Gardens via Hendon Way. Table 1 shows the most likely routes to and from the A41 there are alternative routes available which are equally as suitable.

HGVs that have a weight greater than 7.5t travelling to and from the A41 are likely to route via Cricklewood Lane, Finchley Road and to the south of the site as all these roads are suitable for HGV traffic. All construction traffic routing is shown in Figure 2.

Access Arrangements to the Site

Access to the site will be from Wycombe Gardens. The site access will be utilized during both construction and operation of the site.

Construction deliveries to site will be scheduled to avoid peak times, where reasonably practicable. These deliveries times will be advised and coordinated with the Principal Contractor prior to commencement on site and they will be programmed to suit.

The Principal Contractor will be responsible for supervising, controlling, and monitoring all vehicle movements to / from the site.

There are footways on the local roads, and Golders Green railway station is a 10 min walk to the south of the site, thereby enabling workers to travel to site by rail.

Bus routes runs close to the site along Finchley Road, providing workers with a frequent bus connection between the surrounding locations.

There will be no more than 8-10 workers on site on any typical day during the construction period. The majority of workers will arrive by public transport ensured by the Principal Contractor. Any site workers not arriving by public transport will, as far as practical, be encouraged to travel to and from the site by sustainable modes of transport.

Vehicle Access

Site Traffic will access the site from North Circular Road, turning left onto Hendon Way, turning left onto Cricklewood Lane, turning left onto Finchley Road and turning left onto Wycombe Gardens.

Site Traffic will leave the site by returning the same way back onto North Circular Road. Details of the intended route are shown on - refer to Appendix B.

Appropriate signage will be erected on Wycombe at 100 metres before the site, which will also have signs indicating the site location. Signage will also be located along the return route notifying construction traffic of the allocated route back.

The signage will be clearly posted and maintained during the contract period. It will also have the main contractor's name and contact details to help identify it to the relevant site construction traffic.

All vehicles entering or leaving the site will be marshalled by a traffic management operative who will be located directly by the site entrance. Vehicles will be required to enter into the site under supervision of the traffic marshal. Reversing into the site should not be necessary other than occasionally but again this will only take place under tight supervision of the traffic marshal.

All vehicles will need permission to approach on the site, otherwise they will be turned away from site.

All vehicles leaving site will be checked to ensure that they are not overloaded, in order to avoid any risk of spillage of materials or debris onto the highways. All debris, dust and unwanted materials are to become the property of the Contractor who will remove all such materials from site. The site will be kept in a clean and tidy condition and thoroughly cleaned down to minimize the transference of material onto the public highway. On a regular basis (at least once a day) the road and pavement will be swept / cleared of any debris that may have been transferred. It is anticipated that an initial activity will be to the front area: it will be scraped clear and a temporary hard surface laid to enable waste to be transferred to registered waste carriers onsite. Contractors will ensure that the hard-standing and vehicle wheels are clear of debris prior to any vehicles leaving site. If thought necessary, a vehicle washing facility via a dedicated, temporary stand pipe, will be installed and used to this end, whereby a labourer will use a hose and broom to remove extraneous materials within the site.

Number of Vehicles Accessing the Site / Delivery of Materials / Storage on Site (DRAFT – Site Logistic Plan)

A logistics plan will be produced by the Main Contractor at the outset of the main construction works. This will cover all traffic management including the preparation of all delivery schedules to ensure that all materials are delivered to the agreed program. The plan will be designed to monitor, review and amend the delivery program as necessary to fit in with the construction program. The plan will also require the main contractor to liaise with all subcontractors and suppliers to ensure that they fully understand and adhere to the program constraints. The plan will also require the main contractor to liaise with the local authority highways engineer and neighboring residents as required.

Deliveries and collections will be between 9.30am and 4:30pm. Deliveries and collections will be carefully managed and scheduled by the Main Contractor to ensure that there is never more than 1 vehicle on-site. There are expected to be a maximum of approximately 2-3 deliveries per day accessing the site, the frequency varying according to the type of works carried out. There will not be regular HGV's visiting the site on a daily basis during the main duration of the construction period. The average construction traffic vehicles per day will be 2 vehicles (light goods – carting away rubbish and delivery of materials) and the maximum will be 3 light good vehicles.

The anticipated maximum number of cars and other light goods vehicles is around 5 per day.

Wycombe Gardens is a single carriageway road which is provisioned with footways on both sides of the road. Along one side of the road parking is restricted with double yellow lines, but on the both sides of the road there are designated parking bays. From 11 to Noon from Monday – Friday these bays are for permit holders only. Wycombe Gardens is residential in character, with houses along both sides of the road.

No specific parking will be provided on-site for construction staff / subcontractors beyond that for vehicles required during construction activities, such as delivery vans etc. There is however a small amount of public parking available along the site frontage. The Principal Contractor will ensure that private cars will be kept to a minimum and that no cars associated with the construction workers will block the public highway or park where and when restrictions apply.

Staff will be provided with relevant public transport information in advance of starting work on site to aid them in travelling by non-car modes. It will be made clear to all staff in advance

of commencing work on site that they are not permitted to park on Wycombe Gardens at any time.
Should car use be necessary, then operatives and visitors will also be encouraged to car share or park off site in existing public car parks that are located near to the site.

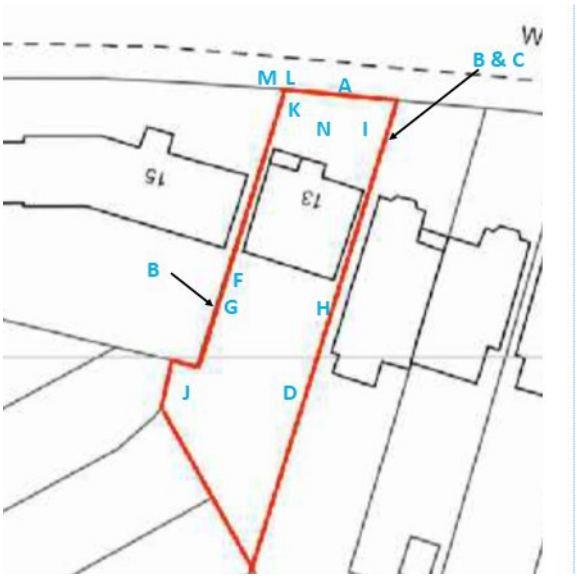
It is considered that the construction traffic associated with these works will not adversely affect the operation of the existing highway network.

Materials will be delivered for direct loading out to the area of final installation where possible with storage of material on site kept to a minimum. Initially, storage of materials will be in front of the property.

As the works progress lay down areas will be made available for material storage. Material storage will be strictly controlled and co-ordinated to ensure that it interfaces with the program requirements and to reduce vehicular waiting times on site.

Draft Site Logistics Plan

- A. site entrance / exit point
- B. site boundaries
- C. site hoarding
- D. site office – 2.5m x 2.5m
- E. site welfare provision – 2.5m x 2.5m
- F. water supply location
- G. wash station
- H. dust suppression location
- I. loading bay
- J. material storage areas
- K. skip
- L. nearest neighbouring receptors
- M. emergency evacuation assembly points
- N. existing paved zone to be protected
- Parking is off site and therefore not noted on Site Logistics Plan below.



Treatment of Adjacent Public Pavement / Highways

Prior to works commencing a photographic dilapidation record will be taken of all adjacent properties' highways, footpaths and associated infrastructure. A copy of these photographs will be forwarded to London Borough of Barnet for their records.

All pavements and highways adjacent to the site will be made good at the end of the contract period in accordance with Local Authority requirements.

Vehicle Holding Area and Call Up Procedure

Vehicle holding area will be required on the public highway and therefore, call up procedures will be required, organized and monitored by the Principal Contractor.

Parking Suspensions

As stopping, loading/unloading and parking of construction related vehicles will be wholly contained off site, parking suspensions will be required during construction.

Diversions, Disruption & Other Abnormal Use of Public Highway

It is anticipated that some construction related equipment, structures or activities will be required on the public highway.

During the entirety of the works, it is not envisaged that the volume and type of construction traffic required for these works will lead to the need for diversions, create adverse disruption or require any other abnormal use on the public highway or indeed have a detrimental effect upon public amenity. However, at the start of the project, when the steelwork is being delivered, this will be planned for off peak times and the appropriate licenses will be acquired to carry out this delivery. This will be the only disruption to the public highway.

Access routes for pedestrians and cyclists will be maintained and monitored by the Principal Contractor during all construction activities. Solid clearly sign posted timber hording will be erected with segregated access for both pedestrian and cyclists access ensuring a safe right of access which will be managed by appointed banksmen and maintained at all times.

Coordination with other Developments

It will be the responsibility of the site agent and foreman to ensure coordination of deliveries and other traffic arrangements with any other developments in the immediate vicinity of the site.

They will liaise with LBB in this regard as required, both before commencement and during the entirety of the site construction works.

We will review the CMP and provide a detailed CTMP that further details out the traffic management secured via condition to commencement on site.

Site Operators

All site operators will be members of the Freight Operators Recognition Scheme (FORS) and the Construction Logistics and Community Safety (CLOCS). All site vehicles will be compliant with CLOCS standard.

4.2.3 Working Hours

Working hours will be 08.00 – 18.00 Monday to Friday and 08.00 – 13.00 on Saturdays. No construction work will be undertaken on Sundays, Bank or Public holidays.

Noise working hours will be reviewed and where possible works will be programmed to be restricted to 2 hours on 1 hour off.

4.2.4 Fire and Emergency Procedures

The Contractor shall implement procedures to protect the site from fire.

Contact names and telephone numbers will be made available in case of 'out of hours' emergencies relating to the site. This information will be displayed on the hoarding.

Fire control and alarm points will be established at suitable positions within the site area. The points will include suitable firefighting extinguishers, fire alarm sounders, operation Instructions and details of fire exit routes and the emergency fire assembly point outside the building.

The Contractor shall implement procedures to protect the site from fire and assess the degree of fire risk and formulate a Site Fire Safety Plan, which will be updated as necessary as the works progress and will also include the following: -

- Hot Work Permit regime.
- Installation of the site fire fighting equipment e.g. establishing fire points and installing and maintaining fire extinguishers etc.
- Evacuation alarm.
- Material storage and waste control.
- Fire Brigade access.

4.2.5 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. All windows and external doors will remain closed when the site is not operational. The access door to the site will be fitted with a combination security lock to only allow access for authorized personnel.

The name and contact details of an appropriate member of staff will be provided in case of emergencies.

Scaffold alarm system will be implemented to maintain the appropriate level of security.

4.2.6 Health & Safety

Health, Safety and Environment is an integral part of the planning process for each project.

Implementation of a comprehensive Health, Safety and Environment System and Procedures ensures every facet of the construction process is planned, managed and monitored. This also ensures compliance with statutory obligations. Designers and contractors engaged will be competent and adequately resourced.

A Construction Health and Safety Plan will be prepared for the works in accordance with the CDM Regulations. Risk Assessments will be developed and agreed. Sub-contractors' detailed method statements will also be produced and safe methods of work established for each element of the works.

Site inductions will be held for all new site personnel to establish the site rules and to enforce safety procedures. All site personnel will be required to read the emergency procedures when signing in for the first time, and sign to the effect that they have read the procedures. These will include any relevant neighbourly issues.

4.2.7 Scaffolding

Scaffolding inspections will be carried out systematically and recorded by a named person with the appropriate credentials so as to avoid any oversights which could result in an accident/security breach.

Warning signs must be displayed at each end of the structure and stand by person put in place

The thoroughfare will be constructed so there are no tubes to impede the minimum 2.44m headroom. The route will be at least 1.125m wide and suitable for those with disabilities The scaffolding lifts will to be close boarded with polythene membrane to prevent materials falling onto pedestrians.

All elements that are open to the public will be fitted with high visibility hazard tape or foam padding up to a height of 2.00m

Scaffold design and loadings will be adequately assessed, designed and evaluated by our Specialist

4.2.8 Main Plant

At this stage there may be a requirement for craneage use during the course of the construction works. The relevant licenses will be obtained including necessary road closure to accommodate the safe use of the crane. A crane strategy to be produced, once received the strategy will be incorporated into the updated Construction management Plan.

Lorry mounted "Hiabs" will be used to off load material that will be required as part of the works.

4.2.9 Good Housekeeping

The site will be kept in a clean and safe condition. The areas adjacent to the site will be regularly inspected and any rubbish or litter removed.

Adjacent roads and pavements will be kept clean.

Perimeter hoardings will be repainted from time to time and will be kept in a neat and tidy

condition.

Offloading will generally be direct from vehicles onto the site. Materials will not be stored on public footpaths or roads but at high level on top of the building.

Waste and rubbish will be regularly removed from site and not allowed to accumulate to cause a safety or fire hazard.

Activities that have the potential to cause dust will be carefully monitored and dust reduction methods employed. This will include water spray, dust extraction and localized screening where appropriate.

Welfare facilities will be provided within the site to discourage operatives from frequenting the interface between the site and public areas. Site operatives will not be allowed to congregate or loiter on the footpath or road adjacent to the site.

4.3. Environmental Issues

The Contractors are required to operate an environmental policy in which we pursue the following objectives.

To:

- Conduct our activities with proper regard to the protection of the environment.
- Comply with all relevant regulatory and legislative requirements and codes of practice.
- Communicate with local communities to ensure the work causes the minimum disturbance and disruption.
- Ensure that our staff have a good understanding of the environmental impacts of our business and what is expected of them to minimize these impacts.
- Ensure that our suppliers and sub-contractors are aware of this policy and ensure they apply similar standards to their own work.

During the early stages of the project the following activities will be carried out to deal with environmental management:

I. Preparation and consultation with client and statutory authorities to obtain approved Licences and consents for discharge and putting the stated consent conditions and controls in place through the Project Environmental Plan. This is to be I accordance with the Barnet Council Area Appraisal guidelines.
II. Preparation of the Site Waste Management Plan and consultation with supply chain
III. Consultation with the design team to design out and/or minimize waste.

4.3.1 Waste and Material Management

A site waste management plan will be prepared prior to the works commencing.

All waste materials will be removed from site by a licensed waste contractor, discharged via South End 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

We aim to minimise waste and to recycle as much material as possible. Due to the limited

space on site, waste will generally be sorted for recycling at the waste transfer station. This element of the works will be carried out by one of our licensed sub-contractors specializing in waste management.

4.3.2 Dust, Noise and Vibration

Methods are to be employed during the works to control noise, dust and vibration to reduce the impact upon the surrounding residents and populace. The methods are based on guidance given by Building Research Establishment 'Control of Dust from Construction and Demolition Activities' 2003, the Mayor of London's SPG 'Control of Dust and Emissions' 2014, and other BRE 'Good Building Guides'. British Standard BS 5288-1:2009+A1:2014 'Noise and Vibration Control on Construction and Open Sites'. has been consulted.

Dust

The following measures will be considered as appropriate to mitigate the impact of dust due to the construction activities:

The Contractor and at his direction, any sub-contractors, will take all necessary measures whilst carrying out demolition, excavation and construction works, to reduce the effect of noise, dust, nuisance and disturbance to the adjacent areas of the building and also prevent unauthorized access to the works area. It is thought that a great deal of demolition works will be carried manually, both to facilitate re-use of materials and to minimize dust. For times where dust is thought likely to be generated, mist spraying of water will be applied to localized areas to damp down the spread of dust from site.

Solid barriers erected around the site particularly to the neighboring buildings and boundaries;

There will no on-site bonfires;

Site set-up to be planned to ensure where possible dust creating activities are located away from the sensitive areas;

Demolition activities will use water as a dust suppressant;

Adjacent road surfaces will be frequently swept clean;

All loads delivered to or collected from the site will be covered where appropriate;

All non-road mobile machinery will utilise ultra-low sulphur tax exempt diesel, where available;

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;

if skips are required, these will be securely covered;

A method statement will be developed as part of this Construction Management Plan prior to the works commencing, to minimize gaseous and particulate emissions generated during construction.

Forced ventilation will be employed within the site to maintain air quality. The air quality will be continually monitored

Noise and Vibration

We are fully aware of the sensitivities to noise of those occupying the adjacent properties. All reasonable steps will be taken to minimize any noise disruption to adjacent occupiers. Where it is necessary to carry out noisy activities, these will be identified well in advance and the timing agreed prior to commencement.

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.

Where it is necessary to carry out noisy activities these will be carried out in accordance with Local Authority requirements and in consultation with any affected residents.

5.0. Conclusions

The site layout will allow for at least 1 vehicle to be waiting on site whilst another vehicle is delivering or loading adjacent to the works.

Given the nature of the works, it is not envisaged that there will be high levels of vibration and noise. All plant and machinery will be selected based on low vibration and minimal noise, but where this is not practical and site conditions allow exhaust mufflers and baffle screens can be put in place to minimize noise and vibration.

For Phases One construction traffic will be able to drive directly into the site and turn around on site.

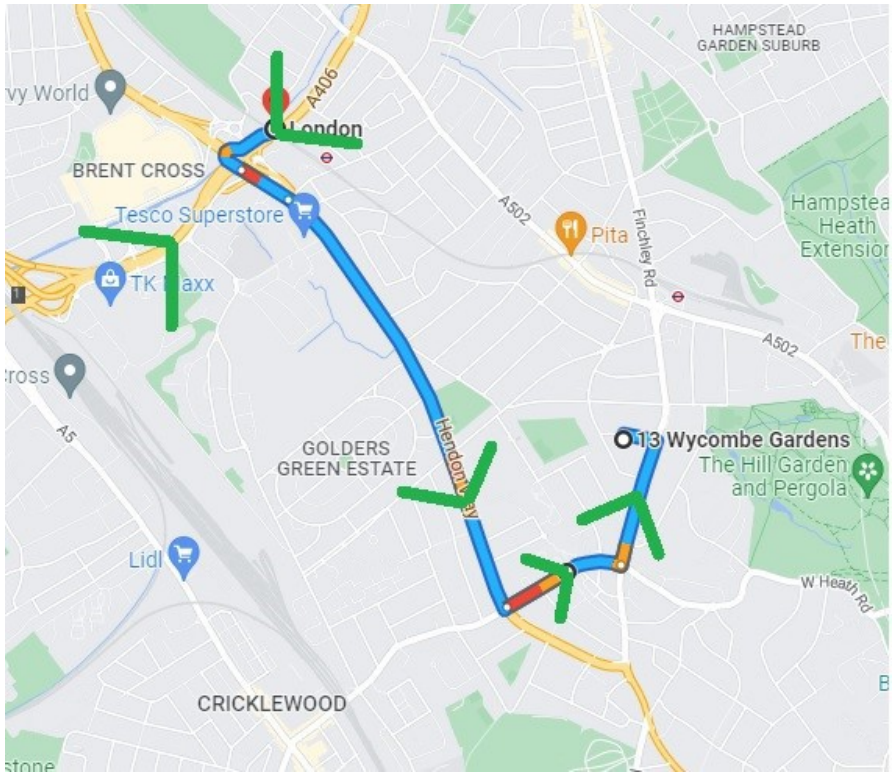
The assumed 50-week construction program is likely to peak at possibly 2 vehicular movements per day during say 30 weeks of Phase Two for the fit out works.

The above and a properly managed and supervised Construction Management Plan will minimize traffic and construction disturbance to the local area.

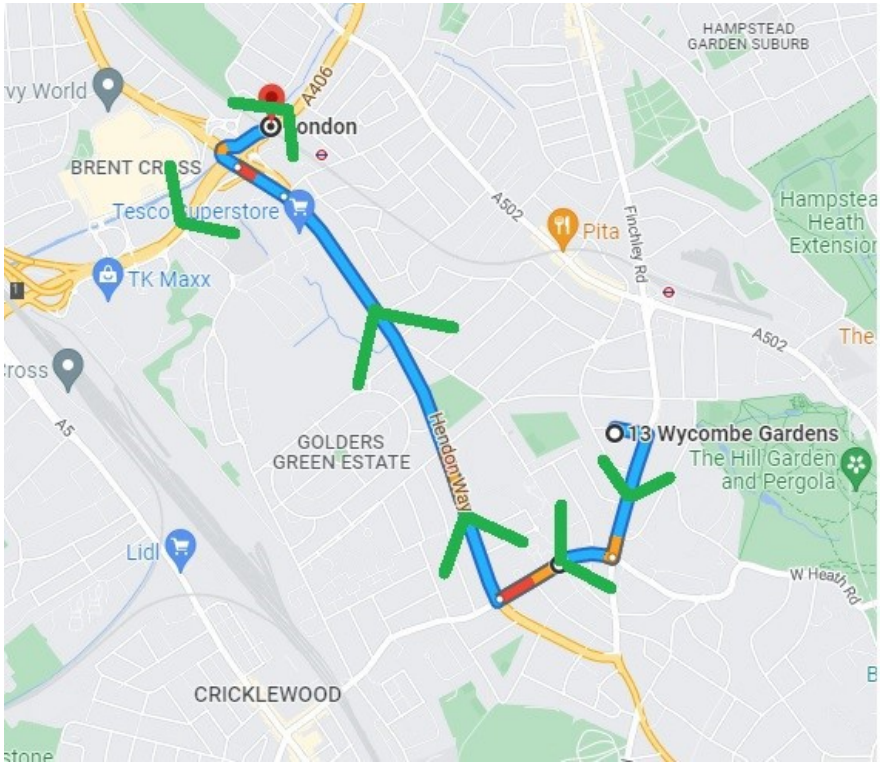
6.0 Appendices

Appendix A – Site Layout

Appendix B - Construction Traffic Routes



Arrive to Site



Leave from Site

Appendix C – Vehicular Turning Circles Entering and Leaving Site

ARRIVING

LEAVING

Appendix D - Construction Vehicular Movement Analysis

13 Wycombe Gardens, Golders Green, NW11 8AN

PHASES	Process	Predominant Materials	Unit Weight (Tonne/m3)	Solid Volume (m3)	Bulking Factor	Bulked Volume (m3)	Concrete Truck (7m3)	4 Wheel Truck (7Tonne)	6 Wheel Truck (18Tonne)	8 Wheel Truck (36Tonne)	Potential Construction Period (Weeks)	Resulting Lorry Movements (per Week)
PHASE ONE	Demolition and Breaking Out Yard Slab	Masonry, Crushed Concrete, Tarmac, Timber,	1.8	45	1	81	0	4	3	18	4	6
PHASE TWO	Removing of Topsoil and	Topsoil and Crushed Concrete	1.2 & 1.8	190 270	1.3	250 350			20	5	5	5
	Installation of slab	Natural Soil, Reinforcement Cages, Concrete,	1.8	170	1.4	238	25		14		6	6
PHASE THREE	Excavation of foundations and bracing	Natural Soil, RC Concrete, Steelwork Bracing	1.6	2,550	1.4	3,570				100	15	7
	Construction of Main RC ground floor	Steel Reinforcement, Concrete, Formwork, Drainage material,	2	850	0	0	120		15		14	10
PHASE FOUR	Construction of Main structural frame from Grd to Roof Level	Steel Reinforcement, Concrete, Formwork,	1.8	75	0	0	11	10	6	5	12	3
	Internal Fit Out, External Works	Pre mix Mortar/ Renders, Timber, Cladding Frames,		0	0	0	12	30	15	5	20	3
	Reinstatement of Topsoil	Topsoil & Plantings	1.2	250	0	250	12	7	18		6	6

3 Dufferin Avenue,
Barbican, London, EC1Y 8PQ
T: 020 7253 2626
F: 020 7253 2767
E: tws@tws.uk.com
W: www.tws.uk.com

Registered in England Company Registration Number 318 4926. VAT Registration Number 417 7912 3