

Devonshire House School

# 69 Fitzjohn's Avenue NW3

Construction Traffic Management Plan

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## Introduction

This Framework Construction Traffic Management Plan (CTMP) has been prepared in relation to the pre application consultation for the proposed alterations at 69 Fitzjohns Avenue NW3 within the London Borough of Camden (LB Camden). A site location plan is provided in Appendix A.

No.69 Fitzjohn's Avenue is part of the Devonshire House School, a co-educational school, taking pupils from nursery age through to 13. It is housed in a series of Victorian buildings around the top of Fitzjohn's Avenue and Arkwright Roads with long established educational use.

No. 69 is not a listed building, but lies within the Fitzjohns/ Netherall Conservation Area. In the Conservation Area Appraisal and Management Strategy (February 2001) (CAAMS) Fitzjohn's Avenue is indicated as a most prominent street in the area with numerous detached houses. In particular no.69 is identified as a building which makes a 'positive contribution' to the character and appearance of the Conservation Area.

Whilst the front of the building and the front driveway has been retained close to its original state, the rear of the building has been previously extended by an unattractive structure, coming to the end of its maintainable life.

The interior use of the building has been developed over time and it currently lacks a fully efficient layout with adequate catering and teaching supporting facilities.

The school lunches are served in a teaching room on the ground floor, which is also used for tuition, music and other school matters, whilst the kitchen is a cramped space at basement level.

The basement suffers from a poor connection to the main access at ground floor level/ the rest of the school and would benefit from better levels of natural light and ventilation

The development proposals include:

- Internal space re-planning at ground and basement level
- removal of the rear single storey extension and replacement with a single storey extension and open loggia
- extension to the existing basement, opening up below the rear terrace elevation onto garden level
- enlarging the existing light wells

The proposed development seeks to:

- improve some of the existing school facilities
- improve the connectivity circulation with the basement level and the rear garden
- enhance the character of the building
- improve the energy performance of the building

The purpose of this Framework CTMP is to ensure that the impact of construction work on local residents and the immediate highway network is kept to an absolute minimum. The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CTMP and will be the point of contact for local residents. The CPM's name, telephone number and email address will be added to the CTMP once appointed.

At this stage of the pre-planning process, prior to the appointment of a contractor, some information relating to the CTMP is unknown. However, the CTMP is a live document that will be updated by the CPM, once appointed, to include relevant information and if necessary address issues that may be identified through consultation with local residents as the project progresses. Any revisions made to the CTMP document will be submitted to the Council for approval.

This document has been prepared with input from the project design team and with reference to the guidance provided by LB Camden in Camden Planning Guidance 6: Amenity (8.17) and Guide for Contractors working in Camden 2008.

## **Description of Road Conditions**

The site is situated on the Eastern side of Fitzjohn's Avenue (B511), which runs on a broadly North South alignment between Swiss Cottage and Hamsptead Tube Stations. Fitzjohn's avenue is a primary street and a B-class road which carries heavier traffic. Directly adjacent to the site entrance there are two residents parking bays followed by double yellow line restrictions to Arkwright road to the North and beyond.

The site has vehicle and pedestrian access from the same door as well as a c.280 sqm net forecourt area of which c. 230sqm (north side) is used as a staff car park at the moment. Drop off and pick up of children is from the double gates which open towards the garden from the south end of the forecourt.

A plan showing the existing highway arrangement and parking/ loading restrictions in the vicinity of the site is attached at Appendix B.

## **Construction Project Manager**

The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CTMP and will be the point of contact for local residents. The contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the programme of works taking place and to give advance notice of any noisy or disruptive works. The CPM will be responsible for monitoring and reviewing the CTMP and will deal with any concerns of local residents and businesses. The contact details for the CPM will be confirmed once a contractor has been appointed.

## **Start and end Dates for each phase of construction**

Depending on the planning approvals, it is envisaged that the works will start as soon as Devonshire House School breaks for summer which is 9th of July 2015. The works are expected to be completed before schools open for the spring term in January 2016.

## **Construction Access Arrangements**

It is proposed that during construction a temporary pedestrian access to the site will be created from Fitzjohn's Avenue. The existing gates to the site will be used for transfer of construction goods and materials to and from the site. It is noted that the trees within and outside the boundary wall are listed and will be protected with temporary hoarding.

No section of the Fitzjohn's Avenue is expected to be suspended during construction to enable vehicles. It is envisaged that a skip would be located on the forecourt of the site to accommodate waste and spoil removed from the site.

In order to ensure goods and materials can be safely transported from a vehicle to the site, a marshal would be employed to manage the interaction between pedestrians on the footway and any goods being delivered to and removed from, the site. It is envisaged that the temporary closure or diversion of the footway would not be required, but if this is considered necessary during any phase of construction, the CPM would be responsible for applying for appropriate licences.

The majority of construction vehicle movements will be undertaken in forward gear. All reversing movements will be assisted by banksmen to ensure maximum safety to other road users and pedestrians. Swept path analysis demonstrating that a suitable vehicle can manoeuvre in and load / unload in the forecourt of the site is provided at Appendix C.

It is envisaged that all construction vehicles will approach the site from the south on Fitzjohn's Avenue which would be accessed from the A41 Finchley Road via College Crescent. Vehicles would

exit the site northbound on Fitzjohn’s Avenue and connect to A502 or to A41 via Arkwright Road. A plan indicating the construction vehicles routes to the site is attached at Appendix D.

All contractors, delivery companies and visitors to the site will be made aware of the access arrangements at the site prior to undertaking their journey. A written briefing and plan for the site will be provided to contractors, delivery companies and visitors.

## Indicative Construction Details

This section provides indicative details of the expected construction programme and activity. The information and numbers provided will be amended and revised once a contractor has been appointed.

### Programme

An estimated duration of each phase of works along with a breakdown of the number of heavy goods vehicle movements that will occur during each phase of the construction process will be provided by the CPM upon appointment, and the indicative durations provided below will be updated. At present it is envisaged that the total project duration will be approximately 21-25 weeks.

Indicative Programme of Works		
Task	Duration (weeks)	Number of Vehicles per Day
Site Set Up / Enabling Works	2	8 (5)
Substructure	15-19	12 (10)
Fit Out	4	10 (5)
* Of which are HGV vehicles		

## Description of Works

### Site Set-up & Enabling Works

Prior to any works commencing a site hoarding will be installed within the forecourt to secure the construction area from the pedestrian access to school. At times of high activity a hoarding as in temporary gates might be installed on the site frontage but within the site boundary. The extent of the hoarding and lighting requirements will be agreed with the highway authority in accordance with their licensing procedure. The hoarding will assist in making the site area secure and creating a safe working area. Any necessary licenses will be applied for by the CPM with any further details required to be provided at that stage.

### *Excavation & Substructure*

It is expected that excavated material will be transferred to a lorry or skip located in the forecourt the site. This is considered to provide the most efficient method of removing spoil. The drop off and collection of skips will be managed by banksmen to ensure appropriate safety and traffic management measures are adhered to.

Approximately 1000 m<sup>3</sup> of excavation material is expected to be removed from site and this will be deposited into 12 cubic yard skips (9.18m<sup>3</sup>). This equates to approximately 109 skips being dropped off and picked up. It is considered that on average 1-2 skip lorries will be required on site during the excavation works, with no more than 10 construction vehicles arriving at the site per day. It should be noted that the majority of works which require excavation or increased traffic of HGVs will take place during the school holidays to reduce its impact on the local traffic.

### *Fit Out*

Towards the end of the project during fit-out it is proposed for smaller vehicles to be visiting the site such as plasterer's/electrician's/plumber's Transit type vans which will need to park locally having first unloaded any heavy tools/materials. A number of pay and display opportunities are located directly adjacent to the site.

### *Types of Vehicles*

The following list provides an indicative list of the type of vehicles that will need to serve the site during the construction process.

- skip lorries – approximate size of 7.4m long and 2.6m wide;
- large tipper – approximate size of 9m long and 2.4m wide;
- ready mixed concrete lorries - approximate size of 8m long by 2.4m wide;
- flat bed delivery vehicle - the flat bed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. The approximate size will be 7m long by 2.25m wide; and
- box van (luton) - these will be utilised for all ancillary deliveries and small components, the approximate size of this vehicle is 4m long by 2m wide.

## Organisation

All construction activities are expected to take place between 08.00-17.00 Monday to Friday and 8.00-13.00 on Saturday. No construction activity to take place during Sundays or National Holidays. The delivery of materials, collection of waste and delivery/collection of machinery will be scheduled and managed by banksmen. During the school term, all deliveries / collections will be carried out b/w 9.30-14.30, with the last vehicle clearing the site at 14.30 to respect the school hours. During the school holidays, the delivery/collection times will be between 8.00-17.00.

All drivers will be provided with instructions on approach routes and mobile phone contact details of a banksmen who will be put on “stand-by” to receive a vehicle. Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available. If the loading area is unavailable construction vehicles shall not proceed to the site. Vehicles shall not wait or stack on any road within the Borough.

All necessary signage will be provided in accordance with relevant guidance. Banksmen will assist with any potential conflicts when materials are being transferred.

For any proposed scaffolding, the Council’s procedures (applications, licences, etc) shall be adhered to with all preparations made to ensure compliance with health & safety regulations.

In the event of other construction activity taking place in proximity to the site, the CPM will liaise with other sites in order to avoid unnecessary conflicting vehicle movements. On the advice of the Council, the CPM will liaise closely with the Project Managers of any other construction sites in the immediate vicinity so that consideration can be given to any measures that could be implemented to minimise the cumulative effect of construction work.

The CPM will be responsible for any complaints made in relation to construction works associated with the site. Details for the CPM will be provided on the site frontage should any local residents or businesses have any concerns. Where possible the CPM will attempt to resolve any issues as quickly as possible.

The CPM will monitor all construction procedures to ensure all activities are undertaken in a safe and efficient manner. Should any issues arise the CPM will make efforts to provide a suitable solution. Monitoring checks will be undertaken on a monthly basis.

Should the development require any new utility connections the project manager will make contact with the relevant utility companies in order to co-ordinate any scheduled works.



## **Nuisance Control**

A range of measures will be implemented to ensure that the potential impact of the works on local residents and neighbours will be minimised. These measures are discussed in turn below.

## **Air Quality Monitoring**

The engines of contractors' and suppliers' vehicles shall not be kept idling.

## **Dust Control**

Hoardings bordering the property will help contain any dust. Where required, scaffolding and sheeting can be erected to further contain dust. Water dampening measures will also be used when necessary.

## **Hazardous Materials**

The CTMP is a live document which will require consultation with local residents. In the event that hazardous materials are present in the existing building, the materials and the appropriate procedures for their disposal will be detailed in an updated CTMP and local residents advised accordingly.

## **Noise Control**

Deliveries to the site will take place between the hours of 9.30-14.30 during school term and between 08.00-17.00 on other construction days. Deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.

Noisy work on site (in excess of 80dB) will be carried out in accordance with guidance provided by LB Camden and Crown Estates, for example:

- Restricting the hours that noisy work is carried out to between 0800 and 1700 Monday to Friday.
- No noisy works should be carried out on Saturdays, Sundays and Bank Holidays.
- Using well-maintained and silenced plant and equipment including compressors, generators and power tools.

The CPM will endeavour to use suppliers and contractors that use electrically powered vehicles where possible.

## **Wheel Wash**

Any vehicles accessing the site will be inspected and wheels cleaned before leaving if necessary.

### **Site Security**

All construction materials will be stored on site. The CPM will be responsible for site security and emergency procedures. Once the CPM has been appointed, residents will be advised of appropriate procedures and contact information for out of hour's incidents.

### **Consultation**

The CPM will liaise with immediate neighbours to ensure that residents are aware of how the construction works are progressing and provide them with the opportunity to raise any issues that may arise as they occur.

### **Construction Good Practice**

The CPM will ensure that the site operates in accordance with the good practice principles.

### **Considerate Constructors Scheme**

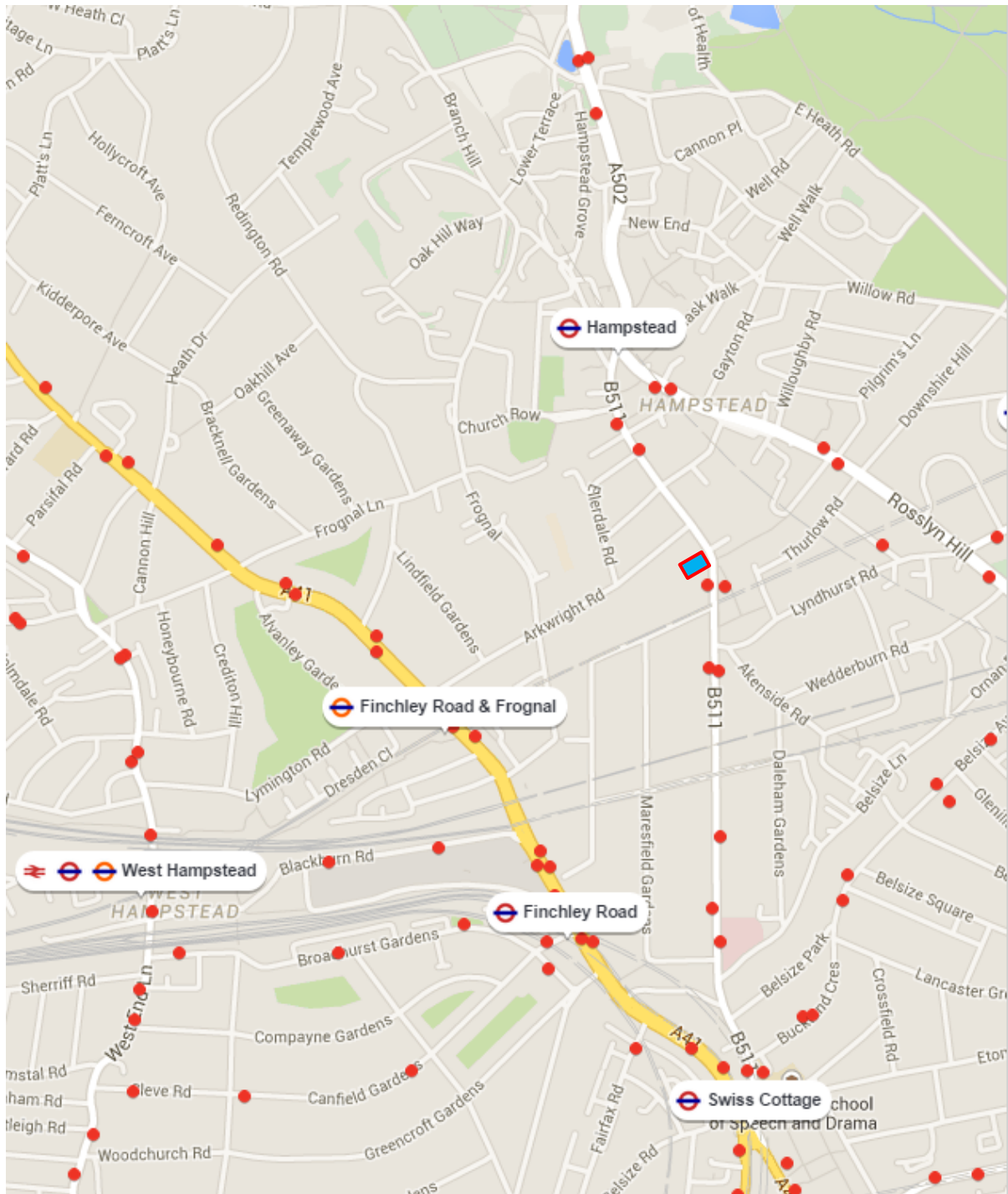
The site will be registered with the Considerate Constructors Scheme






### **Summary**

This Framework CTMP has been prepared in relation to the proposed alteration and extension works of 69 Fitzjohn's Avenue, LB Camden. The purpose of the CTMP is to ensure that the impact of construction works on the local residents and the immediate highway network is kept to an absolute minimum.

At this stage of the pre-planning process some information relating to the CTMP is unknown. However, the CTMP is a live document that will be updated by the CPM, once appointed, to include relevant information. The CTMP shall work with the Council and review this document if any problems arise in relation to the construction of the development and in the event of issues arising from local residents.

## Appendix A: Site Location Plan



-  Site: 69 Fitzjohn's Avenue NW3
-  Bus Stop
-  Tube Station
-  Over Ground Rail
-  National Rai

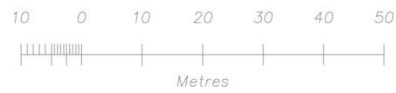
Map Source: TfL London, Google

## Appendix B: Existing highway arrangements

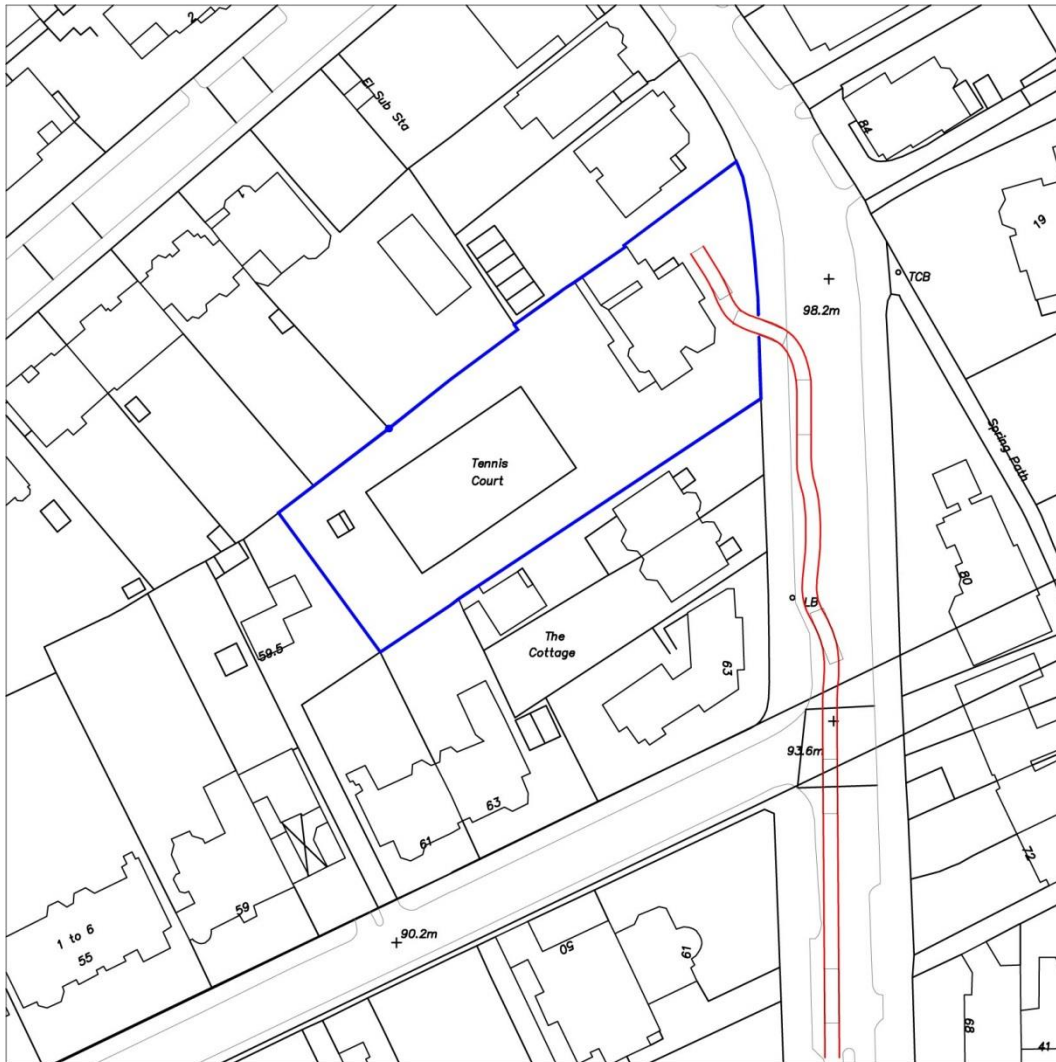


- 69 Fitzjohn's Avenue NW3, Site Boundary
- Bus Stop
- R Residents Parking
- P&D Pay & Display Parking
- Double Yellow Line

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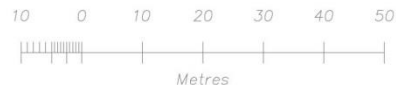


## Appendix C: Path analysis of vehicles coming in and out of the site



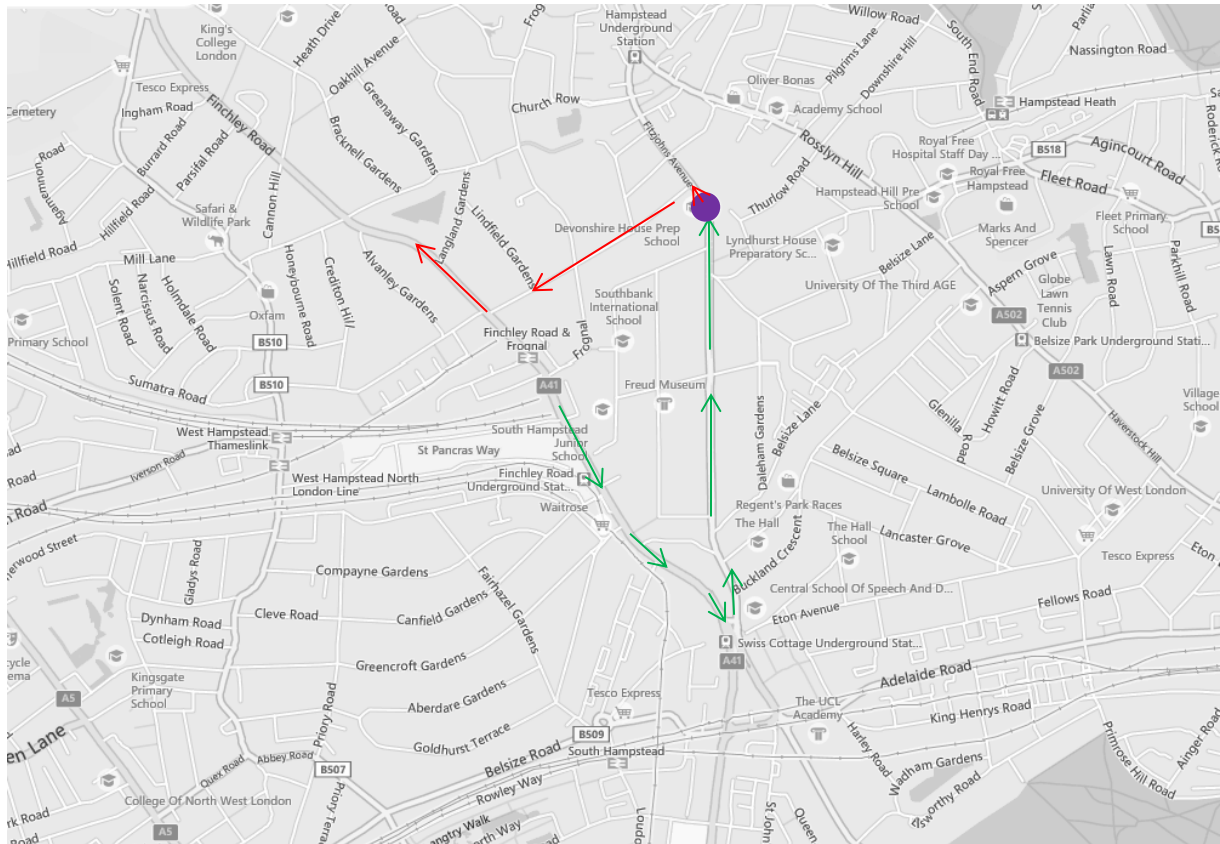
- 69 Fitzjohn's Avenue NW3, Site Boundary
- Path & Swept Path of the largest (tip) lorry expected to come to site

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## Appendix D: Site Access route



Map Source: Bing, Microsoft, Nokia

