

12-14 Upton Lane, E7

Construction Management Plan

Rev 3

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1 INTRODUCTION

- 1.1 The site comprises of an existing 2 storey (and single storey to the rear) building, that will be demolished and replaced by a new building of part 3, part 5 storeys with no basement.

Development Proposals

- 1.2 Demolition of the existing building and rear garages and the erection of 1 commercial unit, 2 x 3 bed house, 1 x 3 bed duplex flat, 1 x 2 bed flat and 2 x 1 bed flats. The development includes 2 car parking spaces, cycle parking provisions and provisions for waste management.
- 1.3 The site falls within the Forest Gate Conservation Area

Construction Traffic Hours

- 1.4 It is proposed that the core operational hours for construction traffic will be as follows:
- Weekdays: 08:30 – 16:30
 - Saturday: 08:00 – 13:00
 - Sunday & bank holidays: subject to agreement with the Council
- 1.5 The Council will be provided with prior notification regarding out-of-hours deliveries. There will be no working on Sundays and bank holidays unless there is a requirement for emergency works, abnormal deliveries or cranes. The Council will be provided with prior notification.

Objectives of CMP

- 1.6 This CMP details the expected management of construction works throughout the project. It seeks to provide a robust construction strategy that will minimise the potential for disruption to local residents, businesses, members of the public and visitors to the Site as well as other users of the adjacent highway network.
- 1.7 It also seeks to minimise the environmental impact of the construction process on the locality and will provide best endeavours to be part of a coordinated and collaborative approach with surrounding developments, including consultation when necessary and appropriate. This CMP has also been prepared in line with TfL's Construction Logistics Plan guidance (July 2017).

1.8 Site specific objectives are as follows:

- To ensure safety for operatives and members of the public
- To ensure coordinated work and logistics
- To ensure construction vehicles are timed such that only one attends the Site at any one time.
- To ensure the proposed Loading Area within the Site is managed correctly.
- To ensure no construction vehicles will wait, park or load anywhere outside of the site boundary.
- To ensure pedestrian and cyclist safety is maintained at all times along Upton Lane and Nursery Lane from which construction traffic will access and egress during the construction programme.

CMP Structure

1.9 This CMP will be structured as follows:

- **Section 2** details the existing situation from the context of construction vehicles;
- **Section 3** includes the construction programme and proposed methodology;
- **Section 4** presents the vehicular routes to and from the Site access;
- **Section 5** details the strategies and measures to be adopted for construction logistics;
- **Section 6** presents the vehicular types and anticipated level of movements;
- **Section 7** includes details of the monitoring and review process for the CLP; and
- **Section 8** provides a summary.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Site Context

2.1 The site is situated on Upton Lane in the London Borough of Newham

2.2 **Figure 1** appended to this report shows the location of the Site in relation to the surrounding local area **Figure 2** includes the Site Boundary Plan and aerial view

Community Considerations

2.3 The Site is bound by a commercial shops with residential uppers to the east, north and south of the site, with residential gardens to the west.

2.4 Consideration will be required in relation to the how larger construction vehicles are managed when accessing / egressing the Site and wider vicinity to keep disruption to a minimum.

Local Residents

2.5 The site is within a residential area. We currently have and seek to maintain good neighbourly relations. Such relations are assisted greatly by good communication, and by keeping neighbours and appropriate third parties regularly informed of site activities likely to impact on adjoining residents. We will be receptive to all reasonable concerns of the neighbours and the local community and will be holding monthly meetings to field any questions and deal with any issues that may have arisen, as to continue the high level of engagement currently on-going with the local community and neighbours.

2.6 Notices shall be posted on the site hoarding to keep neighbours advised of anticipated events, general progress of the works and any requirements for any abnormal works, including contact details for site manager and developer. Appropriate signage and information boards will be displayed on the hoarding.

Pedestrian & Cyclist Safety

2.7 Owing to the presence of the vehicle access into the site, consideration is needed for how pedestrian and cyclist safety is maintained throughout the construction period.

Community Engagement

2.8 A member of the project management team will be elected as a Community Liaison Officer whose contact details will be made available on the construction Site hoarding including a 24-hour

emergency number. Their role and responsibilities will include being the primary point of contact for the local community and answering queries and questions where necessary.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

Construction Programme

- 3.1 Construction is expected to take circa 12 months with a start date of August 2021. **Table 3.1** sets out the key construction phasing.

Phase	Duration	
Site Set-up	August 2021	August 2021
Demolition and Enabling Works	August 2021	September 2021
Groundworks and substructure	September 2021	November 2021
Building envelope and superstructure	November 2021	April 2022
Internals and finishes	April 2021	September 2022
Landscape	September 2022	October 2022
Testing and Commissioning	September 2022	September 2022

Construction Methodology

- 3.2 The arrangements detailed within the following paragraphs will be used to assist in making the Site safe and secure for pedestrians, cyclists and road users as well as Site operatives. The only stage of the development that we believe has the potential impact on the surrounding area, albeit minimal, is the site setup detailed below.

Prelims and Site Set Up

- 3.3 Enabling works will be undertaken to the road access along Nursery Lane to create a construction standard crossover.
- 3.4 Temporary Hoardings will be erected across the existing openings along the rear of the site on Nursery Lane with secure access. The site offices, welfare and storage facilities will be erected on the Western end of the site and a temporary power and water supply will be taken from existing connections to the site. The welfare facilities will be located within the site.
- 3.5 Access to the site will be from the side of the site on Nursery Lane. Yellow lines and a bus station restrict parking in the immediate vicinity outside of the site. All deliveries will be undertaken from the layaway located further up Nursery Lane as seen in Figure 4, where an agreement has been reached to lease the land for the period of the works, initially a minimum of 12 months. Delivery vehicles will then proceed forward into the yard ahead to turn, accompanied by a banksman / traffic marshal, and exit Nursery Lane in forward gear. Materials will be transported to the site on

a forklift accompanied by a banksman. All necessary permits and licences will be obtained in appropriate time from the Council.

Construction Arrangement

- 3.6 The Site will be fully secured with a hoarding to all exposed boundaries including a gated access on Nursery Lane. The hoarding will be provided in line with all local authority regulations with a noticeboard placed in prominent visible positions on Upton Lane and Nursery Lane.
- 3.7 Fully equipped offices and welfare facilities for staff and operatives will be provided on Site. All plant, material and equipment not able to be stored on site or delivered due to delivery vehicle size being too large for the logistical arrangements set out in 3.5, will be delivered and stored in one of our storage facilities in Walthamstow or Epping and delivered to site on smaller vehicles such as a Transit Tipper or Transit Dropside as and when needed
- 3.8 The construction arrangement is as follows: Construction vehicles will enter Nursery Lane in forward gear before using the layaway further into the road to load. Construction vehicles will then, with the help of our banksmen, turn in the yard at the end of Nursery Lane and exist Nursery Lane in forward gear as all times accompanied by a banksmen or traffic marshal.

Construction Phasing

Site Setup & Demolition

- 3.9 A three board (900mm) scaffold and hoarding will be erected around the perimeter of the Site to prepare the construction phases. At all stages of the construction a minimum clearance distance of 3.5m will be respected for the highway (Nursery Lane) as evidenced by **Figure 5** showing minimum road width of 4m along the length of this sites demise and therefore providing minimum clearance of 3.7m once scaffold is erected. The demolition stage will require the front portion of the building to be deconstructed by hand and will be protected by a scaffold and shrink wrap to keep debris within the boundaries of the site. The bus stop will require suspension for two weeks in order to allow for safe working and scaffolding for operatives and members of the public. A 13 tonne excavator grab will be used for the majority of the building, working back to front from within the site and demolition is expected to take four weeks.

Groundworks & Substructure

- 3.10 Groundworks will consist of concrete pad foundations so heavy machinery will be required during this phase for excavation and a concrete mixing lorry and pump may be required for one day,

where the existing parking spaces by agreement with the neighbouring 6 Nursery Lane will be utilised or kept clear to ensure cleared access for emergency vehicles at all times.

Super-Structure

- 3.11 An RC frame will be installed and will require multiple deliveries of formwork, concrete and skip lorries and the arrangements will be as per 3.5 and 3.10. deliveries of concrete will be coordinated by a banksman and site operatives and will be communicated with the local authority and neighbours as may require out-of-hours and weekend works beyond normal working hours. The same will apply for the common stair that will likely be a pre-cast concrete structure that will be lifted into place by a mobile crane in a single day utilising either the small parcel of land to the West of the site or the existing parking spaces outside 6 Nursery Lane.

For the installation of the frame, we will be using a Raptor 48 crane as these cranes can be erected by a mobile crane located on site, with minimum hook radius. The dismantling of the crane will be performed by a Lorry Mounted Tower Crane that will carry this out overnight in the bays adjacent to the site to continue unobstructed access to for emergency service vehicles.

The main component of the inner leaf will be SFS for which deliveries and lifts to floors will be coordinated as per 3.5, 3.10 and 3.11

Cladding & Windows

- 3.12 The predominant façade material is brick and will require a scaffold (three board / 900mm) for a minimum 6 month period. The top floor will be clad in metal cladding and can be installed without the need for disruption around the site.

Internal Fit Out & Finishes

- 3.13 The internal fit out will require a maximum of three deliveries per week that will arrive 3m Transit vans, Transit Tippers or Transit Dropsides from one of our holding facilities in Walthamstow or Epping as and when required and will follow the methodology set out in 3.5. Deliveries, to the best of our ability, will be in the morning between 10am – 12pm as to avoid school and rush hour traffic.

Fit-out, testing and Commissioning

- 3.14 To be carried out in line with British Standards and Building Control Regulations.

Landscaping

- 3.15 The installation of shrubbery, trees, planting and hardscaping is a very small part of the building work and will require a maximum of two deliveries for the whole works. This will be carried out in accordance with 3.5.

4 VEHICULAR ROUTEING AND SITE ACCESS

Site Access

- 4.1 Vehicles will be able to access / egress the Site via the site entrance on Nursery Lane. This access will be monitored by banksmen throughout the day before being gated overnight.

Pedestrian and Cyclist Access

- 4.2 Pedestrian and cyclist access will be retained for adjacent properties / occupiers. All pedestrian and cyclist access for construction workers will be via Nursery Lane. A hoarding around the Site will be provided to protect the general public from the construction activities occurring.

Vehicle Types

- 4.3 The size of construction vehicles will be restricted by the available space on-site and the aim to minimise the effects of construction traffic on the locality. Numerous types of vehicle will be used to bring materials to and from the Site. The main vehicle types will include:

- 12.3m length, 2.4m width mobile crane
- 9.35m length, 3.5m width hiab truck,
- 8.4m length, 2.4m width Concrete Mixer;
- 7.25m length, 2.5m Skip Lorry
- 6.5m length, 2.5m width Small Tipper or Dropside;
- 3m Transit Van
- 4.6t Panel Van.

Proposed Vehicular Route

- 4.4 **Figure 3** appended to this report shows the proposed vehicle access route across the wider local area for vehicles utilising the access on Nursery Lane. All construction vehicles will approach and egress via Upton Lane. The access / egress arrangement will be as follows:

- **Access Route:** Upton Lane – Nursery Lane – Nursery Lane Layaway Nursery Lane Yard Turning Area – Nursery Lane - Upton Lane
- **Departure Route:** Nursery Lane Yard Turning Area – Nursery Lane - Upton Lane

- 4.5 The proposed vehicle route is considered to be the most appropriate and suitable for larger vehicles and seeks to minimise disruption to local road users. All vehicle arrivals will be managed by banksmen at the Site to ensure appropriate safety and traffic management measures are
- 4.6 Traffic marshals shall be employed throughout the contract to manage the flow of vehicles to ensure that public and pedestrian safety is maintained at all times. The surrounding highway will be kept open to general traffic at all times to ensure unfettered access and movement for existing occupiers of neighbouring properties and emergency services vehicles during construction. In particular, banksmen will be positioned to assist larger vehicles turning into / out of the road along the proposed route. Coordination will also be carried out with surrounding developments when necessary, to minimise potential disruption.

5 STRATEGIES TO REDUCE CONSTRUCTION IMPACTS

Overview

- 5.1 **Table 5.1** below sets out the committed, proposed and considered checklist replicated from the TfL Construction Logistics Plan guidance (July 2017).

Table 5.1: High Impact Site Planned Measures Checklist			
	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres			X
Measures to Encourage Sustainable Freight			
Freight by Water			n/a
Freight by Rail			n/a
Material Procurement Measures			
DfMA and off-site manufacture			X
Re-use of materials on Site			X
Smart procurement			X
Other Measures			
Collaboration amongst other Sites in the area	X		
Implement a staff travel plan	X		

Neighbourhood Consultation

- 5.2 The site is within a mixed commercial and residential area. We currently have and seek to maintain good neighbourly relations. Such relations are assisted greatly by good communication, and by keeping neighbours and appropriate third parties regularly informed of site activities likely to impact on adjoining residents. We will be receptive to all reasonable concerns of the neighbours and the local community and will be holding monthly meetings to field any questions and deal with any issues that may have arisen, as to continue the high level of engagement currently ongoing with the local community and neighbours.
- 5.3 Notices shall be posted on the site hoarding to keep neighbours advised of anticipated events, general progress of the works and any requirements for any abnormal works, including contact details for site manager and developer. Appropriate signage and information boards will be displayed on the hoarding.

Measures Influencing Construction Vehicles and Deliveries

Safety and environmental standards and programmes

- 5.4 It will be a requirement for Contractors to be registered with the FORS Silver scheme and to ensure all subcontractors are also registered. FORS Silver will be a mandatory requirement where applicable which recognises that FORS:
- Creates safer drivers – with significantly reduced occurrence of accidents;
 - Will encourage suppliers to improve fuel economy associated with the project;
 - Provides a system to identify 'at risk' drivers, allowing the project team and suppliers to target training and incentives effectively;
 - Improves certainty of deliveries and collections; and
 - Promotes a reduction in journeys to and from the Site.
- 5.5 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. In order to effectively undertake this, the 'FORS Manager' reporting tool will be utilised.
- 5.6 Banksmen will be located within the loading area when in use throughout the demolition period to ensure appropriate safety and traffic management measures are adhered to.

Adherence to Dedicated Routes

- 5.7 The vehicle routes to/from the Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.
- 5.8 A copy of the routing plan, shown at **Figure 3**, will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.
- 5.9 Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the Site.

Delivery Scheduling

- 5.10 The scheduling of waste removal, materials and general deliveries will be managed in order to effectively utilise the loading area. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the Site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.
- 5.11 An efficient and effective logistical operation could provide material benefits to the efficiency of deliveries and, as such, a robust delivery system will be implemented. There will be an available holding area on site
- 5.12 In the event an unauthorised vehicle arrives at site the vehicle will attempt to be accommodated on site. Persistent unauthorised deliveries will be dealt with via a 3-strike policy whereby their contract to deliver to the site will be reviewed.
- 5.13 In the event space is not available at the Site for unauthorised deliveries, the driver will be instructed to exit the area and re-schedule a delivery time with the main contractor.

Key Performance Indicators – Vehicle Deliveries / Collections

- 5.14 In order to effectively manage vehicle movements into and out of the site during demolition the Project Manager will implement Key Performance Indicators which will be used to monitor the scheme. The KPI's to be implemented are as follows:
- Zero unplanned vehicles.
 - Zero non-complaint vehicles.
 - Zero instances of project-related vehicles involved in a collision.

Re-timing for Out-of-Peak / Out-of-Hours Deliveries

- 5.15 Re-timing out of peak time will aid in the operational efficiency of the construction site and the neighbouring area. It will be the aim to re-time as many deliveries as possible out of the morning peak times. All deliveries will take place between 9.30am and 3pm.

Material Procurement Measures

Spoil / Waste Collection

- 5.16 Waste Management will be monitored and recorded as part of the Site's 'Smart Waste' obligations.
- 5.17 A Site Waste Management Plan (SWMP) will be implemented if deemed necessary / appropriate to detail the disposal and management procedures relevant to the demolition phase. If implemented, the SWMP will seek to further minimise and reduce waste production.

Other Measures

Implementing Staff Travel Plan

- 5.18 A Staff Travel Plan will be implemented for the construction phase and will include details of local public transport options, in particular Forest Gate station, as well as a suite of measures to discourage the use of private transport. Furthermore, temporary cycle parking facilities will be provided to the rear of the Site during construction to encourage active modes.
- 5.19 All site operatives and visitors will be encouraged to travel to and from the Site by public transport and no car parking will be provided, however, in the event operatives are required to bring vehicles to site, operatives will be expected to unload any materials or equipment using the loading area proposed before finding a parking opportunity near the site. This approach will not be promoted and will be prevented wherever possible throughout the construction programme.

Pedestrian and Cyclist Safety

Construction traffic can pose a potential risk to pedestrian and cyclist safety when not managed effectively. Vulnerable road users' safety will be paramount throughout the demolition period. The use of traffic marshals will assist pedestrian and cyclist safety, particularly when vehicles are accessing and egressing the Site.

- 5.20 A hoarding will be installed around the perimeter of the Site. The hoarding will screen off any works or activities and protect passers-by as well as reduce dust and noise emissions. In addition, the hoarding will be decorated to suit local authority requirements and contain lighting illumination so it is easily seen at night by traffic and pedestrians using the surrounding roads. Gates will be locked each evening by the contractor's project team.

6 IMPLEMENTING, MONITORING AND UPDATING

Project Manager

- 6.1 The Project Manager will assume all responsibility for implementing the measures within the CMP. The contact details for the Project Manager will be displayed at the Site and published on any temporary licenses granted by the Council (such as for hoarding or scaffolds).
- 6.2 The Project Manager will liaise with local stakeholders and the project managers for other construction activity in the local area when and where it is relevant to do so. The Project Manager will also be responsible for monitoring and reviewing this CMP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.
- 6.3 The appointed Project Manager will act as a point of contact between local stakeholders / businesses so that in the event of issues / concerns arising during the construction process, action can be taken without delay. The Project Manager will also liaise with the project managers for any other developments in the area where work is carried out concurrently such that matters can be coordinated where required.
- 6.4 Information boards will be displayed at the Site highlighting the key personnel on Site including their contact details. A 24-hour emergency contact number will also be provided.
- 6.5 Local neighbours will be able to call the Site office to raise any concerns and the Project Manager will personally deal with any comments or complaints to ensure that they are resolved quickly. A record will be kept of any / all comments and complaints received.
- 6.6 It is recognised that the CMP is a 'live' document and as such will be subject to constant review and monitoring in order to react to any changes during the CMP. The Construction Manager will monitor and record information on the following:

Number of Vehicle Movements to the Site

- Total;
- By vehicle type / size;
- Time spent on-site; and,
- Delivery/collection accuracy compared to schedule.

Breaches and Complaints

- Community concerns about construction activities;
- Vehicle routing;
- Unacceptable queuing;
- Unacceptable parking; and
- Compliance with safety and environmental standards and programmes.

Safety

- Record of associated fatalities and serious injuries;
- Ways staff are travelling to site; and
- Vehicles and operators not meeting safety requirements.

6.7 Data will be recorded at the entrance of the Site by a member of staff, as well as through the delivery booking and tracking system to be implemented.

FIGURES

FIGURE 1



FIGURE 2



FIGURE 3

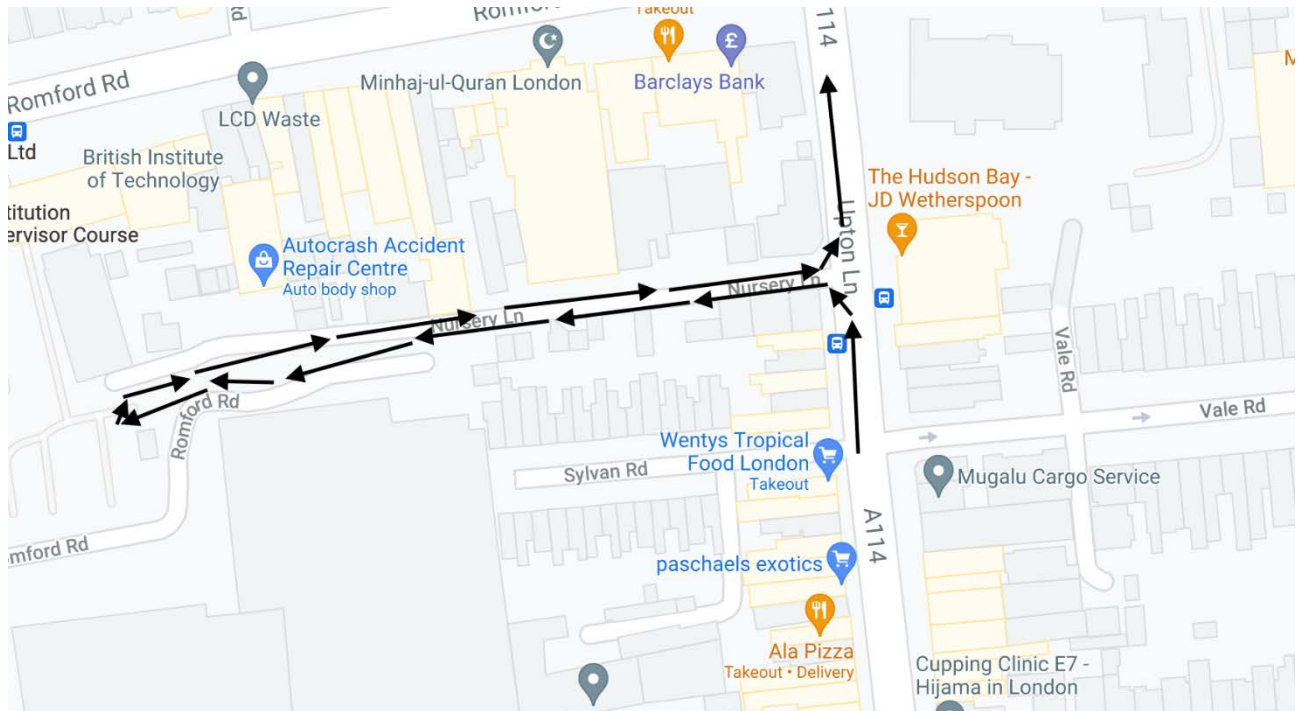
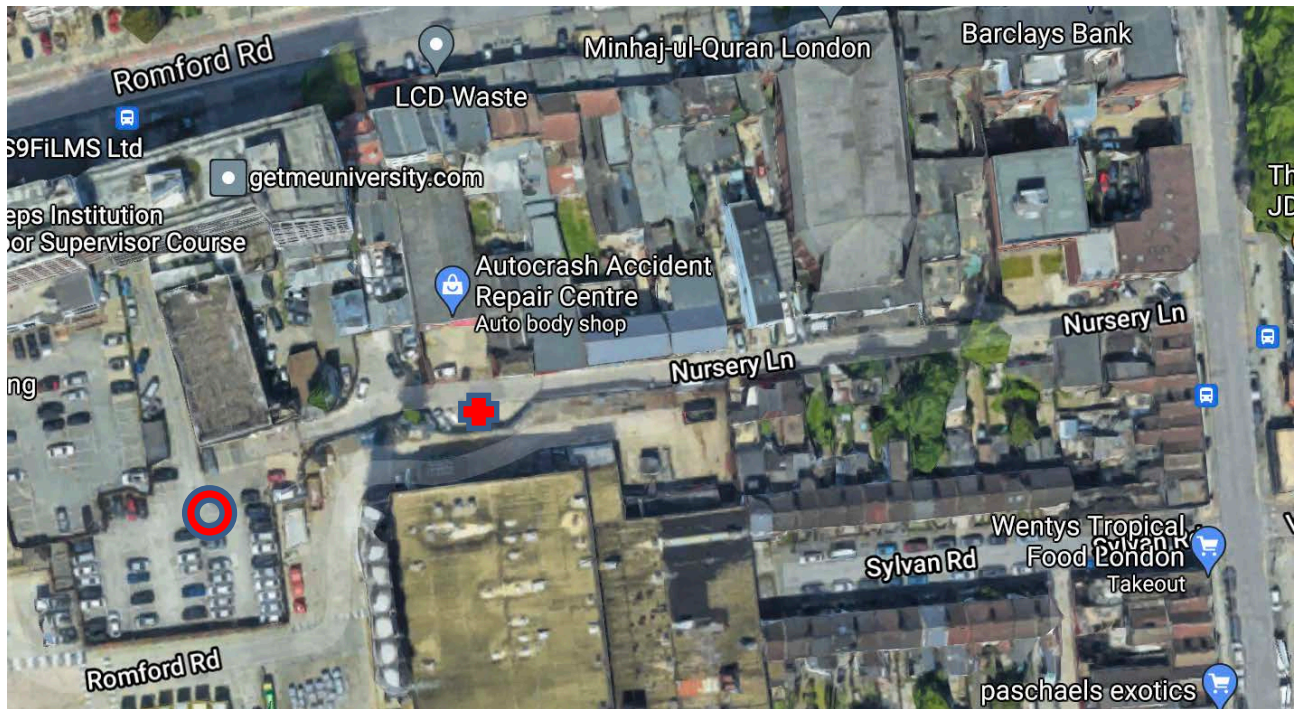



FIGURE 4



 Denotes location of drop off / delivery point

 Denotes location of turning area for vehicles



FIGURE 5



