

Fitzjohn's Avenue, NW3

Prepared for the London Borough of Camden

Construction Management Plan

A detailed planning application, submitted on behalf of PegasusLife to provide specialist living accommodation for older people



PegasusLife



Construction Management Plan

Fitzjohn's Avenue, Hampstead

December 2014

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1.0 INTRODUCTION

- 1.1 This Construction Management Plan (“CMP”) is submitted in support of the planning application for the development of the former Arthur West House, 79 Fitzjohn’s Avenue, London NW3 and explains how the development of the scheme is proposed to be managed from start on site through to completion.
- 1.2 The focus of a CMP at this stage is to identify the construction processes required and outline how construction work will be carried out. It is in draft and considers how this work will be serviced (e.g. delivery of materials, set down and collection of plant, machinery and skips), with the objective of minimising traffic disruption, avoiding dangerous situations and minimising the impact on the local / surrounding community. The plan will address issues, such as impacts on air quality from dust and vehicle emissions, noise impacts, traffic impacts, hours of operation, health and safety, site security and hoarding.
- 1.3 This document provides the framework that the Principal Contractor who will undertake the works **must** adopt and develop into a detailed CMP to be agreed with the London Borough of Camden’s (“Councils”) Officers. Consultation has started and will continue to take place with local residents, interested businesses, local groups and Ward Councillors prior to the work commencing.
- 1.4 The Principal Contractor will appoint a Community Involvement officer who will develop and maintain a relationship with the community and deal with any concerns they may have. This appointment aims to increase local awareness and provide a friendly point of contact for the people in immediate vicinity affected by the works.
- 1.5 The agreed contents of the CMP must be complied with unless otherwise agreed with the Council. The contractor 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.

2.0 SITE LOCATION

- 2.1 The site is location within the Fitzjohn’s and Netherhall Conservation Area in the London Borough of Camden and bounded to the East by Fitzjohn’s Avenue and to the South by Prince Arthur Road. There are a number of

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schools close by including Devonshire House Preparatory School, Fitzjohn’s Primary School and North Bridge House Senior School.

- 2.2 Vehicular access to the site is currently gained from Prince Arthur Road.
- 2.3 The building on the site currently was until recently occupied a Hostel and was built in the 1970’s.

3.0 ENABLING WORKS & DEMOLITION

- 3.1 The enabling works will require the implementation of a detailed site logistics plan, an initial proposal for which is attached at Appendix A. This will create a designated area for the Site Offices and logistics areas appropriate to the stage of construction for loading and unloading material.
- 3.2 The site will be completely hoarded to external boundaries with vehicular and pedestrian gates. The vehicular gates when open for construction vehicles accessing the site and when open will act as a turning head for deliveries. Getting the goods from the vehicles into the site will be managed in a temporary marshalling area. Close liaison with the Council Highways Officers will be undertaken in advance of the works. It is proposed for the duration of the works parking bays on the site boundary on Prince Arthur Road will need to be suspended. There are various options for the marshalling area which will need to be agreed with London Borough of Camden as they involve road closures on Prince Arthur Road
 - *Option 1 – Permanent on one side of road with traffic measures*
 - *Option 2 – Temporary Road closure*
 - *10am – 2pm Monday – Friday outside school hours*
 - *Maintain Access to houses opposite site*

The temporary marshalling area will be connected to the road network by one of the options described at Section 6 and the Plans at Appendix B and C.

- 3.3 A number of cable, duct and drainage routes exist across the Site and connect to the public utility infrastructure and any necessary diversion of these services will be undertaken in advance of commencement of any demolition work.
- 3.4 The Fitzjohn’s Avenue has an existing Management (Type 2) asbestos survey and will require a Refurbishment and Demolition (Former Type 3) intrusive asbestos survey prior to demolition works.
- 3.5 Initially soft strip works to the building will be completed together with some opening works to the retained House areas to ascertain further structural

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details on the building’s fabric and structure for the Professional Team to further specify the scope of works.

- 3.6 The sequence of demolition works for each phase, as listed in this section as follows:
- Step 1 – Desk study and an intrusive site investigation will be conducted to examine whether any existing concrete elements are pre stressed.
 - Step 2 - Structural demolition of existing surrounding buildings to the structure and projections. Stripping of the existing roofs and non-loadbearing elements to facades of buildings, working top down, will progress in parallel to the structural demolition and removal of foundations.
Step 3 – Basement excavation during demolition will require temporary works to reduce risk of side collapse. This will be undertaken in conjunction with the permanent sub-structure works.
 - Step 4 – Existing perimeter garden and pavement walls will be retained during the later stages of works which will be propped during deconstruction.
- 3.7 Any structural demolition will be subject to a comprehensive temporary works review. The methods applied to all demolition works will ensure any disruption to the neighbouring estate properties and public at large will be minimised. Special care will be taken to reduce for neighbouring properties such as dilapidation surveys which will be incorporated in the methodology of the demolition plan.
- 3.8 We anticipate that the methods applied to the removal of concrete structures will be a combination of diamond sawing, pneumatic breakers and concrete crunching.
- 3.9 All material arising from the demolition and stripping out process will be removed from the active area and where possible reused within the proposed development’s infrastructure or recycling.
- 3.10 Due care and attention will be paid to existing pile removal – these will be broken down to existing fountain level.
- 3.11 During removal of arising’s all active measures will be taken to limit the amount of dusk and mud accumulated by the excavation.
- 3.12 Additional scaffolds will be erected to the perimeter of the building during the demolition process and will be appropriately sheeted to avoid migration of dust, protect the public and maintain a clean appearance to the surrounding area. Fans and gantries will be erected to where necessary and in conjunction with

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statutory requirements to maintain safety of construction operatives and members of the public.

4.0 EARTH WORKS AND EXCAVATIONS

- 4.1 Creation of the new formation and basement areas will require a reduced level dig. Where the topography requires this it is proposed that temporary piling although currently this has not been finalised. These will be installed around the perimeter of lowest accommodation level prior to the excavation works commencing.
- 4.2 Excavations will be mechanical with the majority of material reutilised on the site and any contamination found (unlikely given the 1970's Development) and exported off site to appropriate facilities.
- 3.3 The design for the New Build substructure is still near completion and a programme of Site Investigation works and geological surveys has been undertaken to ascertain ground conditions which will determine the detailed design of these works for each building. It is anticipated and likely that this will be controlled via building control conditions.
- 4.4 Careful consideration will be given to the design and construction of any subterranean construction based upon a geological survey and site investigations.
- 4.5 Those neighbours that immediately border the site will be consulted about the works and any mitigation works required. Careful consideration will have to take place in relation to noise mitigation and dust and debris which could cause discontentment from neighbouring inhabitants.

5.0 CONSTRUCTION

- 5.1 Following the demolition and enabling works, the construction works will follow the following main sequences:
 - Phase 1 - Formation of levels and excavation for foundations and basement in sequence with new building services and connections into the existing utility infrastructure.
 - Phase 2 Construction of new buildings together with new building services and connections into the existing utility infrastructure.
- 5.2 The detailed construction logistics strategy will be developed with the appointed contractors, however we envisage the provision of the following.
 - Stage 1- Tower crane and vertical access climbing equipment will be erected to serve the vertical lifting and distribution of all material components. A provisional location outside the building footprint is shown on the site logistics plan at Appendix A and the crane would be selected to maximising lifting radius to all parts of the building.
 - Stage 2 – Local mobile crane and access platforms will serve each block.

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- Stage 3 – Large contractor to take on building works
A detailed construction statement will be provided prior to commencement of each element of work

5.3 Methods of working to be reviewed prior to commencement to reduce the impact upon the neighbouring estate buildings and roads and the surrounding area/public at large.

6.0 SURROUNDING AREA / TRAFFIC MANAGEMENT

6.1 Close liaison with the Council Highways Officers will be undertaken in advance of the works in particular any full or partial road closures and these will be properly managed in accordance with the London Borough of Camden requirements to ensure disruption for both vehicular traffic and pedestrians is minimised. A traffic management plan will be produced at the outset of the project and developed as the project progresses. The two options currently put forward for access the site form the road network are

- Option A – Access from A41 via Arkwright Road / B511 Fitzjohn’s Ave
- Option B – Access from A41 via Swiss Cottage / B511 Fitzjohn’s Ave

6.2 Selection of a final preferred option will be subject to ongoing discussions with the Council in advance of the commencement of construction work and relate to

6.2.1 Traffic impact on the Prince Arthur Road / Arkwright Road and Fitzjohn’s Avenue

6.2.2 Highway safety

6.2.3 Effectiveness of the proposed mitigation measures.

6.3 Once all construction personnel and materials are in the site compound / site area they will not come into contact with other estate residents or the public.

6.4 Close liaison with the Council will be implemented in advance of and during any large loads that require escorts and these will be properly managed in accordance with the Council requirements to ensure disruption for both vehicular traffic and pedestrians in the surrounding area is minimised. A traffic management plan will be produced at the outset of the project and developed as the project progresses.

6.5 Pedestrian and vehicle routes will be segregated and signs will be used appropriately in accordance with the HSG144:1998 “safe use of vehicles on construction sites”. All vehicles are to be banked by trained banksmen.

6.6 During the groundworks any vehicles leaving the site will operate a wheel wash to ensure that mud and debris is not trafficked onto the surrounding roads from vehicles exiting the site. Regular monitoring of the highways and footpaths will

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take place to ensure that the surrounding areas are maintained free of debris and to a high level of cleanliness.

6.7 All activities will be planned to minimise vehicle movements and, where unavoidable, to ensure that the safety of the general public is of the greatest consideration.

- In order to reduce the effect of construction traffic, bulk transit trips (such as muck away and steelwork delivery) these will be undertaken during off-peak periods only as referred to in section 3.2. If any lane closures on the local highway network are required over and above this proposal they would be minimised and take place outside peak hour periods.
- Out-of-hours working will normally not be permitted, it is conceivable that certain activities (for example heavy deliveries) may have to be undertaken during these periods. If this becomes necessary, the hours of operation for such works will be subject to prior agreement with and reasonable notice to Highways.

6.8 Final details regarding traffic flow alteration and management will be agreed with the Council, if needed, prior to the onset of any works. Any necessary lane closures on the local highway network will avoid peak periods if at all possible, and the relevant authorities (including emergency services) will be notified. The Principal Contractor will co-ordinate all deliveries and collections to/from the site; and ensure that:

- All delivery and collection vehicles are aware of the proposed routing;
- Prior to a delivery or collection, hauliers will notify the relevant authorities (e.g. Highways Authority) in accordance with the Road Vehicles (Authorisation of Special Types) (General) Order 2003 if required;
- Liaison will be undertaken with occupants of adjacent buildings to avoid delays to service deliveries due to construction vehicles; and
- Deliveries will be made on a strict allocated time basis.

6.9 Larger vehicle movements will be scheduled to avoid peak hours on the local road network if at all possible. If an alternative construction traffic route is required this will first be agreed with the Council. All deliveries will be made to the designated areas within the site.

6.10 In summary, the traffic management strategy will aim to ensure that:

- goods and services will be delivered, and waste removed, in a safe, efficient and environmentally-friendly way;
- opportunities whereby deliveries that can be reduced, re-timed or even consolidated, particularly during busy periods are identified;
- the strategy will help to cut congestion on local roads and ease pressure on the environment;
- the reliability of deliveries to the site will be improved; and

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- the impact of freight activity on local residents will be minimised.
- All deliveries will be subject to the site hours of working.
- Defined unloading areas will be formed.
- Plans will be formulated to properly store materials on planned deliveries

7.0 WORKING HOURS / WORKERS / ARRANGEMENTS

- 7.1 There will no parking on site therefore there will only a drop off point for building trades to leave equipment and material.
- 7.2 The site is surrounded by neighbouring houses which means there is less room available for site accommodation and a compound, however this is being address by the strictly no parking restriction within the site.
- 7.3 Due to the location there will be noise restrictions and any scaffolding surrounding the site required on pavements will have to be submitted and authorised to the Licencing Authorities at the Council.
- 7.4 Normal working hours will be limited to 0800 to 1800 on weekdays; 0800 to 1300 on Saturdays and no working hours on Sundays or bank Holidays.
- 7.5 Any works that may occur outside of these hours will be on an exception basis and managed with new regard to noise for neighbours.
- 7.6 Noisy or potentially disruptive works will be carried out during normal working hours and due consideration will be given to neighbouring properties during
- 7.7 these times to ensure that all stakeholders are able to carry out their undertakings with the minimum of disruption.
- 7.8 The Council Environmental Health Department will be consulted prior to works commencing to ensure that the planned activities and their effects on the neighbouring area have been fully considered and are appropriate.
- 7.9 Regular contact will be maintained with the local residents/neighbours through the Community Involvement regarding planned works and any exceptional activities that are due to occur.
- 7.10 We anticipate that site labour levels will average 50-100 operatives, with peak levels of approximately 150-200 operatives.
- 7.11 No parking will be available on site for construction workers and the use of public transportation will be encouraged.
- 7.12 Welfare facilities will be available on site to enable all operatives to change in to work clothes and maintain clean clothing whilst not on site.

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8.0 SECURITY

- 8.1 2.4m Plywood Hoarding will be erected to the site perimeters, with all access doors locked outside of working hours and manned during working hours.
- 8.2 The perimeter may be alarmed and CCTV deployed to the site boundary following a pre-construction risk assessment.

9.0 NOISE

- 9.1 Keeping voices and conversations outside of site offices and perimeter to a minimum and low in volume. No shouting or swearing.
- 9.2 No banging of doors, gates, scaffolding.
- 9.3 No machinery starting on site before the designated site start times.
- 9.4 Noise suppression for all equipment to be a prime consideration not only for the operative occupational health but also to reduce the noise impact for the surrounding community. The quietest and newest vehicles/plant machinery will be used and all vehicles/mechanical plant will be fitted with effective exhaust silencers.
- 9.5 The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum.
- 9.6 The Principal Contractor will carry out a prediction of noise levels before any work is carried out on site. Once established, these noise levels will be registered in the Construction Management Plan.
- 9.7 Noise attenuation screening will be used if deemed appropriate and noise monitoring will be undertaken at the start and regular intervals during each task period.

10.0 VIBRATION

- 10.1 The Principal Contractor will monitor vibration levels and adhere to the criteria in the BS 5228: 2009 part 2. If lower limits are required, written permission will be sought from the Council.

11.0 DUST AND MUD

- 11.1 Control of onsite dust during the warm weather and offsite mud in wet weather is a prime concern for all construction projects.
- 11.2 The Principal Contractor will identify all the dusty operations and the best available techniques which are required to control dust emissions. This will be registered in the Construction Management Plan.

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- 11.3 Where water is used for dust suppression in order to prevent dust affecting the local community, frost protection and adequate water supplies will be ensured.
- 11.4 The site will be maintained to a high standard to prevent spillage of raw materials and unnecessary air pollution.
- 11.5 Materials will be stored based upon prevailing winds, proximity of site boundary and proximity of neighbours. Internal walls of storage bays will be at least half a metre lower than the external walls of the bays.
- 11.6 Areas which will be effected by vehicular movement will have a consolidated surface.
- 11.7 All vehicles leaving site will have clean wheels so that mud is not tracked onto local roads causing both a nuisance and danger to local motorists.

12.0 AIR QUALITY

- 12.1 Vehicle Emissions – all vehicles on site will only be running during use. If a vehicle or piece of equipment is not being used then it is to be turned off to reduce both emissions and on site noise levels. Travelling to site by car will be discouraged and no car parking will be available on site.
- 12.2 The Principal Contractor will employ thorough management techniques to control the level of emissions including supervision and training for all process operations and effective preventative maintenance on all plant machinery. Spares for plant machinery will available at short notice in order to rectify breakdowns quickly.

13.0 WASTE

- 13.1 All areas will be kept free of debris. Waste will regularly be collected, sorted and taken to a defined collection point. The collection point will not obstruct any access or emergency escape route. The waste will regularly be moved to a collection skip that may be designed as general waste, metal, timber prior to collection and removal from site. All movement of waste on site will be in proprietary containers with personnel contact kept to a minimum to eliminate hazard. Hazardous waste will be taken to a separate hazardous waste area and will be categorised prior to specialist removal.

14.0 RODENT CONTROL

- 14.1 The Principal Contractor will take all necessary measures to ensure property control of rodents. One month before any building works commence, the Principal Contractor will submit a method statement on how the dispersion of rodents will be controlled. The method statement will also demonstrate on the

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presence of rodents has been ascertained and how they will be destroyed if found on site.

- 14.2 At all times the site shall be kept free from rats and mice.

15.0 HEALTH AND SAFETY

- 15.1 The Principal Contractor will ensure that Personal Protective Equipment (PPE) is worn by all operatives, management and visitors.
- 15.2 The Principal Contractor will prepare a comprehensive common emergency plan for a major incident which will be regularly reviewed and which will indicate emergency escape routes, fire points, material storage and fire marshals.
- 15.3 Photographs and contact details for the First Aiders on site will be displayed in the canteen and site office.
- 15.4 The address of the nearest hospital will also be displayed in the canteen and site office areas.
- 15.5 A Health & Safety incident book will be kept on site, stating date, time, workers involved and action taken.

16.0 COMMUNITY LIAISING

- 16.1 All site operatives and visitors are to attend a site Induction which will highlight all emergency and evacuation procedures along with first aid points and other basic site information.
- 16.2 The Principal Contractor will make regular contact with the local community through their Community Involvement Office in order to inform the community of progress and what the upcoming works will be via regular newsletters. The local community will also be informed about unavoidable disturbance such as noise, dust or disruption to traffic.
- 16.3 A Contact Board will be displayed on site so that the local community can channel their questions and complaints to a member of staff of the Principal Contractor who can take action. A staffed telephone enquiry line will be maintained at all times when site works are in progress and a Complaints
- 16.4 As stated in the text above a project liaison plan will be conducted in order to alleviate disruption as much as possible as this is a rural location.
- 16.5 A Community Involvement Officer will be appointed to manage and relay any issue the local residents have with the construction work. This has already been incorporated and the design has been changed to reflect the feedback from residents of hampstead.

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17.0 ROLES AND RESPONSIBILITIES

- 17.1 The line of responsibility for environmental management during the site clearance, demolition and construction phase is shown below. Descriptions of individual environmental management responsibilities are described in the following paragraphs.

Employers Project Manager

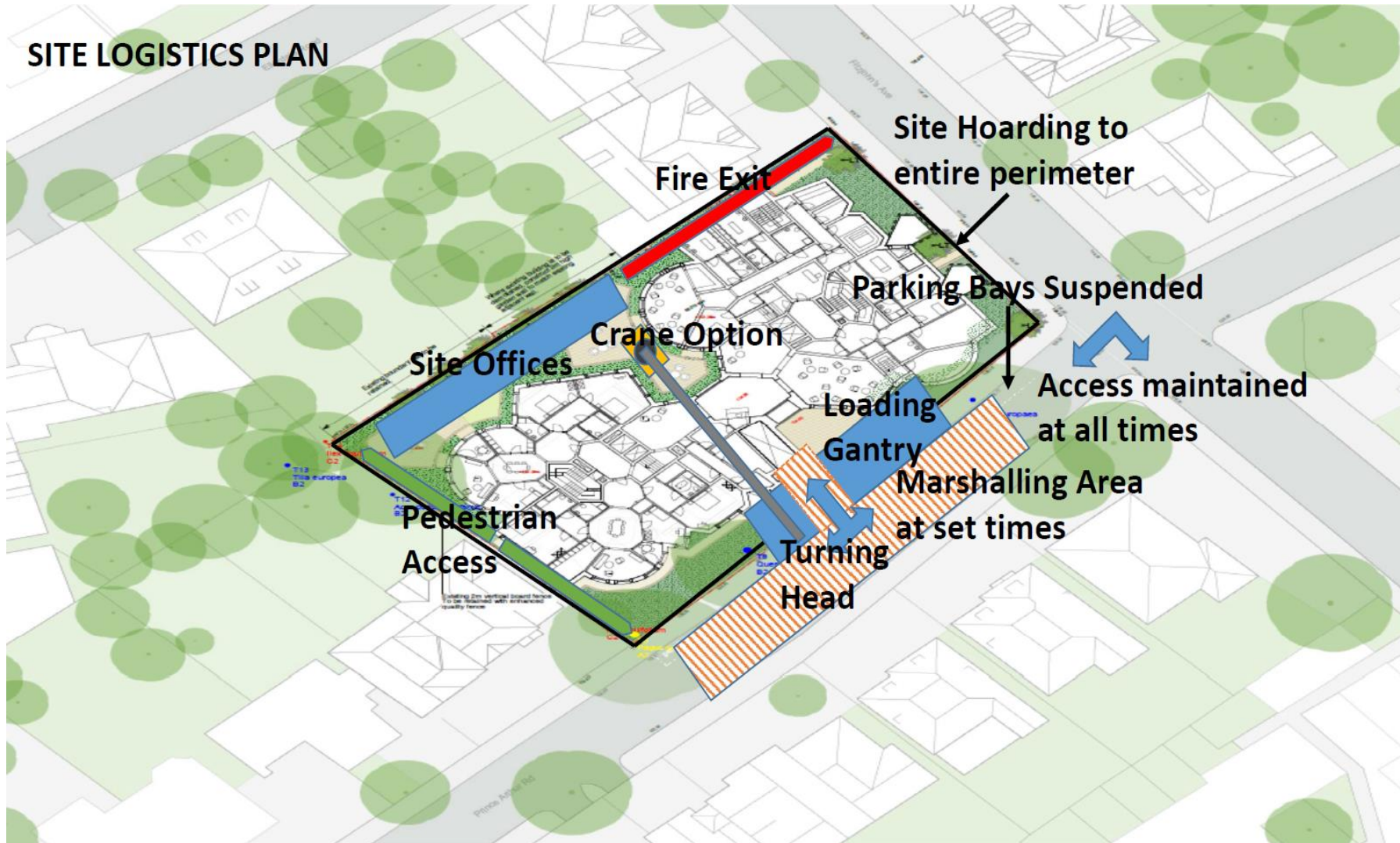
- 17.2 3.2. The Project Manager Gleeds would act on behalf of the Employer (Pegasus Life), with responsibility for managing the project within the agreed environmental constraints in conjunction with all other necessary management processes.

Environmental Manager

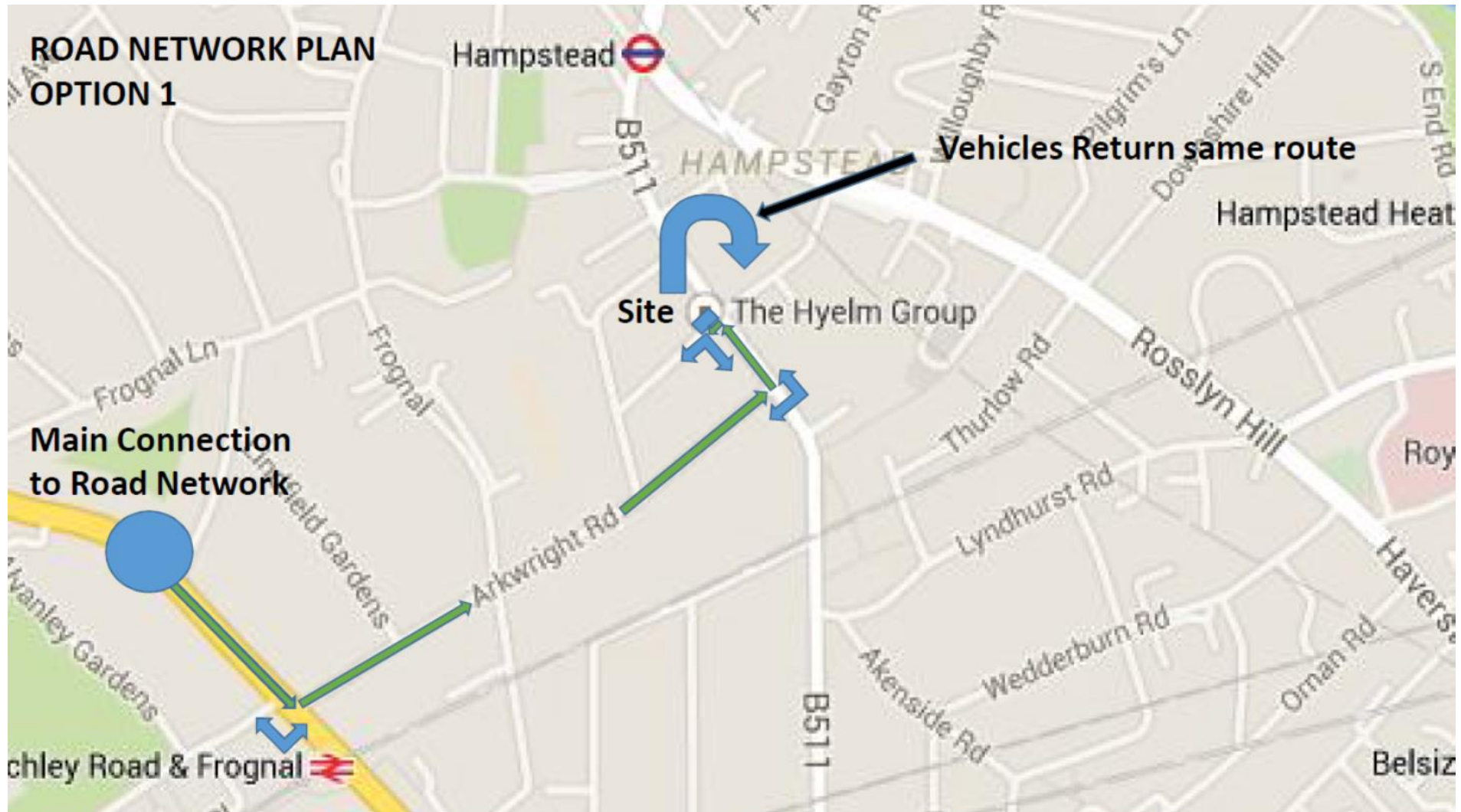
- 17.3 The Employer’s Environmental Manager would liaise with the Contractor’s Technical Manager and would be responsible for monitoring the performance of the project against statutory requirements and agreed environmental standards specified in the agreed construction Contract.

A. SITE PLAN LOGISTICS PLAN

SITE LOGISTICS PLAN



B. ROAD NETWORK PLAN – OPTION 1



C. ROAD NETWORK PLAN – OPTION 2

