

**Extension and alteration of 143 and 145 Highgate Road, Job number 122  
Construction Management Plan**

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**CONSTRUCTION MANAGEMENT PLAN  
MARCH 2010 REVISION B**

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**Cox and Wates Architects and Engineers**

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Date: 11/03/2010  
Revision:  
Status: Draft

## **Introduction**

This document is a series of statements that seek to explain the proposed design strategy. It includes statements on design, access and sustainability.

## **Background**

A proposal has been submitted for the site that has gained planning approval. This submission is amendments to that approved application.

The principle amendments relate to a simplification of the roof geometry to the rear of the site. Other changes at the rear are the omission of two previously approved terraces from the rear of the site and replacing them with an internal space improving the space standards of two of the residential units.

The reference number for the previous submission is 2005/1556/P.

## **Local Context**

The planning application relates to two sites, number 143 and 145 Highgate Road. 143 Highgate Road occupies a corner plot on the junction of Wesleyan Place and Highgate Road. Number 145 is adjoining, with both properties land locked on the other two elevations.

The local area is within the Dartmouth Park conservation area, close to its southern border.

143 and 145 Highgate Road form part of a parade of shops with residential units above. Both properties are three storeys above ground, which is typical for the block although the adjoining property, 147 Highgate Road, is two storeys. 143 Highgate Road has an existing basement.

Wesleyan Place is a residential street with two and three storey dwellings. Numbers 1, 1a, 2 and 3 Wesleyan Place are Georgian terraced units of special character and are Grade II listed. Numbers 1, 2 and 3 were built at the same time with number 1a added later. On the south side of the street is a six-storey mansion block.

## **The Proposal**

It is proposed to extend and alter the rears of 143 and 145 Highgate Road to create an additional residential unit and separate the existing residential maisonettes on the upper floors from the shop units on ground and basement floors. This proposal is in essence identical to the currently approved scheme.

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## **Programme and schedule**

A previous scheme has obtained planning permission. The preliminary date for this to start on site is 10<sup>th</sup> May 2010. The assumed end date is April 2011. Construction work regarding the current submitted scheme to which this report relates to is preliminarily scheduled to start 16<sup>th</sup> August 2010 and finish April 2011.

The contractor's operatives and sub-contractors will work with the established rules regarding residential areas, working from 8:00am to 17:30pm weekdays and 8:00am to 12:30am Saturdays.

The proposed hours within which vehicles will arrive and depart is 10am and 4pm on week days and 10am – 12pm for Saturdays, though it is not likely for many deliveries to occur on this day.

## **Local residents**

A Construction Working Group will be set up to facilitate addressing the concerns of surrounding residents. This will include the Architect, Client and Site foreman who will meet regularly to assess the works potential impact on the surrounding area and plan to mitigate any identified nuisances before the work takes place. The site foreman will be the community's point of contact regarding any concerns they may have. A sign will be erected on the site hoarding listing a community liaison point of contact for members of the public.

We will make sure our contractors show the proper consideration for our neighbours. We intend to register our site with the Considerate Contractors Scheme. Contractors will also be required to follow the "Guide for Contractors Working in Camden". Whilst there are undoubtedly operations on any building site that can be noisy, we will seek to have the contractors adopt measures to mitigate not only noise but also any form of nuisance such as dust or vibration. For example we will seek to implement dust and acoustic screens to party walls, keep windows shut or block openings. Where noise is unavoidable the contractor will give advance notice to the local residents and ensure the work is carried out at agreed times only.

## **The public highway: Pavements**

No highway works are necessary to enable construction to take place.

The existing buildings occupy the site's boundary. These will be boarded up for the duration of the works and will act as hoardings. On the upper levels it is proposed to cantilever scaffolding from the roof and / or first floor levels, removing the need for temporary structure to be erected in the public highway.

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At present it is not envisaged that cranes will be used on the project.

Where scaffolding is erected over the footpaths, the lowest boarded lift will be double boarded with a sheet polythene layer below to prevent significant amounts of dirt or dust entering the public realm. When possible existing openings will be boarded up and windows kept closed.

During the cleaning of the façade some water will flow over the pavement. However this will not contain chemicals and will be cleaned away on a daily basis.

## **The public highway: Roads**

It is not envisaged that any large plant, such as cranes will be required during the construction of the building. Deliveries will be limited to that normal for a small-scale construction site. It seems likely that there will be approximately two deliveries a week from flat bed lorries during the first eight weeks of the project with this frequency dropping to approximately one a week after this period. The site will be managed to avoid clustering of deliveries, reducing congestion around the site.

There are no major construction sites in the local area at present so it is not envisaged that there will be any disruption or nuisance caused cumulative construction traffic.

The site can be directly accessed via the Transport for London Road Network (TLRN) using 'A' roads. It is proposed all construction vehicles will travel on 'A' roads to access the site.

Currently the relevant section of Highgate Road, directly in front of the site allows loading and unloading between 10am and 4pm. This will be adhered to with a road marshal supervising deliveries, directing vehicles to the appropriate drop off point. It is likely that the removal of site waste / debris will be infrequent as there is sufficient space on site to store these materials. It is envisaged that all small-scale waste materials will be bagged and when there is a sufficient amount to be removed from site a skip could be called and loaded. The waste could then be removed immediately ('wait and load').

Pedestrian and cyclist safety will be maintained by having all deliveries / removals supervised by a road marshal. The road marshal will ensure that the needs of the local community are represented and traffic flow is maintained at all times.

It is not proposed at present to seek any temporary traffic management orders or suspension of car parking bays, as these are not deemed necessary at present. If it proves necessary to temporarily suspend any bays the Contractor, when appointed, will discuss this with the highways agency.

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## **Statement**

*"The agreed contents of the CMP must be complied with unless otherwise agreed with the Council. The person responsible for implementing the CMP shall work with the Council to review this CMP 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."*

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