Construction Management Plan
revision 00

1 and 2, 66 Fitzjohns Avenue
London
NW3 5LT

Proposal for
Demolition of existing houses;
Construction of two new houses including basement level;
Tree Work;

Aims

We have been instructed to prepare a Construction Management Plan (CMP) to explore and outline how construction work will be carried out and how this work will be serviced (e.g. delivery of materials, set down and collection of skips), with the objective of minimising traffic disruption and avoiding dangerous situations for pedestrians and other road users.

No contractor has been appointed for this project yet and all aspects of this CMP are preliminary.

Our background

WEBB ARCHITECTS LIMITED is a small architectural Practice based in north-west London. We have acted as Architects on a number of new-build residential projects within the Borough of Camden and elsewhere. We have been involved with the construction of several of these buildings.

Existing Property

Fitzjohns Avenue is a main road running from Swiss Cottage to Hampstead. The avenue typically has large villa style properties which have largely been divided into flats. There is a wide range of architectural styles in the avenue.
Units 01 and 02, 66 Fitzjohns Avenue are accessed by a private side road.

The houses have two floors (ground and first). Reception and kitchen accommodation are at ground floor and bedroom and bathroom at first floor. A hard-standing at the front of the properties does not appear to be designated to individual units and open to use for amenity and car parking.

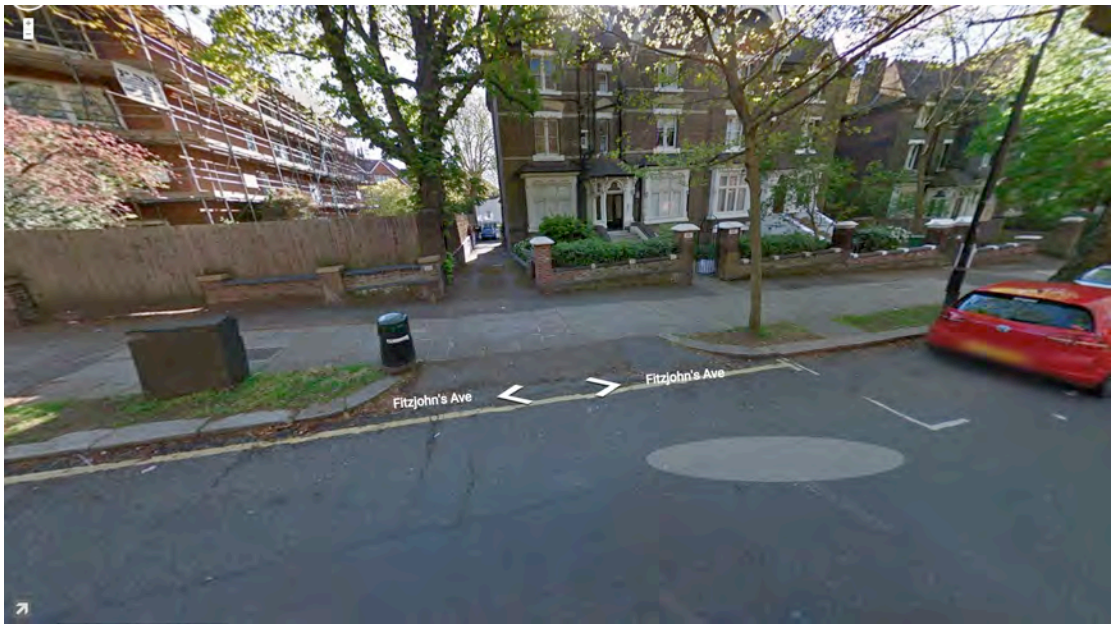
The architectural style of the properties could be described as post-modern which was popular for a period in the late 1980s and early 1990s. The horizontal arched windows, exaggerated arched lintol band, vertical band of decorative stucco, 'gable end' parapets are elements that have been borrowed from traditional architectural styles but have been distorted and used in a combination that is not a recognised historic pattern. The brickwork and render of the front façade is painted white. There is no evidence that the style of the front façade has any relation with the building that occupied the site prior to residential use in the 1980s. Three of the facades are against the property boundary and are unadorned fairfaced brickwork.

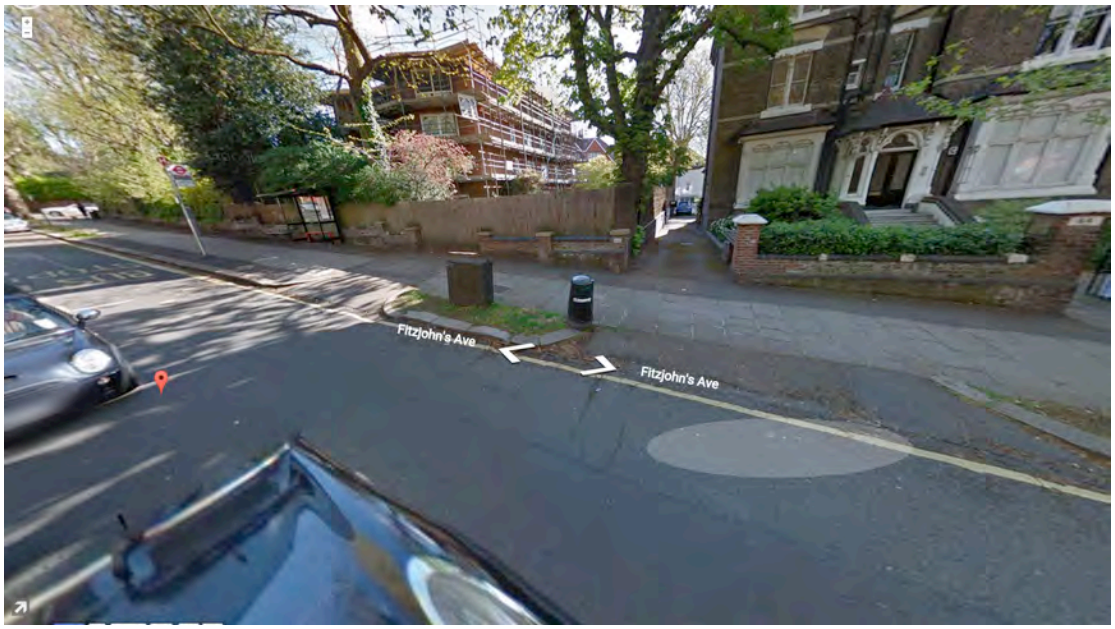
The properties sit behind 64 Fitzjohns Avenue, which is a Victorian Villa displaying Gothic and Queen Anne revival style of the 1870s and 1880s. The rear of this property has been subjected to a number of modifications. The property is now divided into flats and includes a basement / lower ground floor level over the entire footprint of the property and with basement lightwells to the rear and front. A tall screen of planting (bamboo and birch tree) exists between 64 Fitzjohns Avenue and 66 Fitzjohns Avenue.

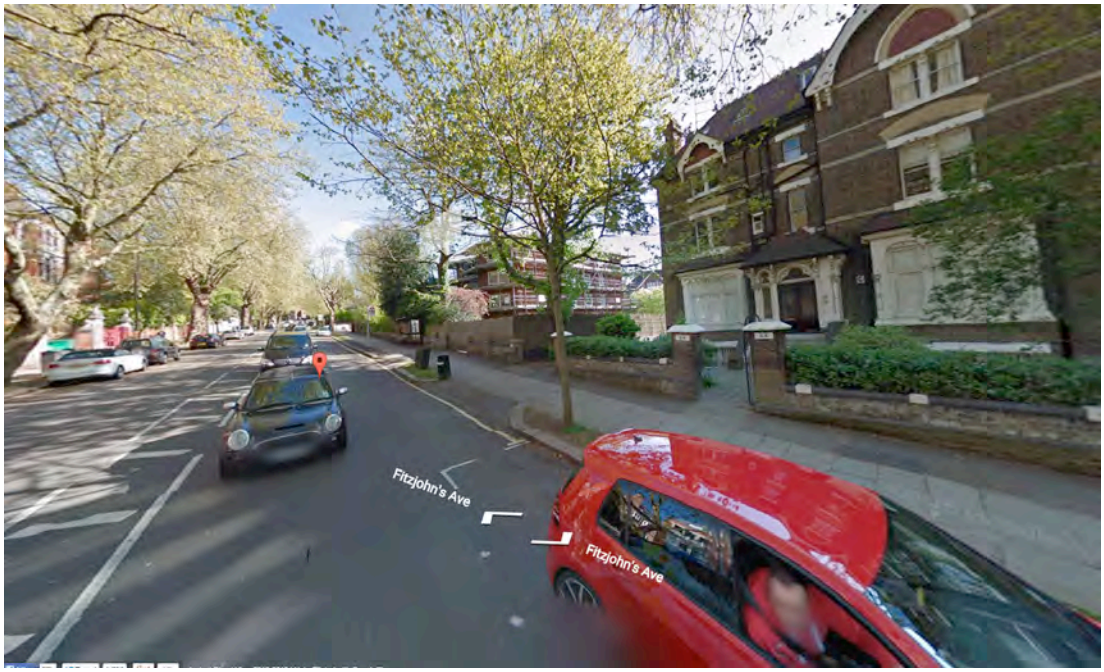
Planning history

Permission was granted in July 1996 for the 'retention of various works of alteration' (ref 9501009R3) and 'partial demolition in association with works of alteration (ref 9560129R3).

Photographs of site and access



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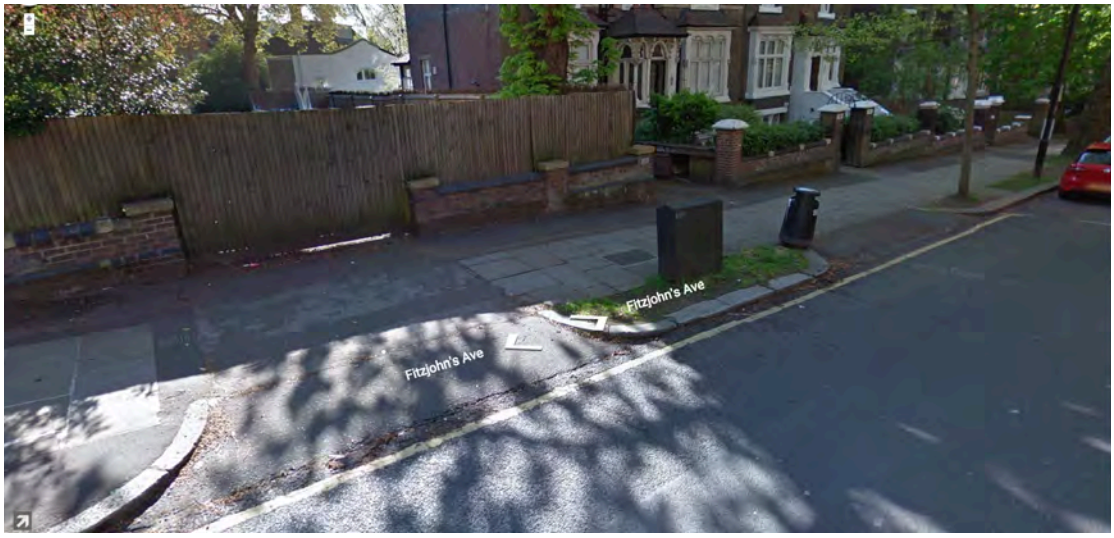
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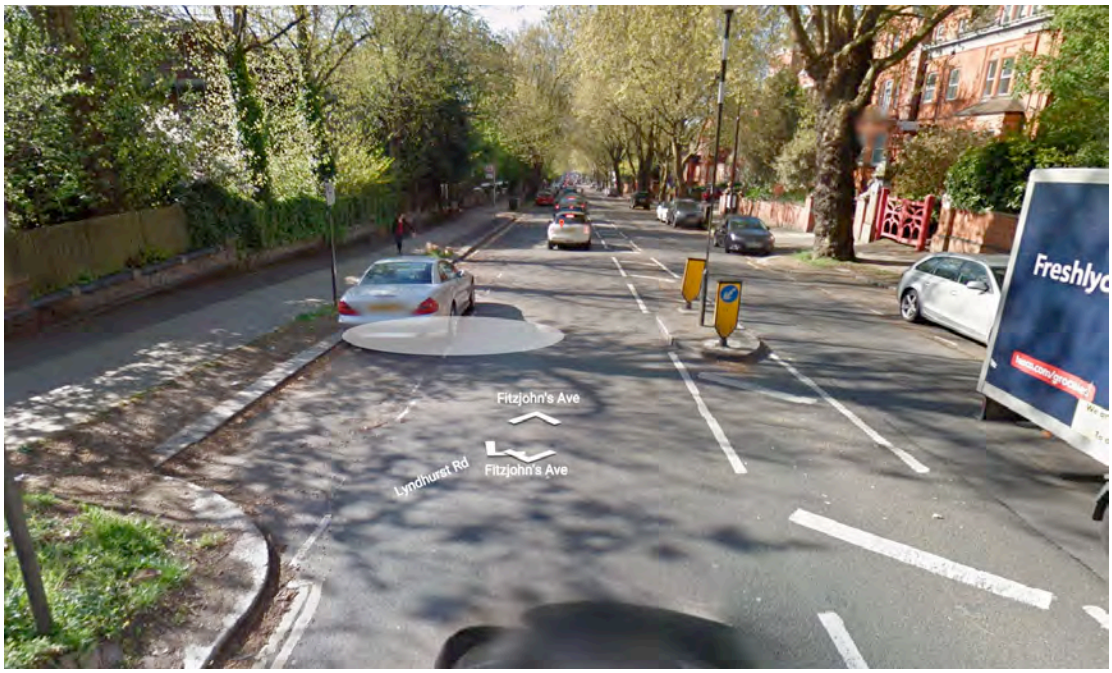
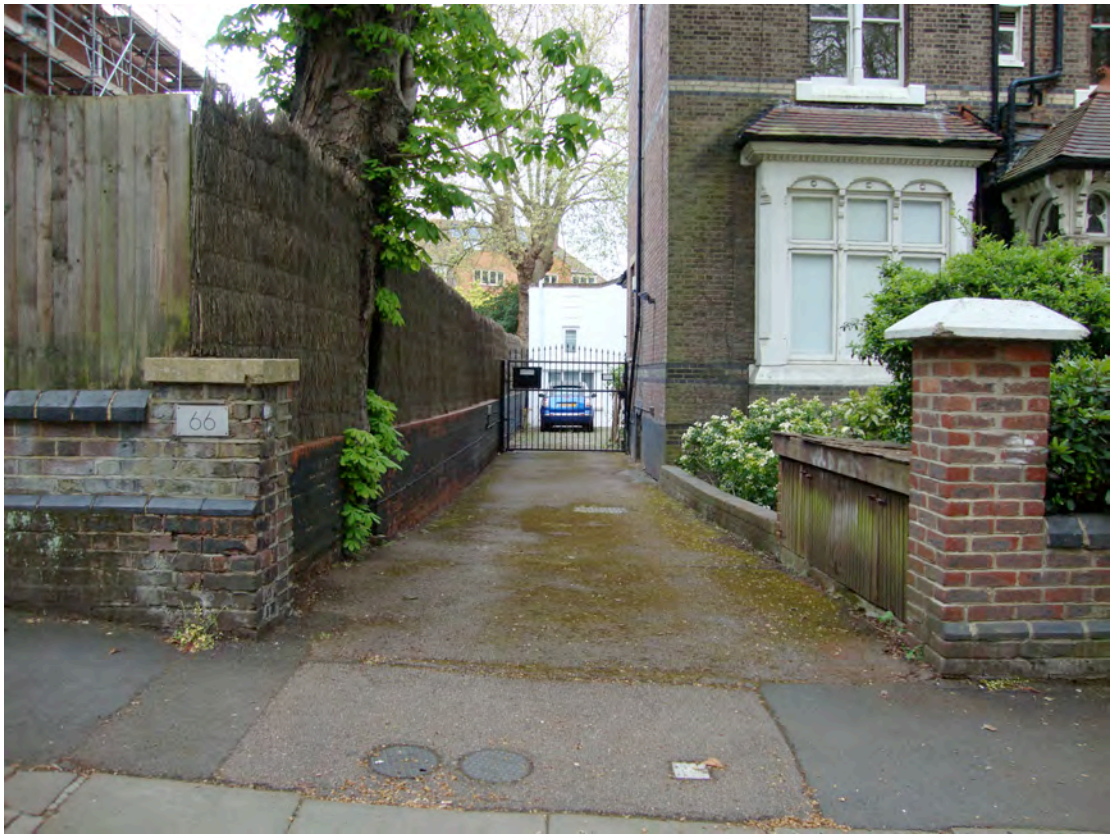

Fitzjohn's Ave
Lyndhurst Rd
Fitzjohn's Ave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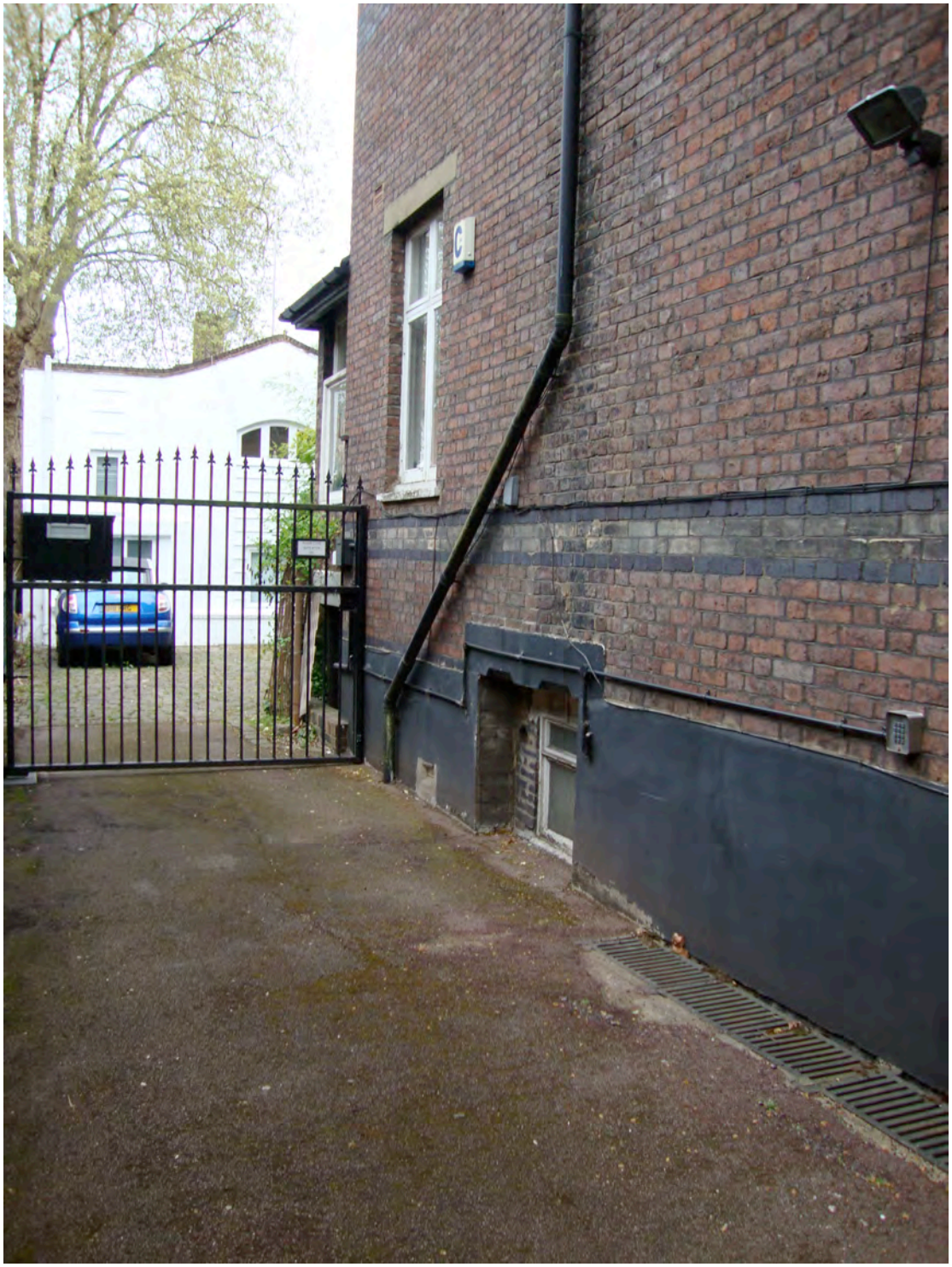
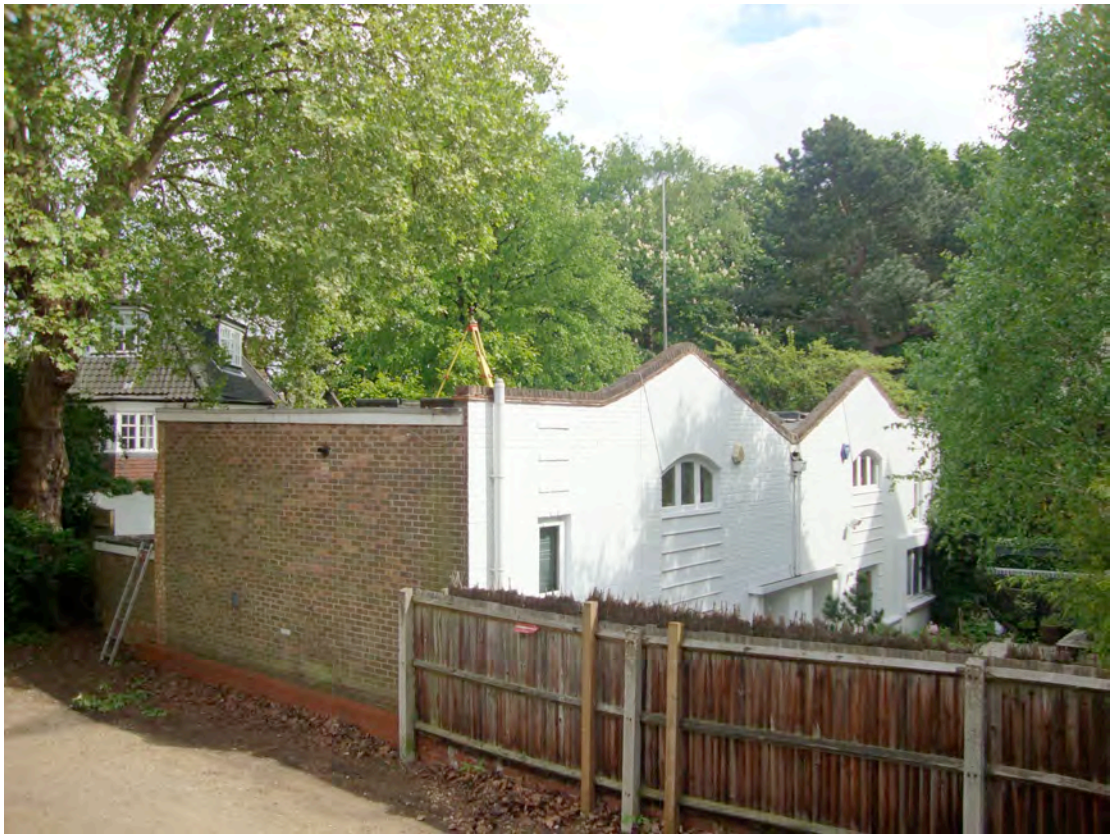




Programme

Start and end dates for each phase of construction.

12 month construction programme:

Month 1-3 - enabling, access and excavation
Month 4-7 - structure
Month 8-12 - fit out

Working hours

It is proposed that the core working hours for demolition and construction will be set out as follows:
0800-1800 hours Weekdays
0800-1300 hours Saturday

Time period for vehicle access to site

Deliveries to site will be coordinated to avoid periods of the day when the roads are more congested. The detailed CMP will request that this is fully addressed by the appointed contractor, specific periods of the working day are identified by the contractor as being most suitable for vehicle movement and a method of controlling deliveries is agreed.

Deliveries will be coordinated and managed on a 'just-in-time' delivery basis. All contractors and suppliers will be required to agree dates and times prior to delivery in addition to confirmation of size of vehicle and unloading point.

Should an isolated operation require road closure then this will be discussed with Camden Council before applying for the necessary permissions and orders.

Access to site

The private entrance road will be the access point serving the site.
The private access road is served by Fitzjohns Avenue which is a wide road that has parking on both sides at intermittent intervals.

The access arrangements for vehicles.
It is proposed that the brick front side boundary walls will be protected with a hoarding.
It is proposed that deliveries and collections will be made from Fitzjohns Avenue road side which has single yellow line demarcation.
The driveway will be strengthened with hardcore and a temporary concrete cross over put in place.
Root protection measures will be implemented where vehicles access across the root protection zone of tree T5 at the entrance to the private access. See arboricultural report for details.
Banksmen will be used to ensure safe vehicle movements to and from the delivery area, with delivery times structured so as not to interfere with local traffic.
Reinforced metal sheets will be laid to protect pathway damage outside the vehicle access gates and the roadway will be cleaned where necessary.
Temporary plywood site access gates will provide access through the plywood hoarding that encompasses the pavement to the front of the properties.

See attached diagrams.

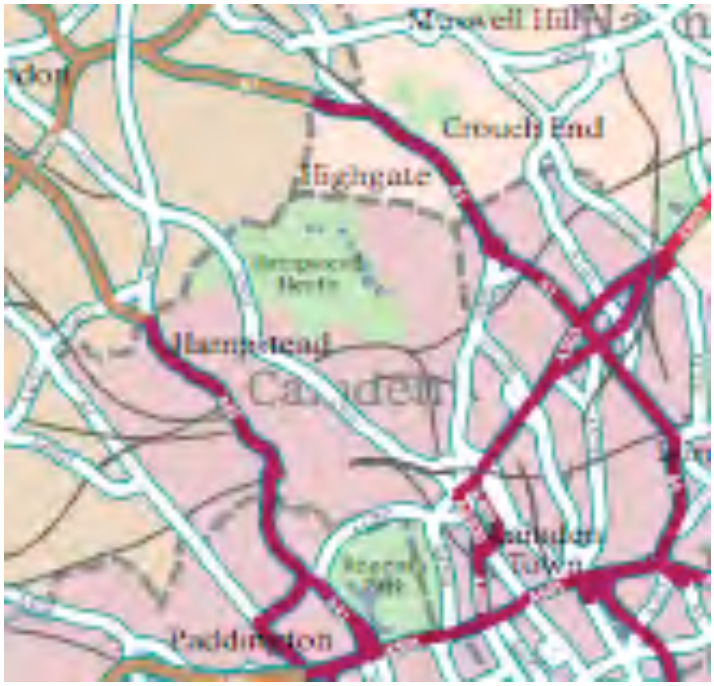
Route to site

Proposed routes for vehicles between the site and the Transport for London Road Network
(TLRN). Consideration should also be given to weight restrictions, low bridges and cumulative affects of construction on the highway.

Small tipper lorries (eg 6 wheeler, 6.5m long muck-away lorries):
Access to the site along Fitzjohns Avenue.

The vehicles will use the Transport for London Road Network (TLRN) in any of the following ways:
North = A41, A1
North = A502, A406, A1
West = A41, A40
West = A502, A400, A501, A40
East = A502, A503
East = A41, A5205, A503

See attached diagram.


Crouch End
Highgate
Hampstead
Camden
Paddington

Size and frequency of vehicles

Sizes of all vehicles and the frequency and times of day when they will need access to the site, for each phase of construction.

Plant	Substructure	Superstructure	Fit-out
Small excavators	✔		
Small Tipper trucks	✔		
Breakers / dumpers	✔		
Ready mix concrete truck	✔		
Spider crane (mini)		✔	
Air Compressors	✔	✔	✔
Power Tools	✔	✔	✔
Hand / Power Tools	✔	✔	✔
Scaffold	✔	✔	✔
Delivery Trucks	✔	✔	✔
Skips and Skip Trucks	✔	✔	✔

The largest vehicle will be a 6 wheel muck-away lorry. We anticipate Approximately 900m3/ 1800 tonnes of soil removal which at maximum 16 tonnes per load will require 112 vehicle attendances. This will be at a frequency of 3no vehicles/ day for 38 days.

Delivery vehicles will be at an approximate frequency of 1no per day.
Smaller sub-contractor vans will attend the site at varying frequency.

Demolition and waste management

Skip options:

	6 cubic yard	10 cubic yard	14 cubic yard
Width	3.10m	3.75m	4.10m
Height	1.10m	1.55m	1.85m
Depth	1.80m	1.80m	1.80m

Typical usage of skips for waste management is for general, heavy, bulky, dry, non-hazardous construction, industrial and commercial wastes.

Skip loader vehicle dimensions.

Although it is possible to manoeuvre skips into most locations, occasionally the width or length of the skip loader vehicle may prohibit placement of a skip container.

	width	**length**	**height**
Small Tipper Truck	2.495m	6.528m	
Mini excavator	2.300m		
Ready mix concrete truck	2.491m	7.168m	
Spider Crane	0.600m		
Mini Excavator	1.550m	1.100m	
Skip loader	2.500m	7.000m	

	No. of vehicle movements / week	**No. of wks construction**	**Notes**
Small Tipper Truck			
Mini excavator	Continuous within site boundary 10 wks	10 weeks	Required during demolition and groundwork period
Ready mix concrete truck	4-6 weeks	6 weeks	
Spider Crane	Intermittent during superstructure stage	7 weeks	
Skip loader	1-2 / week	30 weeks	General waste management during construction
Small Tipper Truck	5-7 weeks		
Delivery trucks	3-4 / week	30 weeks	Frame erection and internal fit out

Manoeuvring near the site

Fitzjohns Avenue has the lane width to enable vehicles to turn into the delivery area without need to disrupt traffic in the incoming lane.

Some smaller vehicles (small delivery vans, dumper trucks, small piling rigs, mini spider cranes will be able to enter the site access road in a normal manner.

Larger vehicles that would benefit from partially entering the site (concrete mixer lorries, steel delivery lorry, scaffolding lorry) can reverse into the first half of the private access road. This may disrupt traffic in the far lane but will be for a very short period of time, very infrequent and orchestrated by a banksman.

See attached plan.

Works to highway

Details (including accurate scaled drawings) of any highway works necessary to enable construction to take place.

A temporary concrete crossover to strengthen the existing pavement is proposed.

Parking and loading

Parking and loading arrangement of vehicles and delivery of materials and plant to the site.

Delivery vehicles will not be able to access the site and off-load on site, they will use the road designated with single yellow line on Fitzjohns Avenue. A zone of 12m length of the single yellow (ie extending from the controlled parking bay to

the outside of the unused dropped kerb access to 15 Akenside) will be used for site access swept path and delivery parking and skip placement. Appropriate permissions and licenses will be obtained to allow this use.

No on-site parking will be provided.

See attached plan.

Affect on parking bays

Details of proposed parking bays suspensions and temporary traffic management orders.

There are parking bays are on the right hand side of the site entrance. These start 2m from the dropped kerb and 3.75m from the side pillar of the site entrance. It will not be necessary to suspend any of these parking bays.

A length of Fitzjohns Avenue from the bus stop (LH side of entrance) to the controlled parking bays (RH side of site entrance) is designated with a single yellow line of approximately 17m length. Vehicle movements to and from the site and vehicle stopping for deliveries will be within this yellow line zone. Appropriate permissions and licenses will be obtained to allow this use.

Affect on access to neighbouring properties

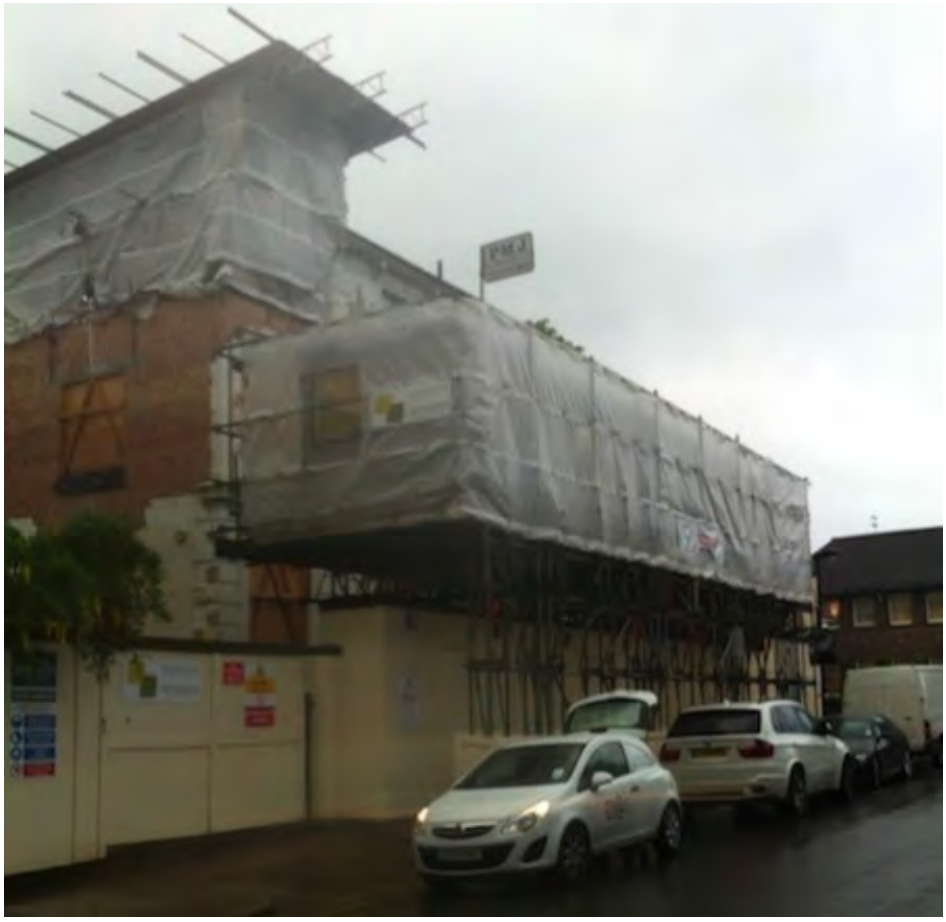
There is a dropped kerb to the grounds of 15 Akenside Road from Fitzjohns Avenue which is located 4m from the site entrance. The entrance that this dropped kerb access serves is closed with fencing and has been since the development of 15 Akenside in the 1960s.

A bus stop is located 12m to the left of the entrance to the private road to 66 Fitzjohns Avenue. There will be no impact on the manoeuvring of buses at this bus stop. Delivery vehicles will park no closer than 5m to the bus stop giving more than adequate space for buses to pull in and out of the bus stop.

Projection over highway

Proposed overhang (if any) of the public highway (scaffolding, cranes etc.)

Site accommodation on an elevated gantry (see attached image) will straddle the pavement outside the site. Access to the site will be under the gantry. The pedestrian route under the gantry will remain open for the majority of the site period. The gantry will fully protected with plywood cladding and security lighting.



No static tower cranes will be required for this project. Mobile cranage may be required for occasional individual operations – it is not anticipated that these will require road closures as noted above.

Hoardings

Details of hoarding required or any other occupation of the public highway.

Hoardings protecting the existing brick front / side boundary wall will be installed up against these existing structures. Temporary access gates will open into the site. Hoardings will be erected around the entire perimeter of the site and to isolate root protection areas. All hoarding will be 2.4m high plywood. Mesh will be fitted above the hoardings adjacent to the front, rear and sides of the site to minimize dust movement.

Pedestrian and cyclist safety

Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any banksman arrangements.

The pavement outside the entrance to the private road to 66 Fitzjohns Avenue, as identified on the attached plan, will remain open (under the elevated gantry) to cyclists and pedestrians. A banksman will be used for seeing vehicles in and out of the site.

Activity (access manoeuvring and delivery parking) will be restricted to 5m from the bus stop. Public use of the bust stop will not be affected.

Traffic Management

Details of how traffic associated with the development will be managed in order to reduce congestion. Details of any other measure designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

Deliveries to site will be coordinated to avoid periods of the day when the roads are more congested. The detailed CMP will request that this is fully addressed by the appointed contractor, specific periods of the working day are identified by the contractor as being most suitable for vehicle movement and a method of controlling deliveries is agreed.

All deliveries will be scheduled on a weekly basis and individual movements will be coordinated and managed on a 'just-in-time' delivery basis. All contractors

and suppliers will be required to agree dates and times prior to delivery in addition to confirmation of size of vehicle and unloading point. With this size of project and relatively slow construction pace we do not envisage the need for an off-site holding compound.

Where relevant traffic movements will be managed by banksmen.

Highway cleaning

Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented.

A wheel washing station will be set up at the exit from the site and will be used throughout the muck-away period of construction. The relevant section of Fitzjohns Avenue will be swept and washed down at the end of each working day.

Noise and Vibration and Air Quality

High hoardings will be erected to ensure complete physical protection and reduce impact of noise and dust. The potential exposure to noise nuisance is from vehicles accessing and exiting the site. The movement of vehicles will be intermittent.

Restrictive hours of operation and the implementation of the Considerate Contractors Programmes will seek to minimise the construction phase impacts. If the Council feel it is warranted, this matter can be controlled by condition.

Whilst other regulatory regimes manage the impacts of vibrations, if the Council feel it is warranted, this matter can be controlled by condition.

Construction Working Group

Details of any Construction Working Group that maybe required, addressing the concerns of surrounding residents, as well as contact details for the person responsible for community liaison on behalf of the developer, and how these contact details will be advertised to the
community.

Contact with immediate neighbors will be established once a contractor is appointed and contact details will be issued at this stage.

Considerate Contractors Scheme

Details of any schemes such as the “Considerate Contractors Scheme” that the project will be signed up to.

Contractors tendering for the project will be expected to be members of the Considerate Contractors Scheme.

The site will be registered with the Freight Operators Recognition Scheme (FORS) subject to understanding any limitations this may impose.

Other developments

How your approach to servicing takes into consideration the cumulative effects of other developments local to your site with regard to traffic and transport.

15 Akenside Road is currently undergoing refurbishment work. Access to this site is from Akenside Road and so there will be no conflict with access. It is estimated that the work at this site will be finished before construction at 66 Fitzjohns Avenue begins.

No other developments are known to be within the immediate vicinity of the site.

Other information

Site Preliminaries

Site office, safety equipment, toilet and welfare facilities will be installed within the accommodation located on the elevated gantry.

Structure Formation

As detailed in the Basement Impact Assessment by Michael Chester and Partners and SLR Consulting.

Suggested Work Sequence

As detailed in the Basement Impact Assessment by Michael Chester and Partners

Utilities Connection

A site water and electricity connection will be provided. This will serve the site for the majority of the construction period until formal utility connection is established. Drain connection will be directly into an established foul and surface water drain.

Trees

There are trees within and adjacent to the site as indicated on the attached drawing. The trees will have an established root protection zone and the surface will be protected according to the guidelines set out in BS 5837. See attached Arboricultural report.

Statement

"The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this Construction Management Plan 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."

(Note the term 'vehicles' used refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearing, delivering of plant & material and construction etc. The terms construction as used refers to any work, including demolition, associated with the implementation of the development)