

Project: 30 Leighton Road
Job: 015
Date: 31/08/15

Construction management statement for the proposed development at 30 Leighton Road

This statement has been written in support of the application for planning permission and listed building consent for the proposed works to the Old Postmen's Office and construction of 9 new build apartments to the rear of the site.

This document outlines the intended approach to managing the construction works to minimise disruption caused by site traffic and deliveries, disruption to the neighbours and also damage to the Listed building.

This document has been prepared by the designers to accompany the planning application at a stage before a principle contractor has been appointed. It is anticipated that the London Borough of Camden will ask for a more detailed Construction Management Plan and Construction Traffic Management Plan as conditions to be discharged before commencement, if approval for the scheme is granted.

1.1 Site Constraints

The site sits between Leighton Road, which largely comprises 19th century private houses, and Kentish Town Railway station. Immediately to the east of the Leighton Rd frontage is a terrace of mainly 3-storey private houses. These have back gardens which adjoin the side of the main sorting hall and the area currently occupied by the main studio building.

Adjoining the eastern and part of the Southern boundary of the site is a 2 - 3 storey building and associated car park off Peckwater St, which are part of a GPs' surgery and health centre. Forming a section of the Southern boundary of the site is a brick retaining wall, at the bottom of which is one of the railway station platforms.

Adjoining the west side of the rear part of the site is a storage yard and vehicle depot occupied by Meeres Civil Engineering Ltd. This yard extends from an entrance at 18 Leighton Rd.

1.2 Access to the Site

At present the only vehicular access to the site is from the front off Leighton Road. There is a car park that adjoins part of the Southern boundary of the site and there is an access gate which has been in constant use as an access point, by the applicant and is also presently in use by the current tenant.

However, when investigated, it was found that the car park and associated areas directly to the South of the site that abuts the railway embankment are held by the NHS on a 99 year lease from Network Rail. Furthermore, the NHS have confirmed that the GP Practice immediately to the East of the Postmen's Office land has already been granted long term rights over both the access road and some of the parking spaces. Due to the various ownerships and existing rights of access attached to this land there is no prospect of securing vehicular or official pedestrian access to the site in perpetuity from the rear.

1.3 Construction Management Statement

As there is no possibility of using the access to the rear of the site to provide day-to-day servicing of the building site, all construction access and deliveries will be from the street at the front of the building.

It is proposed that the front of the building will be hoarded off to the back of the pavement to create a site cabin and storage area. The main contractor and visitor entrance will be into this hoarded area. Deliveries will be directly to the kerbside and will be conveyed immediately inside the hoarded area.

1.4 Anticipated Work Programme & Working Hours

Approximate Commencement: Summer 2016

Approximate Handover: Winter 2017

Approximate Duration: 72 weeks

Working hours - Working hours are to be limited to between 08.00 and 18.00 Monday to Friday. If there is a need to work additional hours then weekend working hours are 08.00 to 13.00 Saturday. There will be no working on Sundays due to the site being in a residential area.

1.5 Management of Deliveries and Vehicles

A route to site will be found which offers the least amount of disruption to the local residents and will stick to main roads where possible and any deliveries to site will be booked in advance either by the site foreman or the Contractor's main office to avoid too many vehicles arriving at once. Specialist contractors will be booked in to dates agreed on the programme and any site visits prior to this will be arranged at suitable times.

Although Leighton Road is not a principal vehicle route, it is quite a busy road and

has no on-street parking bays directly outside the property. This means that the contractor will have to manage the construction traffic carefully to minimize disruption to other road users and pedestrians. Vehicles will also have to be loaded and unloaded a certain distance away from the pedestrian crossing to ensure the safety of road users and pedestrians.

There will be a banksman outside to direct the vehicles in and out of the loading/unloading area and ensure the route is clear of other vehicles and pedestrians. The contractor will ensure the loading/unloading area and road are kept clean and tidy throughout and any mess that is generated is cleared up immediately.

All relevant permits from the Highways Department will be applied for by the contractor if further road closure works are required for cranes/roadworks etc.

1.6 Management of works to protect the listed building.

The phasing of the works would require that the new build apartments are built first and then the refurbishment of the Postmen's Office would be completed. To ensure that the listed building remains protected during the works and that materials and larger construction elements can be easily taken to the rear it is proposed that a scaffold would be erected that spans over the roof of the Postmen's Office.

The scaffold structure would have a goods lift at either end and a walkway between that would allow continuous loading of materials and removal of spoil and waste without having to go through the listed building.

1.7 Further Information.

All of the above recommendations will form part of a more detailed assessment of the site and its constraint from tendering contractors and will then be submitted to the Local Authority planning department and Highways Department to discharge any conditions or as part of any Section 106 agreement that may be put implemented.