TRAIN AND KEMP
ENGINEERING BUSINESS SOLUTIONS

STRATEGIC

CONSTRUCTION MANAGEMENT PLAN

FOR

61-63 ROCHESTER PLACE

LONDON NW1 19JU

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Document Control

Revision	Date	Status
01	14 May 2012	Draft Issued for discussion
02	17 May 2012	Reversing vehicles added to 4.4 & 4.10 and tracking drawings in Appendix 2
03	25 May 2012	Incorporating comments and feedback from LB of Camden Transport Strategy

1. INTRODUCTION

This Construction Management Plan, CMP, has been prepared in support of Planning Application 2012/0983/P for a mixed residential and commercial development of 61-63 Rochester Place, NW1. This CMP has been prepared in accordance with the guidance contained in LB of Camden S106 template schedules relating to CMPs.

A Construction Management Plan outlines how construction work will be carried out and how this work will be serviced with the objective of minimising traffic disruption, avoiding dangerous situations and minimising the impact on the local amenity and road users. Construction work is for the whole project including demolition and should cover deliveries of materials, set down and waste disposal including collection of skips

A site walk over was completed in the afternoon of 8 May 2012 with a further survey of the parking bays early morning on 14 May. Previous CMPs and objector's comments have also been considered.

Site Photographs are included in Appendix 1. Construction Tracked Vehicles drawings are presented in Appendix 2.

1.1 Construction Plan Development

This CMP is a preconstruction plan; it sets out the strategic issues and it will be for the contractor to develop these with the particular construction plant, assemblies and techniques that he or she intends to adopt.

The appointed contractor must comply with this CMP unless otherwise agreed with the LB of Camden Planning Department. If variations arise in the construction of the scheme, these are to be submitted and agreed with LB of Camden Highways Department as a revision to the CMP in advance of the particular aspect of the works being constructed.

2. EXISTING SITE AND ENVIRONS

For the purposes of this Plan, Rochester Place is taken to be orientated east west with Rochester Road to the west and Camden Road to the east. This means that the odd numbered properties, including the site and Reed's Place, are on the south side and the even numbered properties are on the north side.

2.1 Existing Site

61-63 Rochester Place is a rectangle, having a street frontage of 16m and a depth from front to rear of 37m.

The site is currently occupied with a two storey light industrial unit comprising brickwork with steel beams and concrete floors. There is a 4m wide pavement crossover to the eastern end of site.

The ground is reasonably level with a slight fall to the southwest. Typically the back gardens to Reed's Place and St Pancras Way are 0.35m and 0.75m respectively lower than the site.

2.2 Surrounding Area

To the west of the site are the back gardens to the houses along Reed's Place.

To the east of the site is a two storey courtyard residence with a pavement crossover at Nos 57-59.

Opposite the site on the north side of Rochester Place are offices at Nos.36-38. These have two historical pavement crossovers which are redundant in that the accesses have been blocked up in the refurbishment of the offices. The offices have a garage at the eastern end of No 36. Photo 4.

To the rear are the back gardens to St Pancras Way including a large tree in the back garden to No 120.

Rochester Place is predominantly residential, with offices at Nos 36-38 and working garages between Nos 50 and 70.

Nos 61-63 are located 30m to the west of the junction between Rochester Place and Wilmot Place.

2.3 Local Road Network

Rochester Place.
Rochester Place is a narrow historical road which extends from Rochester Road to the west to Camden Road to the east and is cobbled throughout. The western half is some 250m between Rochester Road and Wilmot Place to the east with Reed's Place having pedestrian access only on the south side. The road is typically 4.3m to 4.5m wide and parking bays are provided wherever the road width allows. The bays range in width from 1.7m to 1.95m and hence the net carriageway is typically between 2.5m to 2.6m in width; the pavements are typically 0.9m wide.

At its western end access onto Rochester Place is from Rochester Road. Rochester Road is a 7.8m wide two way road with parking either side.

The first 100m or so of Rochester Place is a 4.2m wide curve without any parking bays. The curve straightens out along the garages between Nos 50 & 70 where there is intermittent parking bays punctuated by the crossovers to the working garages on the north side of the road.

The road increases in width on the south side by Reed's Place to 7m before tapering back to a width of 4.3m at the eastern end of the site. For a 10m length there is parking on both sides of the road. The narrow point of the double parking is the eastern end, beside No. 46. Photo 5.

To the east of No 48, the parking is to the south side of Rochester Place; apart from the pavement crossovers to Nos 61 & 57, this parking extends through to the junction with Wilmot Place. Photos 1 & 3

No 36 & 38 Rochester Place are offices with a garage access at the eastern end and historical crossovers that are blocked off in the middle of the frontage. Photo 4. The northern pavement across the office frontage increases in width to 2.3m albeit that the public pavement is only 0.9m of this with the remainder being in the curtilage of the offices.

The road width at the junction with Wilmot Place is 4.35m. Photo 1

The pinch points on the net carriageway width along Rochester Place are:

Location	Road	Parking Bay	Net Carriageway	Photo
No. 50	4.3m	1.75m	2.55m	
No. 46	6.25	1.95m + 1.75m	2.55m	5
No 63	4.3m	1.75m	2.55m	3
No.57	4.35m	1.95m	2.4m	2
No. 55	4.4m	1.9m	2.5m	1

Wilmot Place
Wilmot Place is a two-way street off St Pancras Way with access both in and out of St Pancras Way. To the south of Rochester Place, Wilmot Place is an 8m wide road comprising 2.2m wide parking bays either side of a 3.6m wide net carriageway. The parking on the western side is punctuated with the crossover to No.3. Photo 6.

The junction with Rochester Place has a single yellow line on the west side, towards the development, and double lines on the eastern side remote form the site.

To the north of Rochester Place, Wilmot Place narrows, comprising a 6.9m wide road with 1.9 wide parking bays and a central 3.1 m wide net carriageway.

St Pancras Way
St Pancras Way is a two lane road with separate cycle lane forming part of the local network around Camden Town with one way traffic travelling eastwards.

2.4 On Street Parking

The parking bays on Rochester Place and Wilmot Place are for residents permit holders CA-G.

There are spaces in front of No 63 which continue back across Reed's Place; there are 2½ spaces along the frontage to No. 63. Photo 3. There are three spaces in front of No 55. Photo 1.

There are spaces on the west side of Wilmot Place. Photo 6

At the time of both surveys in early afternoon and before 0800 hours, there were spare parking spaces on both roads.

2.5 Major Road Network

Camden Road, A503, is part of the Transport for London Road Network, TLRN, for north and central London as is the southern end of St Pancras Way and Camden Street which form part of the TLRN around Camden Town. Kentish Town Road, A502 is an A road

Access to and egress from the site will be via St Pancras Way and Wilmot Place.

3. PROPOSED DEVELOPMENT

3.1. Proposed Development

It is proposed to construct a three storey block to provide B1/B8 on the lower ground floor and six residential units over at first and second floors. The residential units are clustered around a central amenity space some 15m from the front of the site and this contains roof lights that provide natural light to the B1/B8 unit below.

Vehicular access to the B1/B8 is at the western end with pedestrian access to the flats at the eastern end.

3.2. Parking & Development Generated Traffic

There is no parking provision within the scheme apart from cycle storage for the residential units.

The B1/B8 unit will have ramped access for commercial traffic.

The site is within 200m of Camden Road Network Rail station and 500m of Camden Town underground station and hence there are good public transport provisions.

3.3. Highway Works

The permanent pavement crossover moves from the eastern to the western side of the site.

Temporary management orders and licenses are discussed in 4.5.

4. CONSTRUCTION OPERATIONS

4.1 Construction Programme and Working Hours

It is envisaged that the works will take approximately 10 months divided between the following operations:

Demolition	1 month
Ground Works & Ground Floor	3 months
Superstructure	3 months
Fit out	3 months
Total	10 months

The site working hours will be:

Monday to Friday:	0800hours to 1800hours
: Saturday:	0800hours to 1300hours

4.2 Considerate Contractors Scheme

As part of the preliminaries, the contractor will be required to sign up to the Considerate Contractors Scheme.

4.3 Deliveries and Cranage

Deliveries will be to roadside. Deliveries will be coordinated and times will be staggered using flat bed and box lorries up to 2.36m wide, so that only one wagon is at the site at any one time.

At 4.3m wide, cars can pass a delivery lorry. A lorry accessing other premises will be tighter and in passing may utilise the edge of the crossovers opposite. The pavement opposite at 2.3m is the widest section along the whole of Rochester Place and will ensure that pedestrians remain safe with any lorries that need to pass a delivery wagon.

A luffing crane will be installed in one of the amenity space roof lights. This will pick up deliveries from Rochester Place and distribute these across the site.

4.4 Construction Traffic Strategy

Access and egress to and from the site will be from Wilmot Place and St Pancras Way linking back to Camden Road as the major road network. This will keep construction traffic away from the working garages between Nos 50 and 70 and the pinch points between the parking bays at No 46.

This will require the suspension of the three parking bays in front of No. 55 so that the width of Rochester Place can be maintained at 4.3m. In order to ensure that there is a buffer between the construction works along the site frontage and the resident's parking and to allow vehicles to reverse onto the site, the three bays along No 63 would also be suspended. Deliveries would not be allowed to encroach on the 3m to the eastern end of the site so that access would be maintained to No 36 garage opposite and to the courtyard to No 57.

All larger lorries will need to reverse into Rochester Place and drive out. Smaller transit vans and pick ups less than 2.2m wide can drive in towards the site and continue in a westerly direction to Rochester Road.

Apart from off loading of deliveries, waiting will not be permitted on Rochester Place

Since the permanent crossover is to be repositioned, the access to the site will be moved to the middle of the frontage to facilitate wagons turning and moving onto Rochester Place, A banksman will be required for any

reversing operations. Part of the site management will be to coordinate and stagger the wagon movements and deliveries taking cognisance of other regular traffic such as refuse collection.

Tracked Vehicles
As demonstrated in Appendix 2, a 7m wide ramp will allow wagons to turn onto and out of the site with the wheel tracks remaining within the carriageway width; the cab will over sail the pavement.

A 3 axle wagon can turn onto Rochester Place from Wilmot Place and drive to a point 6m beyond the western end of the site [Drg 11038_01-1]; from there the wagon can reverse back onto the site [Drg 11308_01-2]; finally the wagon can drive out of the site travelling east towards Wilmot Place [Drg 11038_01-3]. Alternatively a 3 axle wagon will be able to complete a three point turn within the site. [Drg 11038_02].

Once the lower ground floor slab has been constructed, wagons will no longer be able to turn on the site. They will need to reverse into Rochester Place from Wilmot Place. [Drg 11038_03]. A banksman will be required for these operations. Egress from the site will be forwards turning onto Wilmot Place and hence onto St Pancras Way.

4.5 Parking Bay Suspension and Temporary Traffic Management Orders

Six parking bays on Rochester Place would be suspended.

The pavement would be suspended in front of the site and both a hoarding and scaffold licence would be required. An application would also be required for the temporary crossover in the middle of the street frontage

A road closure may be required for the delivery and removal of the piling rig

A schedule of condition will be agreed with LB of Camden for the road and pavements to the east of the site and with No 36-38 for their crossovers and private pavement. The contractor will be responsible for the repair of any damage.

4.6 Demolition

Duration:	1 month
Scaffold:	Yes for the initial stages until the road frontage is reduced.
Hoarding:	Initially on the outside of the scaffolding, moved back to kerbline once the road frontage is demolished
Deliveries & Vehicular Movements:	Plant, skips and bulk demolition

Initial Demolition Phase
Demolition will require a four board 0.9m wide scaffold to the front for safe access.

During the initial phase of demolition, plant will be limited by the headroom of the existing vehicular access at 2.4m. The existing first floor and structure over the street frontage needs to be dropped and demolition material stored towards the rear until there is sufficient headroom for demolition wagons to enter the site.

Final Demolition Phase
Once the front of the building has been demolished, the scaffolding can be removed and the hoarding repositioned 0.4m behind the kerb line, approximately in the middle of the pavement. With the hoarding in the middle of the pavement, wagons and delivery vehicles outside the site can park with their wheels tight to the kerb so their bodywork and mirrors on one side are over the pavement

The existing building extends approximately 30m back from the pavement and hence 3 axle demolition wagons would enter and turn round within the site to be loaded. Loading would be coordinated with only one lorry entering the site.

The ground floor slab would remain and this would limit the dust and debris on Rochester Place. The site is too small for a concrete crusher with demolition waste material being taken in bulk from the site for off-site processing and recycling.

The hoarding would remain with 2 x 3.5m wide gates to the pavement crossover in the middle of the site. The final demolition activity would be to pecker the ground floor slab at the pile locations.

4.7 Foundations and Underpinning

Duration:	Part of 3 months Groundworks
Scaffold:	No.
Hoarding:	Back of kerbline
Deliveries & Vehicular Movements:	Plant and concrete wagons

Piling

The piling rig would operate at ground level on top of the existing ground floor slab. This would alleviate the need for importing material onto the site for a piling mat.

The piles will be typically 12m long, 0.45m in diameter, installed by a continuous flight auger, CFA, rig. Piles will be required in groups at the ground floor column locations. The column centres are at approximately 6m centres so the clearance between groups of piles will be 4m. This means that the piles will have minimal effect on the root spread of the tree in the back garden to No 120 St Pancras Way.

The CFA rig will have a 15m mast and caterpillar tracks. The rig will need to manoeuvre onto site with its mast horizontal and delivery and collection of any piling rig may require the road to be closed.

Concrete wagons delivering concrete for the piles would enter the site and discharge at appropriate pile locations, before turning in the site and driving out in an easterly direction to Wilmot Place.

Underpinning

Underpinning may be required to the side and rear boundary walls, depending on the depth of the foundations and these need to be investigated as part of the initial demolition works. Traditional underpinning will be utilised and this will be over a 4 week period once the piling is complete.

The rear garden to No 120 St Pancras Way is at +28.77m, whereas the lower ground floor excavation is +28.0m. The rear wall is single storey and its foundations will need underpinning if they are founded above +28.0m.

4.8 Excavation

Duration:	Part of 3 months Groundworks
Scaffold:	No.
Hoarding:	Back of kerbline
Deliveries & Vehicular Movements:	Plant and muck away wagons

Once the piling is complete, the ground floor slab will be broken up and removed, and a wheel wash will be installed at the back of the pavement.

Given that the muck away wagons will be 3 axle rather than 4, excavation of the lower ground floor including pile and underpinning spoil will generate some 200 wagon loads. Wagon movements will be mostly in the morning since waste receiver sites are outside London.

The excavation for the lower ground floor slab will be +28.0m, some 1.4m below street level, and trench sheeting will be required to support the pavement along the road frontage.

The existing crossover will be moved to the middle of the site to facilitate wagons turning east onto Rochester Place. Muck away wagons will be limited to 3 axles to turn within site. Full wagons will exit up the ramp and turn east toward Wilmot Place.

A banksman will be required to oversee two-way working on the access ramp and the eastern end of Rochester Place.

4.9 Substructure and Ground Floor

Duration:	Part of 3 months Groundworks
Scaffold:	No.
Hoarding:	Back of kerbline
Deliveries & Vehicular Movements:	Concrete wagons

Construction would be coordinated with the excavations and would be started as soon as possible to give a clean working platform on the site. The following pours would be required with concrete wagons manoeuvring onto site, turning within the site and driving away in an easterly direction:
2 no. Pile caps
3 no. Lower ground floor slabs
3 no. Lower ground floor walls

4.10 Superstructure

Duration:	3 months
Scaffold:	Only on completion of the first floor slab.
Hoarding:	Initially on the back of kerbline, but moved to outside of the scaffolding once this is erected
Deliveries & Vehicular Movements:	Concrete wagons and building materials on flat bed lorries

The structure will be a concrete frame up to and including 1st floor with traditional domestic construction above. The following concrete deliveries will be required with concrete wagons at kerbside utilising a hopper on the crane:
2 no. ground floor columns
3 no. first floor slabs.

Concrete wagons and large flat bed lorries would not be able to turn on the site and would need to back down Rochester Place from Wilmot Place so that they drive away facing forwards towards Wilmot Place. A banksman would be required for all reversing operations.

Transits and small pick ups less than 2.2m wide would be able to continue to travel along the length of Rochester Place and would not have to reverse.

It is not envisaged that scaffolding will be required along the road frontage until after the first floor concrete slab is completed. Once the scaffolding and hoarding is erected, deliveries will have to be in smaller vehicles up to 2.2m wide.

4.11 Fit Out

Duration:	3 months
Scaffold:	Yes.
Hoarding:	On the outside of the scaffolding.
Deliveries & Vehicular Movements:	Building materials and appliances on transits or small pick ups

With the scaffolding and hoarding in position, deliveries will have to be in smaller vehicles.

4.12 Other Construction Sites

In May 2012 there were no other construction sites on Rochester Place.

5. CONSULTATION

5.1 Consultation on CMP

A CMP for a previous scheme was submitted as part of a planning application in 2009. A draft CMP, based on this earlier document, was prepared by the architect in January 2012 in support for the current scheme. Both CMPs have generated feedback from neighbours.

Given the size of the project, a formal consultation on a draft CMP was not considered applicable nor was the formation of a formal Construction Working Group.

5.2 Feedback from Neighbours

Reed's and Rochester Place Neighbourhood Association

	Comment	Response
5.2.1	Critical of format and draft title of previous CMPs	CMP now strategic and format changed
5.2.2	Incorrect dimensions.	Rochester Place re-surveyed and dimensions amplified and corrected.
5.2.3	Construction operations	Expanded in section 4
5.2.4	Curtilage of No 36 & 38	See Cox and Jones below
5.2.5	Damage to carriageway	Schedule of condition prior to the works commencing. [See 4.5]
5.2.6	Camden refuse truck and impact of scheme on business community and residents	Minimise impact with site access and egress in an easterly direction back to Wilmot Place. [See 4.4]
5.2.7	Residents Parking	Availability and suspension of parking bays discussed. [See 2.4 & 4.5]
5.2.8	Queuing lorries	Lorries to be programmed and coordinated to ensure no queuing [See 4.4 & 4.5]

Cox and Jones Ltd

Cox and Jones Ltd occupy Nos 36 & 38 Rochester Place, directly opposite the proposed site. They raise the following points:

	Comment	Response
5.2.9	The public pavement opposite the proposed site is only 840mm wide. The remainder of the 2.3m wide, pavement including the original crossovers is in the ownership of 36-38	Public and private pavement noted [See 2.3]
5.2.10	the draft CMP states that vehicles can easily pass each other and this is clearly not true.	The swept vehicular wheel tracks will remain in the highway. [Appendix 2] There is a possibility of a second lorry passing a delivery lorry encroaching on the northern pavement. This will need a schedule of condition of the pavement prior to the works commencing. [See 4.5]
5.2.11	C&J require full unrestricted vehicular and pedestrian access to our premises at all times	Site 'Delivery Bay' to exclude 3m opposite garage. [See 4.4]
5.2.12	Piling and trees	Piling will not effect tree roots. [See 4.7]

Scott Design
Mr Scott queried:

	Comment	Response
5.2.13	Piling depths	Discussed in 4.7.
5.2.14	Excavation near to tree roots	Discussed in 4.7

5.3 Development of CMP

In the implementation phase, post permission, a consultative meeting would be held with the local residents to explain and refine the CMP prior to any works commencing on site.

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Appendix 1: Site Photographs

Photo 1 Junction of Rochester Place and Wilmot Place with 3 parking bays outside No 55
Note 1 At eastern end of parking bay, the road is 4.4m, parking bay 1.9m and net carriageway 2.5m

Photo 2 Western end of parking bays outside No 55 looking back to junction with Wilmot Place to east
Note 1 At western end of parking bay, the road is 4.35m, parking bay 1.95m and net carriageway 2.4m

Photo 3 Crossovers to Nos. 57 and 61 to left [south side] and to Nos 36 & 38 to right [north side]
Note 1 Parking bays commence outside 63
2 At eastern end of parking bay, the road is 4.3m, parking bay 1.75m and net carriageway 2.55m

Photo 4 Crossovers and garage access to No 36

Photo 5 Parking both sides of the road at No 46.
Note 1 At end of northern parking bay, the road is 6.25m, parking bays 3.7m and net carriageway 2.55m

Photo 6 Parking bays on Wilmot Place to the south of Rochester Place

Appendix 2: Construction Tracked Vehicle Drawings

11038_01.1	3 axle wagon entering from Wilmot Place and driving beyond western end of site,
01.2	3 axle wagon reversing onto site;
01.3	3 axle wagon driving off towards Wilmot Place. [Sequence of 3]
11038_02	3 axle wagon completing a three point turn within site
11038_03	Concrete wagon reversing down Rochester Place to site to drive off towards Wilmot Place

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38

36

ROCHESTER PLACE

57

55

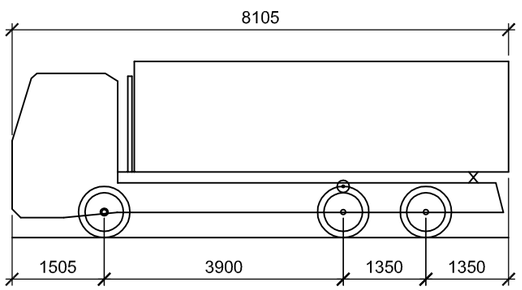
SITE

3

2

1

WILMOT PLACE



TRUCK EXAMPLE - BASED ON 3 AXILE RIGID

Overall Length	8.105m
Overall Width	2.495m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	8.750m

Rev.	Description	By	Chkd.	Date

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Client:

Project: 61-63 Rochester Place
NW1 9JU

Title: PATH OF TRUCK FROM WILMOT PLACE TO FRONT OF SITE (Sequence 1 of 3)

Drawing Status: CONSTRUCTION

Date: May'12	Drawing No. 11038/01.1	Rev.
Scale: 1:200		
Drawn: NPM		
Chkd: NCT		

TRUCK EXAMPLE - BASED ON 3 AXILE RIGID

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Overall Body Height	2.877m
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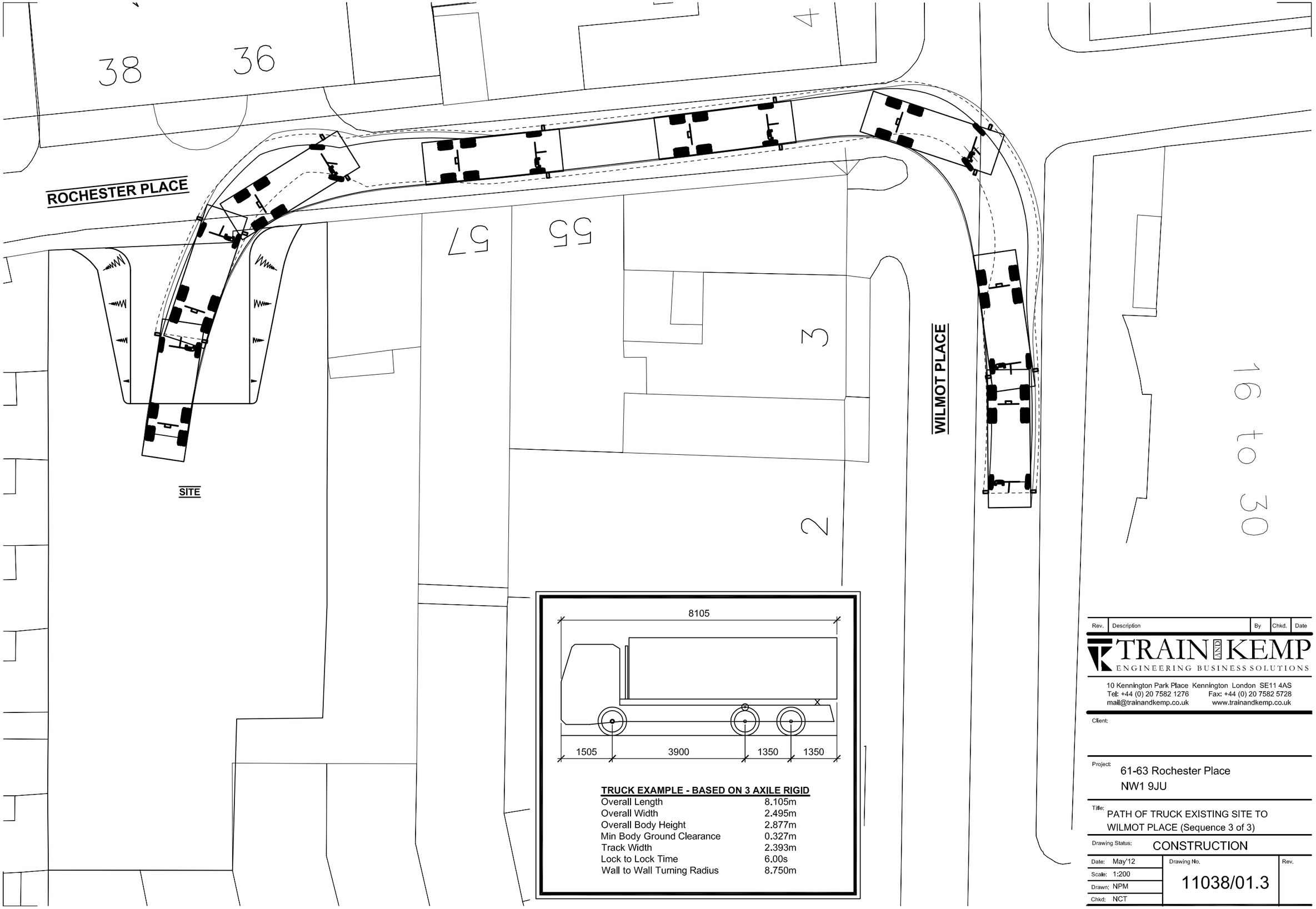
Title:
PATH OF TRUCK REVERSING ON TO SITE
FROM ROCHESTER PLACE (Sequence 2 of 3)

Drawing Status: CONSTRUCTION

Date: May'12	Drawing No.	Rev.
Scale: 1:200	11038/01.2	
Drawn: NPM		
Chkd: NCT		



TRUCK EXAMPLE - BASED ON 3 AXILE RIGID

Overall Length	8.105m
Overall Width	2.495m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	8.750m

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Project: 61-63 Rochester Place
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Title: PATH OF TRUCK EXISTING SITE TO WILMOT PLACE (Sequence 3 of 3)

Drawing Status: CONSTRUCTION

Date: May'12	Drawing No.	Rev.
Scale: 1:200	11038/01.3	
Drawn: NPM		
Chkd: NCT		

40

57

55

3

2

SITE

TRUCK EXAMPLE - BASED ON 3 AXILE RIGID

Overall Length	8.105m
Overall Width	2.495m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	8.750m

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Client:

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NW1 9JU

Title: PATH OF TRUCK TURNING ON SITE FOR FORWARD EXIT

Drawing Status: CONSTRUCTION

Date: May'12	Drawing No.	Rev.
Scale: 1:200	11038/02	
Drawn: NPM		
Chkd: NCT		

Works

38

36

ROCHESTER PLACE

5

4

57

55

3

2

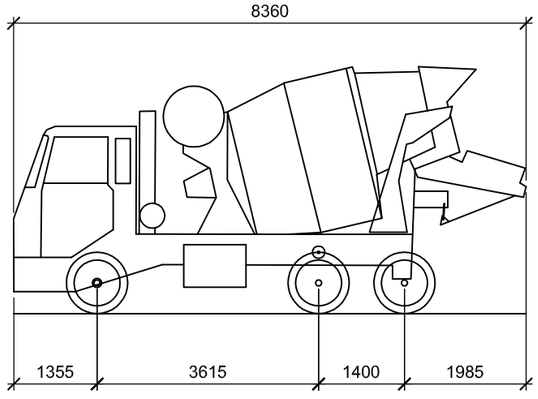
1

WILMOT PLACE

19

17

SITE



CONCRETE MIXER

Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

Rev.	Description	By	Chkd.	Date

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Client:

Project:
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Title:
PATH OF CEMENT MIXER REVERSING FROM WILMOT PLACE TO SITE (ROCHESTER PLACE)

Drawing Status: CONSTRUCTION

Date: May'12	Drawing No. 11038/03	Rev.
Scale: 1:200		
Drawn: NPM		
Chkd: NCT		