

37 & 39 Rudall Crescent

Construction Management Plan 03

revision 02

Aims

We have been instructed to prepare a Construction Management Plan (CMP) to explore and outline how construction work will be carried out and how this work will be serviced (e.g. delivery of materials, set down and collection of skips), with the objective of minimising traffic disruption and avoiding dangerous situations for pedestrians and other road users.

No contractor has been appointed for this project yet and all aspects of this CMP are preliminary.

Our background

WEBB ARCHITECTS LIMITED is a small architectural Practice based in north-west London. We have acted as Architects on a number of new-build residential projects within the Borough of Camden and elsewhere. We have been involved with the construction of several of these buildings.

Planning history

Two previous applications (2011/4637/P and 2012/0214/P) for the refurbishment, alteration and extension of these two properties was withdrawn after initial feedback from the planning department. Extensive feedback was provided by the planning department regarding this withdrawn application. All feedback has been taken into consideration for the revised designs and response to comments is within supporting documentation including the Construction Management Plan.

Feedback

Feedback was received from the planning case officer Jonathan Markwell (email 18.04.13). A number of specific points were raised in this email and in general it was considered that *'the submission of additional CMP details at application stage may be beneficial from your perspective'*.

Response

The following CMP responds to the details of Jonathan Markwell's email

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18.04.13 and draws on direct feedback from Steve Cardno (Principal Transport Planner). The CMP is set out as and responds to the transport considerations on pages 42 and 43 of Camden CPG6 (Amenity).

Existing Site

Rudall Crescent loops to the west of Willoughby Road and is a mixture of 19th and 20th century architecture. The two properties are part of a terrace of five dwellings, Nos.31-39 that were built in the gardens of 4-9 Gayton Crescent in the late 1950s. The site comprises of two three-storey terraced houses with wood cladding and pitched roofs set back behind a brick wall. The properties are in the Hampstead Conservation Area.

The properties with integral garage are set back from Rudall Crescent, accessed through a vehicle gate. The house is partially visible from the public realm. Trees are present at the rear of the property and information regarding the root protection area has been included in this submission.

Programme

Start and end dates for each phase of construction.

12 month construction programme:

Month 1-3 - enabling, access and excavation
Month 4-7 - structure
Month 8-12 - fit out

Working hours

It is proposed that the core working hours for demolition and construction will be set out as follows:

0800-1800 hours Weekdays
0800-1300 hours Saturday

Time period for vehicle access to site

Deliveries to site will be coordinated to avoid periods of the day when the roads are more congested. The detailed CMP will request that this is fully addressed by the appointed contractor, specific periods of the working day are identified by the contractor as being most suitable for vehicle movement and a method of controlling deliveries is agreed.

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Deliveries will be coordinated and managed on a 'just-in-time' delivery basis. All contractors and suppliers will be required to agree dates and times prior to delivery in addition to confirmation of size of vehicle and unloading point.

Should an isolated operation require road closure then this will be discussed with Camden Council before applying for the necessary permissions and orders.

Access to site

The two front gardens will be the access points serving the site.

The access arrangements for vehicles.

A swept paths analysis has been carried out for a small tipper lorry (6.528x2.495m), manoeuvring through the junction through Willoughby Road and Rudall Crescent.

The specialists that carried out the study (TTP Consulting) stated: 'You will see that we have only identified 1 space that would unquestionably need to be temporarily suspended, which is that adjacent to the site.....Overall the impact of a small tipper on on-street parking would minimal, which one would expect given that refuse vehicles of a similar if not larger size are able to manoeuvre around these roads.'

See attached TTP Consulting documents:

TTP Swept Path Analysis Report

TTP Swept Path Analysis diagram 2011-1170-CR-101

TTP Swept Path Analysis diagram 2011-1170-CR-102

It is proposed that the brick front side boundary walls will be protected with a hoarding. The front boundary walls and gates will be dismantled (and re-built, using the existing bricks if possible, to match existing at completion) to allow access to the site. It is proposed that deliveries and collections will need to be made from the suspended parking bay in Rudall Crescent outside no.37 and 39. The driveway will be strengthened with hardcore and a temporary concrete cross over put in place. Where the vehicle access will not cross the root protection zone at the rear of the property. Banksmen will be used to ensure safe vehicle movements to and from the delivery area, with delivery times structured so as not to interfere with local traffic. Reinforced metal sheets will be laid to protect pathway damage outside the vehicle access gates and the roadway will be cleaned where necessary. Temporary plywood site access gates will provide access through the plywood hoarding that encompasses the pavement to the front of the properties.

See attached diagrams.

Route to site

Proposed routes for vehicles between the site and the Transport for London Road Network (TLRN). Consideration should also be given to weight restrictions, low bridges and cumulative affects of construction on the highway.

Small tipper lorries (eg 6 wheeler, 6.5m long muck-away lorries):
Access to the site along Rudall Crescent via Rosslyn Hill and Willoughby Road and exit along Rudall Crescent via Rosslyn Hill and Willoughby Road.

The vehicles will use the Transport for London Road Network (TLRN) in any of the following ways:

North = A41, A1

North = A502, A406, A1

West = A41, A40

West = A502, A400, A501, A40

East = A502, A503

East = A41, A5205, A503

See attached diagram.



Size and frequency of vehicles

Sizes of all vehicles and the frequency and times of day when they will need

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access to the site, for each phase of construction.

| Plant | Substructure | Superstructure | Fit-out |
|--------------------------|--------------|----------------|---------|
| Small excavators | ✓ | | |
| Small Tipper trucks | ✓ | | |
| Breakers / dumpers | ✓ | | |
| Ready mix concrete truck | ✓ | | |
| Spider crane (mini) | | ✓ | |
| Air Compressors | ✓ | ✓ | ✓ |
| Power Tools | ✓ | ✓ | ✓ |
| Hand / Power Tools | ✓ | ✓ | ✓ |
| Scaffold | ✓ | ✓ | ✓ |
| Delivery Trucks | ✓ | ✓ | ✓ |
| Skips and Skip Trucks | ✓ | ✓ | ✓ |

The largest vehicle will be a 6 wheel muck-away lorry. We anticipate Approximately 900m³/ 1800 tonnes of soil removal which at maximum 16 tonnes per load will require 112 vehicle attendances. This will be at a frequency of 3no vehicles/ day for 38 days.

Delivery vehicles will be at an approximate frequency of 1no per day. Smaller sub-contractor vans will attend the site at varying frequency.

Demolition and waste management

Skip options:

| | 6 cubic yard | 10 cubic yard | 14 cubic yard |
|--------|--------------|---------------|---------------|
| Width | 3.10m | 3.75m | 4.10m |
| Height | 1.10m | 1.55m | 1.85m |
| Depth | 1.80m | 1.80m | 1.80m |
| | | | |

Typical usage of skips for waste management is for general, heavy, bulky, dry, non-hazardous construction, industrial and commercial wastes.

Skip loader vehicle dimensions.

Although it is possible to manoeuvre skips into most locations, occasionally the width or length of the skip loader vehicle may prohibit placement of a skip container.

| | width | length | height |
|--------------------------|--------|--------|--------|
| Small Tipper Truck | 2.495m | 6.528m | |
| Mini excavator | 2.300m | | |
| Ready mix concrete truck | 2.491m | 7.168m | |
| Spider Crane | 0.600m | | |
| Mini Excavator | 1.550m | 1.100m | |
| Skip loader | 2.500m | 7.000m | |
| | | | |
| | | | |

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| | No. of vehicle movements / week | No. of wks construction | Notes |
|--------------------------|--|-------------------------|--|
| Small Tipper Truck | | | |
| Mini excavator | Continuous within site boundary 10 wks | 10 weeks | Required during demolition and groundwork period |
| Ready mix concrete truck | 4-6 weeks | 6 weeks | |
| Spider Crane | Intermittent during superstructure stage | 7 weeks | |
| Skip loader | 1-2 / week | 30 weeks | General waste management during construction |
| Small Tipper Truck | 5-7 weeks | | |
| Delivery trucks | 3-4 / week | 30 weeks | Frame erection and internal fit out |
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Manoeuvring near the site

Swept path drawings for any tight manoeuvres on vehicle routes to the site.

See attached vehicle track and sweep documents by TTP Consulting:

TTP Swept Path Analysis Report

TTP Swept Path Analysis diagram 2011-1170-CR-101

TTP Swept Path Analysis diagram 2011-1170-CR-102

No delivery vehicles will be able to access the site, it is proposed that deliveries and collections will need to be made from the suspended parking bay outside 37 and 39 Rudall Crescent.

See attached plan.

Works to highway

Details (including accurate scaled drawings) of any highway works necessary to enable construction to take place.

A temporary concrete crossover to strengthen the existing pavement is proposed.

Parking and loading

Parking and loading arrangement of vehicles and delivery of materials and plant to the site.

Delivery vehicles will not be able to access the site and off-load on site, they will

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use the suspended parking bay outside 37 /39 Rudall Crescent.
No on-site parking will be provided.
See attached plan.

Affect on parking bays

Details of proposed parking bays suspensions and temporary traffic management orders.

One parking bay opposite the site entrance will need to be suspended for the construction period.

Projection over highway

Proposed overhang (if any) of the public highway (scaffolding, cranes etc.)

Site accommodation on an elevated gantry (see attached image) will straddle the pavement outside the site. Access to the site will be under the gantry. The pedestrian route under the gantry will remain open for the majority of the site period. The gantry will fully protected with plywood cladding and security lighting. This gantry will be positioned so that vehicle turning circle into no41 Rudall Crescent is retained.



No static tower cranes will be required for this project. Mobile crane may be required for occasional individual operations – these will require road closures as noted above.

Hoardings

Details of hoarding required or any other occupation of the public highway.

Hoardings protecting the existing brick front / side boundary wall will be installed up against these existing structures. Temporary access gates will open into the site. Hoardings will be erected around the entire perimeter of the site and to isolate root protection areas. All hoarding will be 2.4m high plywood. Mesh will be fitted above the hoardings adjacent to the front and rear of 35 and 41 Rudall Crescent as well as 7 and 8 Gayton Crescent to minimize dust movement.

Pedestrian and cyclist safety

Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any banksman arrangements.

The pavement outside number 37 and 39, as identified on the attached plan, will remain open (under the elevated gantry) to cyclists and pedestrians. A banksman will be used for seeing vehicles in and out of the site.

Traffic Management

Details of how traffic associated with the development will be managed in order to reduce congestion. Details of any other measure designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

Deliveries to site will be coordinated to avoid periods of the day when the roads are more congested. The detailed CMP will request that this is fully addressed by the appointed contractor, specific periods of the working day are identified by the contractor as being most suitable for vehicle movement and a method of controlling deliveries is agreed.

All deliveries will be scheduled on a weekly basis and individual movements will be coordinated and managed on a 'just-in-time' delivery basis. All contractors and suppliers will be required to agree dates and times prior to delivery in addition to confirmation of size of vehicle and unloading point. With this size of project and relatively slow construction pace we do not envisage the need for an off site holding compound.

Where relevant traffic movements will be managed by banksmen.

Highway cleaning

Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented.

A wheel washing station will be set up at the exit from the site and will be used throughout the muck-away period of construction. Rudall Crescent will be swept and washed down at the end of each working day.

Noise and Vibration and Air Quality

High hoardings will be erected to ensure complete physical protection and reduce impact of noise and dust. The potential exposure to noise nuisance is from vehicles accessing and exiting the site. The movement of vehicles will be intermittent.

Restrictive hours of operation and the implementation of the Considerate Contractors Programmes will seek to minimise the construction phase impacts. If the Council feel it is warranted, this matter can be controlled by condition.

Whilst other regulatory regimes manage the impacts of vibrations, if the Council feel it is warranted, this matter can be controlled by condition.

Construction Working Group

Details of any Construction Working Group that maybe required, addressing the concerns of surrounding residents, as well as contact details for the person responsible for community liaison on behalf of the developer, and how these contact details will be advertised to the community.

Contact with immediate neighbors will be established once a contractor is appointed and contact details will be issued at this stage.

Considerate Contractors Scheme

Details of any schemes such as the "Considerate Contractors Scheme" that the project will be signed up to.

Contractors tendering for the project will be expected to be members of the Considerate Contractors Scheme.

The site will be registered with the Freight Operators Recognition Scheme (FORS) subject to understanding any limitations this may impose.

Other developments

How your approach to servicing takes into consideration the cumulative effects of other developments local to your site with regard to traffic and transport.

No other developments are known to be within the immediate vicinity of the site.

Other information

Site Preliminaries

Site office, safety equipment, toilet and welfare facilities will be installed within the accommodation located on the elevated gantry.

Structure Formation

As detailed in the Basement Assessment Impact by RKD Consulting and structural design by Edge Structures Ltd.

Suggested Work Sequence

As detailed in the Basement Assessment Impact by RKD Consulting and structural design by Edge Structures Ltd.

Utilities Connection

A site water and electricity connection will be provided. This will serve the site for the majority of the construction period until formal utility connection is established. Drain connection will be directly into an established foul and surface water drain.

Trees

There are trees within the site as indicated on the attached drawing. The trees will have an established root protection zone and the surface will be protected according to the guidelines set out in BS 5837. See attached Arboricultural report.

Statement

"The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council and complied with thereafter."

(Note the term 'vehicles' used refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearing, delivering of plant & material and construction etc. The terms construction as used refers to any work, including demolition, associated with the implementation of the development)