

ENX - JAN 2010



**1-8 College Yard, London NW5**

## **Construction Management Plan**

Rev 02 13/01/010

The following Construction Management Plan (CMP) is intended to outline how construction work will be carried out and how this work will be serviced (eg 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.

The CMP has been prepared by Rudgard City Ltd, a contractor with extensive experience of new build construction within restricted London sites, and in liaison with BB Partnership, Architect.

### **Access to Site**

Access arrangements for vehicles

Vehicles will access the site from Highgate Road, under the strict control of a Banksman. Due to the restricted site plan and the narrow access route at the entrance to College Yard, only one vehicle at any time will be allowed into College Yard and onto the site.

### **Routes to and from Site**

Proposed routes of vehicles to and from the site

Large vehicles (eg 8 wheeler muck away and deliveries) will approach the site along Highgate Road travelling from the north. This to allow reversing only into College Yard. Vehicles will leave the site and continue travelling on Highgate Road in a southerly direction.

Smaller vehicles (vans) will be similarly restricted to reversing into College Yard but will be able to travel in either direction on Highgate Road.

### **Size and Frequency of Vehicles**

Sizes of all vehicles and the schedule of when they will need access to the site

The largest vehicles will be 8 wheel (20 tonne) muck away lorries during the demolition and basement excavation phases.

Removal of demolition material will run over a 4 week period with a frequency of approximately 3 vehicles per day.

Excavation of the basement will require removal of 500m<sup>3</sup> of spoil over a 3 week period which equates to an average of 4 vehicles per day. During the peak of the bulk excavation, this will double to 8 vehicles per day which is considered a sensible maximum for the location.

Large delivery vehicles will be scheduled to ensure a maximum of 2 vehicles per day; one in the morning and one in the afternoon. This will ensure only one vehicle at site at any one time.

#### **Manoeuvring near the Site**

Swept path drawing for the vehicle routes for all vehicle sizes

See plan attached.

Vehicles will reverse into the site from Highgate Road.

#### **Works to Highway**

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

The lamp standard adjacent to the front entrance with 9 College Yard currently restricts vehicle access within the Yard. This will be re-positioned inside the low level wall which separates the pedestrian access to No 9.

#### **Parking and Loading**

Parking and Loading arrangements of vehicles and delivery of materials and plant to the site

Vehicles will access the site and off-load within the hoarded area.

There will be no parking facilities on site other than for temporary off-loading.

#### **Parking Suspensions**

Details of proposed parking bays suspensions and temporary traffic management orders

There are no parking bays, either within College Yard or on Highgate Road, adjacent to the site and hence no proposals for parking bay suspensions.

No other temporary traffic management orders are proposed.

#### **Overhang**

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

No scaffolding or site accommodation will project over the public highway.

#### **Hoarding**

Details of hoarding required on the public highway.

See plan attached.

A hoarding will be constructed around the full site perimeter.

The main front (east) hoarding, 2.4m high, will be positioned at the edge of the existing forecourt to the property at the boundary with the highway. This hoarding will contain the main entrance gates to allow vehicle access.

A hoarding along the southern boundary projecting approximately 0.6m onto College Lane will be required for the demolition phase and up to completion of the south elevation wall.

Hoarding to the north and west boundaries of the site will be subject to agreement and party wall negotiations with the adjoining owners.

Hoardings on and adjacent to the highway will be painted and illuminated in the usual manner.

### **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

Two Banksmen will be employed full time during site hours to ensure the safe movement of vehicles on and off the site; one to control the movement of vehicles in and out of Highgate Road, the other to control the movement of vehicles within the confines of College Yard

Pedestrians and cyclists will use Highgate Road as usual. Their safety will be maintained by the first Banksman described above.

Pedestrians using College Lane linking College Yard with Lady Somerset Road will be guided at the College Yard junction by the second Banksman described above.

### **Working hours**

Proposed working hours will be as set out by Local Authority

Monday to Friday 8.00am – 6.00pm

Saturday 8.00am – 1.00pm

### **Programme**

Start and end dates for each phase of construction

16month construction programme

Month 1-2	enabling, access and demolition
Month 3-7	basement construction
Month 8-11	superstructure
Month 12-16	fit out

### **Traffic Management**

Details of how traffic associated with the development will be managed in order to reduce congestion.

No specific measures are proposed other than the control and limiting of deliveries described above.

#### **Other Traffic Measures**

Details of any other measure designed to reduce the impact of associated traffic (such as the use of construction material consideration centres)

No specific measures are proposed. The project is of insufficient scale to require construction material consideration centres remote from the site.

#### **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

During the muck away phase, wheel washing will be carried out within the site prior to vehicles departing.

College Yard will be swept clean at all times. An "end of day" routine clean and inspection will be implemented.

#### **Construction Working Group**

Details of any Construction Working Group that may be required, addressing the concerns of surrounding residents

Contact with immediate neighbours will be established during the pre-commencement phase. The contents of this CMP will form the basis of initial discussion. Specific issues arising from such discussion will be included within the CMP for implementation.

#### **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 this site.

#### **Other Information**

Neighbouring properties adjacent to the entrance to College Yard have been consulted in writing, as part of the planning process. A copy of the letter issued to the properties is attached to this CMP.

Any other relevant information with regard to traffic and transport

The council have advised that an existing bollard at the junction with Highgate Road cannot be removed as it provides protection to pedestrians and limits the size of vehicles to access the site. This has been taken into consideration.

**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.

COPY

13<sup>th</sup> January 2010

To whom it may concern

**PLANNING APPLICATION – 1-8 COLLEGE YARD, LONDON, NW5**

We intend to submit a planning application for a development to the above site. When the application has been registered by the council the details of the application, including the proposed and existing drawings can be viewed on Camden Council's website or by visiting their offices at the address as below –

Planning, Development Control  
Environment Department  
Camden Town Hall  
Argyle Street Entrance  
Euston Road  
London  
WC1H 8ND

Website - [www.camden.gov.uk/planning](http://www.camden.gov.uk/planning)

Yours sincerely

Mrs S Fabre