Construction Traffic Management Plan.
53 Fitzroy Park
London
N6 6JA

Rev 04 – Planning Submission
10 July 2015

Knight Build Ltd
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Introduction.

This construction and traffic management plan (CTMP) has been prepared in relation to the proposed redevelopment of No. 53 Fitzroy Park, London. The proposal presents an alternative scheme for the site than the extant and implementable permission for a replacement house (PP Ref. 2011/1682/P and CAC Ref. 2011/1686/C). The CTMP is formatted to ensure the site layout and traffic management issues are established and addressed prior to the start of the construction works. However, the CTMP is a live document that will evolve as necessary to address issues that may be identified through ongoing consultation with local residents as the project progresses.

Our logistics strategy is designed to reduce the impact on the surrounding area, local businesses and residents to the minimum necessary to progress the development. This is particularly important as the site is located on a private road within an existing residential neighbourhood. The CTMP aims to achieve a clean and presentable construction site to the local residents, businesses and indeed anyone passing by the site.

Inevitably it is impossible to prevent this project from having some impact on the area as indeed most building or refurbishment works would do, but we are taking all reasonable steps to minimise any impacts.

Safety and cleanliness will be top of our agenda and we would: for example, maintain a direct dialogue with immediate neighbours during construction, hold open evenings for local residents and issue regular newsletters and notices to keep our wider neighbours up to speed with the overall project programme, what is happening at that moment and what is being planned for the future.

It is recognised that it is a private road and that there are privately managed arrangements for parking in place. We recognised that no on street parking is allowed for construction traffic or site users vehicles. Our CTMP is designed so that all deliveries are well managed and planned for the quietest times of day and that access to the entrance to the private road and all off loading activities are to be controlled and directed by a number of full time Traffic Marshals.

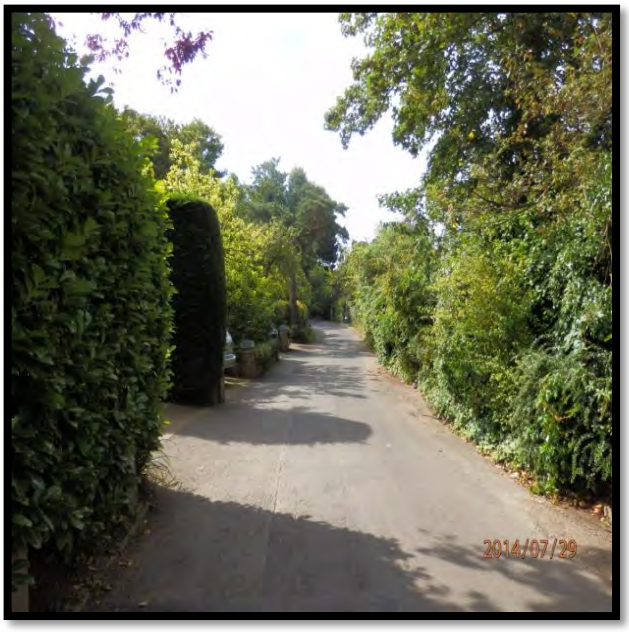
The project manager will responsible for implementing measures contained in the CTMP and will be the main point of contact for local residents throughout the duration of the project. The project managers contact details including name, 24 hour contact telephone number and email address will be included in the CTMP once he/she has been appointed. Until an appointment has been confirmed implementation of any necessary measures will be managed by John Knight, Contact details: Address: Unit 22, Childerditch Industrial Park, Brentwood, Essex, CM13 3HD, Tel: 01277 810777, Email: john.knight@Knightbuild.co.uk

The CTMP has been prepared with input from the project architects, planning consultants, structural and civil engineers, and traffic management consultants to ensure that the CTMP can comprehensively address all issues that may arise during all phases of the project.

In order to show our commitment to the consideration of others and the local community that we work in, Knight Build have become an Associated Member of the Considerate Constructors Scheme. We were selected as a Considerate Constructor National Company Silver Award Winner 2013 and Considerate Constructor National Company Bronze Award Winner 2014.

53 Fitzroy Park.

The site is located in the area of Fitzroy Park, a private road with large detached houses , located along the north eastern boundary of Hampstead Heath. Whilst this lane is located not far from the centre of Highgate Village it is situated close to High Gate Ponds and Hampstead Heath two areas of natural beauty. This combined with tree lined narrow road and dense hedgerows.
Fitzroy Park is situated in the London Borough of Camden within the Highgate Conservation Area and the part of designated Fitzroy Open Space area.



Fitzroy Park approach away from the site

Proposed new development

The proposal is for a 3 storey plus basement dwelling house with garage, including associated green roofs and landscaping works, following the demolition of an existing dwelling house. The basement storey provides residential leisure space. An extant permission for the redevelopment of the site for a 3 storey plus basement house also exists and is implementable, with approved CTMP.

The construction and site management techniques for this proposal, draw on the principles established for the extant scheme and the precedents set by similar developments in the surrounding area. They also follow the requirements in the London Borough of Camden guidelines on Subterranean Development.

The aim of this CTMP is to ensure all project activities comply with applicable statutory United Kingdom and European legislation, and London Borough of Camden and TFL requirements, as well as taking nearby businesses and residential premises into consideration.

Fitzroy Park approach to the site

The construction works will be carried out in 3 phases.

Phase 1

This will be the enabling works including erection of site hoardings and access, the demolition of the property, and the construction of the temporary loading/unloading platform.

Enabling Works

An Arboricultural survey has been carried out and the CTMP is fully co-ordinated with the tree protection requirements issued. This will allow all unprotected bushes, shrubs and vegetation to be removed to allow the tree protection measures to be put in place at the time when site hoardings are erected and also to enlarge the present access onto the existing drive.

The existing road surface immediately adjacent to the boundary of the frontage of the property and areas shown on the vehicle swept path drawings where vehicles will be turning will be strengthened and upgraded prior to any works commencing this will also include supports to the existing edge of the carriageway to prevent any movement and attrition to the carriageway edges These enabling works will be fully designed and supervised by a qualified structural engineer.

A 2.4 high timber hoarding will be erected along the boundary.

Demolition Works.

It is intended that the existing building at 53 Fitzroy Park will be carefully dismantled by hand in a manner that will reduce the building from the roof down allowing all debris and arising to fall within the frame of the building itself, rubble chutes that will be constructed between the existing floors of the building to the lower ground level where all hard –core arising will be re-used and retained on site.

Any bricks that cannot be re-used will be crushed on site along with roof tiles and foundation concrete, the resulting granular material will be used as granular infill during the construction process.

Timbers will be re-used where ever possible for temporary purposes during the construction phase such as shuttering and for permanent fixtures as part of the hard landscaping of the garden areas.

All remaining demolition material that cannot be re-used will be retained and stored on site until the larger vehicle turning platform can be introduced.

At this point we will be able to accommodate larger vehicles to site and the stored material can be segregated and taken away for recycling with only the materials that cannot be recycled being directed to landfill.

The demolition process will be closer to dismantling so that the maximum materials can be reclaimed / re-used. The on-site crushing will be carried out using a compact portable unit with integrated dust and noise suppression. The volume of material involved will not require the crushing machine to run for more than 2-3 hours per day over the dismantling period, It is therefore expected that the volumes of dust generated by the dismantling of the existing house will be limited and controlled by the use of water as a dust suppresent.

We have estimated that by re-using most of the demolition material generated we will be able to reduce our vehicle movements for this phase by 50%, this will bring the number of vehicles visiting site down to 24 (48 Movements) from the original 48 (96 Movements) originally proposed.

This process should also reduce vehicle movements in Phase 2 by reducing the deliveries of new materials required.

A monarflex wrapped scaffold will encase the building during the dismantling and water spray will be used as a dust suppression, there will be no requirement for any large plant or equipment to be delivered to site to carry out these works.

Temporary Loading/Unloading Platform

The platform will be designed by our structural engineers to ensure that all vehicles that are attending site will be able to reverse onto the platform and then drive away when loaded/ unloaded, the whole of the vehicle will be positioned on the platform and within the site boundary at all times

The platform will be a steel frame structure that will be supported on concrete piles, the piling rig to be used is a KITTEN KT-50 Mini non percussion/vibrating rig weighing 2t and 4m long with power pack that will be delivered to site on the back of a 3 axle flat back lorry and will lift the piling rig from the lorry to the lower ground level by HIAB.

The steel frame for the platform will be manufactured so that it is all pre-drill ready to be bolted together on arrival, the size of the steel beams will be as such the they can be delivered to site by medium sized flat back lorries that will be able to turn and manoeuver within the swept path restrictions until the platform is constructed.

The crane to be used for the erection of the gantry will be a Unic 506 the maximum weight of this crane is 5 tonne and will be delivered to site on the back of a 3 axle flat back lorry and will lift the crane from the lorry to the lower ground level by HIAB.

The Unic 506 is 4870 long and 1400 wide 2035 high when being transported.

Maximum lifting weight of 3.0t

Maximum lifting height 16m

Phase 2

The phase 2 works is the construction of the property which will include piling, basement construction, substructure and superstructure this will be covered in more detail in the 53 Fitzroy Park Construction Management Plan.

At this stage all vehicles attending site will be able to leave the carriageway onto the temporary loading area, see appendix A2 for vehicles to be used during this stage of the works.

KR 702 Piling Rig to be used on Phase 2

Non percussion/vibrating rig

Phase 3

This will be the fit out works with an estimated duration of 50 weeks at worst case scenario.

Existing drive in front of double garages

Fitzroy Park is a private maintained road which has its own independent parking controls and restrictions in force.

There is no parking for any construction vehicles at any time and the 53 Fitzroy Park project management team will enforce this procedure ensuring that no site users, operatives, management, visitors or any others that may have cause to visit the site will park on the Fitzroy Park carriageway if they cannot gain access to the temporary loading area.

This will be enforced by the full time traffic marshals that will man the site gates and approach to the site along Fitzroy Park.

Existing Entrance to Fitzroy Close

Turn left on to the existing drive way

Entrance to Fitzroy Park Private Road.

Junction of Merton Lane, Fitzroy Park and Millfield Lane

Vehicle access to and from site.

All vehicles will be instructed to access the site from Highgate West Hill then turn into Merton Lane traveling to the end of the lane then met by a KBL Traffic marshal then turning right into Fitzroy Park (Private Road) where the vehicle will drive along the road with a traffic marshal walking in front of the vehicle until they reach the site gates and there the vehicle will reverse off the road onto the existing drive or newly established loading platform (see swept path drawings Appendix 1A) .

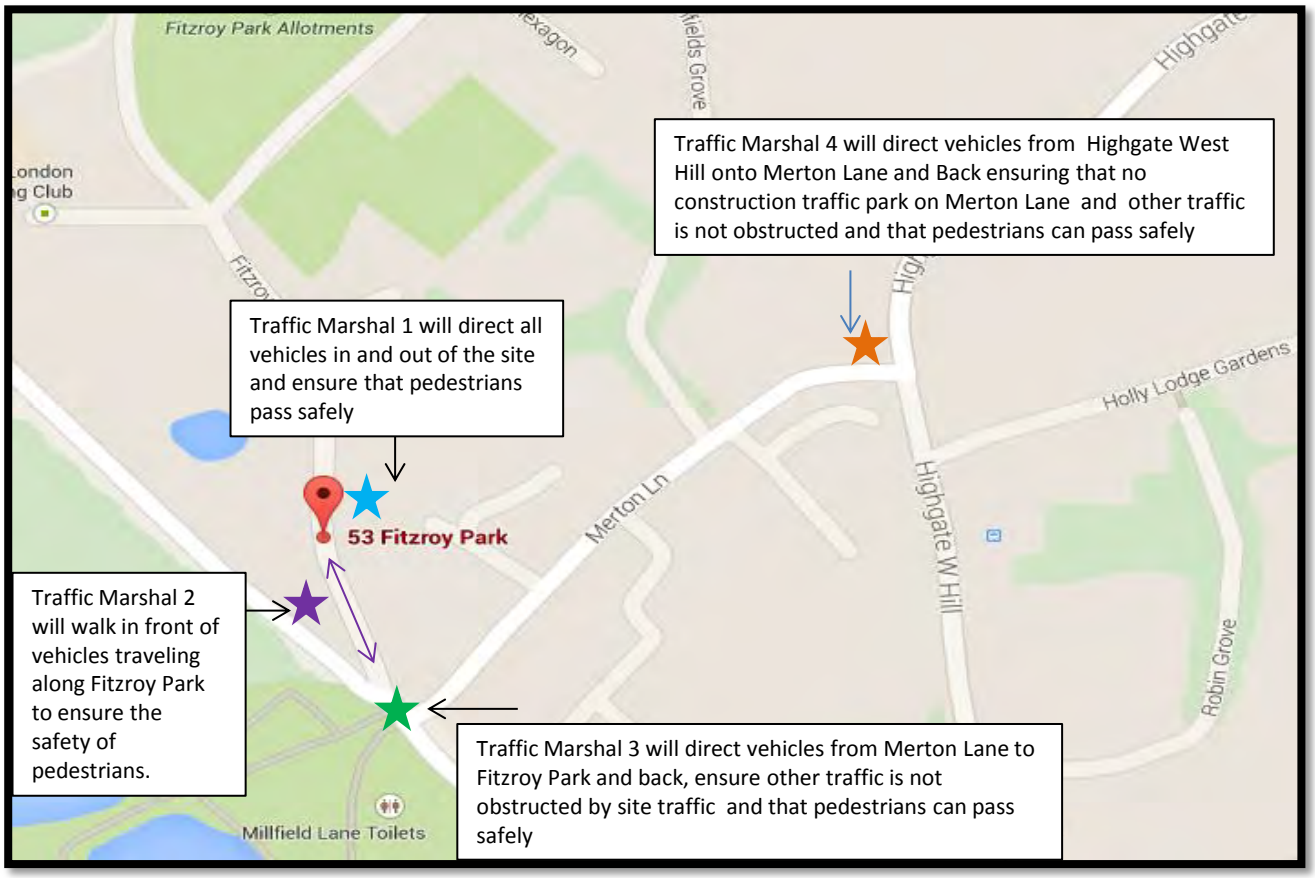
Vehicles will leave the site in forward gear by traveling back along Fitzroy Park to Merton Lane again with a Traffic Marshal walking in front of the vehicle travel up Merton Lane and back onto Highgate West Hill.

The wider access route to the site is in use by similar sized vehicles on a daily basis however it is proposed to station a fourth Traffic Marshal at the junction of Merton Lane and Highgate West Hill to prevent vehicles entering Merton lane and parking along the road waiting to gain access to the project on Fitzroy Park, vehicles will be told to keep moving until the loading area is clear and they are called to the site or return on another arranged day.

The agreed route shall be sent to our suppliers and all drivers are to be made familiar with the route before delivering to site so there will be no requirement for directional signage to be erected on the public highway.

From day one of the 53 Fitzroy Park project it is intended to use 4 full time Traffic Marshals this will be to oversee and direct all vehicles attending and leaving the project from the junction of Merton Lane and Highgate Hill West, down Merton Lane to the junction of Merton Lane, Millfield Lane and Fitzroy Park and along Fitzroy to the project loading/ unloading platform.

Each of the Traffic Marshals will be in contact with each other and the site manager by the use of 2 way radios, vehicles traveling along Fitzroy Park in any direction will have a Traffic Marshal walking in front of the vehicle at all times to ensure that it can stop at any time to allow pedestrians, Cyclists, vulnerable people or any other road users to pass safely



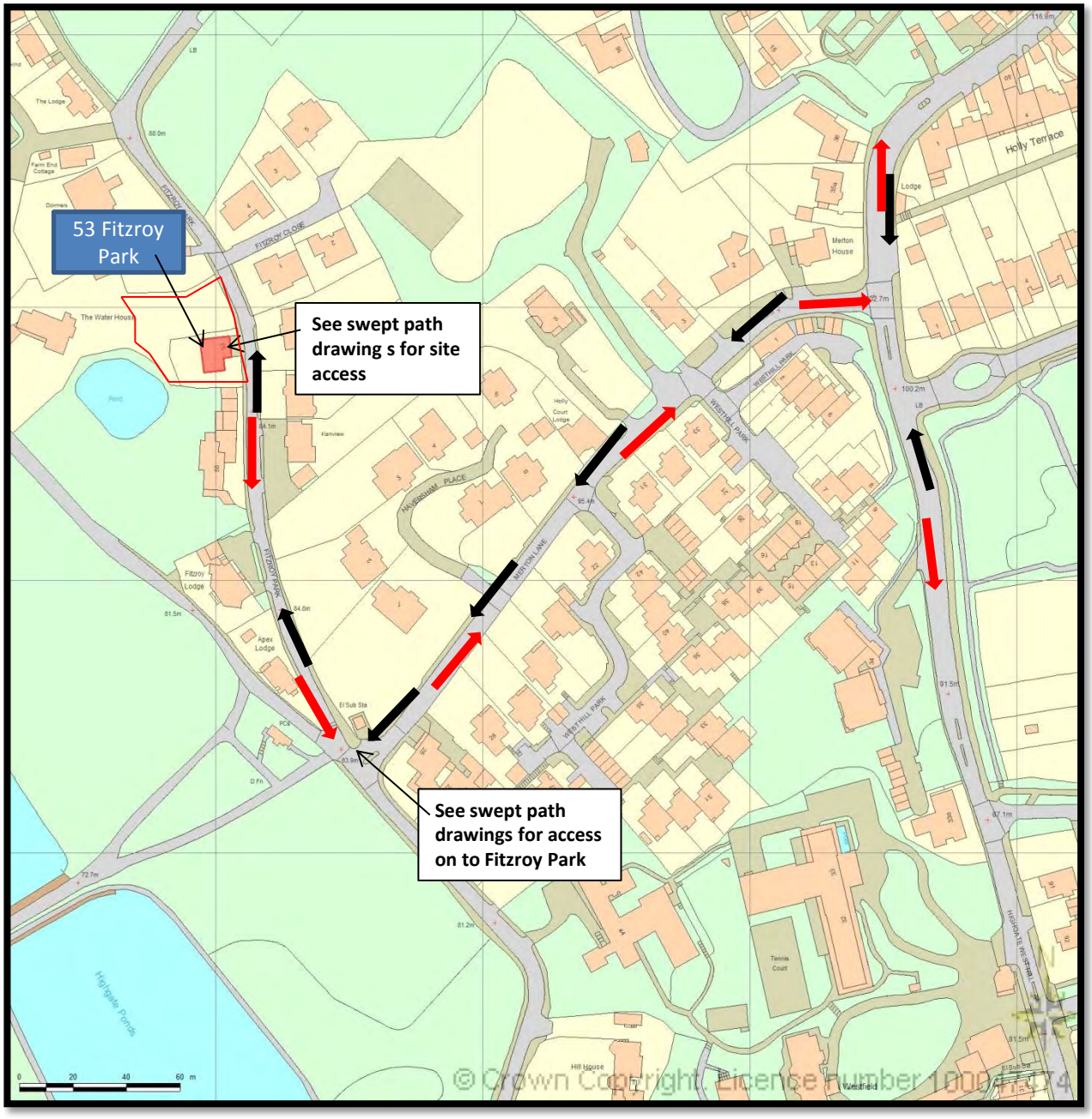
Traffic Marshal 1 Positioned outside site entrance

Traffic Marshal 2 Positioned along Fitzroy Park

Traffic Marshal 3 Positioned at Merton Lane/Fitzroy Junction

Traffic Marshal 4 Positioned Merton Lane/Highgate West Hill Junction

Access to Site



Route to Site ➡

Route from Site ➡

NOTE: Millfield Lane will not be used for access

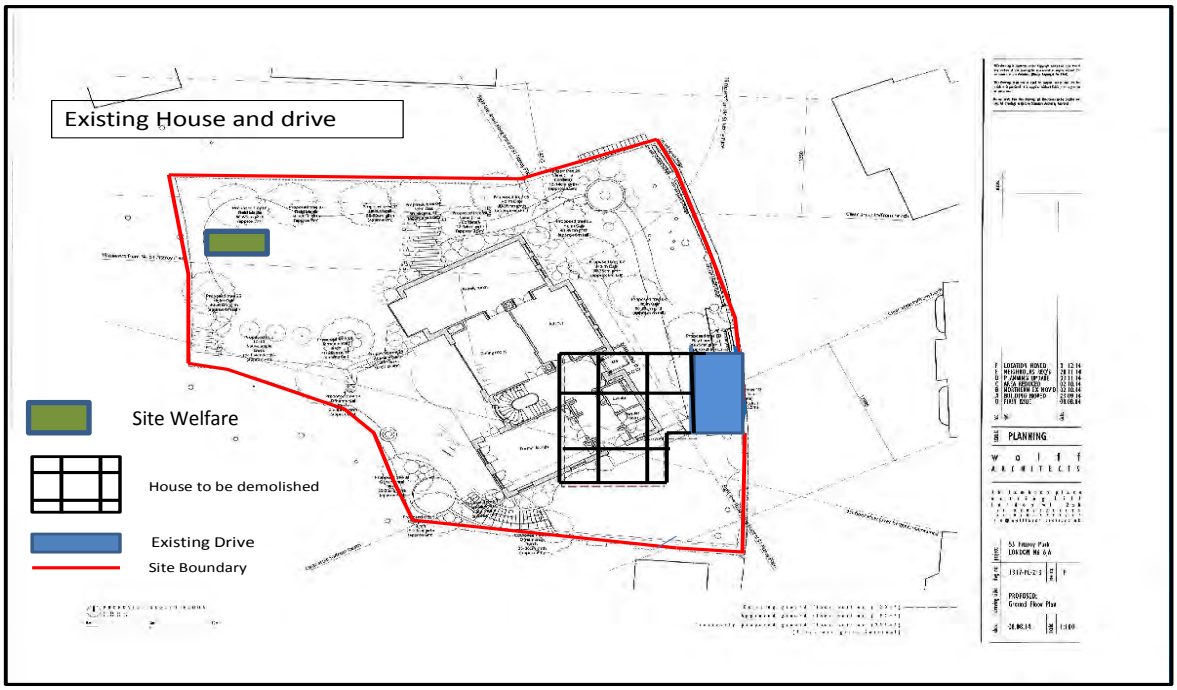
Site Set Up

A hoarding will be erected along the boundary of the property and a set of folding gates constructed across the existing driveway/site entrance . The tree protection measures including fencing and ground protection will also be carried out at this set up stage as per the Arboricultural report. In order for vehicles and plant to access the lower levels of the site we need to provide;

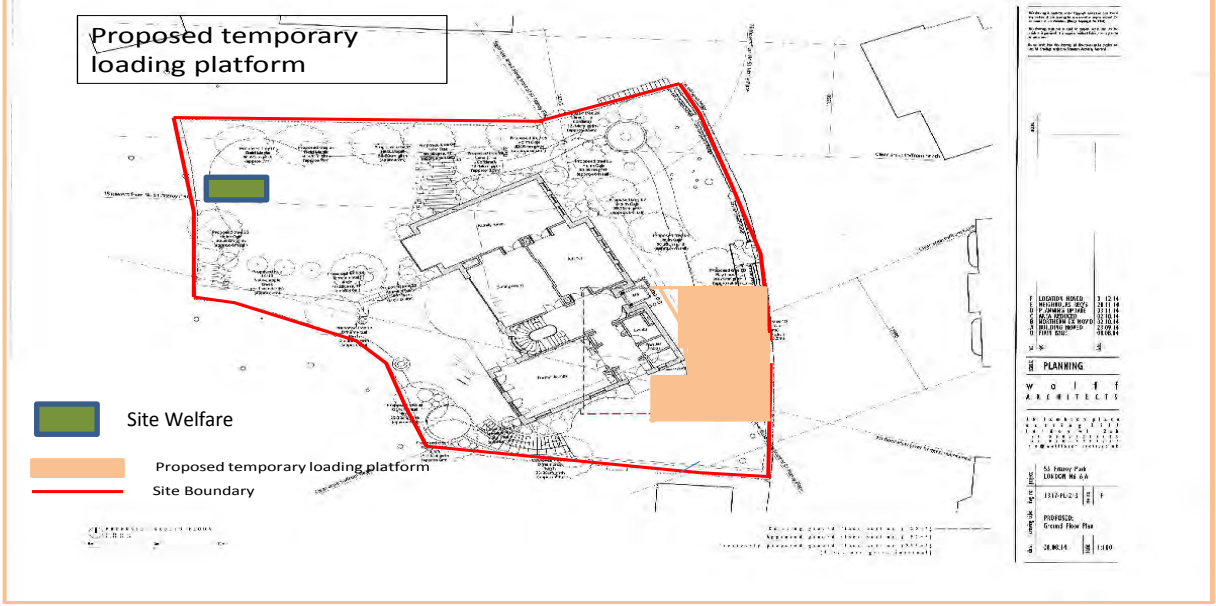
- A temporary loading platform to the right of the property extending the driveway.
- A Unic 506 , 706 or 1006 Compact Pedestrian Crane.
  (There will be no Tower Crane on this project).

This is required as a result of the site logistics and the difference between Fitzroy Park road level and the existing ground behind the hedge row.
The platform and the placement of the Unic crane will be established following the demolition stage of the works.
The site welfare and site offices will be a self-build container (cabin) set up delivered to site by a flatbed vehicle and established within the site boundary.
The cabins to be used are 6m x 2.3m flat packed cabins that will be built by hand on site location and then dismantled and removed the same way when finished with.

Site Location



Proposed Temporary Loading Platform



Vehicle Types

The surrounding access roads to the site are all particularly narrow and for this reason no articulated Lorries shall be allowed to make deliveries for the whole construction period.

Waste shall be taken from site using 4 and 6 wheel vehicles with a dwell time of 30 minutes. The loading of vehicles shall be undertaken from within the site boundary of the hoarding so as not to block the road during loading. It is the intention to either conveyor the material directly into the lorries or use a long reach excavator that would be positioned on part of the loading platform to load the lorries.

Concrete shall be delivered in 6m3 volume trucks discharging into a pump located within the site hoarding with a dwell time of up to 40 minutes.

The following list provides details on the type of vehicle that will need to gain access to site during the demolition and construction process:

The following list provides details of the type of vehicles that will need to gain access to the site during the demolition and construction process:

- Concrete Delivery Vehicle 6 Wheel, 24 Tonne, G.V.W
- Ballast and Loose Materials, 4 Wheel, 17 Tonne G.V.W, Tipper
- General Building Materials 4 Wheel, 17 Tonne, G.V.W, HIAB Flat Bed or 7.5 Tonne Rigid Vehicle
- Sundry Materials 4 Wheel, 3 Tonne, G.V.W, Van / Flat Bed
- Piling Rig, KITTEN KT 50, 2 Tonne, 4 Metres Long

Swept path analysis has been undertaken using the computer programme Auto Track to demonstrate that tipper, 7.5 tonne rigid vehicle and concrete delivery vehicle can manoeuvre to and from site in a satisfactory manner. The vehicles will need to use the full width of the road to undertake this manoeuvre and the site manager will liasie with local residents to request that vehicles do not park in the vicinity of the site frontage so as to prevent access to the site.

Swept paths have also been undertaken to demonstrate that an 8.7 metre rigid vehicle (which is larger than a 7.5 tonne rigid vehicle and a tipper lorry) can negotiate the turn from Merton Lane to Fitzroy Park in a satisfactory manner.

Vehicle Movements

A delivery will consist of two movements, arrival and departure. The movement overleaf will be updated to provide more specific detail of anticipated delivery times once permission to commence has been granted and the date for works to start on site has been confirmed.

All suppliers shall be written to before commencing on site ensuring they are aware of the route and to secure their acceptance of the requirements set out in the CTMP before being allowed to deliver to site.

As there is no waiting or holding areas near the site deliveries shall be programmed at least 30 minutes apart to ensure that no vehicle arrives until the previous vehicle has departed. The Construction manager shall have the contact numbers of all suppliers to be able to manage this process and shall implement a 5 minute call up procedure to ensure this is achieved.

Due to the carriageway restrictions the CTMP has been formulated to avoid the need for large plant and equipment, and the largest machine and plant on site will be a 14ton 360° excavator which we will off loaded at the bottom of Merton Lane and then track the machine along Fitzroy Park placing sheets of ply under the rubber tracks to prevent damage to the carriageway and then on to the loading platform within the site.

We will not be using a tower crane on this project (again due to access restrictions) but will use mini pedestrian cranes that will be able to work from the loading platform, other excavators to be used on site will be mini diggers that have a maximum weight of 5ton.

Electric Vehicles

The use of electrically powered vehicles has been considered but unfortunately this was found to be unachievable as most materials requiring movement will be in bulk and heavy and no commercially available vehicles of the size required are yet available. It would also not be practical to charge any such vehicle on site due to the limited power supply that will be in place for safety precautions.

Interface with adjoining sites

The table overleaf indicates typical daily vehicle movements and the maximum number that is predicted would occur. The range between average and maximum number of daily vehicle movements will provide an element of flexibility during each of the construction phases. In the event that construction works are taking place elsewhere on Fitzroy Park there is flexibility within each of the construction phases to enable vehicle movements to be scheduled so as to limit the cumulative impact of construction vehicles associated with 53 Fitzroy Park and other development sites.

Vehicle Movement Schedule

The number of vehicle movements is likely to vary on any given day throughout the construction period, but a summary of approximate vehicle movements based on the estimate spoil removal calculations set out below are anticipated to be as follows:

Task	Duration	Type of vehicle	Maximum number of vehicles that will visit site in any one day	Total number vehicles access to site per phase	Total vehicle movements per Phase (1 vehicle x 2 movements)	Average vehicles daily
Phase 1 Enabling works, Demolition and erection of temporary platform.	10 Weeks	General Delivery Steel Delivery (loading platform) Concrete	4	Total = 24	Total = 48	0.48
Phase 2 Piling, basement construction, substructure and superstructure	35 Weeks	Muck Away Concrete Reinforcing General Delivery	10	Total = 784	Total = 1568	4.5
Phase 3 Fit out	50 Weeks (Estimated worst case scenario)	General Delivery	5	Total = 200	Total = 400	0.9

Muck Away

The total amount of excavation to be carried out generates 2331m3 of spoil, of this 394m3 can be retained on site. Originally we intended to retain 250m3 of spoil (c. 48 vehicle loads) on site as fill to build up the area to the south of the site associated with the new drive and parking areas. Subsequent to this we have also been able to incorporate the retention of a further 144m3 of spoil (c. 27 vehicle loads) on site by raising the level of parts of the garden (c. 400mm) through the post construction landscaping.

As such, previously there remained a total of 2081m3 of spoil to be moved off site, the further retention of 144m3 of spoil for landscaping reduces this by 7% to 1937m3.

The largest vehicle that we can get on to site to remove spoil is a 3 axle tipper. With the allowance for the bulking of spoil each load can remove 5.2m3 of spoil. At 2081m3 this previously amounted to a total of 400 lorries (800 movements). With the new 7%, 27 vehicle load reduction, this now amounts to the reduced figure of 373 lorries (746 movements).

Concrete

Total concrete required on site is 1100m3 the largest concrete lorry that can get on site will carry 4m3 which amounts in a total of 275 lorries (550 movements)

Reinforcing

The largest lorry to carry reinforcing to site will be a 7.5ton flat back lorry and a total 31 lorries will be required (62 movements)

General Delivery

For 3 phases of the project we have estimated that a total of 305 deliveries will be required (610 movements)

Enabling Works

Due to the improved 'dismantling' demolition strategy the enabling works will now only require a total of 24 deliveries (48 movements) down on the original predicted 48 deliveries.

Control of Deliveries

Access is to be maintained at all times for the residents of Fitzroy Park and other near by roads from the junction of Merton Lane, Fitzroy Lane and Millfield Lane this will be managed and directed by the KBL traffic marshals.

It is the intension of Knight Build to have 4 traffic marshals in place at all times during the working day and they will ensure that a safe pedestrian access route is maintained at all times for the residents and pedestrians using Fitzroy Park and other adjoining roads.

An agreed signage system will be implement at all access roads into the Fitzroy Park and other roads affected by the project , warning of construction traffic and again these will be managed and maintained by the KBL traffic marshals.

All traffic marshals will operate a 2 way radio system and be in contact with each other and the site management.

At all times access will be maintained for emergency vehicles including during the working day, if emergency vehicles need to gain access or get passed all unloading /collections will stop and the works vehicle will clear the area, drivers will stay with their vehicles at all times.

Delivery and collection vehicles servicing the 53 Fitzroy Park project will be scheduled to take place between the hours of 10:00am and 16:00pm Monday to Friday and no deliveries allowed at weekends or public holidays.

These hours are directly informed by a traffic movement study undertaken by Motion which identified the least disruptive times of day for deliveries in the context of local vehicle movements (See Motion Letter and K&M Traffic Survey dated 23 April 2015 at Appendix ….)

Site Opening Hours

The site working hours will be between 0800 – 1800 Monday-Friday. Weekend work will only take place if required on a Saturday between 0800- 1300 (It is not planned to work Saturdays). There will be no Sunday working.

Refuse Collection

It is not envisaged that local refuse collection shall be affected by the traffic plan, we will however contact the local authority and ensure that there are no deliveries planned for the construction site at the appointed times that local refuse collection is scheduled to take place. Rubbish from site shall be collected whenever possible by wait and load trucks when skips are used they will be removed the same day.

Surrounding Area

Vehicles shall remain on the site hard standings at all times so no mud shall be carried on to the carriageway. Knight Build shall ensure the highway is kept clean at all times and ensure that in the unlikely event of the highway becoming soiled or damaged it shall be cleaned or repaired immediately. Notwithstanding this, a Jet wash will also be kept on site if cleaning of any vehicles, carriageway or other areas is required.

We will also have a road sweeper visit the area to sweep and clean the access roads to the site as and when necessary.

Public Footway

We consider pedestrian safety to be a key responsibility. There is no public footpath along Fitzroy Park so a Traffic Marshal stationed at the junction of Fitzroy Park and Merton Lane will be in constant communication by the use of radios with the Traffic Marshal outside the site and if any pedestrians are on the carriageway between the site and the junction then the site vehicles will be held until the road way is clear from pedestrians and other road users, site vehicles will all ways be accompanied by a Traffic Marshal when moving along Fitzroy Park.

Special provision will be made for vulnerable users using the carriageways near or adjacent to our project, we will ensure that wheel chair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people can make their way passed our site without any obstructions, plant or construction vehicles causing them difficulties or distress, this will be controlled by a full time KBL Traffic Marshals.

Numerous developments have taken place in the vicinity and similar considerations have never prevented a barrier to the safe progression of development in the area in the past and there is no reason to believe the same is not achievable here.

Parking of Vehicles of Site Operatives and Visitors

Knight Build Ltd does not allow parking for any site operatives or visitors on any of our sites and that will include the 53 Fitzroy Park project. We encourage all site users to use public transport. We will provide a mini bus to ferry the site operatives to and from the site to the main hub of the public transport area, the mini bus will then be parked off site in metered parking away from Fitzroy Park.

We ensure that access is maintained for the neighbours and residents by the placement of full time Traffic Marshals for the full working day and not just for deliveries, it is the Traffic Marshals job to maintain and keep clear the external area of the site and to make sure that none of the neighbours are obstructed in any way (4 Traffic Marshals will be used at different locations during the working day).

The majority of the operatives working on the site will be from the London area. The intension is set up accounts with local suppliers and merchants where possible.

Wheel Washing and Dust control

The project will be set up so that no delivery vehicles leave the carriageway or the loading area, and as such no wheel washing facilities are anticipated to be required, however notwithstanding this we will provide a jet was to clean the vehicles wheels and the carriageway if for any reason this is required. The loading area and the surrounding footpaths and carriageway will be continually monitored by the Traffic Marshals and swept when necessary.

However we will ensure that the facility of a road sweeper is available and can be called to site within 1 hour if required.

Works that may generate dust and dirt will be taking place within the footprint of the property and will be encased by the use of scaffolding and monarflex. Given the adoption of these suppression methods we do not expect to produce a level of dust that would affect the neighbours or residents.

Noise will also be monitored on a daily basis by a hand held noise monitor.

Site Hoarding

The site hoarding will be constructed from good quality ply wood minimum 2.4m high it will receive 3 coats of paint and be lit by red lights externally, minimum signage will be placed on the hoarding as to maintain a tidy appearance .

Unless there is a specific design or decoration instructed by the client or the local authority we will canvas the residents / neighbours of 53 Fitzroy Park by letter drop to select the colour of the hoarding from 3 different colours (Grosvenor Cream, Harrods Green or Dark Brown) and invite them to email us back with the colour of their choice the majority vote will be selected

The full time Traffic Marshals will be responsible for keeping the hoarding clean and respectable during the periods when there are no deliveries. All safety signs or notices on the hoarding will be planned and kept to a minimum.

Knight Build will also provide a notice board showing progress photos and other information.

Site Security

All construction materials, tools and equipment will be stored within the site boundary in designated storage areas or specific lockable storage chests. The site will be locked outside of working hours to ensure that all materials and equipment remain secure.

Waste Management.

A Waste Management Plan has been developed and will be issued with this documentation listing all waste that will be generated from the development and the expectation for recycling, reclaiming and reusing this waste if not on this project then on others or at transfer stations and recycling plants and crushers, due to the nature of the works we are able to achieve a number of usages from the timber supplied from shuttering, to underpins and then the timber is sent for recycling.

Knight Build is a member of Smartwaste and will issue a Smartwaste Site Management Plan at the end of each month giving full details of the amount of waste generated and recycled in that period, it will also provide the following information

- Electricity & Fuel Usage
- Water Usage
- Summary Charts
- Deliveries & Collection Co2 Chart
- Construction Diesel Co2 Chart

Due to the nature of the project it is not possible to have a number of skips on site, therefore we will either collect waste material by lorry and segregate into skips at our depot or have the waste sent to transfer stations where it will be segregated for recycling

Concrete Production

Producing concrete on site has been considered in order to minimise the quantity of concrete to be transported to site, this would also reduce the number of delivery vehicles visiting site. The use of site mixed concrete introduces further nuisance due to the noise of the production plant and will generate increased levels of dust from the dry aggregate and cement. The use of site mixed geothermal pile mortar remains under active considerations, but for general structure concrete it has been concluded that there would be no overall benefit to the local residents from the use of site produced concrete.

Service Connections and Utilities

Any utility connections that have to be made will be carried out directly outside of the property. Whilst the connections are undertaken the access to the site may be prohibited, connections shall be undertaken with at least 4 weeks notice and shall be complete within 2 days.
This should not happen more than 4 times throughout the project. All deliveries shall be cancelled whilst the utility excavations are ongoing.

Fitzroy Park Road Surface

Fitzroy Park is a private road, managed and maintained on behalf of residents by the Fitzroy Park Residents Association. Comments have been raised in relation to potential damage from construction activities to the road, however this issue has been managed locally and successfully across other construction projects that have used Fitzroy Park for access.

The strategy employed, using walking banksmen to accompany construction vehicles will minimise the potential for damage to street furniture and the carriageway as all construction vehicle movements and manoeuvres will be assisted and supervised.

In addition a bond against repairs has been offered by the applicant and this can be secured by private agreement with the FPRA or through a S106 Agreement associated with the permission granted.

To create a baseline for this bond, a condition survey of the road can be undertaken prior to the commencement of construction work using a photographic condition survey. This can be secured as a condition on any permission granted.

Emergency Access

The proposed redevelopment of 53 Fitzroy Park will not prevent access to Fitzroy Park in normal circumstances. In the event that a construction vehicle breaks down and blocks or restricts access to either end of Fitzroy Park, the project manager will arrange for the broken down vehicle to be repaired/recovered as soon as possible. The project manager will liaise with the emergency services to ensure that they are aware of any temporary restriction and are continuously updated with news on access.

Liaising with Residents

Knight Build shall regularly update residents as to the progress on site through correspondence and the site information board and provide a 24 hour emergency contact enabling us to action any concerns immediately.

Knight Build will also appoint a residents relations manager that will be available to meet the residents or others that may have concerns about the project on a weekly basis but will be contactable on the phone on a daily basis.

We are also Associate Members of the Considerate Constructors scheme and have our membership standards to maintain, we will regard very seriously that what we have stated within this CTMP will happen on a daily basis and throughout the duration of the project.

Contacts are:
John Knight: 07939 016007
Richard O'Leary: 07951 902442

Complaints

All complaints, concerns, questions or request for information should be addressed to John Knight at our Knight Build Head Office.

Unit 22,
Childerditch Industrial Park,
Childerditch Hall Drive,
Brentwood,
Essex,
CM13 3HD
Tel: 01277 810777
Email: john.knight@knightbuild.co.uk .

There will also be a 24 hour contact number 07939 016007 and email address john.knight@knightbuild.co.uk for our MD should any of the residents or neighbours wish to speak to him about anything.

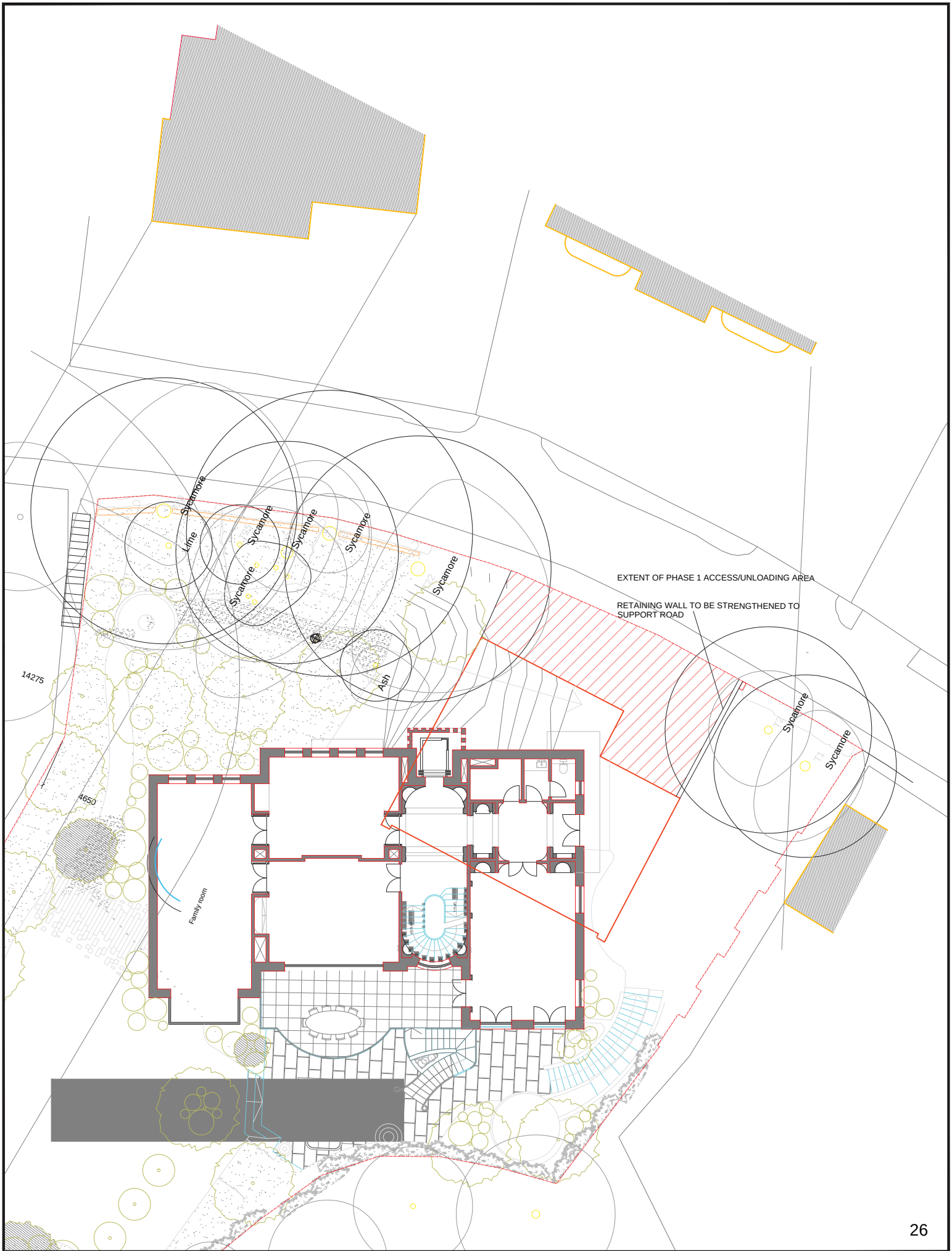
This site will also be registered with the Considerate Constructors Scheme
0800 783 1423

Appendices

Appendix A1: Construction Phasing Drawings
Appendix A2: Swept Path Analysis
Appendix A3: Motion Letter and Traffic Study

APPENDIX A1.

Construction Phase Drawings



Notes:

Rev.	Date	Description of revision	Drawn	Checked
00	07.04.15	First Issue	JRC	..

Project:
53 FITZROY PARK
N6 6JA

Drawing Status:
Information

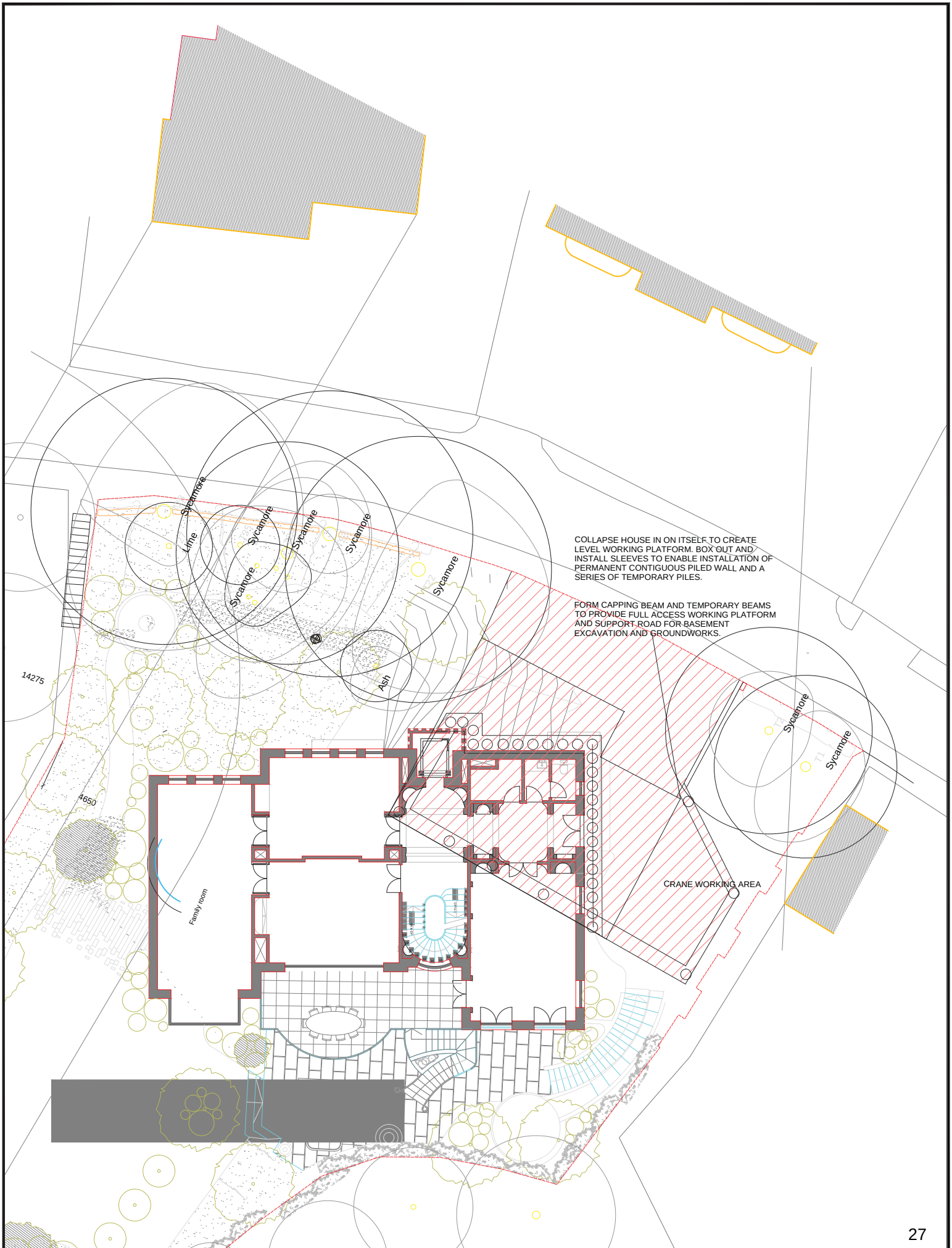
Drawing Title:
PHASE ONE
EXTENT OF ACCESS

Drawn by:	Checked by:	Scale:
..	..	NTS

Drawing No.: KB53FP-LOG-001
Revision: 00

knightbuild
Knight Build Limited
Unit 22, Childerditch Industrial Park,
Childerditch Hall Drive,
Brentwood, Essex CM13 3HD
T: 01277810777 **F:** 01277810744
E: cad@knightbuild.co.uk
www.knightbuild.co.uk

A1



Notes:

Rev.	Date	Description of revision	Drawn	Checked
00	07.04.15	First Issue	JRC	..

Project:
53 FITZROY PARK
N6 6JA

Drawing Status:
Information

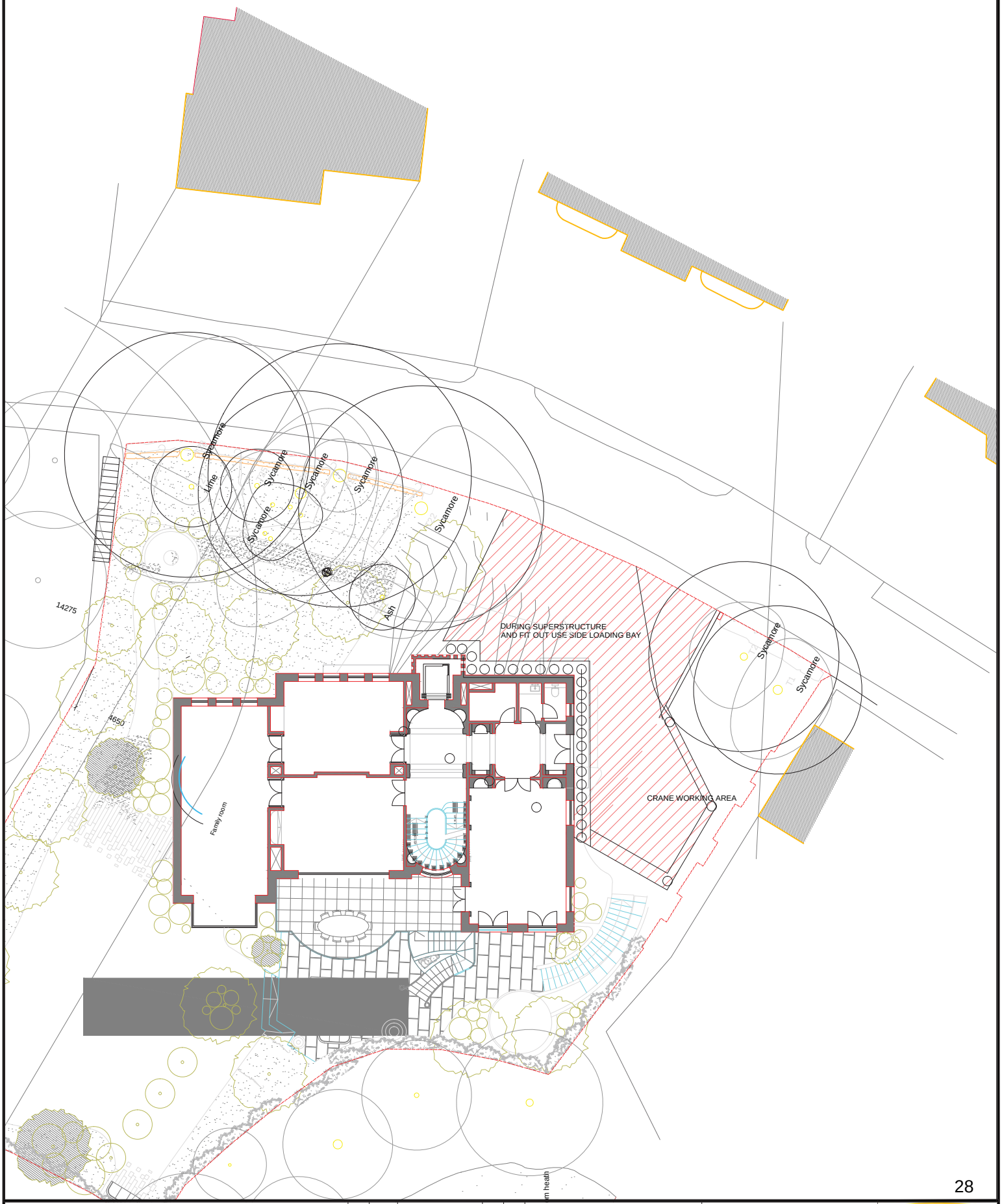
Drawing Title:
PHASE TWO
EXTENT OF ACCESS FOR DEMOLITION AND GROUNDWORKS

Drawn by:	Checked by:	Scale:
..	..	NTS

Drawing No.: KB53FP-LOG-002
Revision: 00

knightbuild
Knight Build Limited
Unit 22, Childerditch Industrial Park,
Childerditch Hall Drive,
Brentwood, Essex CM13 3HD
T: 01277810777 **F:** 01277810744
E: cad@knightbuild.co.uk
www.knightbuild.co.uk

A1



28

Notes:

Rev.	Date	Description of revision	Drawn	Checked
00	07.04.15	First Issue	JRC	..

Project:
53 FITZROY PARK
N6 6JA

Drawing Status:
Information

Drawing Title:
PHASE THREE
DURING SUPERSTRUCTURE

Drawn by:	Checked by:	Scale:
..	..	NTS

Drawing No.: KB53FP-LOG-003
Revision: 00

Knight Build Limited
Unit 22, Childerditch Industrial Park,
Childerditch Hall Drive,
Brentwood, Essex CM13 3HD
T: 01277810777 **F:** 01277810744
E: cad@knightbuild.co.uk
www.knightbuild.co.uk

A1

APPENDIX A2.

Swept Path Analysis

From Fitzroy Park,
left into Merton Lane

From Merton Lane,
right into Fitzroy Park

FITZROY PARK

MERTON LANE

MILLFIELD LANE

El Sub Sta

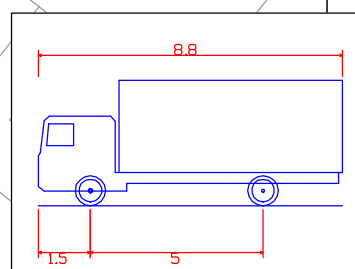
MRV - Medium Rigid Vehicle

5.51m

3m

6.23m

25



MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	10.000m

KEY

Path of vehicles wheels

Path of vehicles body

knight build limited

FITZROY PARK JUNCTION
OF MERTON LANE
VEHICLE SWEPT PATH ANALYSIS

TEL: 0800 6444 654

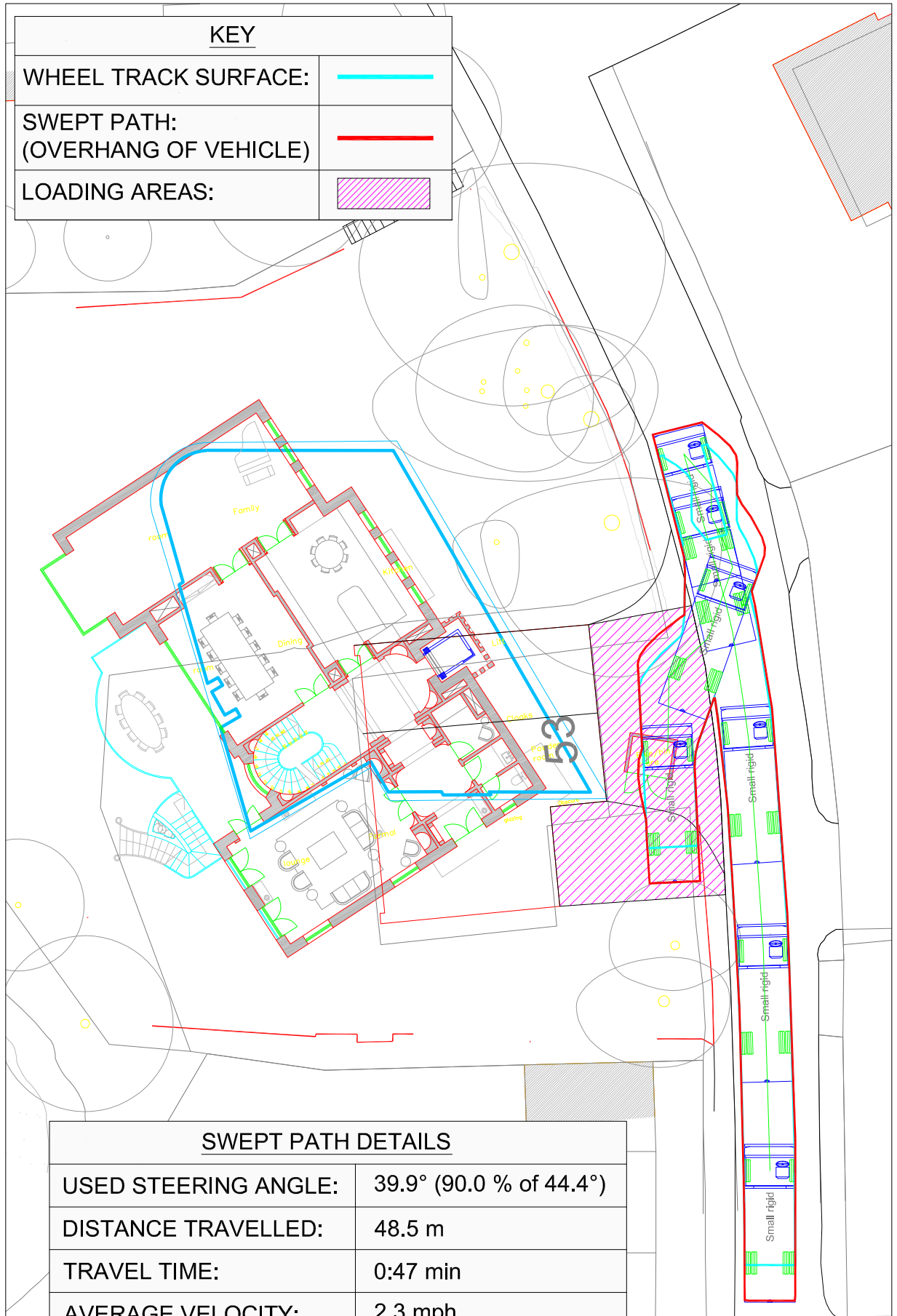
KTM
Keiton Traffic Management

N

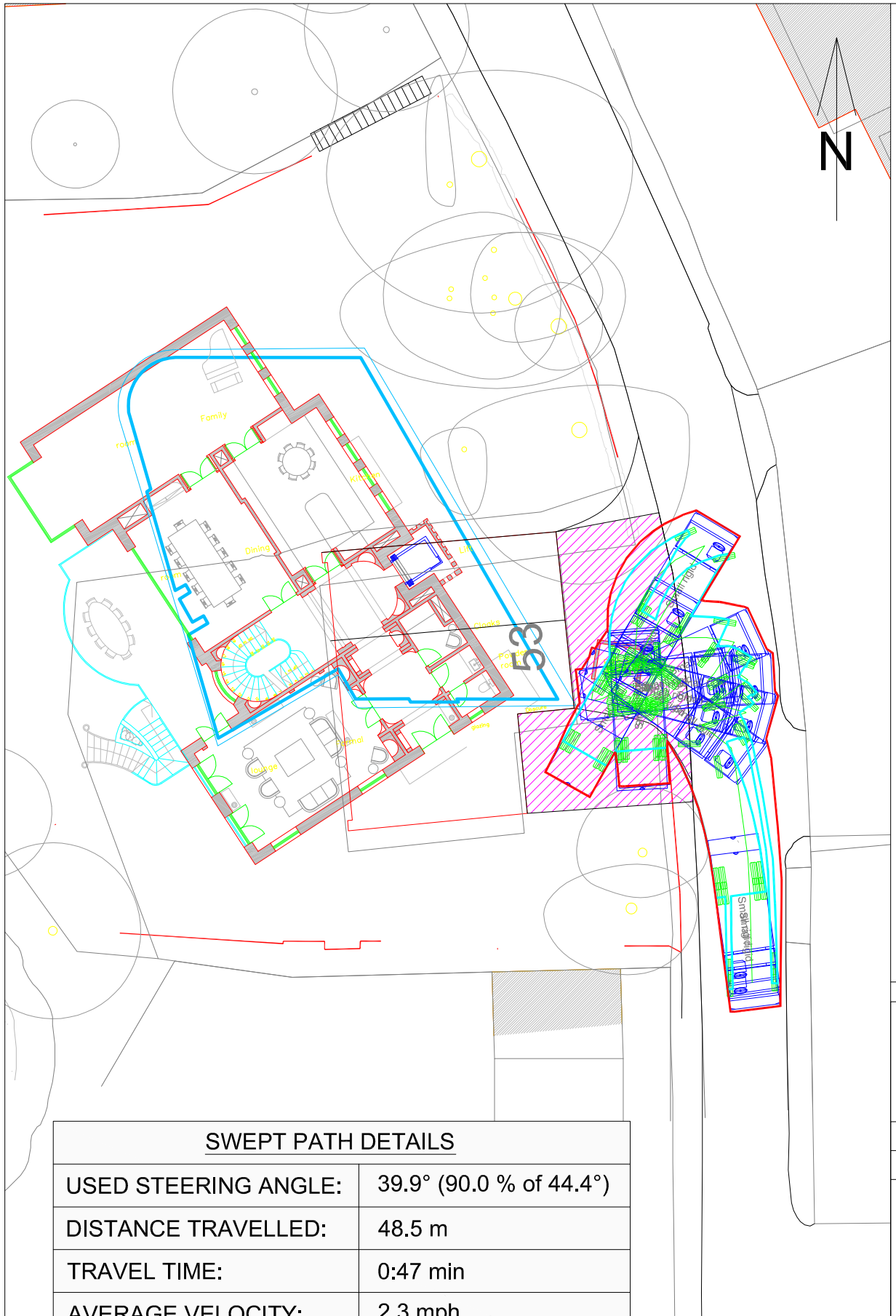
1) TEMPORARY TRAFFIC MANAGEMENT TO BE SET OUT IN ACCORDANCE WITH CHAPTER 8 AND SAFE WORKING PRACTICES.
2) ALL BUS, PARKING AND LOADING BAYS SHOULD BE SUSPENDED WITH THE RELEVANT AUTHORITY PRIOR TO COMMENCEMENT OF WORK.
3) WORKS VEHICLES TO BE PARKED WITHIN WORKS AREA.

DATE DRAWN	19.06.15	Drawing No.
DRAWN BY	KTM/A.P.	
CHECKED BY	KTM/K.H.	1042.85
SCALE	N.T.S.	

KEY	
WHEEL TRACK SURFACE:	
SWEPT PATH: (OVERHANG OF VEHICLE)	
LOADING AREAS:	



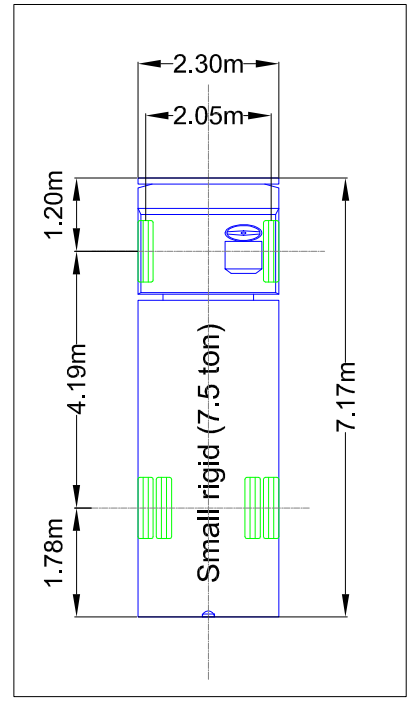
SWEPT PATH DETAILS	
USED STEERING ANGLE:	39.9° (90.0 % of 44.4°)
DISTANCE TRAVELLED:	48.5 m
TRAVEL TIME:	0:47 min
AVERAGE VELOCITY:	2.3 mph
USED TTP:	Steering, Reversing



SWEPT PATH DETAILS	
USED STEERING ANGLE:	39.9° (90.0 % of 44.4°)
DISTANCE TRAVELLED:	48.5 m
TRAVEL TIME:	0:47 min
AVERAGE VELOCITY:	2.3 mph
USED TTP:	Steering, Reversing

DO NOT SCALE FROM THIS DRAWING.
All dimensions to be verified on site.

This drawing has been produced for the specific client and project identified below and is not intended for use by any other person or for any other purpose.



TECHNICAL INFORMATION - SMALL RIGID	
LENGTH (m):	7.17
WIDTH (m):	2.30
OVERALL HEIGHT (m):	2.96
WHEEL BASE (m):	4.19
MAX STEERING ANGLE (°):	44.40
LOCK TO LOCK TIME (sec):	4.0
DESIGN STEERING ANGLE (°):	44.40
DESIGN CENTRE RADIUS (m):	5.99

REV.	DESCRIPTION	DATE	CHK
-	-	-	-

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scale at	date	drawn	chk1	chk2
1:250 @ A3	9.07.15	RGS	RGS	-

Client

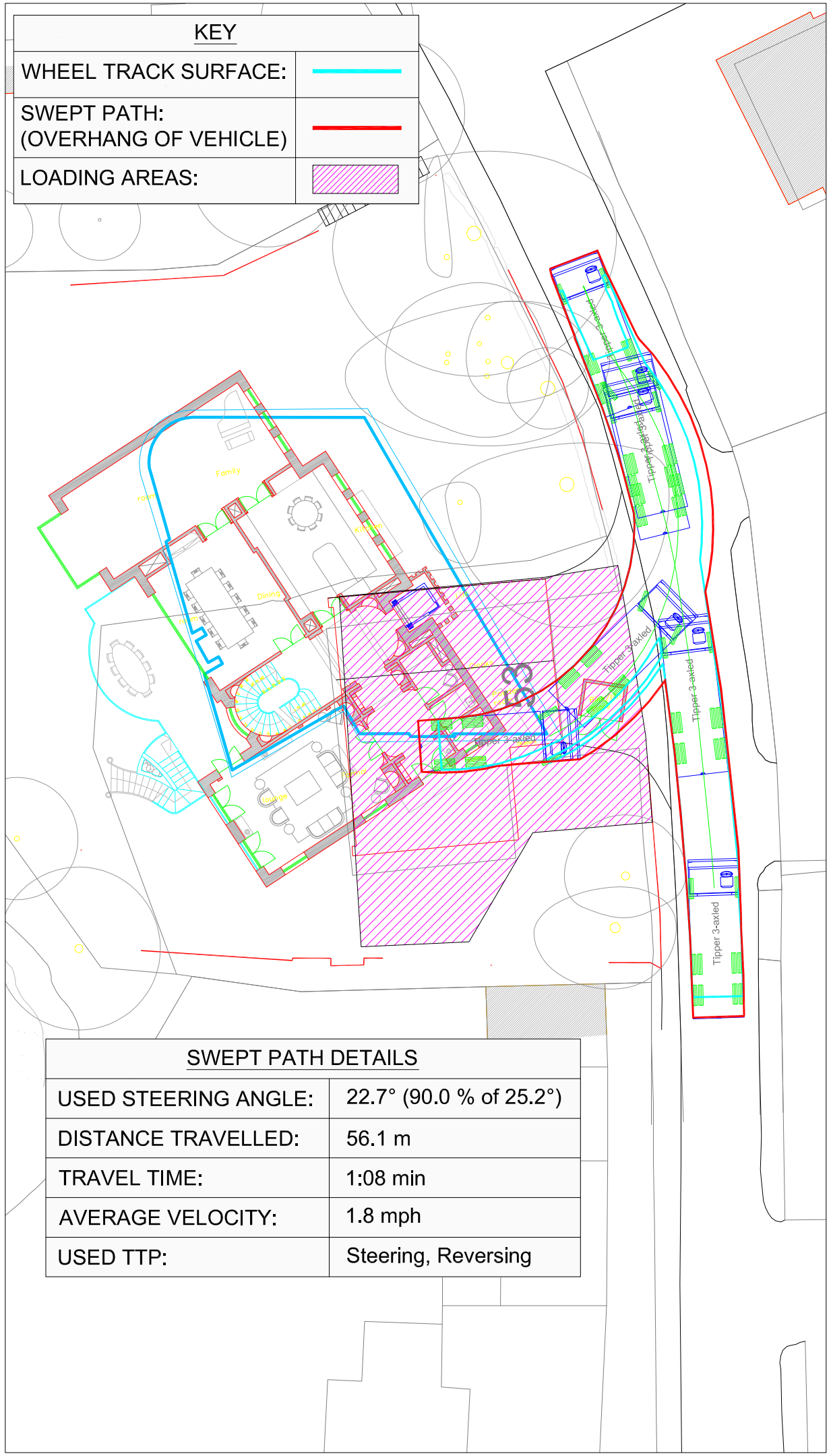
knightbuild limited

Project
LB OF CAMDEN
FITZROY PARK
PHASE 1
VEHICLE SWEPT PATH ANALYSIS
SMALL RIGID VEHICLE SITE ACCESS AND EGRESS

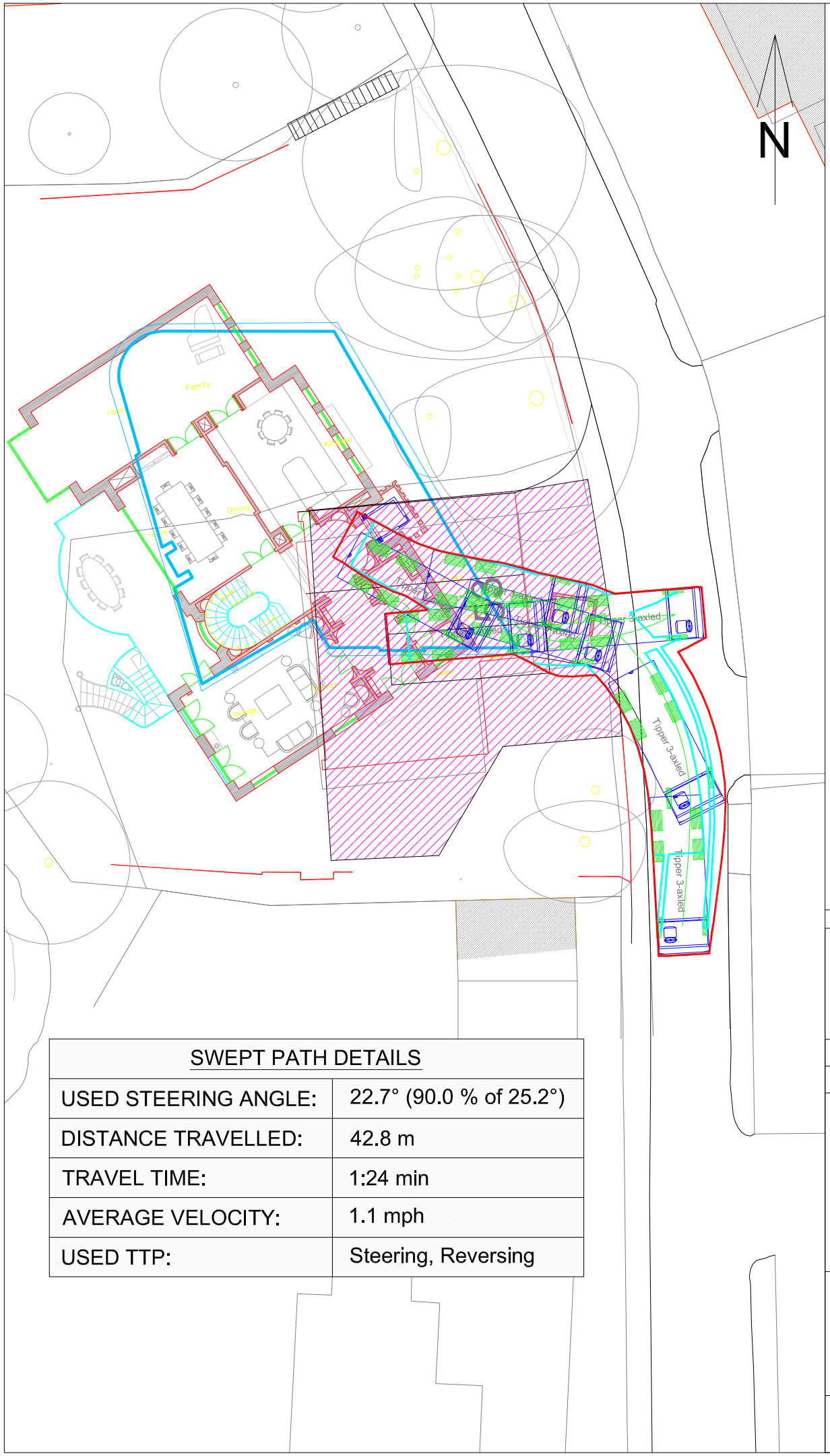
DWG REF: VSP-KB-CAM-FITZROY PARK-PHASE 1

REV: 00

KEY	
WHEEL TRACK SURFACE:	
SWEPT PATH: (OVERHANG OF VEHICLE)	
LOADING AREAS:	



SWEPT PATH DETAILS	
USED STEERING ANGLE:	22.7° (90.0 % of 25.2°)
DISTANCE TRAVELLED:	56.1 m
TRAVEL TIME:	1:08 min
AVERAGE VELOCITY:	1.8 mph
USED TTP:	Steering, Reversing



SWEPT PATH DETAILS	
USED STEERING ANGLE:	22.7° (90.0 % of 25.2°)
DISTANCE TRAVELLED:	42.8 m
TRAVEL TIME:	1:24 min
AVERAGE VELOCITY:	1.1 mph
USED TTP:	Steering, Reversing

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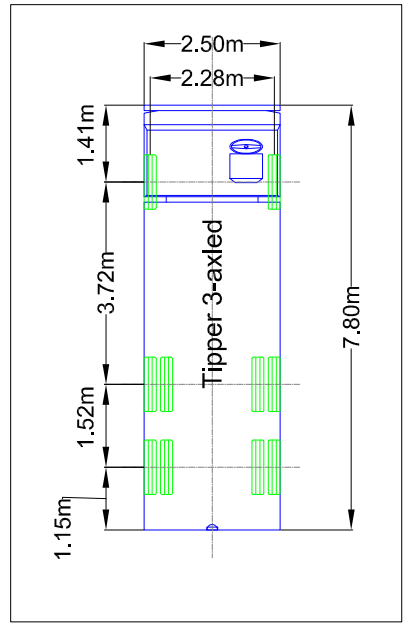

TECHNICAL INFORMATION - TIPPER 3-AXLE	
LENGTH (m):	7.80
WIDTH (m):	2.50
OVERALL HEIGHT (m):	3.00
WHEEL BASE (m):	4.48
MAX STEERING ANGLE (°):	25.25
LOCK TO LOCK TIME (sec):	6.0
DESIGN STEERING ANGLE (°):	22.73
DESIGN CENTRE RADIUS (m):	11.59

REV.	DESCRIPTION	DATE	CHK
-	-	-	-

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1:250 @ A3	9.07.15	RGS	RGS	-

Client

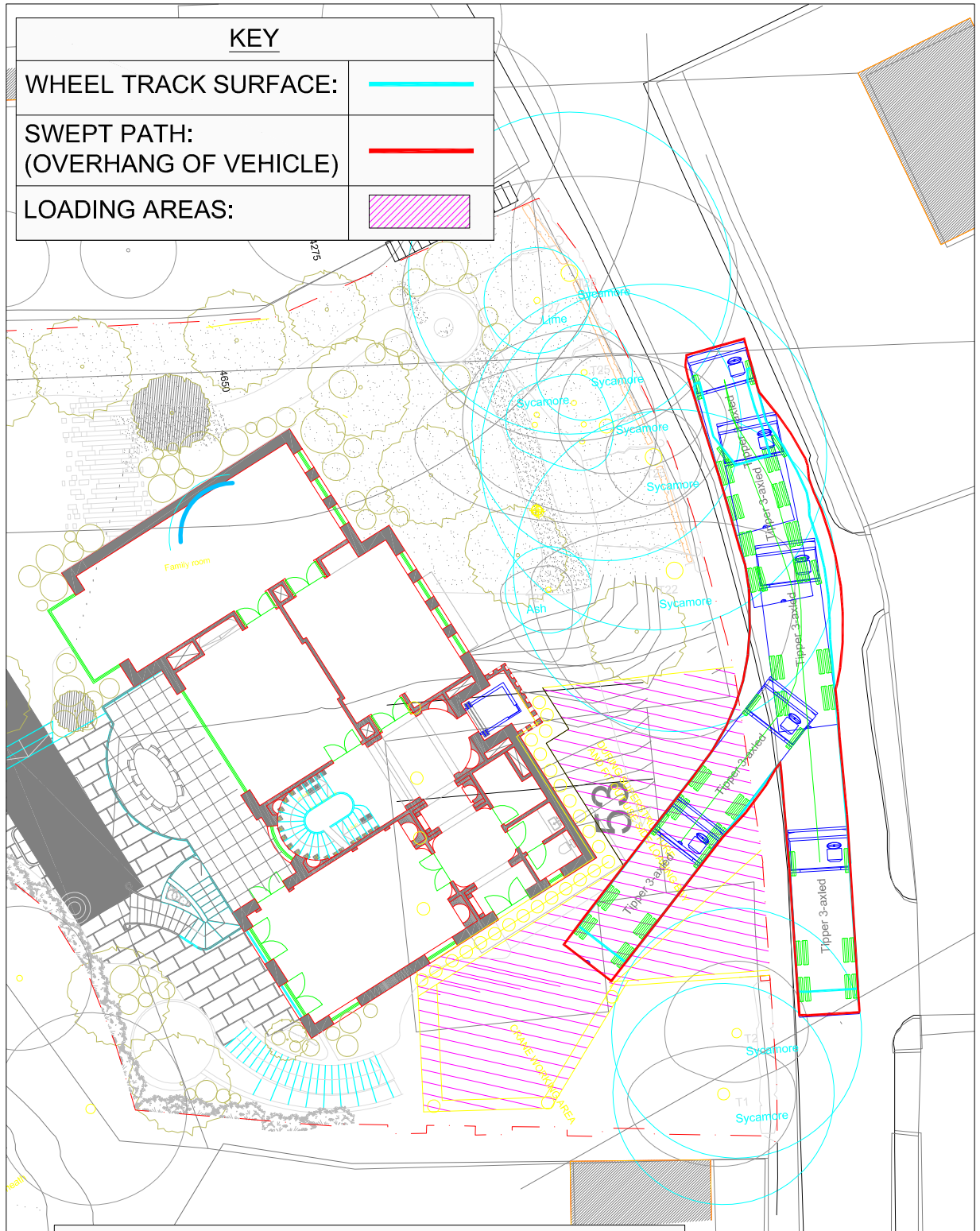
knightbuild limited

Project
LB OF CAMDEN
FITZROY PARK
PHASE 2
VEHICLE SWEPT PATH ANALYSIS
3 AXLE VEHICLE SITE ACCESS AND EGRESS

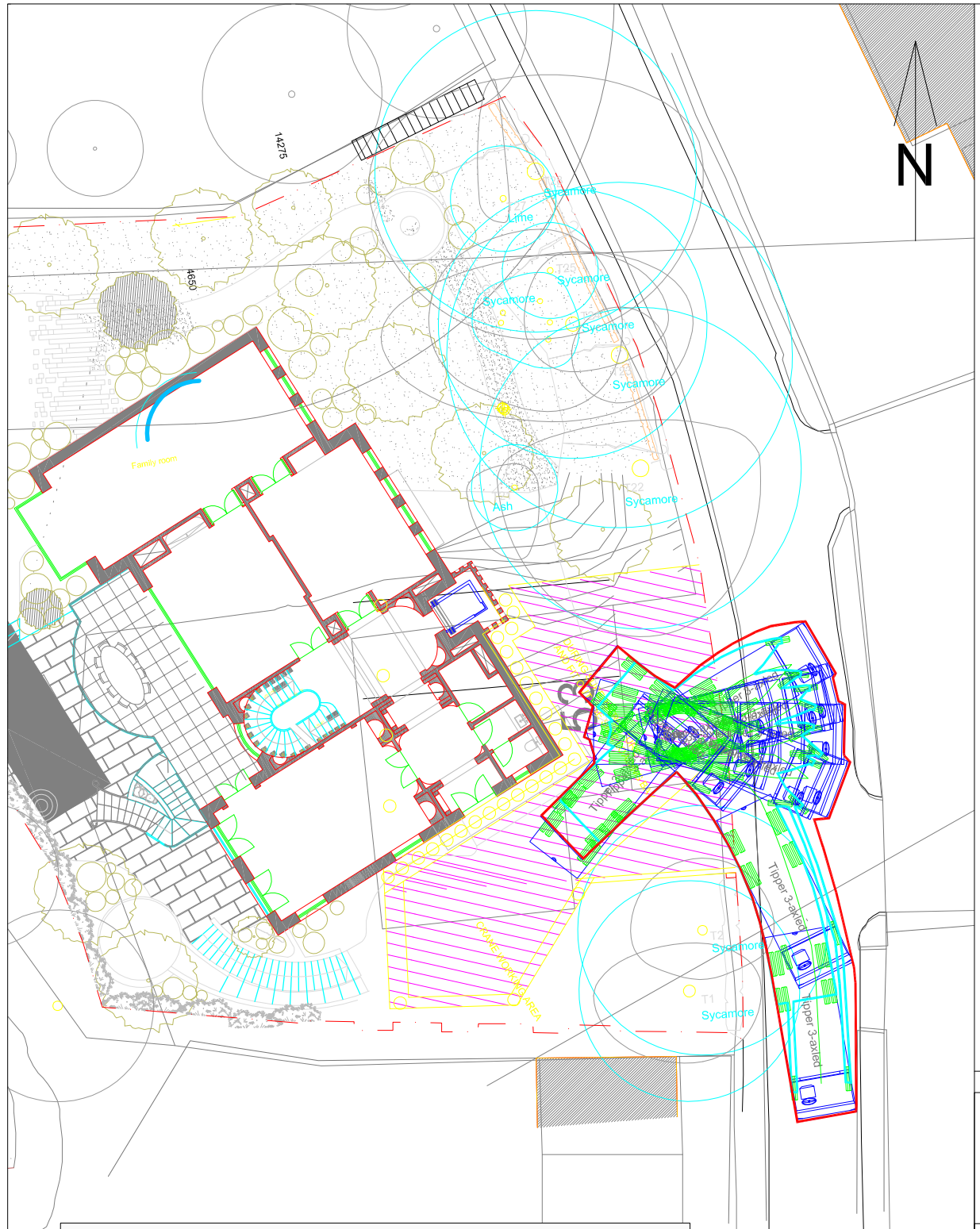
DWG REF:
VSP-KB-CAM-FITZROY PARK-PHASE 2

REV:
00

KEY	
WHEEL TRACK SURFACE:	
SWEPT PATH: (OVERHANG OF VEHICLE)	
LOADING AREAS:	



SWEPT PATH DETAILS	
USED STEERING ANGLE:	22.7° (90.0 % of 25.2°)
DISTANCE TRAVELLED:	42.3 m
TRAVEL TIME:	0:56 min
AVERAGE VELOCITY:	1.7 mph
USED TTP:	Steering, Reversing



SWEPT PATH DETAILS	
USED STEERING ANGLE:	22.7° (90.0 % of 25.2°)
DISTANCE TRAVELLED:	41.8 m
TRAVEL TIME:	1:31 min
AVERAGE VELOCITY:	1.0 mph
USED TTP:	Steering, Reversing

DO NOT SCALE FROM THIS DRAWING.
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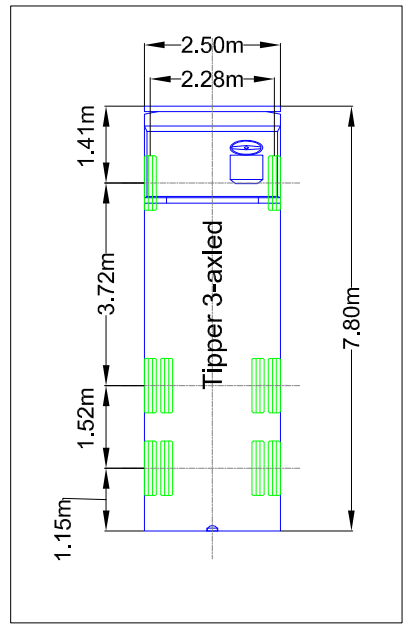

TECHNICAL INFORMATION - TIPPER 3-AXLE	
LENGTH (m):	7.80
WIDTH (m):	2.50
OVERALL HEIGHT (m):	3.00
WHEEL BASE (m):	4.48
MAX STEERING ANGLE (°):	25.25
LOCK TO LOCK TIME (sec):	6.0
DESIGN STEERING ANGLE (°):	22.73
DESIGN CENTRE RADIUS (m):	11.59

REV.	DESCRIPTION	DATE	CHK
-	-	-	-

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1:250 @ A3	9.07.15	RGS	RGS	-

Client

knightbuild limited

Project
LB OF CAMDEN
FITZROY PARK
PHASE 3
VEHICLE SWEPT PATH ANALYSIS
3 AXLE VEHICLE SITE ACCESS AND EGRESS

DWG REF:
VSP-KB-CAM-FITZROY PARK-PHASE 3

REV:
00

Appendix A3.

Motion Letter and Traffic Study

8 Duncannon Street,
London WC2N 4JF

tel: 020 7031 8141
email: info@motion-uk.co.uk

www.motion-uk.co.uk

Adrian Gamble
Wolff Architects
16 Lambton Place
Notting Hill
London
W11 2SH

Our ref. wofitz/150436/ps

23rd April 2015

Dear Adrian,

53 Fitzroy Park
Traffic Surveys

Thank you for asking Motion to undertake traffic surveys on Fitzroy Park in relation to the development works at 53 Fitzroy Park near Hampstead Heath. Traffic surveys were undertaken by an independent survey company on Tuesday 14th April 2015 between 08:00 and 18:00 recording the number of vehicle movements northbound and southbound along Fitzroy Park. The full survey results are appended to this letter whilst a summary of the results is provided below.

The results show that there were a total of 207 two-way vehicle movements (excluding cyclists) along Fitzroy Park over the survey period consisting of 142 car movements, 50 light or medium goods vehicle movement, 4 heavy good vehicle movements and 11 motorcycles movements. This equates to an average of 21 two-way vehicle movements per hour throughout the day; 1 vehicle every 3 minutes. In addition, there was an average of 8 cycle movements per hour along Fitzroy Park.

The result show that the busiest period on the road (including cyclists) was between 17:00 and 18:00 with 36 two-way vehicle movements recorded along Fitzroy Park equating to 0.6 vehicles per minute. The peak hour in terms of motorised traffic was between 11:30 and 12:30, with 28 two-way movements recorded, equating to less than 1 vehicle every 2 minutes.

The quietest hour was between 14:00 to 15:00 with 16 two-way vehicle movements (including cyclists) recorded, equating to 1 vehicle every 3-4 minutes. This included 2 cycle movements.

The results presented above indicate that Fitzroy Park is a lightly trafficked road which experiences on average 1 motorised vehicle every 3 minute throughout the day. At its busiest, 1 vehicle could be expected every 2 minutes. In addition, the road is used regularly by cyclists with an average of 8 cycle movements per hour.

I trust that this information is of assistance to you. Please do not hesitate to contact me if you have any questions or we can be of any further assistance to you.

Yours sincerely,

Peter Sturgeon

PETER STRUGEON
Associate Director
E psturgeon@motion-uk.co.uk

K&M TRAFFIC SURVEYS

DATE : 14th APRIL 2015

DAY : TUESDAY

LOCATION : FITZROY PARK, WEST OF MERTON LANE, HAMPSTEAD HEATH.

	NORTHBOUND							SOUTHBOUND						
	MOVEMENT 1							MOVEMENT 2						
	CAR	LGV	MGV	HGV	MCYCLE	PCYCLE	TOTAL	CAR	LGV	MGV	HGV	MCYCLE	PCYCLE	TOTAL
0800-0815	0	0	0	0	0	2	**2**	1	0	0	0	0	0	**1**
0815-0830	3	0	0	1	0	2	**6**	2	0	0	0	0	3	**5**
0830-0845	0	1	0	0	0	2	**3**	3	0	0	0	0	4	**7**
0845-0900	1	0	0	0	1	1	**3**	1	0	0	0	1	4	**6**
0900-0915	1	2	0	0	0	0	**3**	0	1	0	0	0	0	**1**
0915-0930	3	1	0	0	1	4	**9**	0	1	0	1	0	1	**3**
0930-0945	2	1	0	0	0	0	**3**	5	1	0	0	0	0	**6**
0945-1000	3	1	0	0	0	1	**5**	1	0	0	0	0	0	**1**
1000-1015	0	0	0	0	0	1	**1**	3	1	0	0	0	0	**4**
1015-1030	0	0	0	0	1	1	**2**	2	0	0	0	2	1	**5**
1030-1045	2	0	1	0	0	1	**4**	1	0	0	0	0	0	**1**
1045-1100	0	0	0	0	0	3	**3**	2	0	1	0	0	0	**3**
1100-1115	3	1	0	0	0	2	**6**	1	0	0	0	0	0	**1**
1115-1130	3	1	0	1	0	0	**5**	2	1	0	0	0	2	**5**
1130-1145	2	1	0	0	0	1	**4**	2	2	0	0	0	1	**5**
1145-1200	2	1	0	0	0	1	**4**	2	1	0	0	0	2	**5**
1200-1215	1	1	0	0	0	0	**2**	4	0	0	0	0	1	**5**
1215-1230	1	0	1	0	1	0	**3**	4	0	0	1	1	0	**6**
1230-1245	0	0	0	0	0	0	**0**	1	0	0	0	0	1	**2**
1245-1300	0	1	0	0	0	1	**2**	3	0	0	0	0	1	**4**
1300-1315	1	1	0	0	0	0	**2**	3	0	0	0	0	0	**3**
1315-1330	3	3	1	0	0	1	**8**	1	2	0	0	0	1	**4**
1330-1345	2	0	0	0	0	1	**3**	2	0	0	0	1	0	**3**
1345-1400	1	0	0	0	0	0	**1**	2	0	0	0	0	0	**2**
1400-1415	2	0	0	0	0	1	**3**	2	0	1	0	0	0	**3**
1415-1430	1	0	1	0	0	1	**3**	1	0	0	0	0	0	**1**
1430-1445	2	0	0	0	0	0	**2**	2	0	0	0	0	0	**2**
1445-1500	0	1	0	0	0	0	**1**	0	0	1	0	0	0	**1**
1500-1515	1	0	1	0	1	2	**5**	2	1	0	0	0	3	**6**
1515-1530	2	2	0	0	0	1	**5**	0	2	1	0	0	0	**3**
1530-1545	2	0	0	0	0	1	**3**	0	0	0	0	0	1	**1**
1545-1600	3	1	1	0	0	1	**6**	4	1	0	0	0	1	**6**
1600-1615	2	0	0	0	0	2	**4**	3	0	0	0	0	0	**3**
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1630-1645	1	0	0	0	0	2	**3**	3	0	1	0	0	0	**4**
1645-1700	2	0	1	0	0	3	**6**	1	0	0	0	0	0	**1**
1700-1715	6	0	0	0	0	3	**9**	5	0	0	0	0	1	**6**
1715-1730	1	1	0	0	0	0	**2**	1	0	2	0	0	1	**4**
1730-1745	3	0	0	0	0	1	**4**	2	0	0	0	1	0	**3**
1745-1800	2	1	0	0	0	2	**5**	2	0	0	0	0	1	**3**
0800-1800	**64**	**22**	**7**	**2**	**5**	**47**	**147**	**78**	**14**	**7**	**2**	**6**	**31**	**138**

K&M TRAFFIC SURVEYS

DATE : 14th APRIL 2015

DAY : TUESDAY

LOCATION : FITZROY PARK, WEST OF MERTON LANE, HAMPSTEAD HEATH.

	NORTHBOUND							SOUTHBOUND						
	MOVEMENT 1							MOVEMENT 2						
	CAR	LGV	MGV	HGV	MCYCLE	PCYCLE	TOTAL	CAR	LGV	MGV	HGV	MCYCLE	PCYCLE	TOTAL
0800-0900	4	1	0	1	1	7	**14**	7	0	0	0	1	11	**19**
0815-0915	5	3	0	1	1	5	**15**	6	1	0	0	1	11	**19**
0830-0930	5	4	0	0	2	7	**18**	4	2	0	1	1	9	**17**
0845-0945	7	4	0	0	2	5	**18**	6	3	0	1	1	5	**16**
0900-1000	9	5	0	0	1	5	**20**	6	3	0	1	0	1	**11**
0915-1015	8	3	0	0	1	6	**18**	9	3	0	1	0	1	**14**
0930-1030	5	2	0	0	1	3	**11**	11	2	0	0	2	1	**16**
0945-1045	5	1	1	0	1	4	**12**	7	1	0	0	2	1	**11**
1000-1100	2	0	1	0	1	6	**10**	8	1	1	0	2	1	**13**
1015-1115	5	1	1	0	1	7	**15**	6	0	1	0	2	1	**10**
1030-1130	8	2	1	1	0	6	**18**	6	1	1	0	0	2	**10**
1045-1145	8	3	0	1	0	6	**18**	7	3	1	0	0	3	**14**
1100-1200	10	4	0	1	0	4	**19**	7	4	0	0	0	5	**16**
1115-1215	8	4	0	1	0	2	**15**	10	4	0	0	0	6	**20**
1130-1230	6	3	1	0	1	2	**13**	12	3	0	1	1	4	**21**
1145-1245	4	2	1	0	1	1	**9**	11	1	0	1	1	4	**18**
1200-1300	2	2	1	0	1	1	**7**	12	0	0	1	1	3	**17**
1215-1315	2	2	1	0	1	1	**7**	11	0	0	1	1	2	**15**
1230-1330	4	5	1	0	0	2	**12**	8	2	0	0	0	3	**13**
1245-1345	6	5	1	0	0	3	**15**	9	2	0	0	1	2	**14**
1300-1400	7	4	1	0	0	2	**14**	8	2	0	0	1	1	**12**
1315-1415	8	3	1	0	0	3	**15**	7	2	1	0	1	1	**12**
1330-1430	6	0	1	0	0	3	**10**	7	0	1	0	1	0	**9**
1345-1445	6	0	1	0	0	2	**9**	7	0	1	0	0	0	**8**
1400-1500	5	1	1	0	0	2	**9**	5	0	2	0	0	0	**7**
1415-1515	4	1	2	0	1	3	**11**	5	1	1	0	0	3	**10**
1430-1530	5	3	1	0	1	3	**13**	4	3	2	0	0	3	**12**
1445-1545	5	3	1	0	1	4	**14**	2	3	2	0	0	4	**11**
1500-1600	8	3	2	0	1	5	**19**	6	4	1	0	0	5	**16**
1515-1615	9	3	1	0	0	5	**18**	7	3	1	0	0	2	**13**
1530-1630	7	1	1	0	0	6	**15**	9	1	0	0	0	3	**13**
1545-1645	6	1	1	0	0	7	**15**	12	1	1	0	0	2	**16**
1600-1700	5	0	1	0	0	9	**15**	9	0	1	0	0	1	**11**
1615-1715	9	0	1	0	0	10	**20**	11	0	1	0	0	2	**14**
1630-1730	10	1	1	0	0	8	**20**	10	0	3	0	0	2	**15**
1645-1745	12	1	1	0	0	7	**21**	9	0	2	0	1	2	**14**
1700-1800	12	2	0	0	0	6	**20**	10	0	2	0	1	3	**16**