

Design and Access Statement

6 Streatley Place, Hampstead, London NW3 1HP



Appendix 1 - Construction Management Plan

Construction Management Plan

6 Streatley Place, Hampstead

Prepared by

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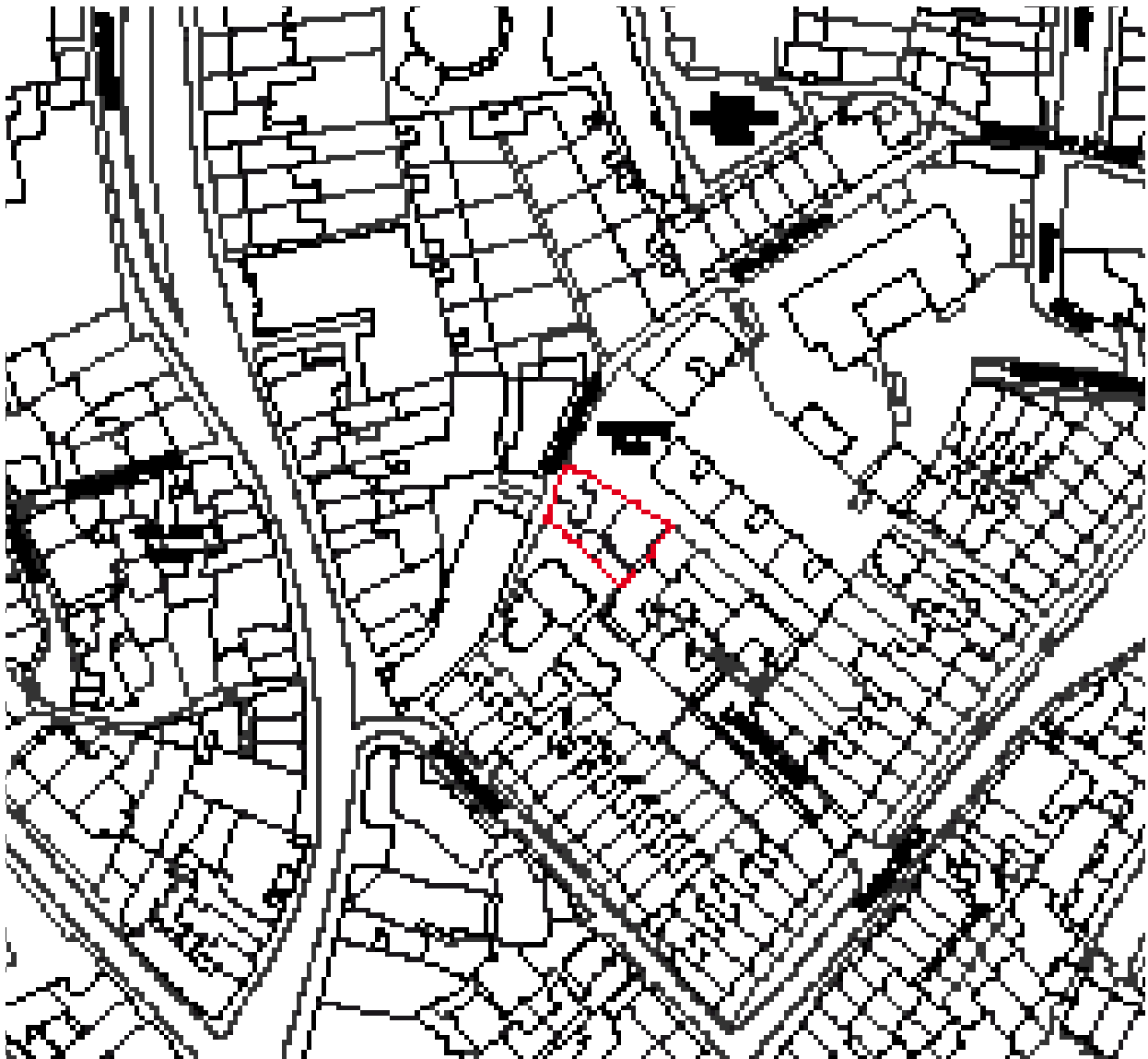
1.0 Introduction

This document is to outline the Construction Management Plan (CMP) for the project known as 6 Streatley Place, Hampstead. This is to accompany a planning application for the construction of a new dwelling on the site.

The applicant has consulted with specialists in the construction industry, safety sectors and London Borough of Camden (LBC) in compiling this plan.

The CMP is a live document that can be updated as required pending consultation with the local authority and residents.

The document details the two main principles of a CMP, environmental impact and transport and traffic management. To ensure the impact of demolition and construction related traffic on local residents and the immediate highway network is minimised and the appropriate control measures are identified.



6, Streatley Place - Location Plan

2.0 Background and existing condition

The site has been used for storage for the last few years and contains a number of dilapidated single-storey buildings and structures. The ground level is slightly sloping from north west to south east. There are a small number of self-seeded mature trees around the existing buildings. The site is constrained by neighbouring properties and has limited access via Streatley Place, it is therefore appropriate to mitigate where possible the impact the construction work might have on the local amenity.

With regard to the LBC's core strategy policies associated with the CMP, we aim to detail through this document, the processes for management and mitigation of potential impact during the construction phase

Core strategy policies considered

CS5 – Managing impact of growth and development

DP20 – Movement of goods and materials

DP26 – Managing impact of development on occupiers and neighbours.

CPG6 - Amenity Proposed Building

The proposal is to demolish the existing single-storey sheds on the site and replace with a predominantly two-storey residential property of approximately 220 Sq M. At the western end closest to Back Lane, the house rises to 3 storeys, stepping down to a single storey at the east southerly end. It has been designed in respect to the criteria as set out in Amenity policy CPG6, to include potential issues of overlooking and visual impact on neighbouring properties.

The site is bounded on three sides by retaining walls and these will require propping and underpinning as part of the construction process. The existing brick wall along Streatley Place will need to be re-built and will form the new front elevation of the house. This will most likely necessitate the underpinning of the steps to Streatley Place, to ensure stability and lifespan.

3.0 Site location

Streatley Place leads from Back lane to the south, along to New End Road at the north. The south end is particularly narrow in parts and only 2.2m wide adjacent to the upper level of the site,

The alleyway has an incline with the highest point being at the junction with Back Lane. The surface is made up of stone slab paving and is predominately used to access private residences, the rear of number 64 Heath St (business premises) and New End School.

Back Lane is cobbled and unsuitable for large or heavy wheel based vehicles. New End has a tarmacadam surface and is more suitable for access and deliveries.

Streatley Place is used by parents and children to access New End School between the hours of 08.30–09.15 and 15.00–15.45. Therefore it is proposed that all deliveries are only made between 09.30 and 14.30.

4.0 Management – Preconstruction

The main contractor when appointed will be a member of the Considerate Construction Scheme (or equivalent) and have experience of working within densely populated environments. They will be required to nominate a dedicated project coordinator(s) to develop and implement the measures contained within this CMP. They will be the main point of contact for local residents for any questions or concerns they may have, and will be responsible for monitoring and reviewing the CMP throughout the contract period. Prior to commencement they would undertake the following.

- Contact and mail shot all local residents that might be affected by the works. To include local businesses and New End School, to ensure they are aware of the proposed start date for construction, and are familiar with the initial activities which need to take place around the site.
- Provide full contact details for the main contractors CMP project coordinators as part of any issued information and maintain signage at the site with the same contact information.
- Once a start date has been established, politely request where possible pedestrians avoid using the alleyway adjacent to the site for the first few days of set up, whilst we provide a protective corridor along Streatley Place. Depending on the construction programme it may fall that this could be undertaken during school holidays to limit the impact.
- The client Living Architecture has met with the owners of 3 Streatley Place and the estate manager of Streatley Flats to clarify the boundary responsibilities and to apprise them of the work involved, they will be updated accordingly as the programme of works develop.

5.0 Construction (Indicative)

5.1 Streatley Place and New End Road - protective works and compounds

Works will be undertaken to ensure the least disruption to the neighbouring properties and residents, and will following the initial process as shown below.

Construction work can only be undertaken between the specific times as set by the Local Authority –between 8am and 5pm Monday to Friday, and between 8am and 1pm on a Saturday. In addition, no deliveries or movement of materials within the alleyway will be allowed during the school start and finish times of 08.30–09.15 and 15.00–15.45, to ensure safe access and alleviate congestion.

Permits and licences for scaffold and hoardings will be applied for and issued before any works can commence.

- LBC to remove the existing bollards in the centre of the pathway, at the top of the steps adjacent to the site, to maintain a useable access width. To be reinstated at end of project.
- Create a scaffold frame and protective corridor adjacent to the site and over steps (see Appendix A) – this can be completed within a few days. The scaffold will be clad with full height timber sheets and painted, with a temporary handrail affixed, to assist with those using the steps.
- A number of options were considered for the location of the working compound and delivery of materials (Back Lane, New End square, New End, Flask Walk and Boardes Mews). After much consideration and discussions with LBC and contractors, it is perceived that Boardes Mews would prove the best option to minimise disruption.
- Set up compound in Boardes Mews along with the removal of one parking bay to the south west side of New End, for the delivery of equipment to site and for the placing of skips. Due to the restricted access for vehicle deliveries for works within Streatley Place and Mansfield Place, it is regular occurrence that parking bays are suspended in New End Road to facilitate this. Any compound area created will be protected by fixed hoardings and locked off when not in use. A chemical toilet will be placed within the compound (see Appendix B)
- Scaffold to be erected along the remaining section of wall to Streatley Place and into the garden of Streatley flats. The scaffold will be timber sheeted and painted at ground level along Streatley Place, and covered with protective material above ground to contain dust and debris, and prevent unwarranted access.
Demolition and clearance of site
- Stabilisation of southern boundary wall between the site and 3 Streatley place – this wall requires propping and underpinning down to the foundation level required, before any demolition works or excavation can take place – (see Appendix C for structural sketches and sequencing)
- Once complete the wall along the boundary with Streatley Place will be removed down to alleyway level, this will also create access into the site at the bottom of the existing steps. With the wall removed, the alleyway and steps will be underpinned down to the foundation

level required to ensure stability.

5.2 Demolition of the remaining buildings.

- Cutting down of trees and removal by qualified tree surgeons.
- Once the ground of neighbouring properties has been retained and stabilized, the removal of spoil can commence to level the site.
- All material will be carted away on trollies along Streatley Place to the compound in Boardes Mews and New End Road. Skips to be collected and changed over as required, within permitted hours.

5.3 Construction phase

Following clearance of the site the ground works can commence, there will be requirement to make a number of small piles within the site to support the ground floor concrete slab. The machinery used is hand operated – this work is anticipated to be completed within 8 -10 weeks

The main superstructure of the dwelling will be constructed of timber frame to reduce the weight and requirement for invasive foundations – this work is anticipated to be completed within 15 weeks. The use of 'dry construction' will limit the amount of wet materials such as plaster and mortar that is required to be brought along Streatley Place. Similarly the interior finishes may in many instances be left without applied plaster or paint finishes.

Internal finishes and external works – this work is anticipated to be completed within 20 weeks. There will be a point in the construction period, when connections to underground services will be required within Streatley Place – the working areas will be protected at all times, and coordination with the utility companies will aim to reduce any impact or loss of service to surrounding properties.

5.4 Programme

It is anticipated the overall programme of works would take approximately 52 weeks, but given the access restrictions might require a longer period, this will only be known when the project is tendered to a contractor.

It is anticipated, subject to approval of the planning application, works would not commence before summer 2015.

5.5 Cleaning

The contractor will ensure that the route between the site and the delivery drop off point and compound is kept clean throughout the construction process. Operatives will be tasked to follow each trolley movement along Streatley Place cleaning the pathway afterwards.

6.0 Pedestrian access

Following implementation of the protective 'corridor' adjacent to the site, pedestrian access will be maintained throughout the construction phase. Should there be a need to temporarily restrict access due to the delivery of machinery or materials, signage will be placed either side of the site on Streatley Place to warn pedestrians, along with contractor personnel to direct pedestrians accordingly. Pedestrians will be given priority where there is no risk of harm. Likewise when there is a movement of vehicles, plant or materials in New End Road, signage and contractor personnel will be positioned to warn pedestrians and other road users.

7.0 Deliveries and collections

Vehicular access and egress to the site would follow the route as marked on map (see Appendix D). Alternative routes are indicated should the proposed route be blocked.

Larger delivery vehicles would back down New End Road to avoid turning at the junction with Streatley Place. All vehicle movements would be overseen by banks-men.

All suppliers and operatives will be given the proposed routes in advance and be briefed as to the nature of the area and any current road restrictions.

Deliveries would be timed and coordinated to ensure there is no situation where queueing vehicles might block the carriageway or cause additional congestion. Vehicle drivers will call ahead to the site manager to ensure the road is free for delivery.

The main contractor will be aware of any other construction activity in the area at the time of this construction and work directly with these contractors to ensure vehicle movements do not clash with one another and lead to congestion on the approach roads and nearby carriageways.

In addition, vehicular access to the site for deliveries and collection of materials will be made outside of the school hours as above, and will be restricted on Mondays to avoid disruption of recycling and refuse collection in the area.

Delivery vehicles would off load goods into protected compound on Boardes Mews or New End Road and leave as soon as complete.

The contractors CMP coordinator will keep a log of all construction vehicle movements and monitor procedures to ensure all activities are undertaken in a safe manner.

Materials will then be taken to site on trolleys from the off-loading compound, each movement will be undertaken by two people; one acting as banks-man to warn pedestrians. No materials would be left in the compounds overnight.

Materials would be delivered to site on a 'just in time' basis to avoid stockpiling of materials.

8.0 Vehicle movements and type

Until a contractor is appointed, and a full schedule of works has been compiled, it is not possible to calculate the number of vehicle movements required for the project. This information will be supplied as part of an updated CMP compiled by the client and contractor.

At this stage the type of vehicle used to access the loading areas and site can only be indicative, but is likely to involve the following:

- Flat bed vehicle – used to deliver various materials. Approximate size being 7 x 2.4 metres.
- Box van or large transit – used to deliver ancillary items and components. Approximate size being 4 x 2 metres.
- Skip lorries – with standard 4.2m skips, approximate size of vehicle being 7 x 2.4 metres.
- Individual small vans, for fit out contractor deliveries.

Due to the restricted access to the site any concrete required for the foundation works will be mixed on site, therefore there is no requirement for concrete vehicles and pumping equipment. No parking will be provided for contractor's vehicles, all on site operatives will be encouraged to use public transport. There are a number of options in close proximity to the site.

9.0 Summary and Conclusions

This is the Construction Management Plan related to the application for a new dwelling at 6 Streatley Place. It has been compiled on the basis of best information given to date.

On appointment of a main contractor, this CMP will be updated and incorporate any comments from the LPA throughout the planning process.

The site has very restricted access for the delivery of materials and construction. There are close neighbours and other activities around the site which need to be considered as part of this CMP.

It is proposed there is a provision for an offloading compound on Boardes Mews, along with the suspension of one parking bay at the corner of New End Road and Streatley Place.

Materials will be moved from the loading area by hand or trolley to the site at 6 Streatley Place.

The contractor will appoint a dedicated CMP coordinator to work with the local community to mitigate the effects of the construction process.

The CMP coordinator will liaise and appraise themselves of any other construction activity in the area to avoid conflict.

10.0 APPENDICES

Diagram A - Site Access and Protection of Streatley Place

Diagram B - Site Compound and Access - Boardes Mews

Diagram C - Site Construction Process

Diagram D - Vehicle Access and Deliveries

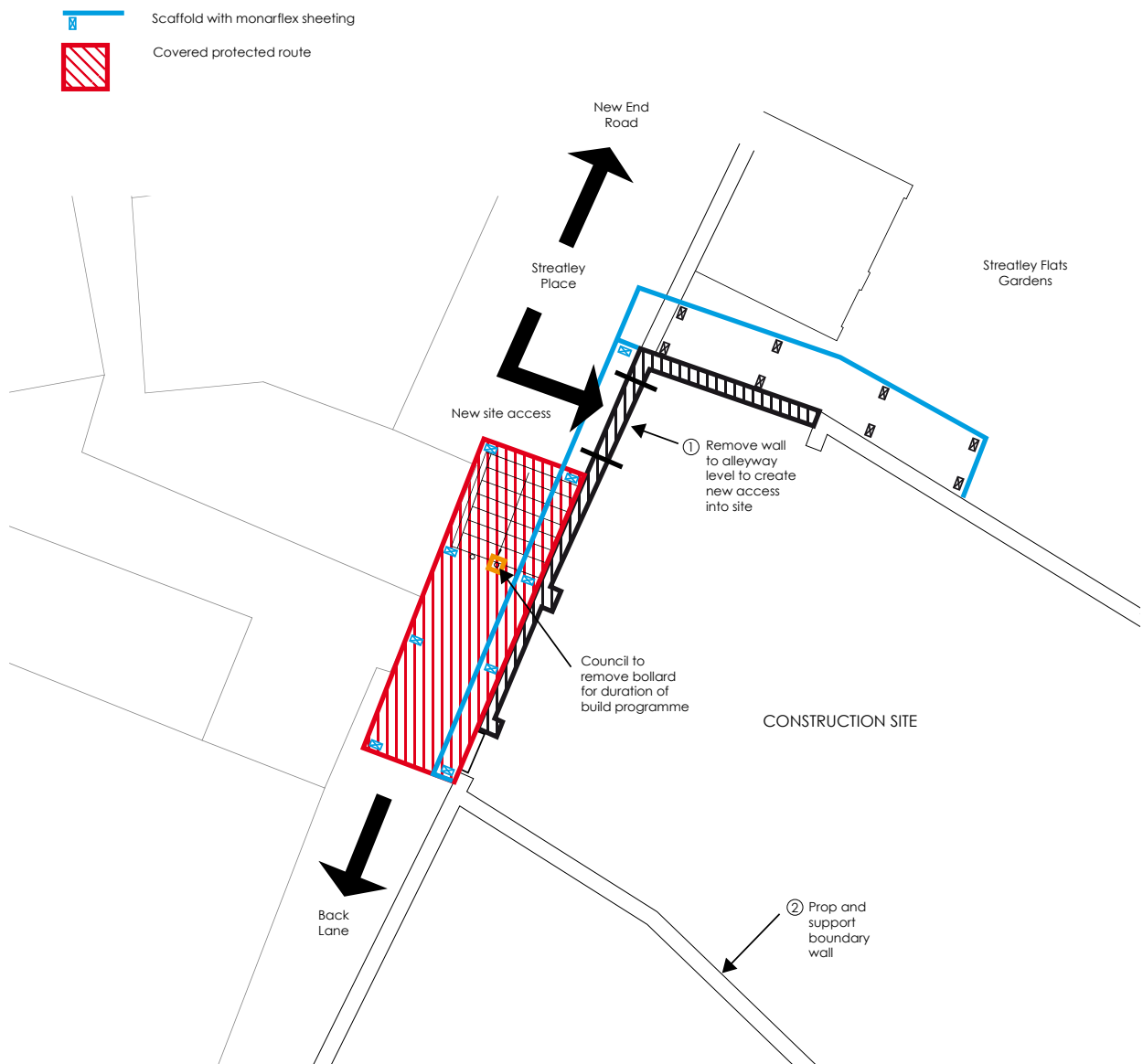


Diagram A - Site Access and Protection of Streatley Place

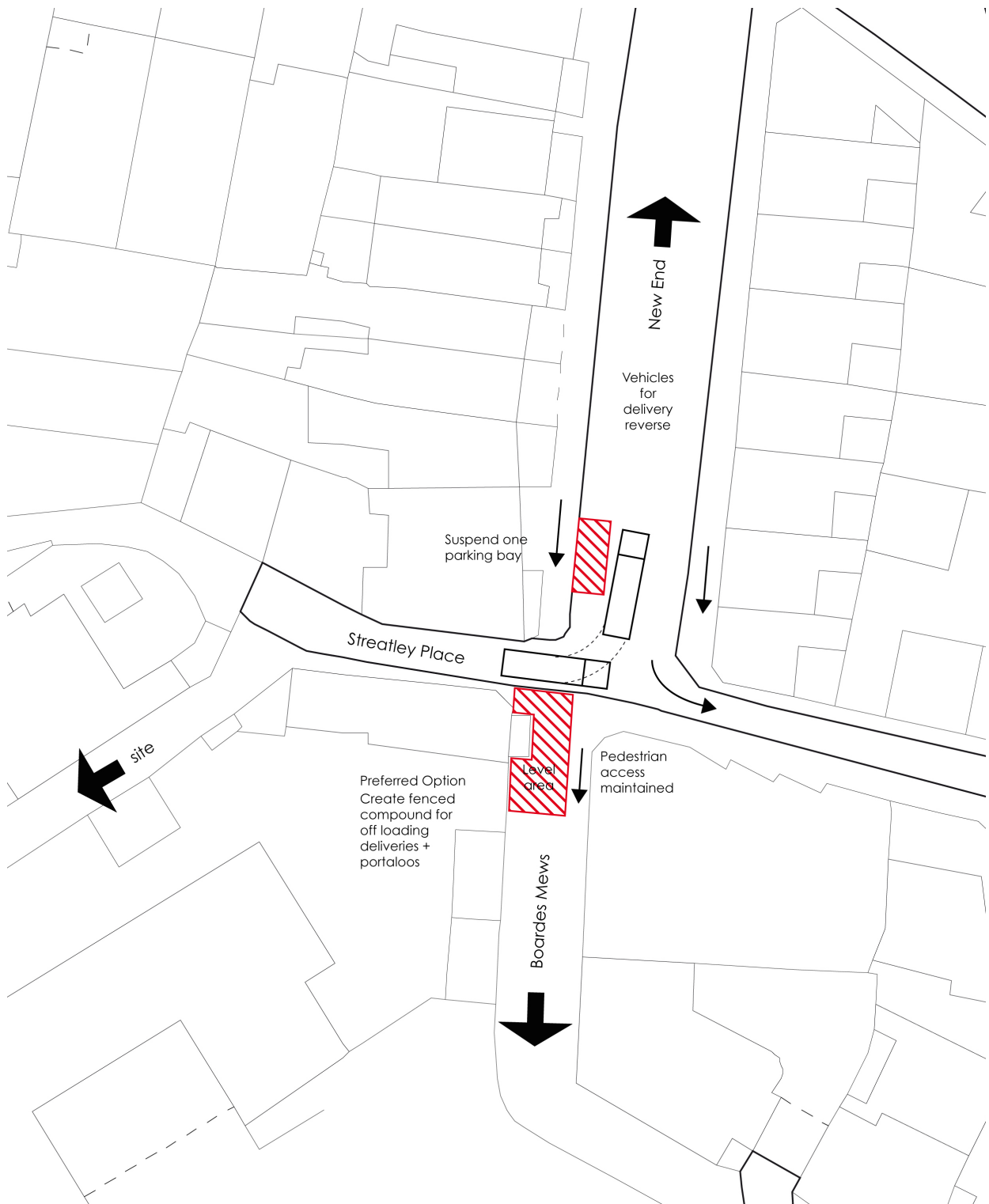
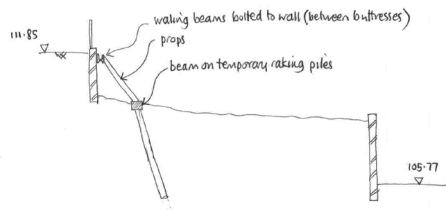


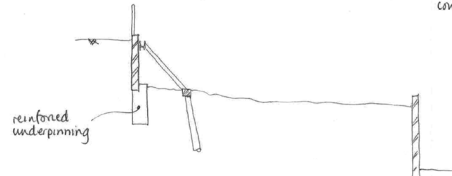
Diagram B - Site Compound and Vehicle Access - Boardes Mews

Schematic transverse section.

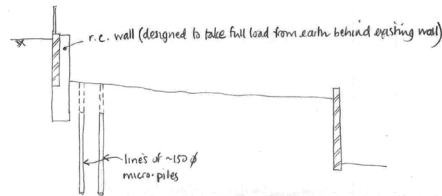
1. Clear site & re-grade sufficiently to give access.
2. Install temporary works to prop existing retaining wall on NW boundary



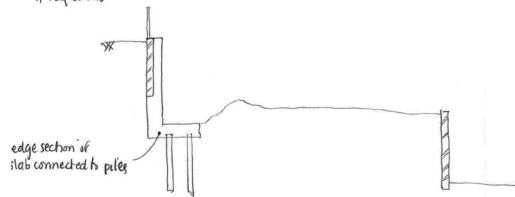
3. Construct reinforced underpinning to wall, using "hit & miss" sequence (and reinforcement couples)



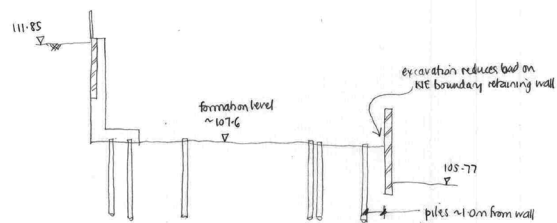
4. Construct reinforced retaining wall above ground level.
Install line of micro-piles close to wall, using hand-held equipment.



5. Excavate close to wall & construct edge section of slab - to give self-stable retaining wall in permanent condition. Possibly in "hit & miss" sequence &/or using further temporary propping if required.



6. Excavate to formation level & install micro-piles to support slab & superstructure



7. Construct ground floor slab

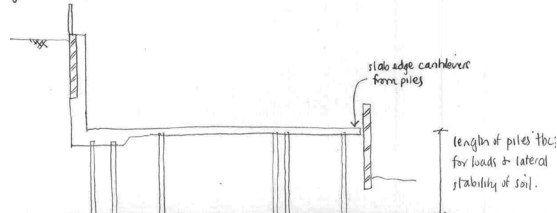


Diagram C - Site Construction Phase

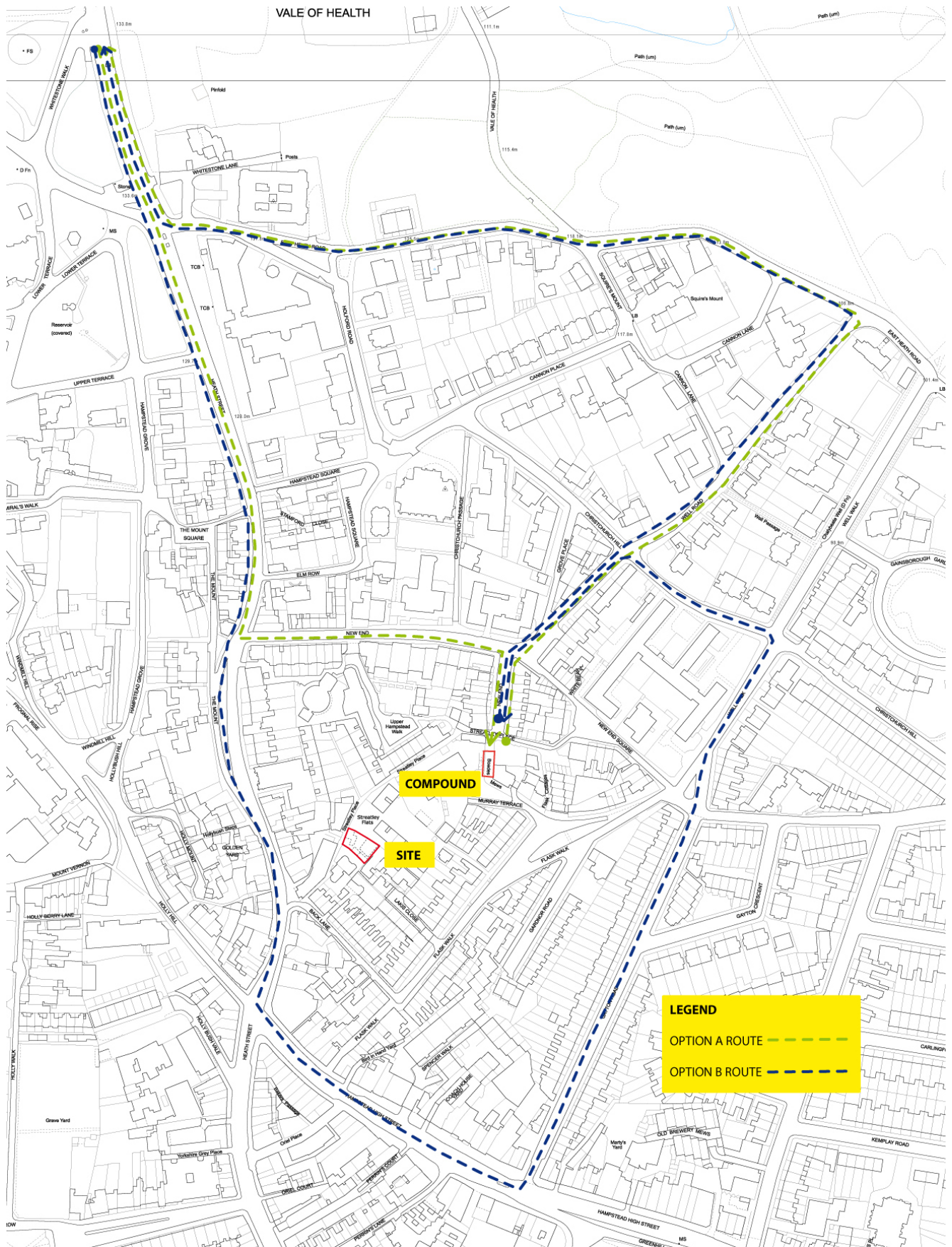


Diagram D - Vehicle Access and Deliveries