

Construction management plan

Site 25 Oakhill Avenue, Hampstead
Proposal Rear extension, loft conversion and associated internal alterations
Issue date 29.08.2014

1. Overview

- 25 Oakhill Avenue is a 3 storey, semi-detached house dating from 1909, located in the Redington & Frognal conservation area, London Borough of Camden. The property is set back from the pedestrian pavement, with a full width front garden.
- Oakhill Avenue is a primarily residential road with two-way traffic and a mix of resident and pay-and-display parking. It is envisaged that 1 resident permit bay suspension will be required during part of the construction period
- Front and rear garden space within the curtilage of the property will be used for site accommodation, storage of materials and welfare facilities.
- General deliveries will be made to the front of the property temporary storage of materials stored within the front garden.
- Structural designs for the works have been prepared by an experienced engineer, where a structural stability report is included within the planning submission.



View to the front of property

2. Access from the public highway

- The main contractor will liaise with the appropriate local Highways officer to agree arrangements for site access and deliveries.
- Contact details for the main contractor will be clearly displayed on the site hoarding to allow other residents to advise of any concerns regarding the ongoing works at any time. All concerns and complaints will be responded to as quickly as possible.
- Safe pedestrian access will be maintained at all times and the pavement and highway will be regularly cleaned down and checked for hazards.
- Visitors to the site will park in nearby pay and display bays. Operatives will access the site by public transport or drop-off in order to avoid undue pressure on local parking facilities.
- Vehicles will not enter the site area and there is therefore no requirement for wheel washing facilities. Appropriate measures will be taken to control dust within the site to ensure dust and dirt does not affect other properties.
- It is understood that no utility works are currently planned. This will be confirmed with the highways officer before work commences.
- Working hours will be 8.00am - 6.00pm Monday to Friday and 8.00am - 1.00pm on Saturdays. Excavation works will not take place on Saturdays, and no work at all will be carried out on Sundays or public holidays.

3. Deliveries

- Roadside deliveries will be made between 10.00am and 3.00pm, with materials transferred immediately to the storage area within the front garden. Traffic management will be provided by trained banksmen where necessary.
- Deliveries will be managed to ensure that no more than one delivery takes place at any one time, and drivers will be requested to inform the site manager at least 15 minutes before arriving to ensure that access is available. Deliveries will be scheduled to avoid the Thursday refuse collection service in Oakhill Avenue.
- Where necessary cones and temporary signage will be used to warn traffic and pedestrians of temporary obstructions.
- It is estimated that up to three vehicles will make deliveries to the site on any given day, with dwell times of between 15 and 45 minutes. Banksmen will be present during this time as required.
- Large vehicles and HGVs will leave the site via the main routes of the A41 and A5, avoiding minor roads. Three point turns by large vehicles will not be permitted.

4. Waste Management

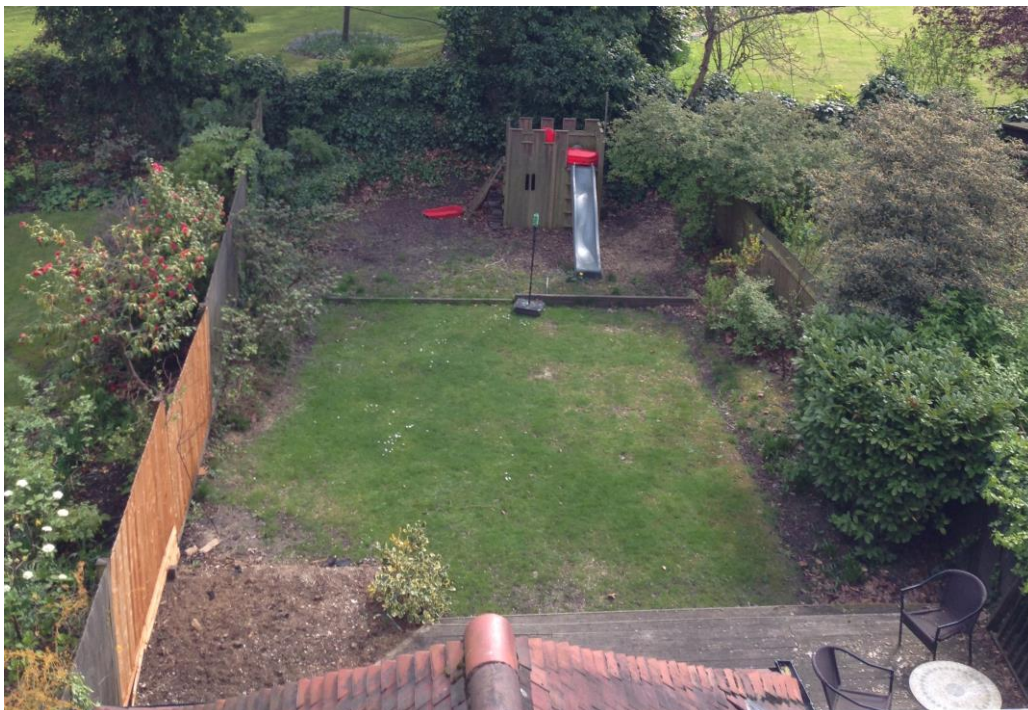
- A skip will be required to remove spoil during the demolition and excavation period. It is envisaged that one skip will be sited in a suspended resident permit bay adjacent to the

property. This will be enclosed with a plywood hoarding, with spoil being transferred to the skip via an enclosed conveyor belt at high level across the pavement.

- Subject to access the skip may be accommodated within the front garden with delivery by long reach equipment.
- Where the skip is located within a parking bay, protection will be provided to access extends over the pedestrian walkway and the skip and hoarding will have all necessary lights and safety notices. The spoil conveyor will be adequately supported and secured to a scaffold structure and front hoarding.
- Spoil will primarily be loaded at basement level onto a fully protected conveyor passing along the side alley to load into the skip. The skip will be unloaded once full, with banksmen controlling all vehicle movements during this process.
- The highway will be cleaned down and checked for hazards following skip / spoil removal.

5. Biodiversity

- Both front and rear gardens are generally laid to lawn with no trees or specimen plants, and provide adequate space for site facilities with existing shrubs being retained and protected.
- It is anticipated that both front and rear gardens will be re-landscaped following completion of the works with new borders and specimen plants. In addition to the green roof proposed as part of the building works this will result in a site with greater biodiversity following completion of the project.



View of rear garden as existing