16 Daleham Gardens,
London, NW3 5DA

Construction Management Plan

For

Jamie Cooper

October 2011

motion
transport planning

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project number:	110820
prepared by:	JSh
checked by:	PS
issue date:	October 2011
status:	FINAL

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1.0 Introduction

1.1 Motion Transport Planning has been instructed by Jamie Cooper to produce a Construction Management Plan (CMP) in relation to the proposals at 16 Daleham Gardens, a detached residential house located in the London Borough of Camden.

1.2 The proposals involve the refurbishment of the existing building and the creation of a new plant room beneath the existing lower ground floor, which will also be lowered by 1 metre. Additionally, it is intended to provide a new single storey full width rear extension, and replace an existing single storey garage with a two storey side extension.

1.3 The purpose of the CMP is to ensure that the impact of construction work on the local residents and the immediate highway network is kept to an absolute minimum. The CMP provides details of all measures that are considered appropriate at this time; however, the CMP is a live document that will evolve as necessary to address issues that may be identified as the project progresses.

1.4 The Construction Project Manager will be responsible for implementing measures contained in the CMP and will be the point of contact for local residents. The Construction Project Manager will ensure that all contractors working on site have public liability cover in place before starting on site. The Project Managers name, telephone number and email address will be added to the CMP once he/she has been appointed.

1.5 This document has been prepared with input from the project architects to ensure that the CMP can comprehensively address all issues that may arise during construction works.

2.0 Programme

2.1 The programme below provides an indication of the duration of each phase of the proposed works. The programme will be updated with the dates envisaged for each phase of works once the date for works to start and finish on site has been determined.

Activity	Weeks	Workers on Site
Site Preparation, Building Regulations and Health & Safety Documentation	3	3
Excavation	8	3
Concrete Footing, Slab and Retaining Walls	8	6
Building Frame	6	6
Cladding	4	8
Roof	5	5
Ground Works	7	4

Table 2.1 – Programme of Works

Excavation Works and Concrete Works

2.2 Works will commence with soft stripping, underpinning and the provision of temporary support to the existing structure. A mechanical excavator will be used to excavate the buildings foundations. It is estimated that approximately 1,000 cubic metres of material will be excavated for this activity.

House Construction

2.3 Casting of retaining walls and the suspension of reinforced concrete slab will be carried out. The construction of the extension walls will follow and subsequently the cladding of external walls. The roof frame and cover will then be erected. Internal finishes, including walls, carpentry, kitchen, etc, will take place during final stages.

3.0 Construction and Delivery Vehicles

Access

3.1 It is intended for all construction and delivery vehicles to load and unload outside of the site on Daleham Gardens. For this arrangement, the temporary suspension of two existing on street parking bays will be required. Figures 3.1 and 3.2 show the existing and proposed (temporary) highway arrangement outside of the site respectively. This is to be agreed with the local highway authority.

Vehicle Routing

3.2 Figure 3.3 shows the proposed routing for all construction and delivery vehicles accessing the site from the strategic road network.

3.3 It is intended for all construction and delivery vehicles to approach the site from the southern end of Daleham Gardens, via Belsize Lane, directly from the B511 Fitzjohn's Avenue.

3.4 Upon exit of the site, it is intended for all construction and delivery vehicles to travel northbound along Daleham Gardens and rejoin the B511 Fitzjohn's Avenue via Nutley Terrace.

3.5 The B511 connects with the strategic road network via the A41 Finchley Road, from where traffic can continue to travel southbound or redirect northbound.

Types of Vehicles

3.6 The following list provides detail of the expected type of vehicles that will need to gain access to the site during the construction process.

- Concrete Delivery Vehicle 6 Wheel, 24 Tonne, G.V.W
- Building Panel Deliveries 4 Wheel, 17 Tonne, G.V.W
- Large Tipper 8 Wheel, 10.2 metres
- Ballast and Loose Materials 4 Wheel, 17 Tonne, G.V.W, Tipper
- General Building Materials 4 Wheel, 17 Tonne, G.V.W, HIAB Flat Bed or 7.5 Tonne Rigid Vehicle
- Sundry Materials 4 Wheel, 3 Tonne, G.V.W, Van / Flat Bed

3.7 Construction vehicle movements will not be permitted on a Sunday or during public holidays, and all construction vehicle movements will be scheduled to take place between the hours of 08:00 and 17:00 Monday to Friday, and the hours of 08:00 and 13:00 Saturday. This is in accordance with 'Guide for Contractors Working in Camden' (February 2008).

3.8 The following table provides a breakdown of the number of heavy goods vehicle movements, and the type of vehicle, that will occur during each phase of the construction process. The vehicles proposed have been selected by considering the type of goods/materials to be transported, the number of vehicle movements arising and the constraints of the local road network. One delivery comprises two movements; to and from the site respectively.

Construction Phase	Duration (Weeks)	Total Vehicle Movements	Average Daily Vehicle Movements
Excavation	8	154	3
Concrete Delivery	2	84	7
Building Frame	4	8	Less than one
Cladding	4	2	Less than one
Roof	5	2	Less than one
Ground Works	7	40	1

Table 3.1 – Vehicle Movements by Construction Phase

3.9 Table 3.1 will be updated to provide more specific detail of anticipated delivery times once the date for works to start on site has been determined.

3.10 The table does not include smaller vehicles that may need to access the site, such as plasters/electricians/plumbers Transit type vans. These vehicles would typically need to access the site towards the end of the project, when there will be fewer heavy goods vehicle movements. It is estimated that at times, there could be light vans needed to transport tools and materials to and from the site. It is proposed that these vehicles would load/unload on street outside of the property. It may be possible at this stage to part reinstate the area of parking that will be temporary suspended.

Swept Path Analysis

3.11 Swept path analysis has been undertaken using the computer programme AutoTrack to demonstrate that there is sufficient area for vehicle types listed at paragraph 3.6 to load and unload on Daleham Gardens outside of the site without blocking oncoming traffic. The swept path analysis work is attached at Appendix A.

4.0 Nuisance Control

4.1 A range of measures will be implemented to ensure that the potential impact of the works on local residents and neighbours will be minimised. These measures are discussed in turn below.

Dust and Dirt Control

4.2 The proposed works should not generate significant levels of dust. Panels will be erected around the scaffolding to provide shelter.

4.3 Regarding any equipment (for example small diggers) that need to access the site, wheels will be washed down on site prior to a vehicle leaving as to reduce unwanted debris spreading onto Daleham Gardens. In relation to material being transported from delivery vehicles to the site, all equipment used will be washed down before leaving the site. In the event that any material spreads on the public highway this will be cleared at the earliest possible opportunity.

Noise Control

4.4 Deliveries to the site will take place between the hours of 08:00 and 17:00 and scheduled to distribute vehicle movements throughout these hours so as to avoid periods of intensive activity, therefore limiting noise and vehicle emissions.

4.5 Noisy work on site will be carried out in accordance with guidance provided by Camden Council, for example:

- Restricting the hours that noisy work is carried out from 08:00 until 18:00 Monday to Friday and 08:00 until 13:00 on Saturdays. No noisy works should be carried out on Sundays and Bank Holidays;
- Using well-maintained and silenced plant and equipment including compressors, generators and power tools, etc.

4.6 The Construction Project Manager will endeavour to use suppliers and contractors that use electrically powered Modec where possible.

Pedestrian Safety

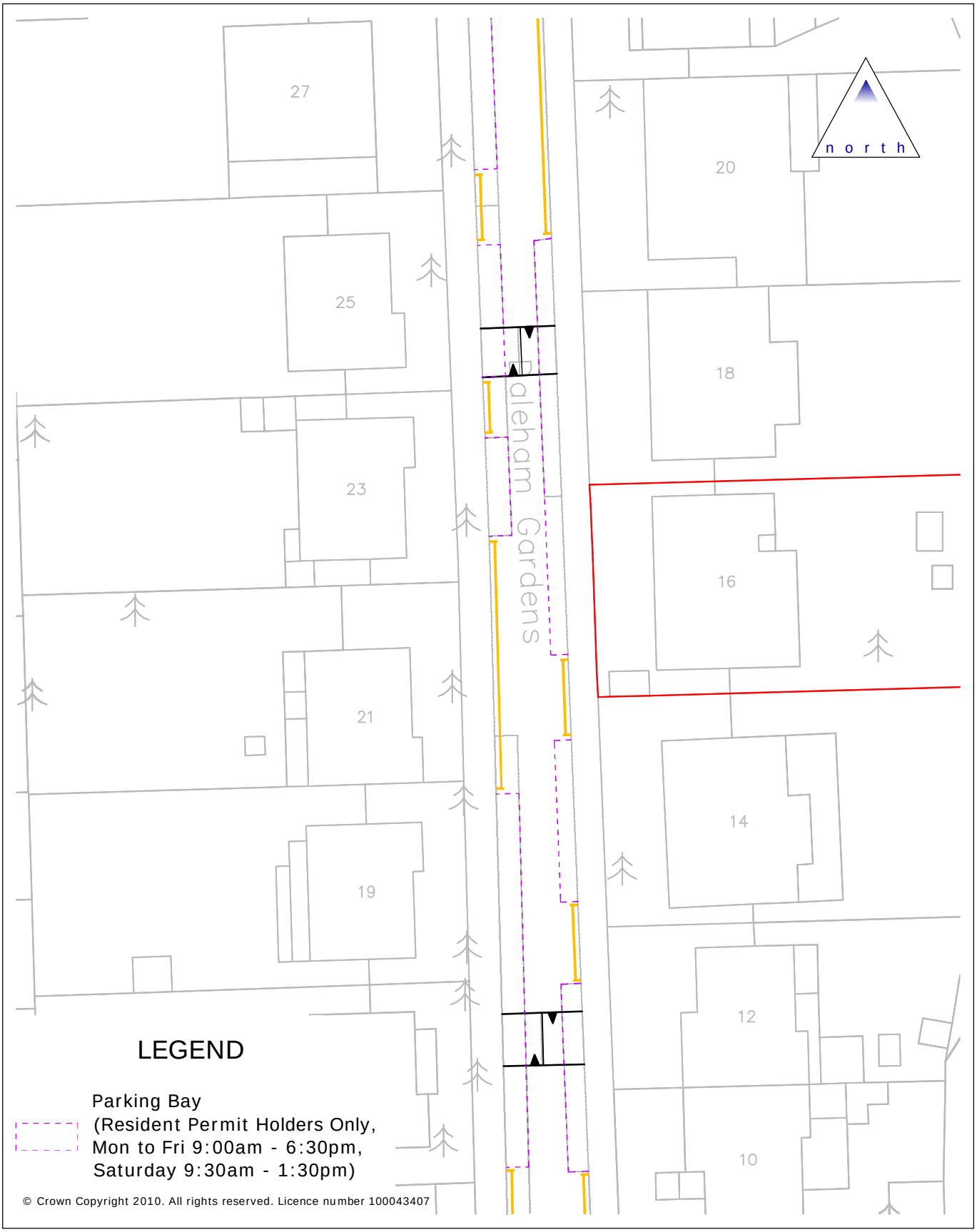
4.7 Large vehicles that will need to stop on street to load and unload will not interfere with the free flow of traffic on the public highway. Signage will be erected at the site to divert pedestrians to the footway located on the western side of Daleham Gardens (opposite the site).

5.0 Summary

5.1 This CMP relates to the proposed refurbishment and extension at 16 Daleham Gardens, London. The purpose of the CMP is to ensure that the impact of construction works on the local residents and the immediate highway network is kept to an absolute minimum.

5.2 The agreed contents of the CMP must be complied with unless otherwise agreed with the Council. The person responsible for implementing this CMP shall work with the Council to review this document if problems arise in relation to the construction of the development and complaints from local residents. Any future revised plan must be approved by the Council and complied with thereafter.

Figures



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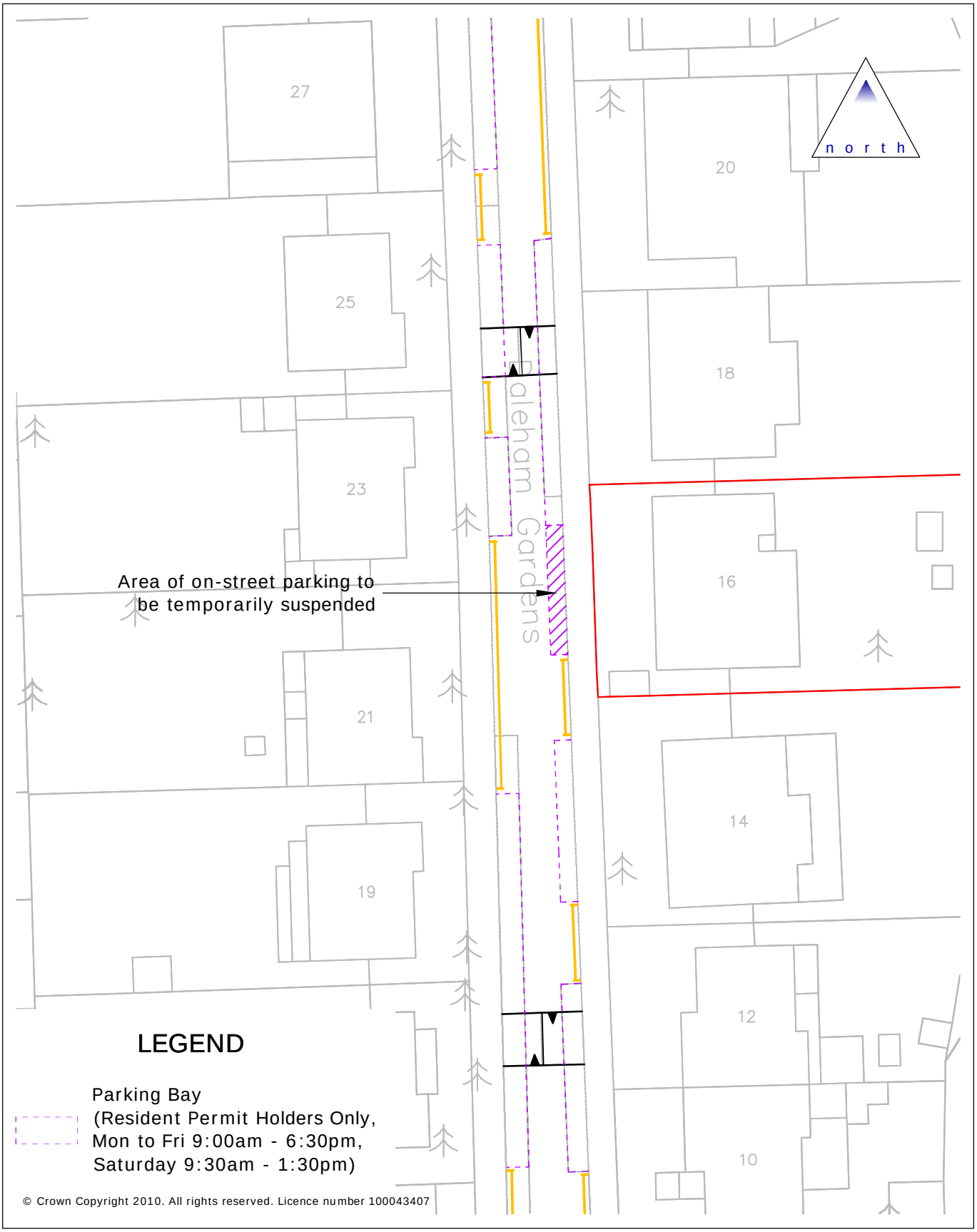
Daleham Gardens
Figure 3.1 - Existing Highway Arrangement

Scale (@A4) 1:500

110820-01 Rev A



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Daleham Gardens
Figure 3.2 - Proposed Highway Arrangement

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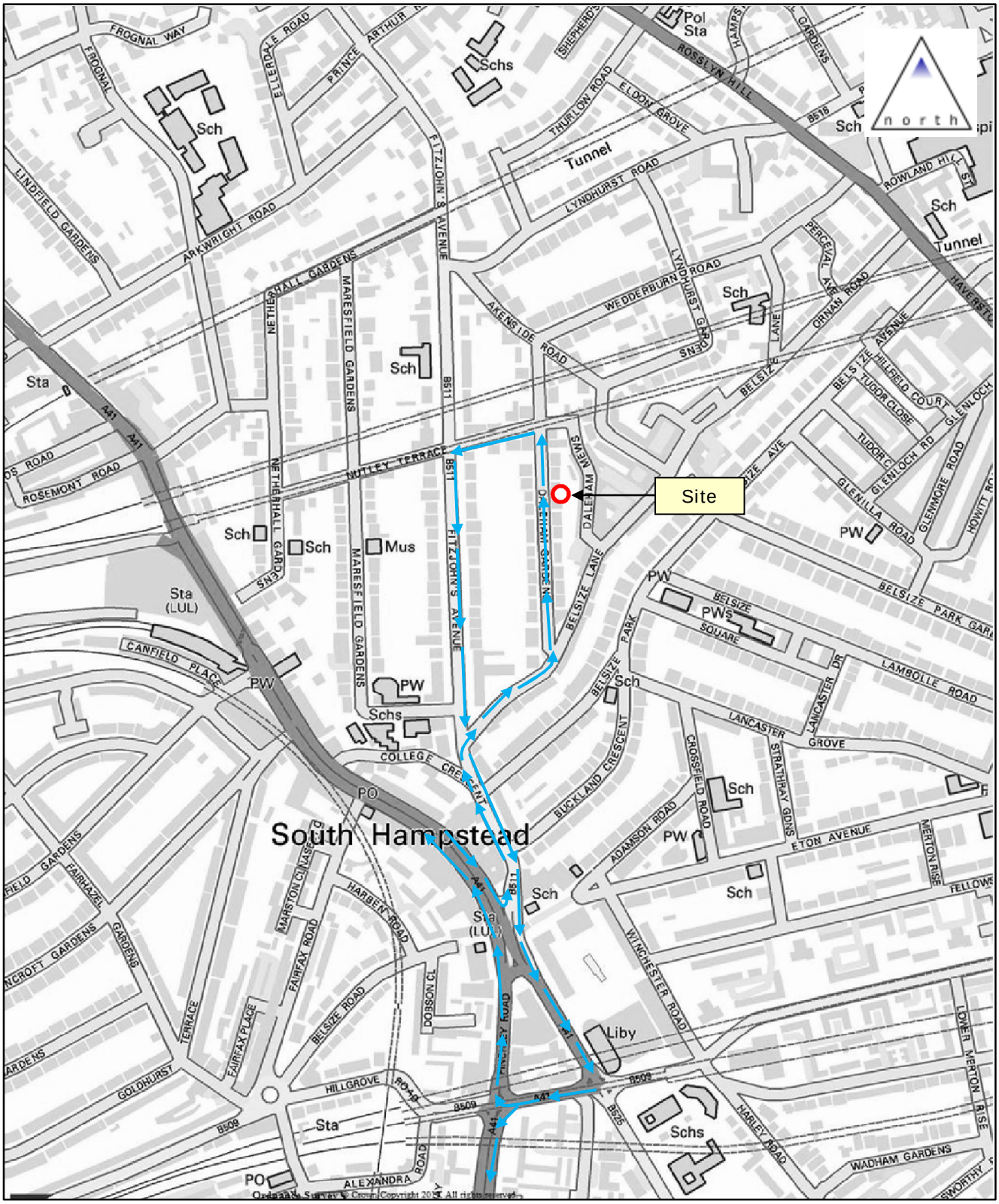
110820-02



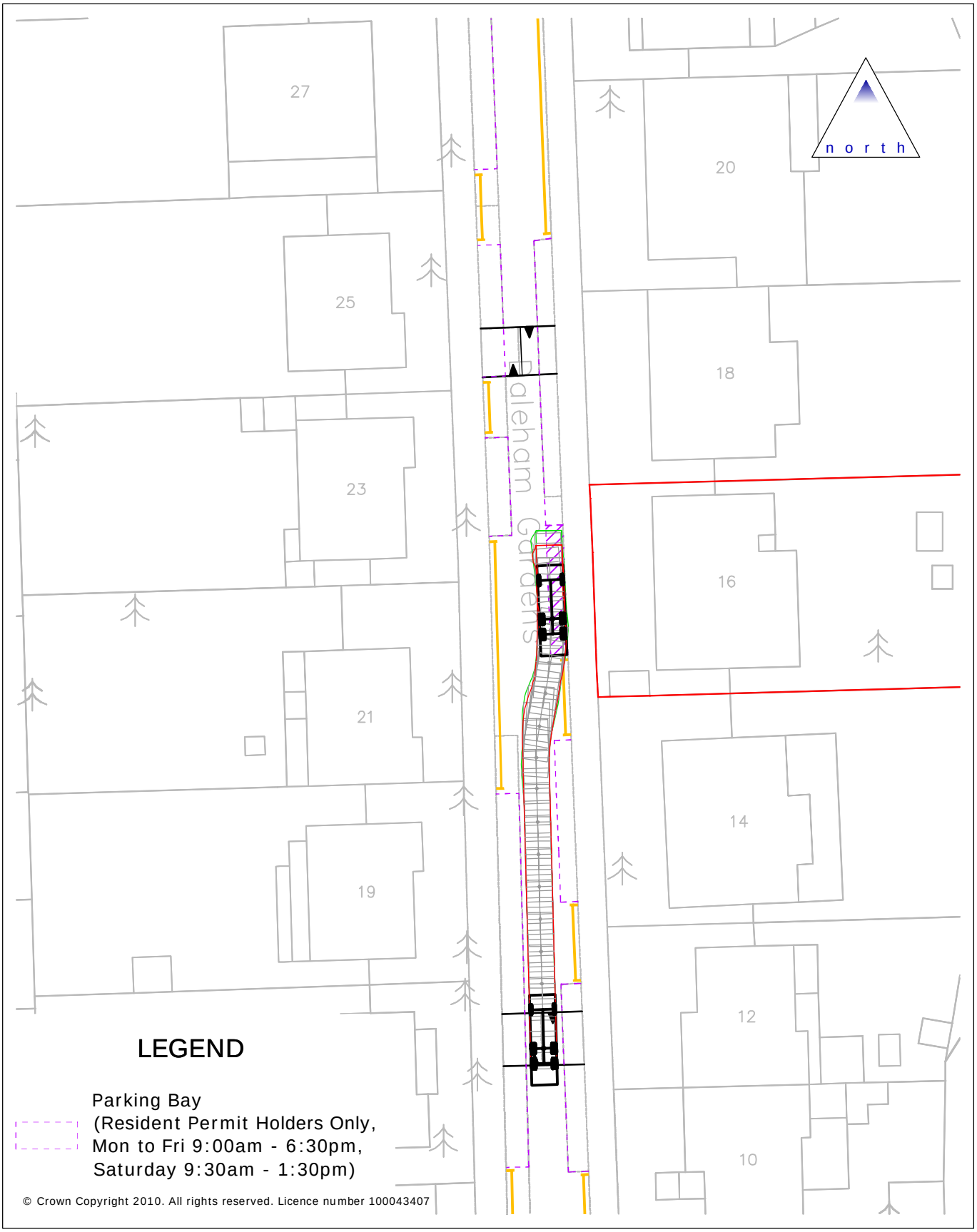
16 Daleham Gardens, London

Figure 3.3 – Proposed Routing of Construction Vehicles

Approx. Scale: 100 m

Appendix A

Vehicle Swept Path Analysis



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Daleham Gardens
Swept Path Analysis
Concrete Mixer

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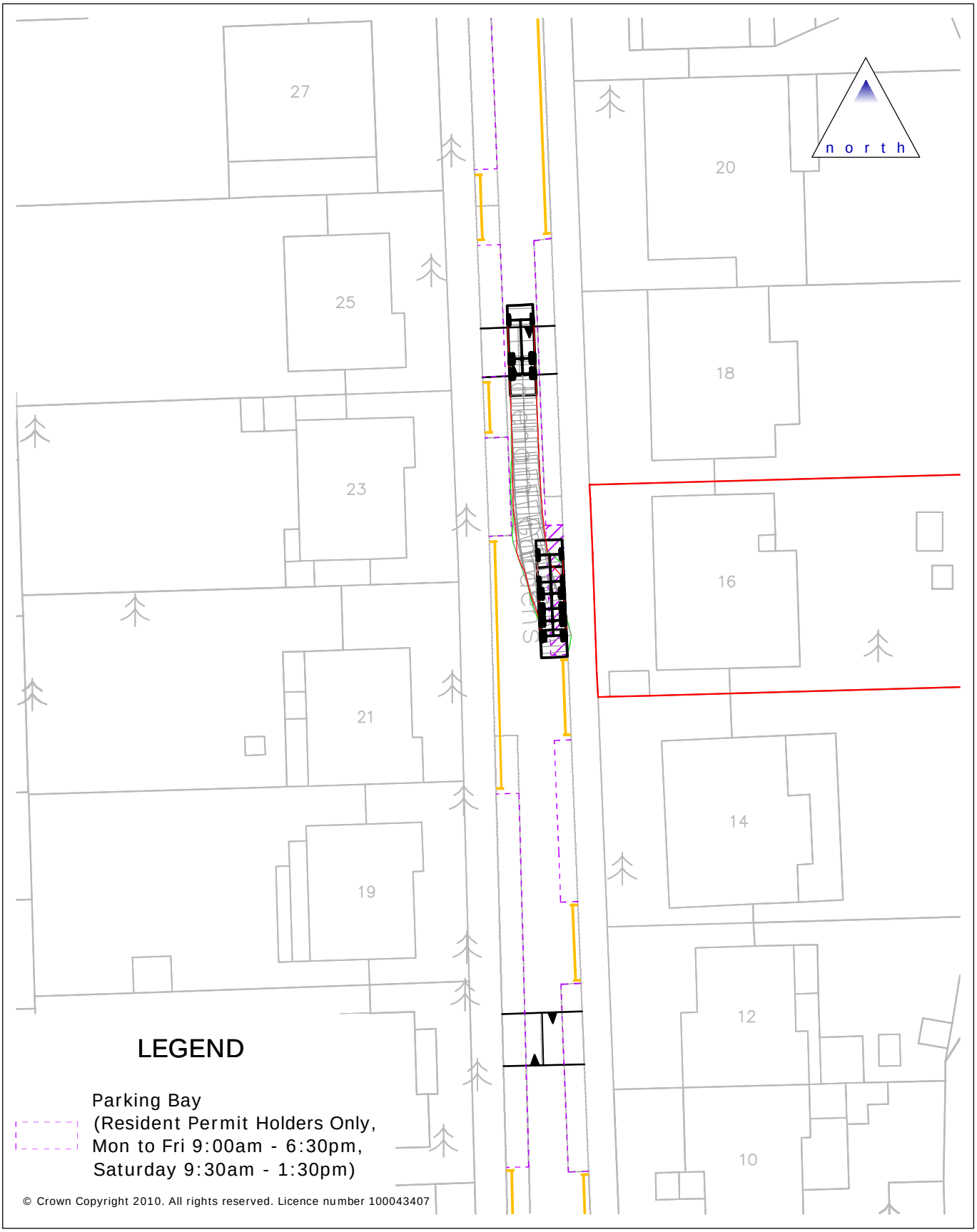
110820-TK01



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Daleham Gardens
Swept Path Analysis
Concrete Mixer

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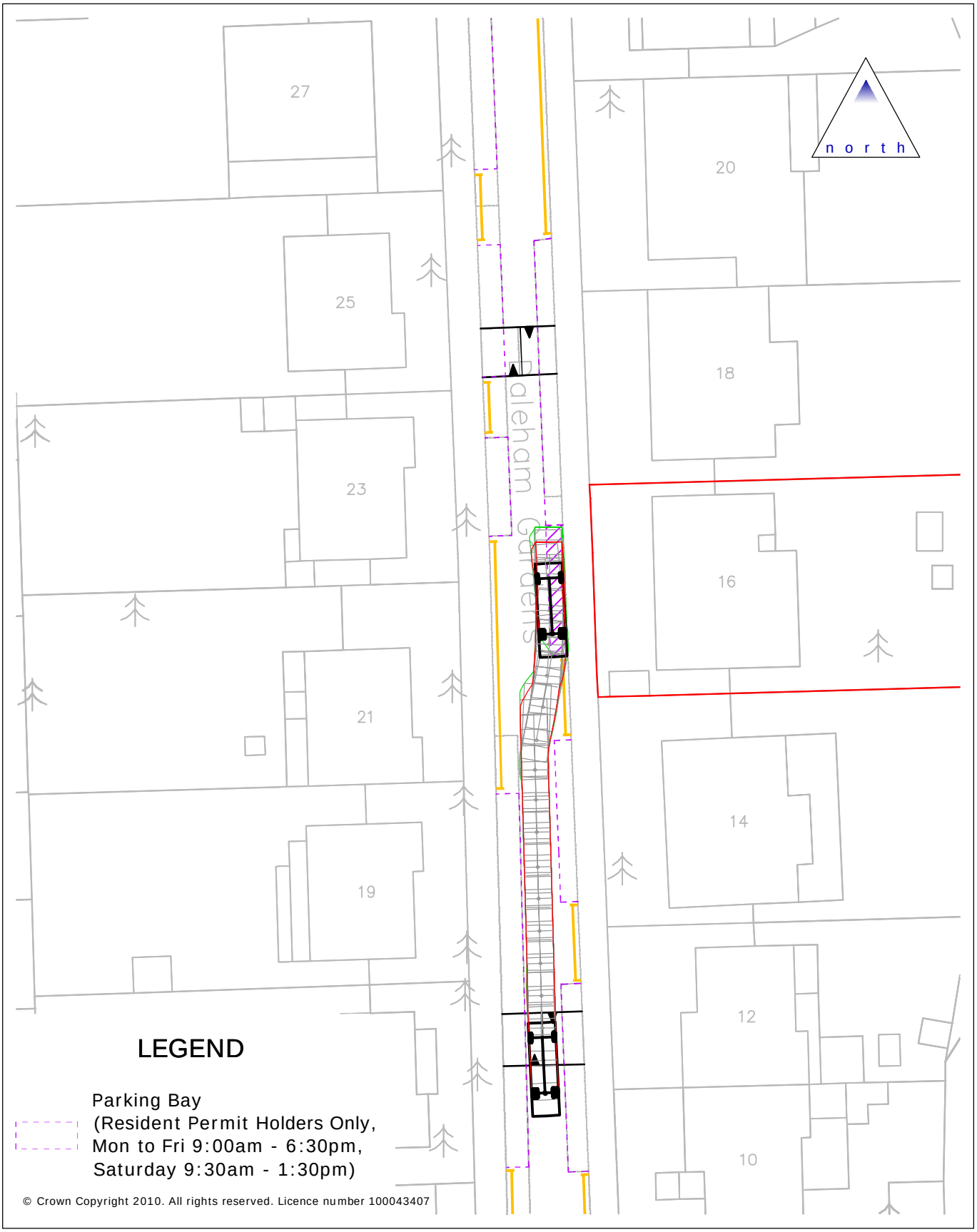

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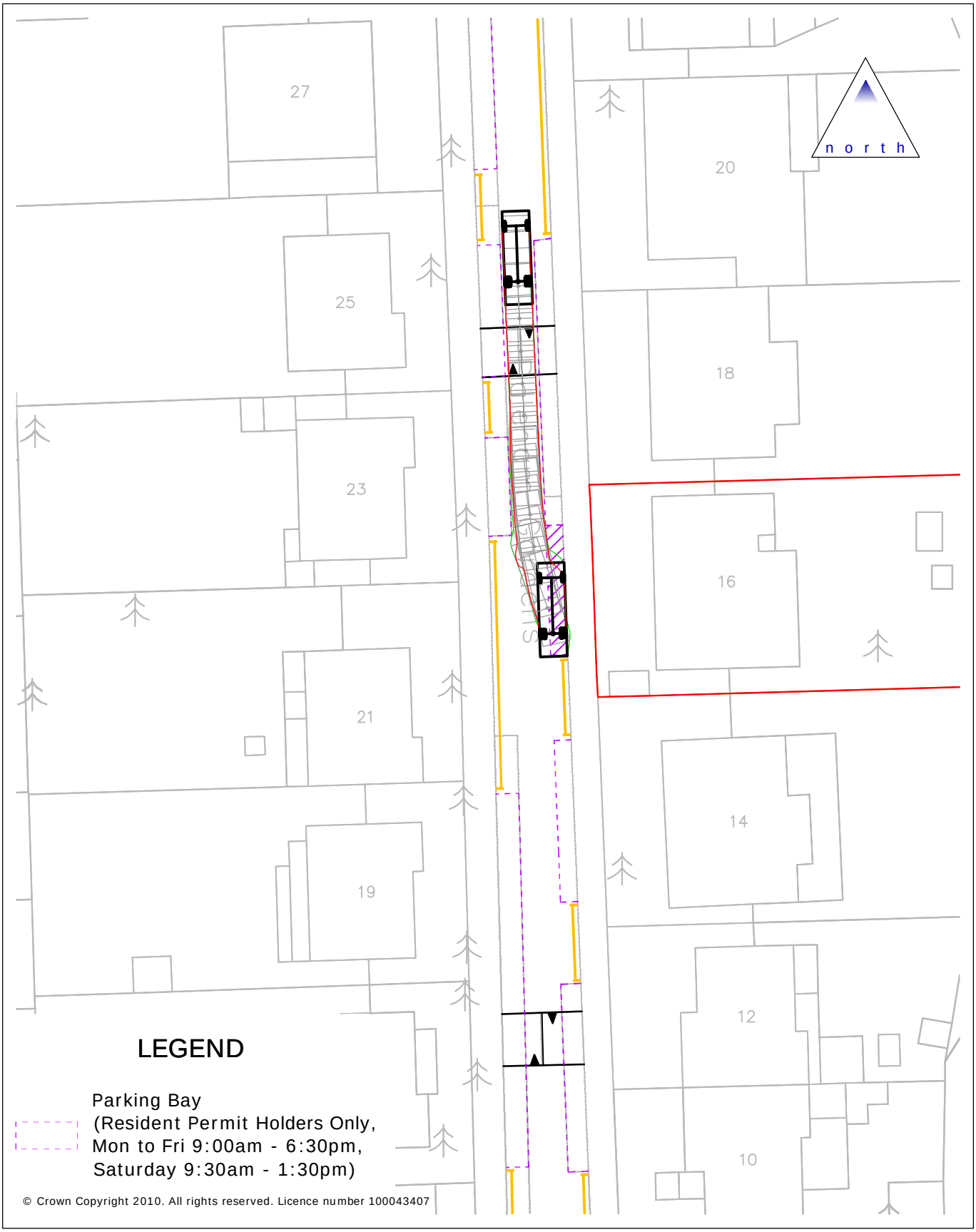
Daleham Gardens
Swept Path Analysis
8.7m Rigid Vehicle

Scale (@A4) 1:500

110820-TK03



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Daleham Gardens
Swept Path Analysis
8.7m Rigid Vehicle

Scale (@A4) 1:500

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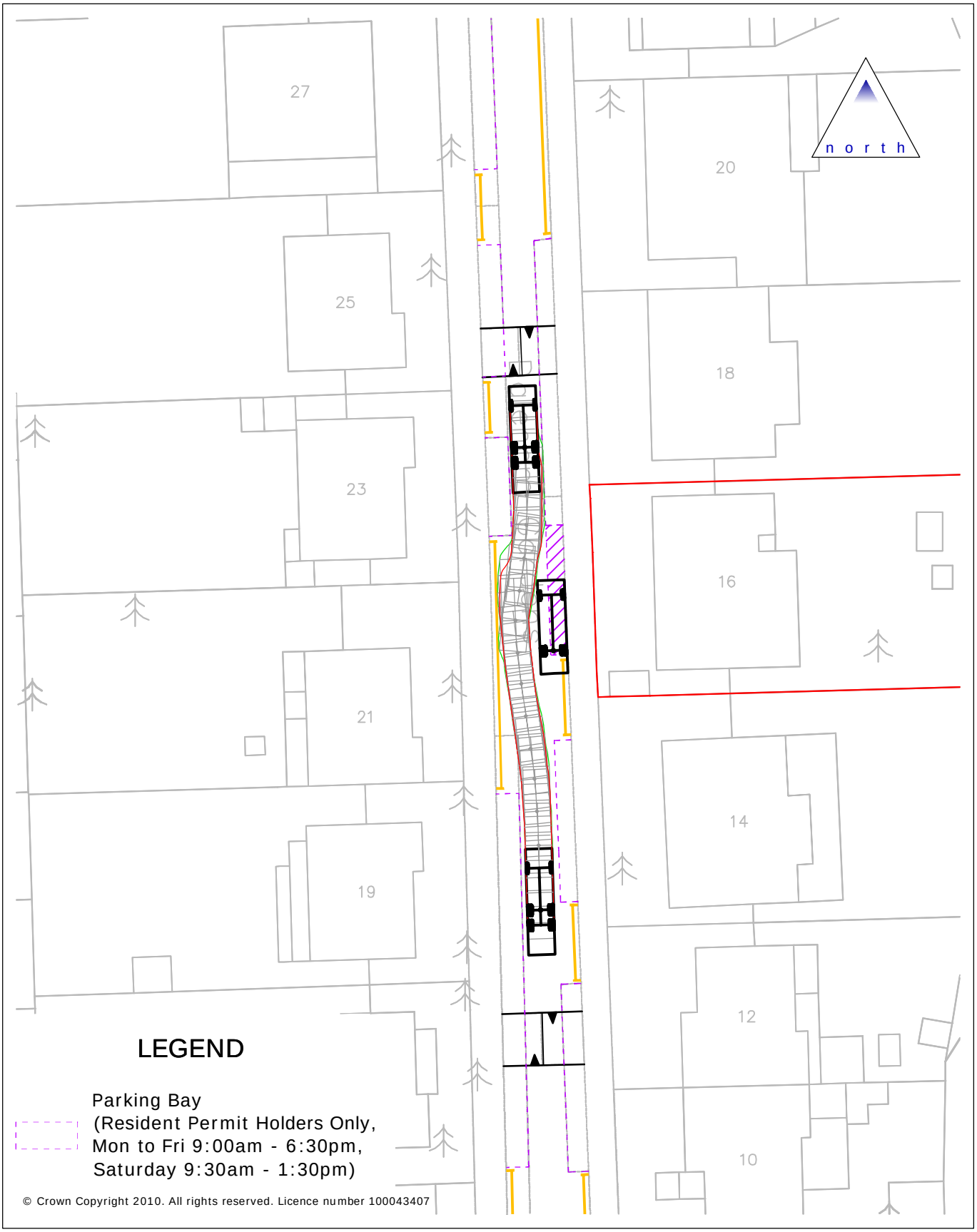

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Daleham Gardens
Swept Path Analysis
Large Refuse Vehicle Passing 8.7m Rigid Vehicle

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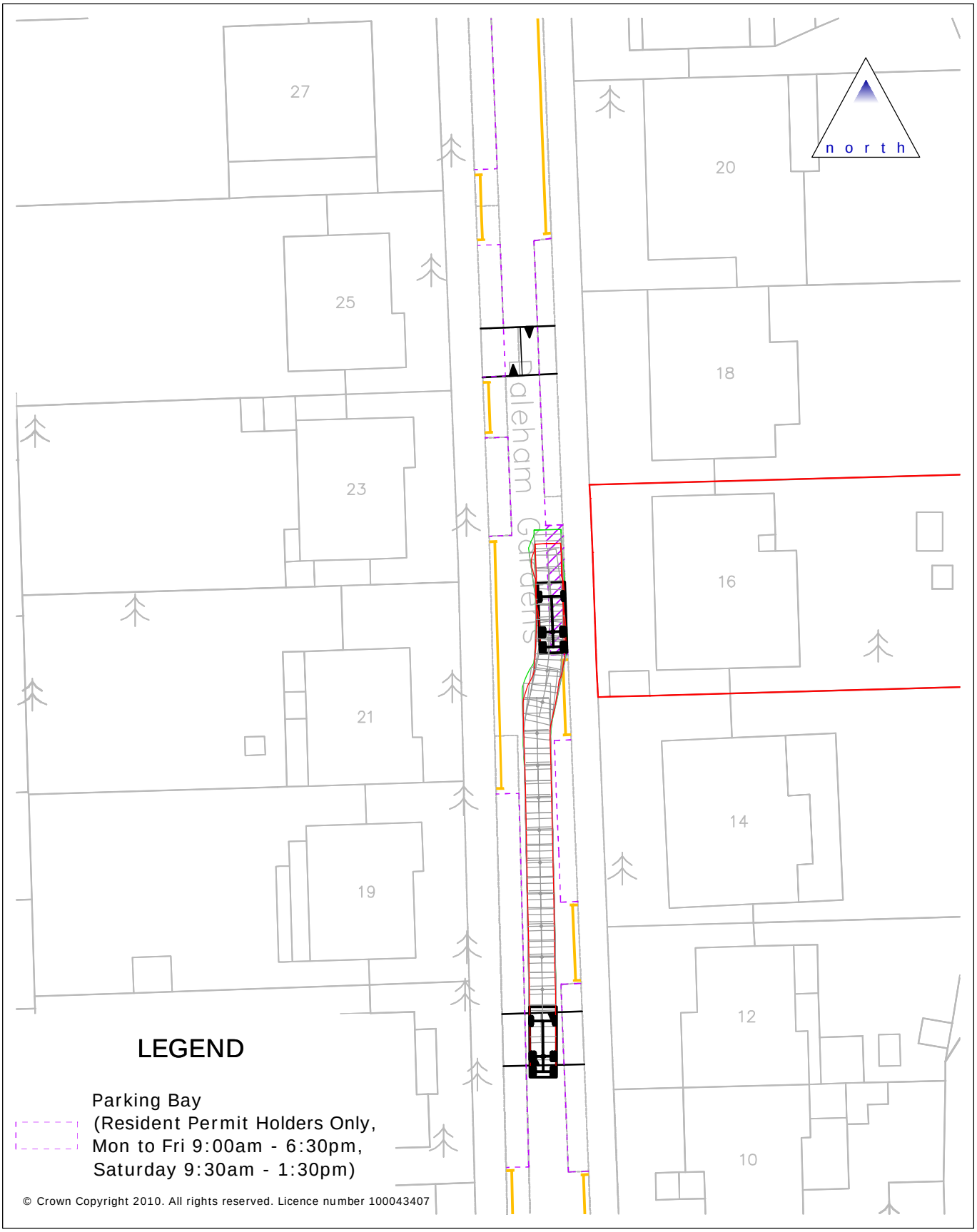

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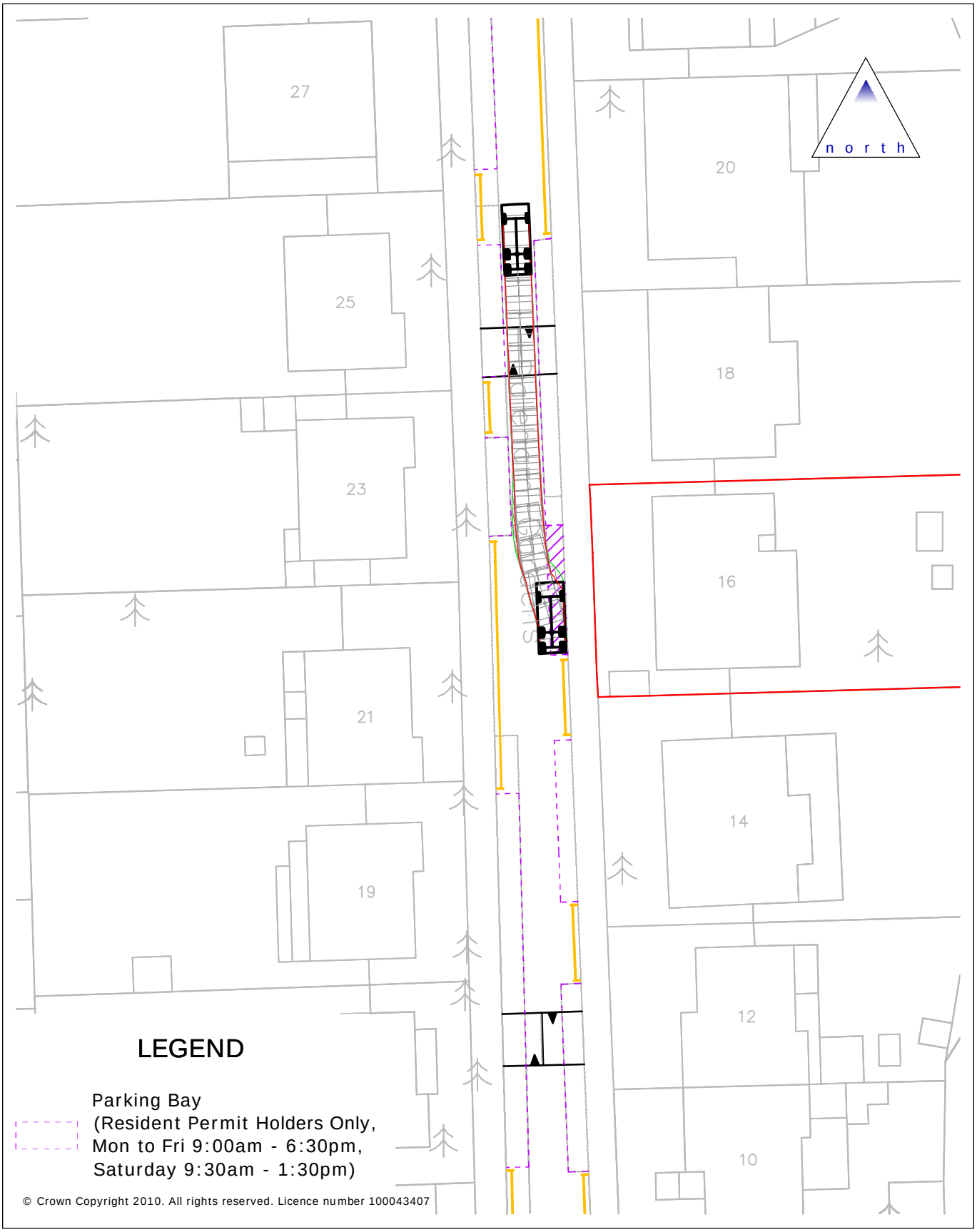
Daleham Gardens
Swept Path Analysis
Small Tipper

Scale (@A4) 1:500

110820-TK05



motion
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Daleham Gardens
Swept Path Analysis
Small Tipper

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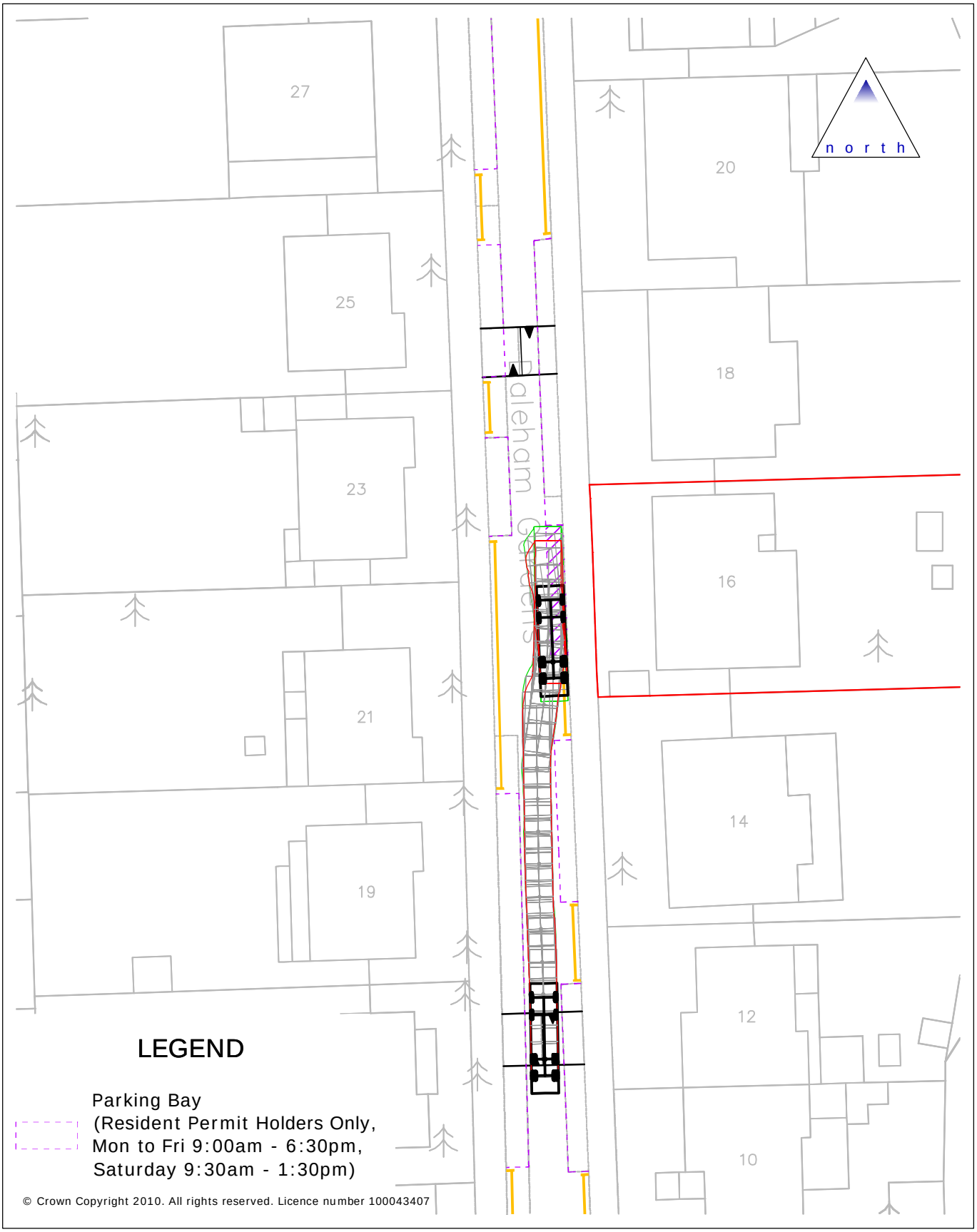

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Daleham Gardens
Swept Path Analysis
Large Tipper

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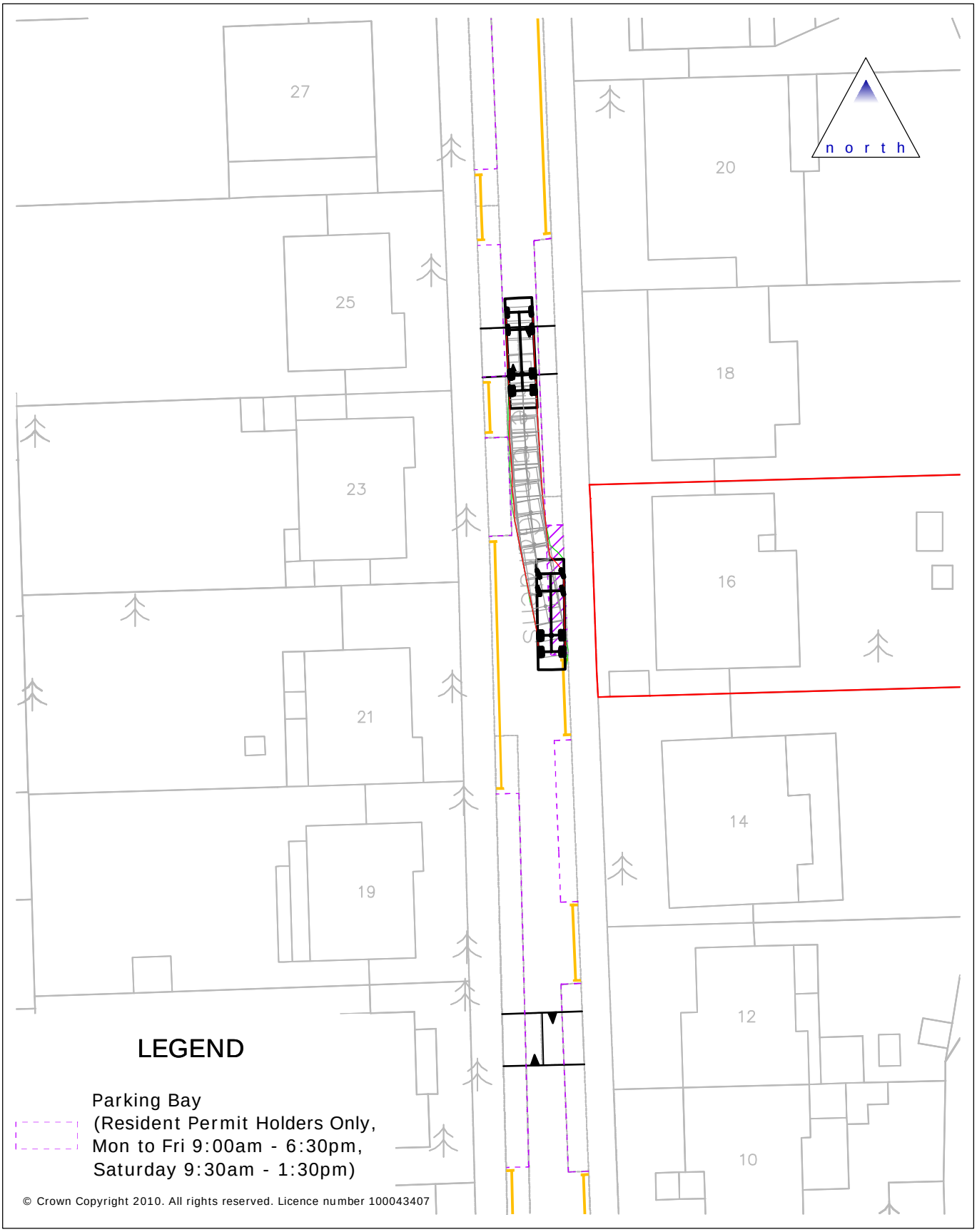

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Daleham Gardens
Swept Path Analysis
Large Tipper

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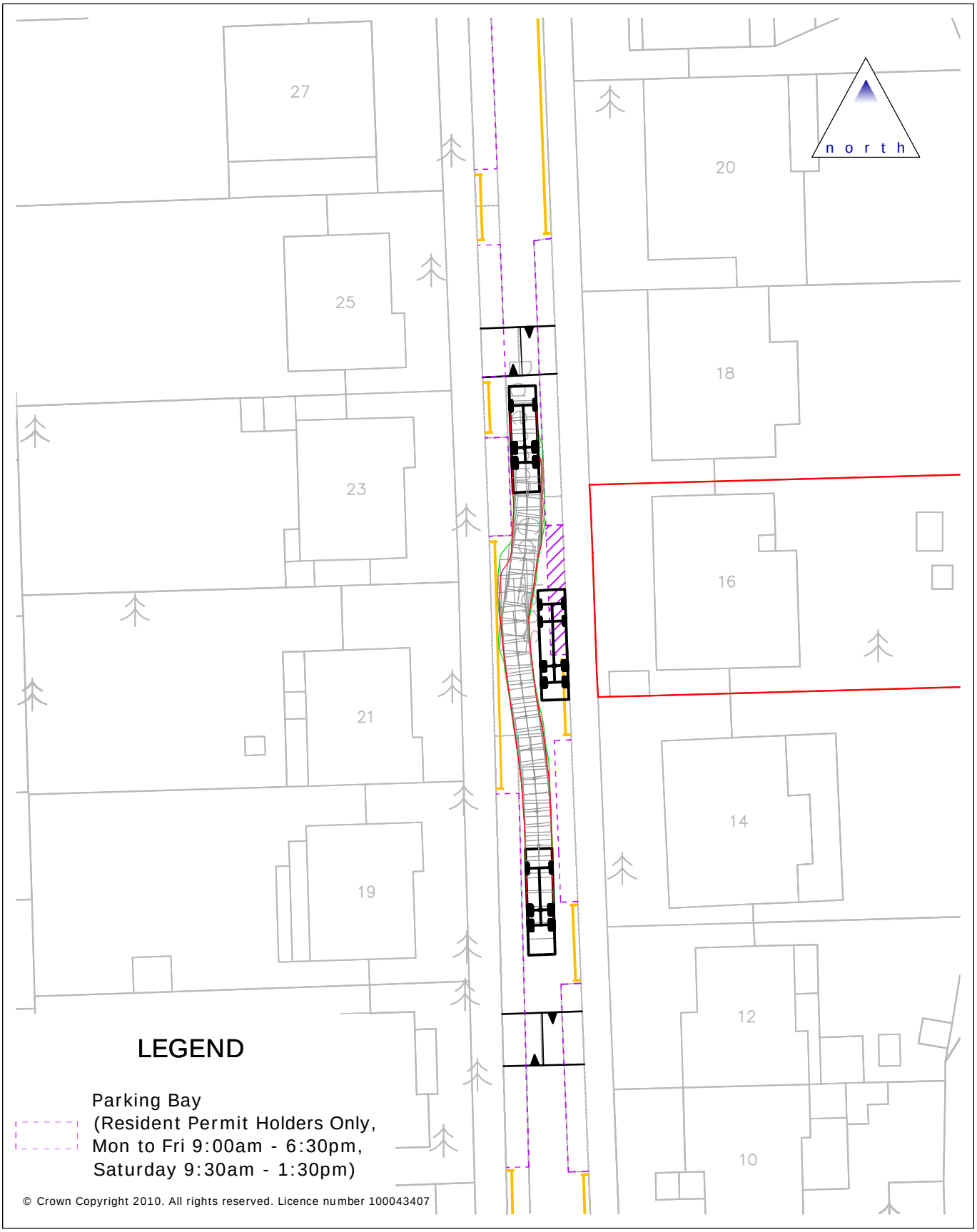

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transport planning

Daleham Gardens
Swept Path Analysis
Large Refuse Vehicle Passing Large Tipper Vehicle

Scale (@A4) 1:500

110820-TK11