6 Streatley Place

Hampstead, London, NW3 1HP

Martin Evans
Architects

Draft: Version 3 - Construction Management Plan

June 2017

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18 Charlotte Road
London, EC2A 3PB

Contents

Proposed elevation of 6 Streatley Place

1. Introduction

This third draft construction method statement has been prepared to support the planning application for a residential development at 6 Streatley Place. The proposal seeks for the demolition of the existing three workshops & stores and the removal of six existing trees on the site and their replacement with four new self-contained flats across three floors.

The construction management plan has been co-ordinated with the help of contractors within the construction industry, a qualified structural engineer and review of documentation from the London Borough of Camden and New End School. We have also had informal discussions from local residents and councillors and have received useful feedback. The intention is to create the best outcome for all concerned to allow the development of the site to take place in an efficient way whilst causing minimum disruption to the people living and working around the site.

We would hope to continue having discussions and consultations with the local residents and in particular the local school and nursery in order to provide a safe and suitable method of constructing the development as will be set out in a final agreed Construction Management Plan. We understand that this may not in itself be complete during the planning process and may be subject to a condition as part of the approval. Once a contractor has been appointed a much more rigorous CMP will be designed.

The intention of the neighbourhood consultation has been to try and reach a full and detailed draft CMP at this stage. This will, however, continue to be an ongoing process as various parties engage with these discussions. There have been major discussions with regards to the compound location and movement along Streatley Place.

The final Document will detail the two main principles of a CMP - 'Environmental impact' and 'Transport and traffic management'. This is to ensure the impact of demolition and construction related traffic, on the local residents and immediate highway network, is minimised and the appropriate control measures are identified.

This construction method statement has also been assembled with considerations to Camden's core strategy policies:

CS5 – Managing impact of growth & development,

SP20 – Movement of goods & materials,

DP26 – Managing impact of development on occupiers and neighbours

CPG6 – Amenity Proposed building.

Contact

1 Please provide the full postal address of the site and the planning reference relating to the constructionworks.

Address: 6 Streatley Place, Hampstead, NW3 1HP

Planning ref: 2017/0183/P

2 Please provide contact details for the person responsible for submitting the CMP

Name: Mr Martin Evans on behalf of Martin Evans Architects

Address: 18 Charlotte Road, London, EC2A 3PB

Tel: 0207 729 2474

Email: martin@martinevansarchitects.com

3 Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

TBC

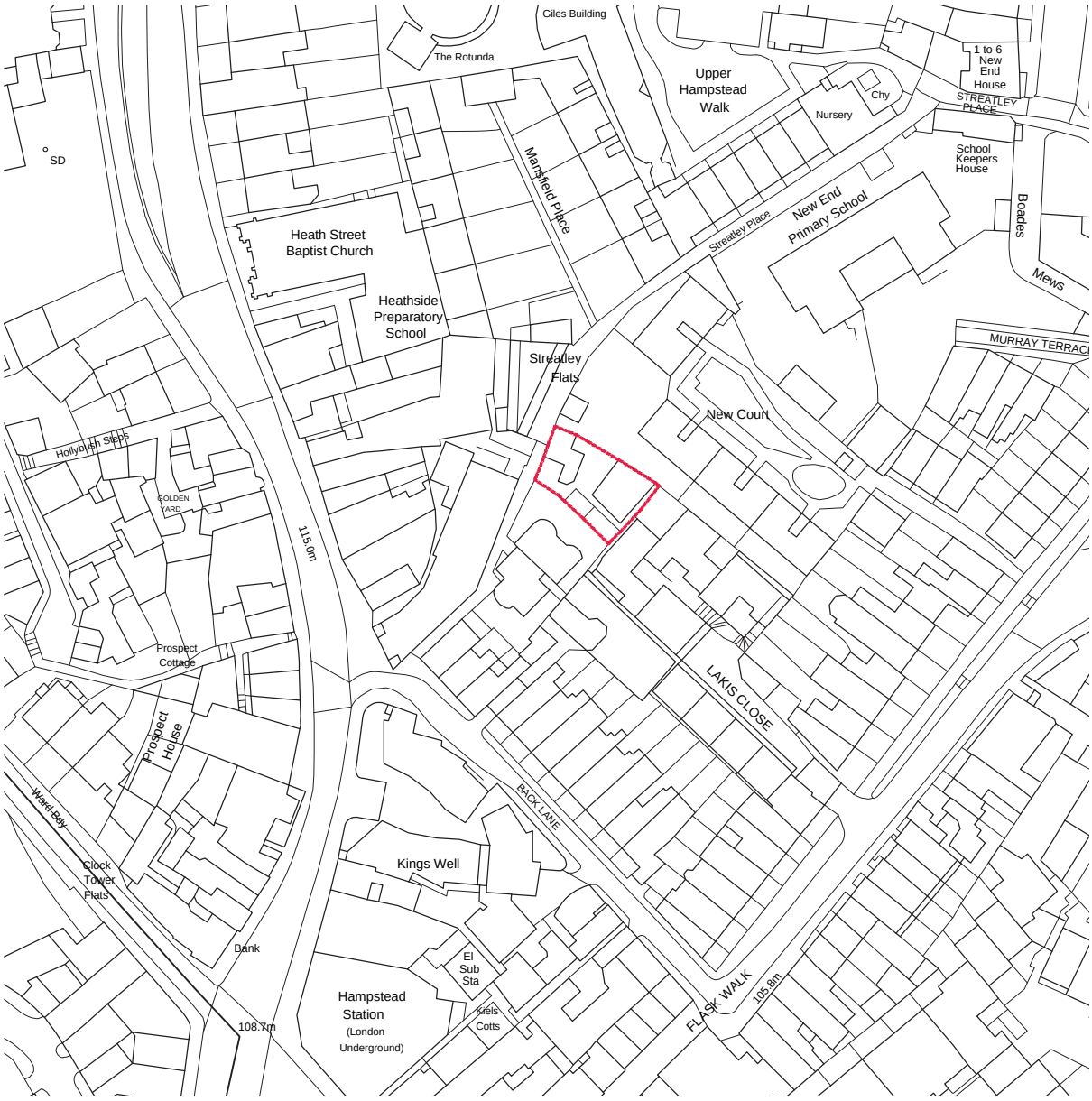
4 Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

TBC

5 Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

TBC

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.



Existing Location Plan
1:1250 @ A3

Scale 1:1250

0m 10m 20m 40m 100m

2.1. Site Location Plan

Where possible we have referenced each of the core strategies within this document.

Existing Site condition

The site is located on a steep slope bounded to the North-West by Streatley Place. To manage the gradient of the street, Streatley place has a set of 7no. steps directly neighbouring the site. The ground level of the site itself slightly slopes down to the rear of the plot becoming level with the bottom of the steps.

The site currently comprises of 3 disused workshops & stores, parts of which likely date back to the early-mid 19th Century. These buildings are in a poor state of condition a few having to be supported with reinforcing truss work. The site is landlocked on three sides by neighbouring properties and a narrow access pathway at the front.

Site location

The site at 6 Streatley Place is located at the centre of Streatley Place, a small pedestrian access route, connecting Heath Street to New End Square. The site is at the higher end of a large slope that runs down from east to west. The street lies on the east side of Hampstead Village approximately 100m North of Hampstead underground station. 6 Streatley place lies within the historic parish of St Johns Hampstead and now resides within the Greater London Borough of Camden.

Streatley place is regularly used for New End School and nursery. The general opening hours of the school are between 8:30 – 15:45, however, there are multiple clubs and events that run before and after opening hours. As a result, large numbers of children arrive and depart from school between the hours of 8:00 – 18:00.

Aerial photograph of the site location

Front Elevation from Streatley Place

Fig 4 - Existing shed

Existing site plan

Fig 1 - Existing shed

Fig 5 - Existing shed

Fig 6 - Existing shed

Fig 2 - Existing shed

Fig 3 - Existing shed

Analysis of the site

Following a survey, taken on 8th March ‘17, of pedestrian movement along Streatley Place, it has been observed that the key timings for children entering & leaving the school is between 8:30 - 9:00 & 14:45 - 15:15 on a typical school day. There is some limited movement of children on Wednesdays between 10:30-11:10 when groups of 15 children accompanied by 2 members of staff leave school and walk to Hampstead High Street to travel to swimming lessons. Every lunch 40 nursery school pupils also move from the nursery to the school between 11:25 & 11:55. There are also extra curricular activities that take place before and after school hours from 8:00 - 18:00.

The school is accessed most noticeably from Back Lane and therefore students pass in front of the site to attend and leave school. There are two entrances into the school; via Boades Mews and Streatley Place. It is not viable for all 400 children to enter via the Boades Mews door due to the layout of the school. Many children are dropped off in cars via New End causing minor traffic jams up New End Square.

Throughout the school day the street is not heavily utilised. The peak movement of people is between 12 & 1 as the members of staff and residents working from home leave for lunch. There is approximately 2 people every 10 minutes between 11:00 - 12:00 & 13:00 - 14:00.

Parking at Back Lane was also recorded every 10 minutes for 2 hours. There were 7 cars parked within these bays during time of recording, each time a different car. The least active time was between 12:30 & 13:10 where no cars were recorded.

Movement of pedestrians between 8:45 - 9:00

Streatley Place - 8:50

New End / Boades Mews - 8:56

Streatley Place - 8:59

Streatley Place - 8:59

Photos of New End School morning drop-off along Streatley Place

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The proposal consists of the demolition of the existing three workshops & stores and the removal of six existing trees on the site and their replacement with four new self-contained units across three floors. The proposal has a gross external ground floor area of 207m2 (2228sqft). Internal areas comprising of two ground floor flats at 77.7m2 & 73.9m2, one first floor flat at 95.9m2 and one second floor flat at 63.0m2.

The existing site is immediately surrounded by multiple Victorian listed buildings. These buildings vary in height from 2-5 storeys. While there are no listed buildings on the site itself, there are a number in the immediate vicinity and one immediately adjacent to the site, a Grade II block of artisans' flats built in 1854 & the London stock brick wall boardering the application site.

Main issues and challenges with construction works

The site is currently located on a shallow slope and bound by steps along Streatley Place. A large retaining wall is needed to bound the south / west perimeter of the site. The retaining wall is a large element of the works that has to be done in a strict sequence so that no section of the retaining wall is left unsupported.

An offsite compound will need to be utilised to store materials & refuse during construction hours whilst they are being transported to site to be stored. No materials will be left within the compound overnight.

Managing vehicle access through the one way system and delivery of goods to the compound.

Streatley Place itself is a narrow pedestrian pathway.

The site is inaccessible by large vehicles as there are no adjacent roads. Back Lane, a tight one way street, caps the south end of Streatley Place while New End, a narrow street, caps the north. To the north of the site, along Streatley Place, is a primary & nursery school with approximately 420 children registered.

Safeguarding the children who access Streatley Place on a regular basis and minimising the disturbances to local residents.

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The primary receptors likely to be affected by the construction will be the immediate residents along Streatley Place, the immediate neighbours surrounding the offsite compound and New End Primary School & nursery along Streatley Place.

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

To be provided within final CMP.

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

10.1 Site Set Up - Approx 0.5 months

Scaffolding will be carried out by authorised personnel and operatives only. All work will be signed off by Camden Council. Construction of site office & onsite WC.

10.2 Demolition phase - Approx 1 months

The cutting down of 5 existing trees across the site will be carried out by a qualified tree surgeon.

The careful deconstruction of four existing structures on site and the retention of two existing walls. Where possible bricks will be retained stored and reused once its condition is tested.

10.3 Construction Phase

Foundations / Retaining wall - Approx 2 months

The work comprises of introducing piles to the site to retain the ground floor conditions. The existing boundary wall, of no.3 Streatley Place, will be underpinned in 1 meter sections and the piles will be cut to prepare for this concrete. A reinforced retaining wall will be built up along the party wall of No.3 Streatley Place. Top soil will be excavated and piles will be cut as the concrete floor slab is constructed in sections.

Prior to commencing piling the ground will be prepared, including removing any old foundations where piles are to be bored and providing a safe and level piling mat where necessary.

The engineer should be present on site during the commencement of piling work. All working piles shall be tested using the vibration/transient dynamic response method.

Excavation - Approx 0.5 months

The ground floor will be excavated in an agreed sequence to avoid damage to the piles down to the level shown on the drawings.

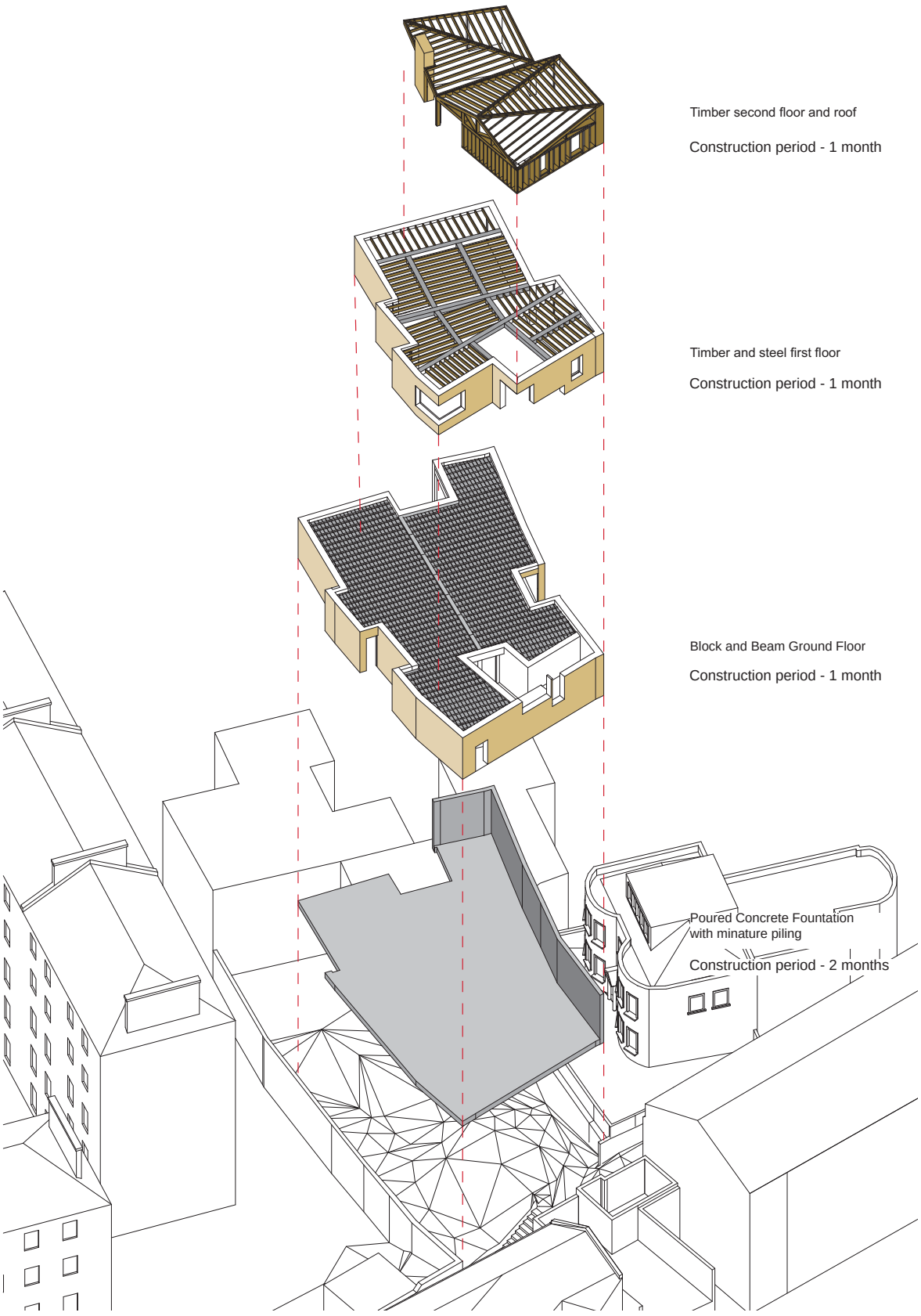
Ground Floor slab - Approx 0.5 months

The ground floor slab will be cast in multiple pours over the blinding, cellcore and drainage and will be tied to the piled wall in accordance with the drawings. The concrete for this slab will be mixed on site using a concrete silo.

Construction - Approx 3 months

The main structure of the building will be constructed using light materials to minimise the impact it has upon the foundations and subsequent terraces of Streatley Place.

The first floor will likely be built using a beam and block construction whilst the floors above will mainly comprise of timber and steel.



Diagramatic representation of construction processes

10.4 Programme

Works will begin with the removal of muck & debris before beginning demolition to existing structures and removal of trees. It will take multiple trips to remove material to a skip located off-site.

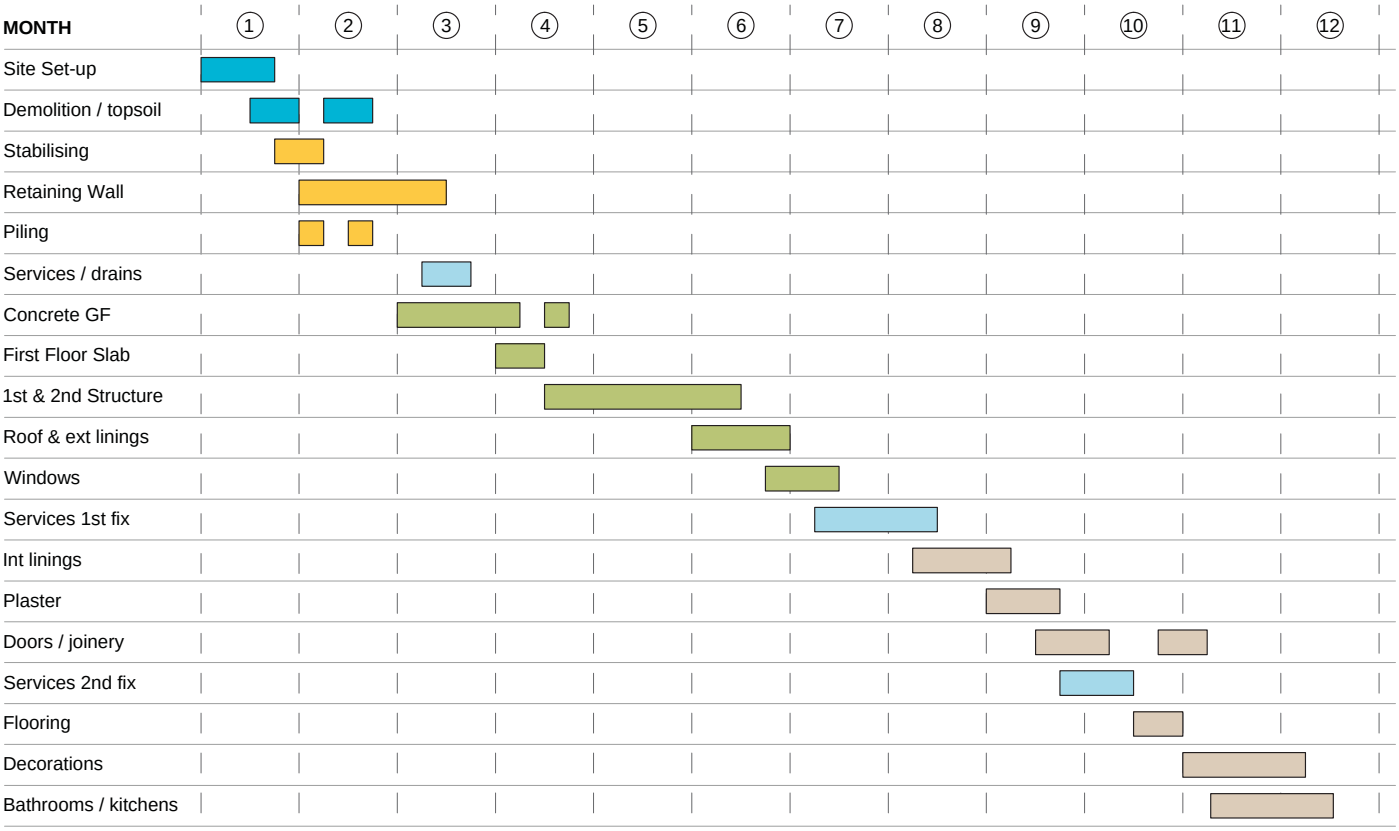
Trees will be gradually cut back and removed whilst soil is shifted into a profiled (terraced) landscape. Miniature 5m pile foundations will be drilled and poured to permit for rigidity of site. A miniature piling rig will be implemented in the early stages of design. This rig will be delivered and removed from the site only once. The rig will arrive by lorry to New End. The machinery is self powered, four contractors will help to navigate the rig along Streatley Place and on to the site. It is likely that these drilling works will take 1 to 2 weeks. These will be constructed with the supervision of the structural engineer. The existing retaining wall will then be underpinned in 1m concrete sections. Temporary timber or steel buttresses will line the existing retaining wall whilst the underpinning is set and initial pile foundations are cut back.

The existing retaining wall will then be reinforced as necessary using concrete upstands. Piles will be cut back and the existing ground soil will be excavated in sections and a new concrete floor slab will be poured. All concrete shall be mixed on site using large concrete mixing silos, examples of this machinery on p.27.

It has been advised by our consultant contractor that these works should take in the region of three to four months. Once these initial phases of work are complete the superstructure can begin to be erected.

The programme will attempt to commence the construction during summer holidays. This will be the least demanding period for the footpath and will undergo the busiest elements of the build. It is anticipated that the second month of the construction program will be undertaken during this period.

It is expected that the overall period of construction will be between 52 & 72 weeks. The busiest time period being the first 10-15 weeks during the setting out of foundations and commencement of construction. It is anticipated that the main structure of the build will be completed within a further 15-20 weeks and the internal finishes will take 25-30 weeks.



Draft Program

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- *8.00am to 6pm on Monday to Friday*
- *8.00am to 1.00pm on Saturdays*
- *No working on Sundays or Public Holidays*

The contractors will work within the standard working hours for this project and, therefore, will be in accordance with Camden Council guidelines.

The scheme has taken into consideration the working hours of the school and nursery whilst devising a schedule for the site working hours. Camden sets out the site working hours as between 8:00-18:00 Monday to Friday & 8:00-13:00 Saturdays & no working on Sundays and Bank Holidays. The regular teaching hours of New End School and the Nursery are between 8.55am to 3:30pm. There are extracurricular activities, however, that are undertaken between 8am & 6pm.

The intention for deliveries would be for the contractor to coordinate with their supplier for all deliveries to be made between 9:30 - 11:30 & 13:00 - 14:30. These would bear the least amount of impact upon the school children which is of high concern for this site. The movement of materials from the off-site compound will also be conducted within these hours.

Refuse materials will be brought away from the site to either a skip or small grab loader lorries between the hours of 9:30 - 11:30 & 13:00 - 2:30.

School food deliveries & Streatley Place refuse collections collectively take place four times a week. These times will coincide with the only hours in which the contractor is able to deliver goods & therefore communication will need to be undertaken with both these organisations.

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

To be confirmed once planning is approved.

Community Liaison

13. Consultation
The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents prior to submission of the first draft CMP.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.
In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Two informal meetings were held, prior to planning submission, where local residents, the school and nursery were invited to see the proposals and make comment. Most comments were in relation to how the development is to be built. Council officers welcomed the principle of entering into early discussions with local residents, school, nursery, local councillors, developers & contractors.

The architects have undergone discussions with New End School and the Nursery. Local Residents and the school responded with comments on the previous application, the main points of which are also relevant to this application. A copy of the letter is included in the report and the main comments are set out below.

Since the application was submitted a further consultation meeting was held focused on the construction management plan. Local residents, the primary school and nursery & councillors were invited to comment upon the CMP following a short presentation. During the second public consultation one governor of the school prepared a detailed presentation of the issues with the first draft CMP of 6 Streatley Place. Within this document, we will attempt to highlight those concerns raised.

Following the meeting the architects were invited to visit the school on 08/03/17 to view the day to day movement of children to & from the school. This study also allowed an understanding about deliveries, emergency routes & key times of the use of Streatley Place for refuse collection & general use. A timed survey of pedestrian movement was taken during the day to count the number of pedestrians & in particular gave an understanding of the use of Streatley Place by the school children.

The main concerns raised from the public consultation meeting are listed below. Where we can, we have set out specific answers to each point as below.

Pre-planning - First & Second public consultation meeting

The main concern of many in the local community is the safeguarding of children who use the footpath & attend the local schools. Communication between the contractor and the school is imperative, both before and throughout the construction process in order to minimise hazards. It is proposed, if possible, that much of the initial & intense building works is carried out outside of term time in order to reduce the effect on the local schools. This would mainly include the demolition; foundations & initial construction works. The movement of materials will only be present on Streatley Place inside school hours (9:30 - 14:30) & at coordinated times in which pupils will not be present on Streatley Place.

1. Access along Streatley Place for the delivery of goods and removal of waste

Due to the positioning of the Site the movement of goods and waste may need to pass adjacent to the New End School & nursery at the bottom of Streatley Place. In order to minimise impact to the students, staff & public, timing of deliveries will have to be coordinated regularly between the foreman and the schools. The coordination meetings could take place weekly to discuss schedules of when Streatley Place will be used for access or on occasion short term closure.

2. Site working hours

The scheme has taken into consideration the working hours of the school and nursery whilst devising a schedule for the site working hours. Camden sets out the site working hours as between 8:00-17:00 Monday to Friday & 8:00-13:00 Saturdays & no working on Sundays and Bank Holidays. The regular teaching hours of New End School and the Nursery are between 8.55am to 3:30pm. There are extracurricular activities, however, that are undertaken between 8am & 6pm.

The site works, deliveries and removals will take these timings into account and regularly interact with the school in order to produce the most appropriate timings for movement of materials.

3. Any closure of Streatley Place, partial, permanent or temporary

There will be limited closure of Streatley place during the process of construction. A covered scaffolding walk way will be introduced adjacent to the site along Streatley Place. The construction process will attempt to minimise the closure of Streatley Place, however, if this needs to be undertaken full notice will be given to all residents & no private access shall be blocked. Diagrams have been included within this report in order to gain a further understanding of scaffolding & hoarding.

4. Where the site lockable local compound is to be positioned

The scheme has undergone a rigorous assessment to weigh up the pros and cons of different locations for the compound. There have been multiple concerns with the location of the off-site storage area. Within this application we have included two locations that are viewed as suitable by Camden Council. Following a site walk around the immediate vicinity with both the planning & highways and transport officers it was viewed that both Boades Mews & Back Lane have good potential to be an offsite compound.

5. How long the project will take.

To minimise the impact upon the residents & local infrastructure, construction will be kept to a minimum using modern techniques and well organised procedures. We are expecting the construction to take approximately 52-72 weeks. A draft program of works is included on page 13.

6. Parking for the construction workers

In order to reduce the impact of the development upon local residents there will be no parking permits for construction workers and public transport must be promoted.

7. Position of delivery vehicles

Deliveries must not interfere with the opening & closing hours of the school in order to protect the 420 students. Therefore, delivery times will take place between 9:30 & 2:30. If Boades Mews is the chosen offsite location attempts will be made to avoid deliveries being made between 11:30 & 12:00.

8. Noise and dust

The site is surrounded by residences and infrastructure and therefore it is imperative that the impact of noise and dust is kept at a very minimum. Noise limits will be set out & monitored during construction while dust levels will be controlled and mitigated accordingly.

9. The need for hoarding and screens around the construction site

Hoarding and screens need to be installed throughout the site in order to increase security and prevent dust & noise pollution to local residents. Details of hoarding have been described on p 45-47.

10. What is the construction likely to be – prefabricated or traditional

Construction methods can vary the time scale of the build and also the impact on the local residents. Both a traditional & prefabricated construction type come with their benefits and limitations and therefore will need to be analysed rigorously in a later period of design with the contractor, engineer & architect.

11. How the timing and program for the construction will be affected or affect other developments taking place in the local area

It is likely that multiple local development projects will be undertaken at a similar time. Residents have their concerns for either developments going up simultaneously or not. The contractors will follow “Guide for contractors working in Camden” and will be signed up to the ‘Considerate constructors scheme’. Once a construction program is known a full program of other local construction projects & considerate schemes can be established.

Post Planning Submission - Draft CMP Discussion - Third public consultation meeting

1. Safeguarding of Children

The main concern raised within this meeting was the safeguarding of children who use the street & attend the local school. The contractor will be working out of peak hours of movement along this street. There will be a clear understanding of the weekly timetable and updates with the school will be sought regularly. During a school visit it was learnt that swimming lessons are attended every Wednesday and Nursery pupils move across Streatley Place before midday for a lunch break. There will be constant communication with the school and fortnight meetings will be held for the school and neighbouring residents in order to update them and receive feedback. Whilst materials are being transported along Streatley Place, banksmen will be specifically employed to lead movements and look out for hazards. They will be employed to monitor and control contractors undertaking transportation of materials & refuse. Before beginning on site, each of the permanent site operatives will undergo a CRB check. The school could undertake a CDM tutorial to contractors and senior site operatives of how the school operates. Liaisons will be made with first aid officers at the school so constant communication and coordination is undertaken.

2. Affects to New Court

A resident of New Court has raised the issue of the lack of foundations at New Court within two of the public consultation meetings. Their concern is that piling causing large amounts of vibration could potentially affect the grade II listed building.

In order to address the concerns of local residents the contractor will be advised to employ an expert to measure the vibration produced and provide appropriate advice. The contractor will appoint a building surveyor to inspect residential properties within New Court & No.3 Streatley Place before piling begins. As advised in ‘guide for contractors working in Camden’ we have avoided using impact driven sheet piling and instead opted for rotary drills and bursters to remove hard material.

3. Location of compound

There are great discussions from multiple residents about the location of the offsite compound. The previous draft CMP proposed introducing the compound at the crossing of Boades Mews & New End. The 2nd draft CMP application sought to propose two options as discussed with the planning & transport officer; Boades Mews & Back Lane. Back Lane is a much closer location to the site and the movement of materials will not pass in front of the school & nursery. It was viewed by the Council officers that out of all options on the previous draft CMP these two locations are most suitable.

4. Reduction in width to Streatley Place

Within this draft CMP we have revised the permanent location of scaffolding & hoarding along Streatley Place. This will allow for the maximum amount of access left along Streatley Place. It was also mentioned that the hoarding along Streatley Place must include a handrail the entire length of the staircase. This has been designed in accordance with the consultant contractor.

5. Sound attenuation

This draft CMP attempts to address many of the concerns and issues with regards to nuisances that will arise during the construction process.

Post Second Draft CMP Discussion

Following on from the second draft construction management plan we received multiple comments from local residents and Camden Councillors. Councillor Stark has kindly collated all these concerns in to a 10 point list in which the applicant seeks to address within this 3rd draft construction management plan. This construction management plan seeks to ask for advice on using either Back Lane or Boades Mews as potential off-site compound locations. Cllr Stark also suggests a combination of the two in which we have also discussed as an option. Please see the points raised by the councillor below.

• *Councillor Stark and local residents have raised concerns about the narrowness of Flask Walk and Back Lane. Apparently, there is a problem with parked cars being damaged by larger vehicles such as skip lorries. So, I would appreciate some further commentary on this and how such problems would be managed/mitigated. Further details on types of vehicle to be used including dimensions, and swept path diagrams would be appreciated.*

The report has included sept paths & dimensions of the corner of Flask Walk & Back Lane on p.38.

• *Councillor Stark and local residents have also raised concerns about the proposals to service the site from Back Lane. Councillor Stark noted that some of the business on Heath Street rely on Back Street for their servicing requirements. Councillor Stark pointed out that such activities cannot take place from Heath Street (even off-peak) as this would cause traffic congestion and potentially dangerous situations for road users. Councillor Stark wants to understand how your proposals could be accommodated without being detrimental to the servicing requirements of local businesses and residents. Indeed, he has suggested you discuss your proposals with the local businesses at this stage to see if a workable compromise solution can be agreed. So I would appreciate some further commentary on this and how such problems would be managed/mitigated.*

This CMP contains a more detailed analysis of how the offsite compound will work at Back Lane (p.34). With regards to local businesses, the proposal will allow for one loading bay to be left undisrupted at all times for deliveries & removals. The compound location is also not permanent, the application seeks to use this space for 2 hours of the working day, allowing for it to be appropriated by local business for the rest of the day. The applicant has attempted to contact local business, the Reponses can be found on p36, we await to hear back from the remainder. This will be included in the final CMP & further communications with more businesses.

• *Councillor Stark also pointed out the need to maintain access to local businesses and residential properties. This obviously includes access to the narrow driveway at 5A Back Lane. So I would appreciate some further commentary on this and how such problems would be managed/mitigated.*

The proposal for an off-site compound at Back Lane will not disrupt the movement in an out of the drive at 5A Back Lane. This is represented in the diagram on p34.

• *Councillor Stark noted the narrowness of Streatley Place between Back Lane and the site. He wants to understand how materials could be transferred along this narrow footpath in a safe and efficient manner without being detrimental to the amenity, comfort and safety of pedestrians (including school children). So I would appreciate some further commentary on this and how such problems would be managed/mitigated.*

The CMP has outlined in detail how materials will be moved along Streatley Place in a safe and competent manner. Within this 3rd draft CMP we have also shown diagrams of the largest item that is to be delivered to the site, the miniature piling rig. This diagram can be found on p 28.

• *Councillor Stark raised concern about potential noise issues associated with transferring materials along Streatley Place. So I would appreciate some further commentary on this and how such problems would be managed/mitigated.*

This CMP outlines the ways in which the contractor will undergo processes to manage & mitigate all nuisances of noise. The environmental section of the CMP can be found beginning page 49.

• *Councillor Stark asked if the site could be serviced from both ends as a means of minimising the impacts on Back Lane, Flask Walk, New End and Boades Mews. He would also like to see more details for the proposed occupation of Boades Mews. So I would appreciate some further commentary on this.*

The construction management plan begins to analyse the potential use of both Boades Mews & Back Lane on p42.

• *Councillor Stark would like to see greater use of the site for the storage of materials, welfare facilities and other site accommodation. So I would appreciate some further commentary on this for each phase of the works.*

The site is being used for the storage of all materials and welfare facilities. The offsite compounds are a temporary storage facility for the offloading of trucks. No material will be stored within these areas overnight. All material will be stored on site. The site is being fully utilised.

• *Councillor Stark requested further details in terms of the volume of spoil which would need to be removed from the site (i.e. demolition and excavation). So I would appreciate some further commentary on this.*

Calculations for the removal of spoil have been undertaken. These show the amount of soil removed and amount of skips this removal will necessitate. This can be found on p 33.

• *Councillor Stark asked for further details regarding the type/size of piling rig to be used and how it would be transferred along Streatley Place. So I would appreciate some further commentary on this.*

The initial proposed type of pile rig has been photographed, analysed and drawn in proportion of the narrowest point along Streatley Place. This can be found on p 28.

• *Councillor Stark raised concerns about the possible narrowing of Streatley Place adjacent to the site (i.e. hoarding and scaffolding) and asked for further details (e.g. what width would be left for pedestrians?). So I would appreciate some further commentary on this.*

All hoarding diagrams can be found within the hoarding section beginning on page 47.

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

The contractor will inform local businesses, residents & the schools no later than 14 days before the commencement of works upon the site. The applicant has sought to liaise with local business' as described on p35.

14.1 Setting up of 'working group' (of applicant / architect / contractor / local residents / School etc)

The applicant has met with local residents at two informal meetings where the overall scheme was presented. The CMP was not discussed in specific detail at these meetings & a separate meeting was held in late January 2017 for New End School and Nursery, the local councillors and local residents.

As part of the development of the CMP, the applicant wishes to set up a working group to be able to discuss and agree the terms of the CMP. From the above-mentioned meeting, we would seek a more focused group representing local residents, the school, nursery, resident associations, the developer, the architect and the contractor to have a series of further meetings to agree the terms of the CMP. The local ward councillors will also be invited to attend these meetings.

The intention is that the discussions and consultations will be able to bring about a final worked up CMP which will be presented as a condition of the planning application and which will be agreeable to the highways department, planning officers, council members, the school & local residents.

During construction, it is proposed that relevant interested bodies would also attend regular meetings with the contractors, applicants & Architects in order to address concerns and queries.

14.2 Construction working group

The intention is that as the project moves forward to the contract stage of demolition and construction, the group already formed as part of the CMP agreement will continue to meet on a regular basis or as and when needed. This will allow regular and continued notifications of the various stages of the work and the work that is to take place. This will have particular relevance to the movement of goods along Streatley Place, the delivery of goods and removal of waste. This forum will also allow local residents to give feedback on the day-to-day running of the site and if any improvements can be made to the final CMP during the construction phase.

Contact details have been retained from all consultations meetings with the public and school. Prior to construction the contractor will distribute contact details of the person responsible for community liaisons. These will also be advertised to the immediate neighbours via a letter drop. Updates of the construction & concerns from the local residents can be addressed at bi-weekly sessions. The contractor will be obliged to have a system in place to handle any complaints and enquiries from the public.

15. Schemes

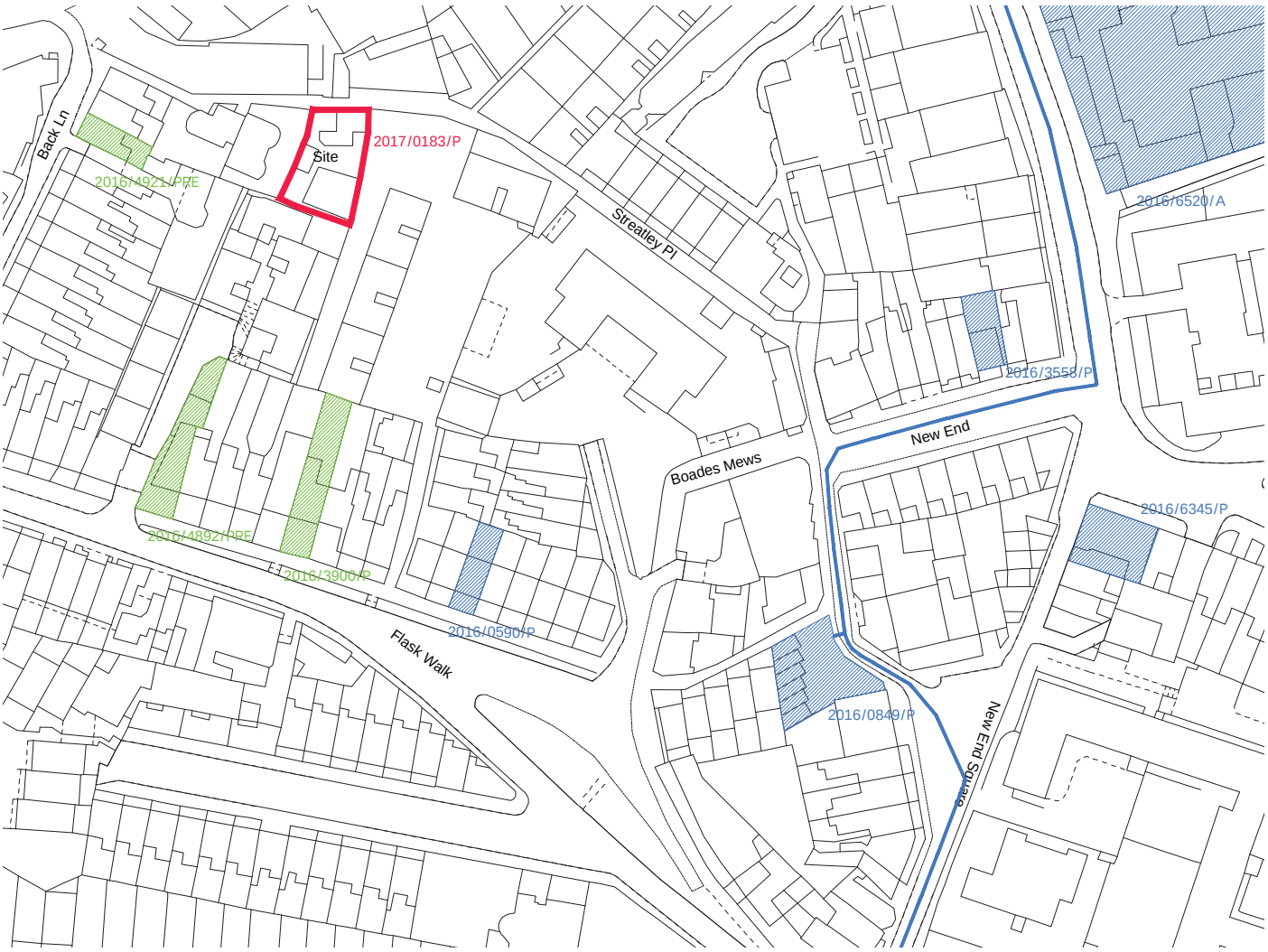
Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

The contractors will follow "Guide for contractors working in Camden" and will be signed up to the 'Considerate constructors scheme'. Detail of schemes will be provided within final CMP once contractor has been appointed.

16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

A diagram of local construction sites that have planning and are looking to receive planning is listed overleaf on p22. There is potential for this list to expand or decrease as the project develops. Adaptations to the CMP will be undertaken in order to co-ordinate strategies in relation to other development sites.



Existing Sites in for Planning or Under Construction

Granted Applications

New End Garages
The White Bear
27 Flask Walk
20 New End
New End Nursing Home

Received & Pre Applications

45 Flask Walk
5 Back Lane
35 Flask Walk

Transportation

17. Name of Principal contractor:

Principle contractor is yet to be confirmed.

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

Operations

- Contractor to ensure a baseline level of compliance relevant to transport operations and fleet operators to meet an approved independent fleet management audit. (such as the Fleet Operator Recognition Scheme (FORS)
- If road traffic collisions occur, fleet operators shall investigate and analyse information. All collisions will be reported to the applicant & contractor. This shall be kept in a log format noting lessons learned a counter measure implemented.
- The delivery routes that are set out within the CMP specified by the applicant shall be adhered to.
- Briefing will be given to the fleet operator in order to work out

Vehicles

- Prominent signage shall be fitted to all vehicles over 3.5 tonnes.
- Pictorial stickers will be attached to rear of vehicle to warn cyclists and passengers not to get to close.
- Side guards shall be installed on all rigid mixer, tipper and waste type vehicles over 3.5 tonnes.
- Blind spots will be eliminated where possible through a combination of direct & indirect mirrors and audible alerts.
- Vehicles shall be fitted with audible warning equipment to warn vulnerable road users

Drivers

- All drivers will maintain approved progressive training and continued professional development. including on-cycle hazard awareness and use an appropriate mix of theoretical, e-learning, practical and on the job training.
- Systems will be set in place to ensure all drivers hold a valid driving licence for the vehicle that they are operating.

Standard for construction clients

- The Construction Logistics Plan is in place and complied with - as per this document.
- Site vehicles will all be fitted with suitable safety features. The site will be prepared and regularly assessed to maintain suitability of vehicles.
- Access to and from the site will be carefully managed and cleared of obstacles as described later within the application
- Vehicle loading and unloading is mentioned later in the CMP
- Traffic routing will be carefully assessed by contractor and supplier and these routes will be used at all times.
- Control of site traffic shall be rigorously considered. Reduction of peak times will be sough as is mentioned later in the CMP
- Contractors & subcontractors shall all adhere to requirements set out in 3.1.1 to 3.3.2.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

Principle contractor is yet to be confirmed. Confirmation will be given once contractor is appointed to ensure compliance.

20. Traffic routing: "Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur." (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the Transport for London Road Network (TLRN).

There are two options within this CMP for an offsite delivery compound and therefore there will need to be two potential routes for the delivery of materials.

Boades Mews Vehicles will access the off-site compound via Heath Street, turn left along the one way system of New End Square and will stop at the top of New End.
The vehicle will then reverse down New End and park at the bottom for the delivery of goods.

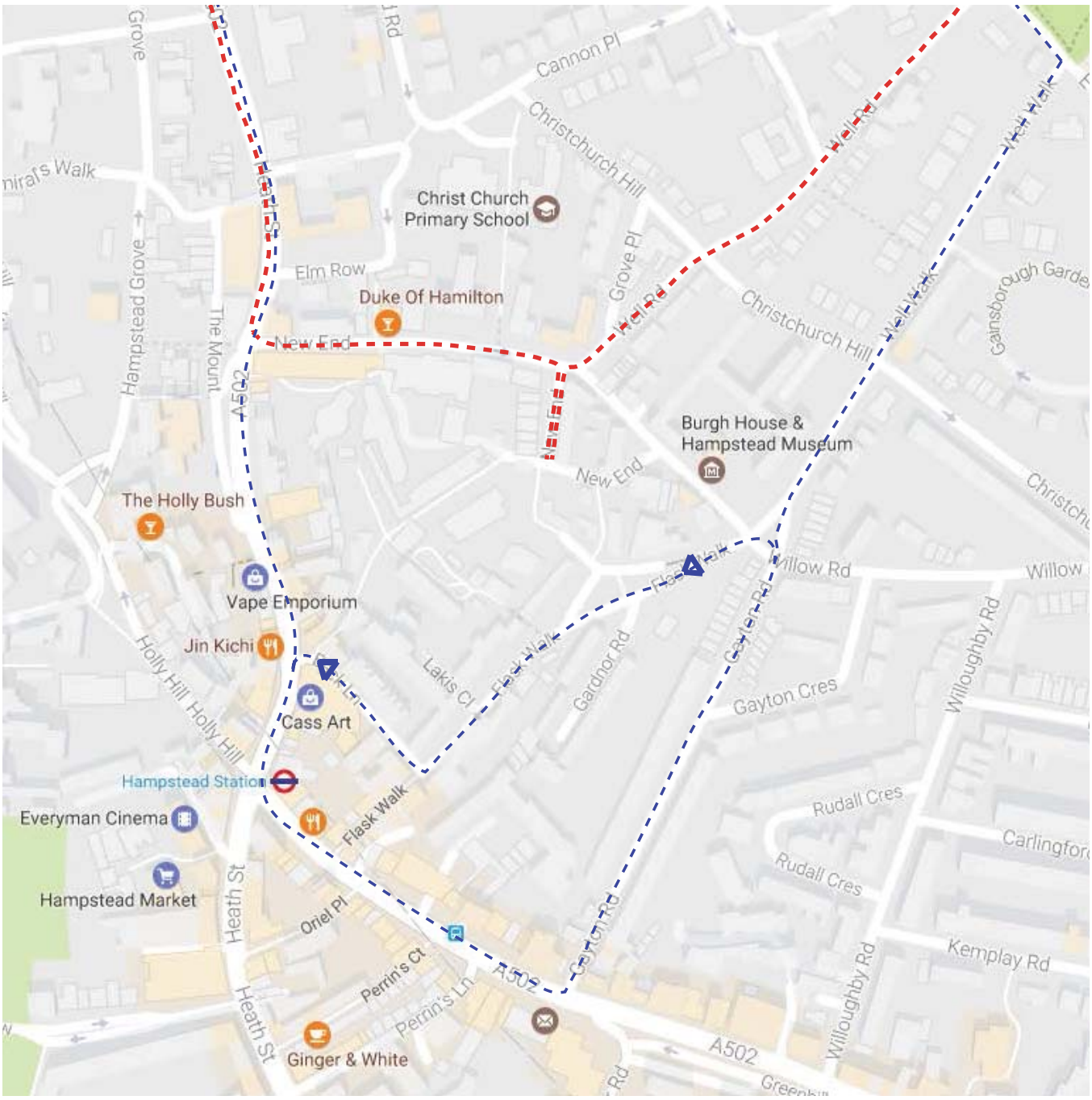
Upon exiting the off-site compound the vehicle will turn right back on to New End & immediately left on to Well Road.

Vehicles will then turn left on to East Heath Road and join back to Heath Street.

Back Lane Vehicles will access the site via Heath Street, turn left along Hampstead High Street and left on to Gayton Road, vehicles will turn left on to willow road and immediately left on to Flask Walk. Deliveries will follow the one way system route to 2 parking bays on Back Lane.

Upon exiting the off-site compound, drivers will turn left on to Heath street, turn left along Hampstead High Street and left on to Gayton Road, vehicles will then follow the road until East Heath Road. Vehicles will then turn left on to East Heath Road and join back to Heath Street.

The contractor will need to make sure that all vehicles using this route will be small delivery lorries as large lorries will not be able to access this site compound.



b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Before construction commences the contractor will be obliged to produce a booklet of the delivery journey routes. These will all be prior agreed with the supplier and carried out each delivery. The booklet will describe in detail the required access routes, times that deliveries are not permitted and potential hazards.

21. Control of site traffic, particularly at peak hours: "Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries" (P20, 3.4.6)

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the Guide for Contractors Working in Camden).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

Once a contractor has been appointed a specific schedule of works will be devised in order to develop an accurate plan of construction with regards to dates and delivery amounts. This information will be provided within a further final CMP submitted by the applicant & contractor with greater conclusions from relevant parties.

Due to 6 Streatley Place being inaccessible to vehicles, an access route and drop-off compound will be devised offsite. The designated access routes for the delivery and removal vehicles are indicated on the map attached to this CMP. All deliveries & removals will be made directly to the offsite compound where they shall be stored for short periods of time. These processes will be made quickly and effectively to reduce the stress upon the traffic. All deliveries will also be made using small delivery vehicles. All delivery vehicle operatives will be in direct contact with the foreman and site manager in order to provide best timings and reduce congestion on the streets.

In order to prevent disruptions to the local residents, New End School & the nursery, vehicles entering New End Road will be coordinated at quiet times. To further insure this the foreman will need regular weekly updates from local establishments for when Streatley place is in use and when the peak periods will be. All vehicular access to the site compound will be made outside of the school entry & exit hours to ensure the safety of the children whom attend. Deliveries and removal of materials to and from the site will be undertaken either outside of school hours or during the morning or afternoon of the school day in order to minimise disruption.
In order to reduce the impact of vehicles upon the local residents and amenities it is currently proposed that no large vehicles attempt to deliver or remove material from the sites compound. The largest vehicle will be the skip lorries and flatbed vehicles which will be 7m in length. The various vehicles and their respective dimensions are listed below. These vehicles may differ within the finalised construction management report as the contractor compiles a more rigorous analysis of the construction.

Flatbed vehicle – Approx. size 7 x 2.5 m

Long wheebased van – Approx. size 4x2 meters

Skip lorries – Approx. size 7 x 2.5m

Individual small vans

No vehicle listed above will remain within the compound/ drop off area for extended periods of time.

Operatives cars must make their own arrangements for parking and travelling and will not be allocated parking permits for nearby parking spaces. The use of public transport by operatives will be positively encouraged for the duration of the project.

An operative will also be asked to assess the congestion along Streatley Place and New End Road/Back Lane before deliveries are made.

b. Please provide details of other developments in the local area or on the route.

Please refer to schedule on p. 20 of other known local developments.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Once a contractor has been appointed a specific schedule of works will be devised in order to develop an accurate plan of construction with regards to dates and delivery amounts.

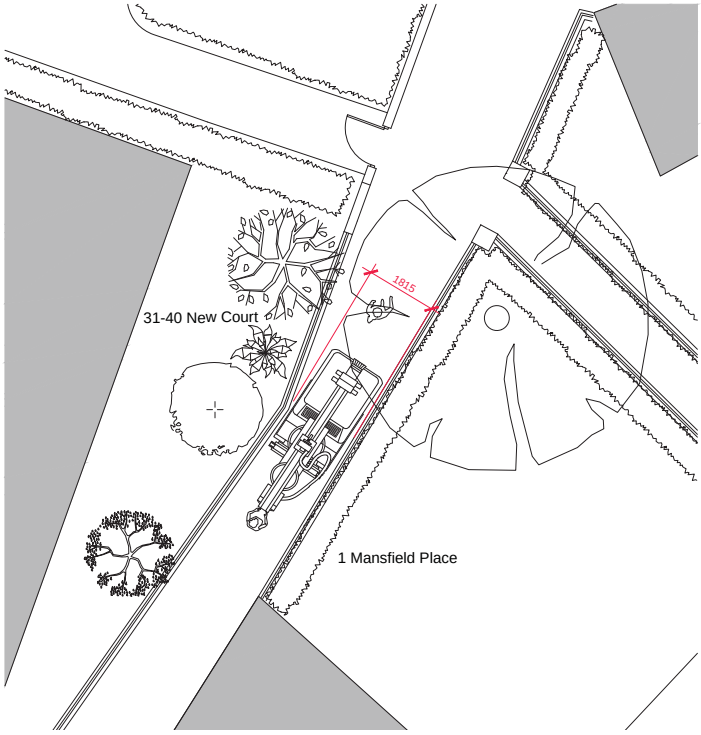
Concrete silo

Miniature track dumper

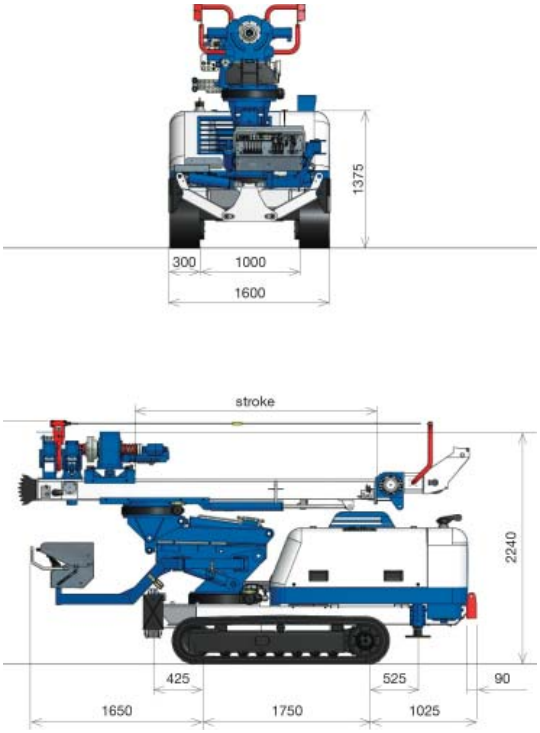
Miniature Piling Rig

The miniature hydraulic drilling rig will need to be delivered to the site via New End. This is due to the narrowness of Streatley Place at the South entrance. The rig is self-powered and will be guided along streatley place by four trained contractors. Appropriate signage will be erected along Streatley Place to warn the public of this hazard. The narrowest width the rig will encounter is 1.9m and therefore a suitable rig will need to be sought for construction. An example of a micro rig that could under take these requirements is the Soilmec SM-5E. This hydraulic microdrilling rig is capable of drilling depths as designed by the structural engineer whilst being able to transport to the site. This is the largest piece of equipment and will only be transported to and from the site once, at the start of the project.

As advised in the Camden Contractors guide manual the construction intends to avoid the use of impact pile driving and therefore proposes to implement drilled piles which is a quieter alternative. THE SM-5E is also powered by an ABB electric engine which will reduce the noise compared to that of a diesel counterpart.



Tightest width of Streatley Place



SM-5 Miniature piling rig dimensions

SM-5 Miniature piling rig

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

The site is large enough to accommodate most plant and materials necessary to complete the work. During deliveries, however, there will need to be a short-term compound offsite that is easily accessible by a main road. All materials will be stored on site after being transferred from the compound location. Multiple options were looked at for placement of this compound. The applicant has been in discussion with many concerned residents & also the local council in order to seek the most appropriate location. After great deliberation and assessment of each site, the current CMP looks to propose two options for the offsite compound. These two sites have been advised by the council and both have individual complications. Each proposed compound location was viewed on site by the applicant, traffic and highways officer, planning officer & architect. The benefits & disadvantages of each site were discussed in detail and each option has been carefully considered in order to reach an outcome that results in the least impact.

New End Square

- The location is located further away from other suggested compound sites incurring complications with increased timing for the manoeuvring of materials & therefore increased interruption to pedestrians & local residents.
- The location of the compound is directly adjacent to residential properties and will require the suspension of several parking bays.
- Access to and from the site will pass in front of the schools along Streatley Place which is of concern from the general public.
- New End Garages may be constructed at a similar time and therefore there will be an increase in congestion of traffic.
- The drop-off point will block New End Square, a regularly used vehicular road.
- This is the least preferred option by the transport officer.

New End Garages

Following a dialogue with the owners, the New End Garages site is likely to be under construction at a parallel time if not before the construction period of 6 Streatley Place and therefore is not a viable option. Should construction / development not be taking place at the time of 6 Streatley Place. Then this site will be considered.

Flask Walk

- Busy road used as popular through route to Heath Street
- The location is located further away from other suggested compound sites incurring complications with increased timing for the manoeuvring of materials & therefore increased interruption to pedestrians.
- Access to and from the site will pass in front of the schools along Streatley Place which is of concern from the general public.
- The location of the compound is directly adjacent to residential properties and will require the suspension of several parking bays.
- Access to the compound is a narrow road creating difficulties for larger lorries to turn around.

Boades Mews

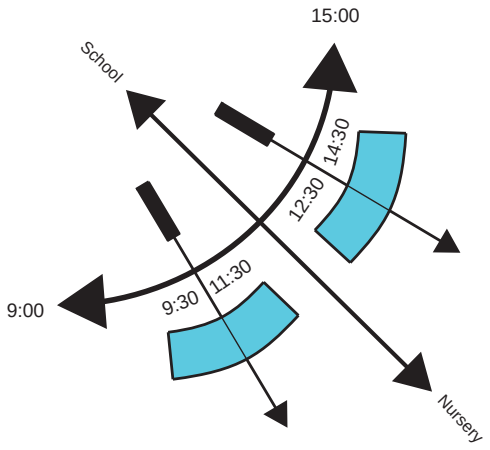
- The location of the compound is not directly adjacent to residential properties.
- Access to and from the site will be in front of the school and nursery along Streatley Place causing concerns with multiple parents & teachers.
- Access to the compound is a narrow road creating issues with delivery vehicles & several bollards at the top of Boades Mews may have to be removed for the duration of the construction.
- Deliveries to local residents & the school are regular and therefore coordination will have to be maintained with the contractor
- New End Garages may be constructed at a similar time and therefore there will be an increase in congestion of traffic.

Back Lane

- Busy road used as through route to Heath Street
- Much closer to the site reducing timing for the manoeuvring of materials & decreased interruption to pedestrians.
- Lanes leading to the site are much narrower along Streatley Place than access from New End.
- The location of the site exists as a delivery zone for multiple shops & restaurants. Coordination of delivery times with these retailers will need to be rigorous in order to reduce impact.
- The site is located in front of a fire escape and therefore suitable access will need to be maintained at all times.
- The compound will need to be regularly dismountable in order to maintain delivery to the local retailers
- Large lorries will not be able to access this site compound. All deliveries will have to be made using smaller lorries.

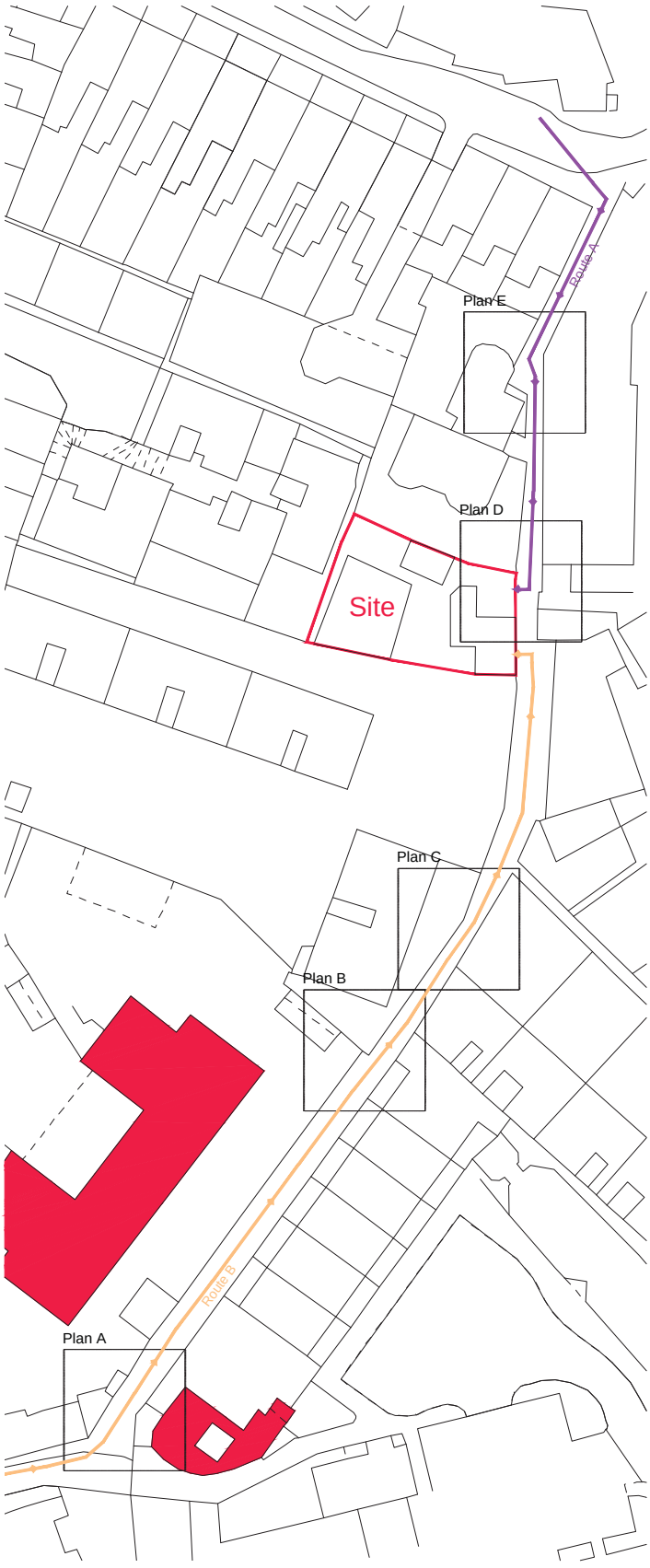
We therefore came to the agreement with Camden Council that within the second draft CMP we would propose either utilising 2 delivery bays on New End or the top corner of Boades Mews. Both offsite compound locations have had a mixed reception by the public.

Materials will be delivered to this location and transported by hand or light machinery to the site where it will be stored. **No materials shall be stored within the compound overnight.** In discussion with the previous owner of the land we can assume that there is a drain on site, in the likelihood that this is an option we would look to include a toilet fully plumbed in on site. Confirmation of services upon the site will allow us to identify whether a portable toilet is kept off site, within the compound, or whether we are able to build one directly on to the site.

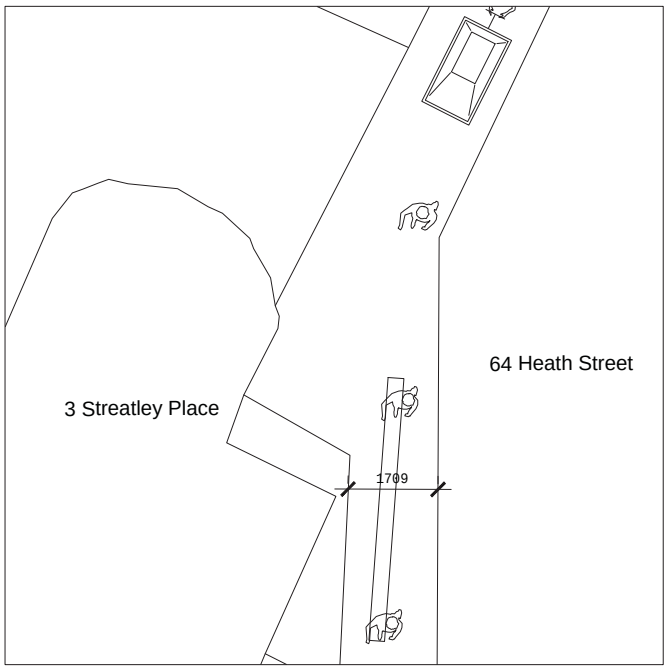


Blue boxes indicate optimum periods for delivery and removal of materials

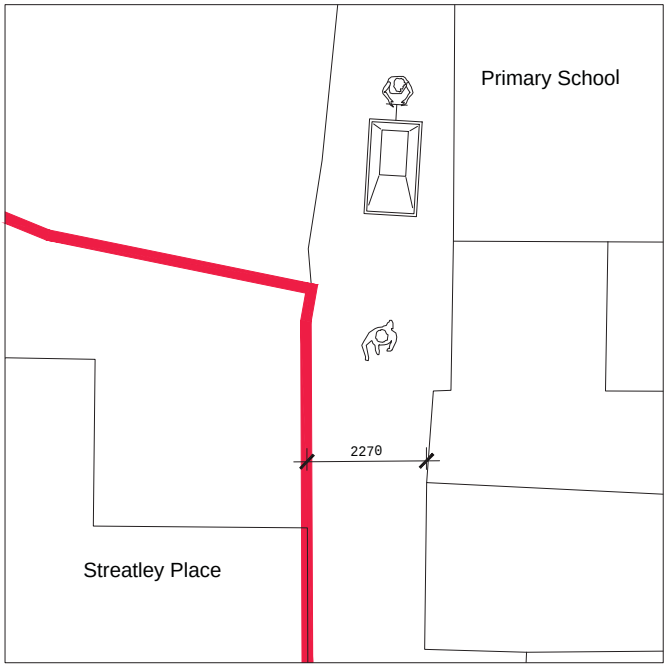
Diagrams showing widths along Streatley Place.
These widths have been taken from an OS Plan and therefore may differ in reality



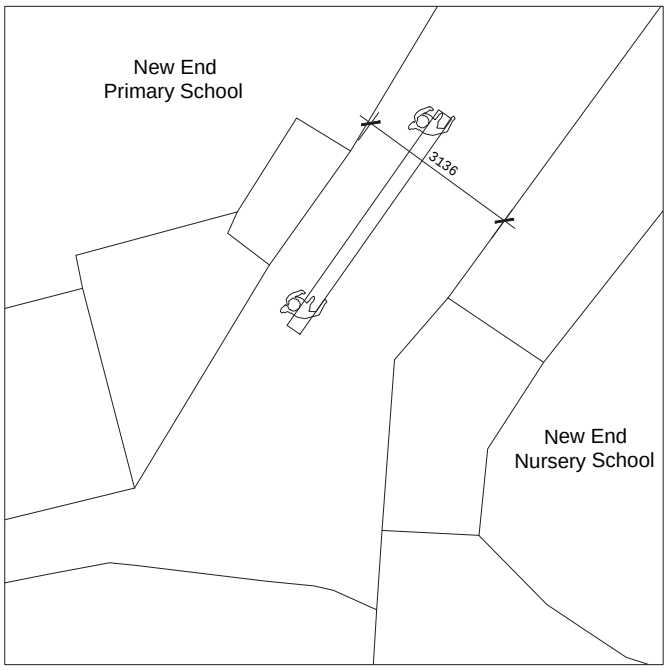
Plan of Streatley Place
1:500



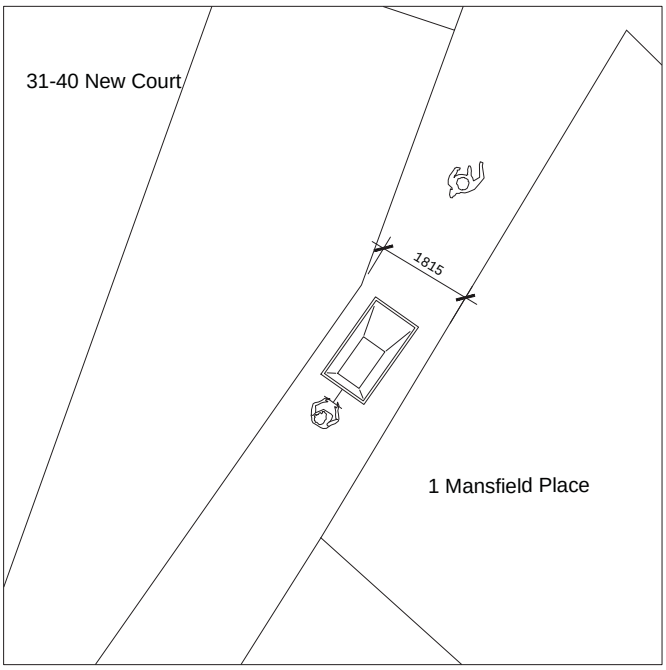
Option A Route - Plan E
1:100 @ A3



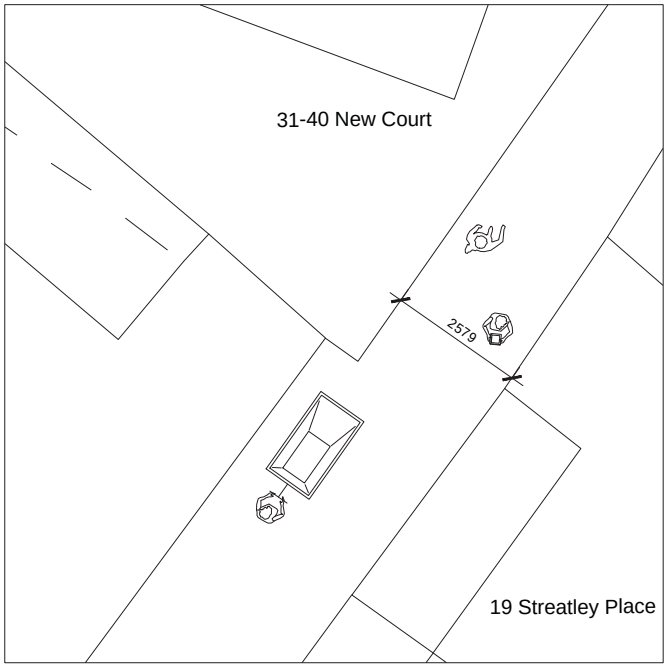
Option A Route - Plan D
1:100 @ A3



Option B Route - Plan A
1:100 @ A3



Option B Route - Plan C
1:100 @ A3



Option B Route - Plan B
1:100 @ A3

Compound Location - Option 1 - Back Lane

Before confirmation of utilising the loading parking bays of Back Lane as an off-site compound communication will need to progress with the local business'. The applicant has been in contact with various local business to analyse their use of the loading bays along Back Lane.

The intention for this compound location would be to suspend part of the parking bay for 2 hours twice a day in order to manoeuvre materials to and from the site. There are multiple options for the delivery and removal of materials to and from the site.

The use of large vehicles will be limited as Back Lane & Flask Walk narrows at its corner. The contractor will be required to notify their suppliers to use smaller delivery lorries. The site will be accessible by lorries of up to 7 meters, as represented within the drawings, and no wider than 2.5 meters. The delivery of goods will require a banks man to control traffic and implement hazard signs whilst materials are being delivered.

The parking bays will have to be suspended for 2 hours a day for the delivery of goods and transportation of materials on to the site. The compound will use a portion of the pavement, however, will not block access to and from the fire escapes to the rear of Cass Art, units above & vehicle access from 5a Back Lane. It is proposed that part of the bay is left accessible for deliveries at all times.

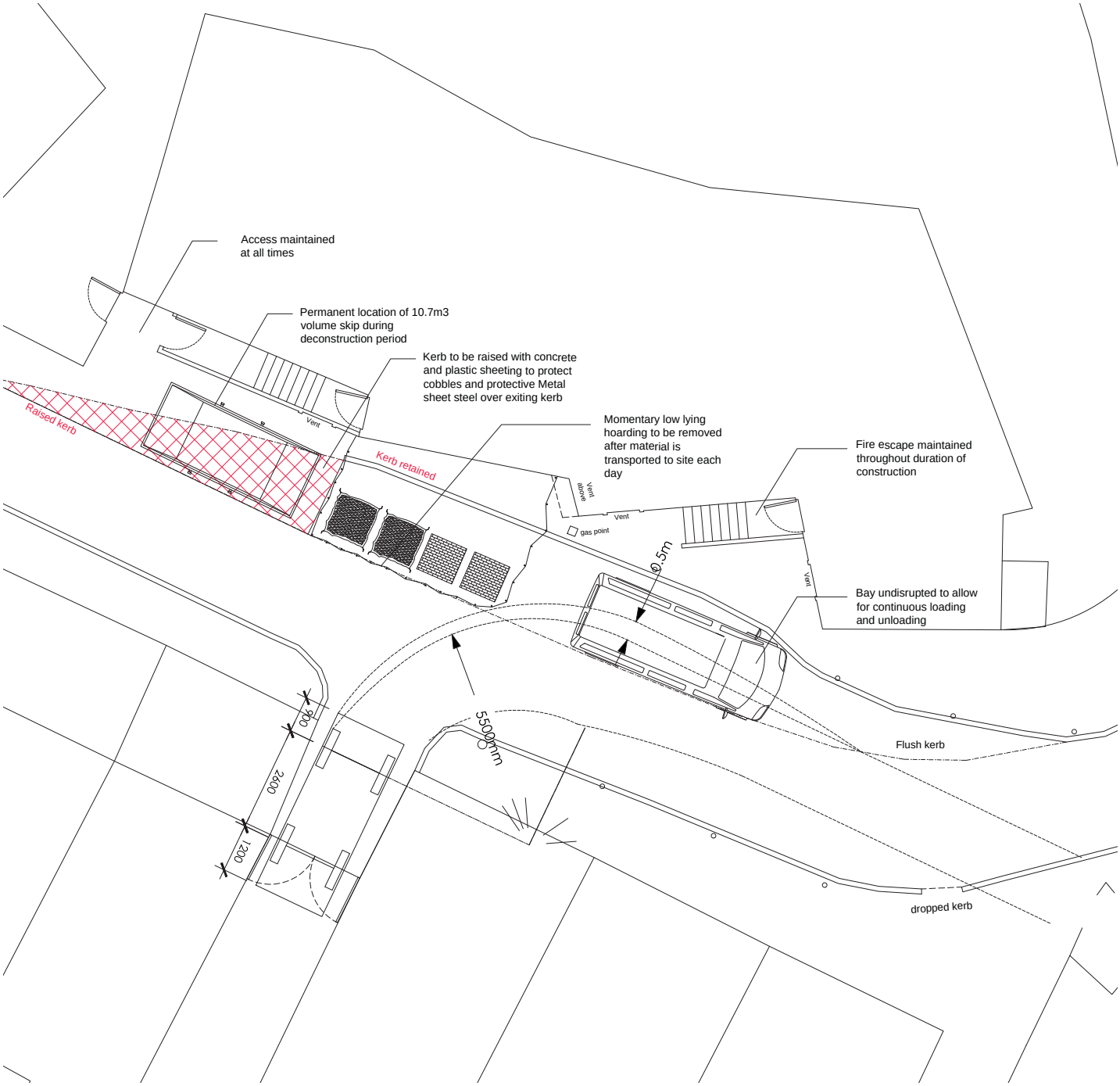
The intention for deliveries would be for the contractor to coordinate with their supplier for all deliveries to be made between 9:30 & 2:30. These would bear the least amount of impact upon the school children which is of high concern for this site. The movement of materials from the off-site compound will also be conducted within these hours. No materials will be left within the compound over night and temporary hoarding will be dismantled.

Initial calculations for the removal of soil on site show that the contractor will need to transport approximately 300m3 of soil from the site. These have been approximately calculated with the allowance to build 700mm of foundations. Using a 10.7m3 skip and allowing for the clay to expand 20% there will need to be approximately 35 skips to dispose of the soil on site. The skips will be located permanently within one of the parking bays and will be picked up multiple times during the day. Removal of waste materials will be carried from the site by small automated trollies to the offsite drop off point and into skips or small grab loader lorries. The automated trollies have a volume of 0.3m3 - 0.5m3 and therefore will take approximately 30 trips to fill a skip. To decrease the number of skips used at the site there is a potential to directly load a parked truck and remove much of the refuse more rapidly. To reduce the impact upon the neighbouring school, much of the removal of soil & introduction of foundations will begin during school holidays.

The concrete to create foundations & piling will be mixed on site using a miniature concrete mixing silo. The delivery of plant equipment to the site, including concrete mixer & piling rig will need to be via New End lane as Streatley Place is too narrow from Back Lane. The deliveries of these items will be coordinated with the school so that they can be delivered during the school holidays or at convenient times.

Scaffolding delivery along Back Lane

Delivery along Back Lane



Option 1 - Compound at Back Lane

Skip location maintained throughout duration of construction. Red area indicates raised concrete slab for duration of construction. Paving underneath will be retained and restored.

Temporary site storage location. Used for 2 hours a day during delivery & transportation of material

Loading bay maintained throughout duration of construction - allowing for access from local shops & restaurants

Access maintained throughout construction period

Dropped kerb

Contact with local business'

Martin Evans Architects attempted to contact local business' in the area to analyse their use of Back Lane loading bay. A phone conversation followed by two emails with a questionnaire were distributed to local establishments. Those that had responded are listed below.

Camerich, 58-62 Heath Street.

> *The site is undergoing a tenancy transfer and the occupants will be replaced by Knight Frank Estate Agents. We can assume that the new tenants will not utilise the bays for deliveries.*

Cass Art, 58-62 Heath Street.

> *Rubbish is collected in the evenings by a private collector between the hours of 6:30 & 7:00.*
> *There are daily deliveries in a transit van to Back Lane and larger deliveries once a fortnight. Times have not been confirmed.*

Trilogy Stores, 52-54 Heath Street.

> *Trilogy Stores have confirmed that they do not use Back Lane for access, deliveries or waste. Their waste & recycling is collected by a private company.*

Vision Express Opticians, 54 Heath Street.

> *No Response*

Benham & Reeves Residential lettings, 56 Heath Street.

> *No Response - As an estate agent we can assume there are very few or no large deliveries to back lane.*

JigSaw, 58-63 Heath Street.

> *No Response*

Wagamama, 58 - 62 Heath Street.

> *No Response - We understand through conversation that they have daily deliveries of food & daily collections of waste between the hours of 6:30 - 7:00pm*

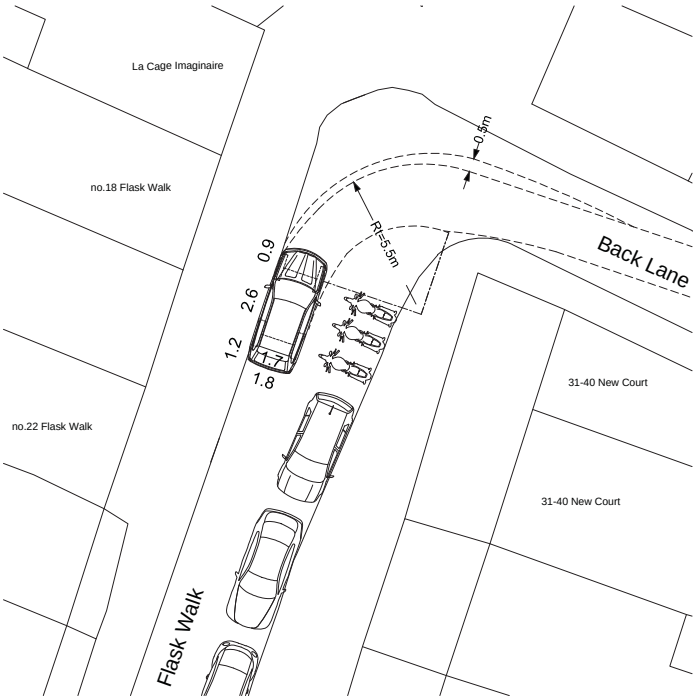
Flask walk - Vehicle swept path diagrams

On the following page are four diagrams showing vehicle swept paths of various sized vehicles. The largest vehicle accessing the drop-off area at back lane will be the skip lorry. In the images at the bottom of the page it is clear that some of the local businesses deliver using this road with long-wheel based vans.

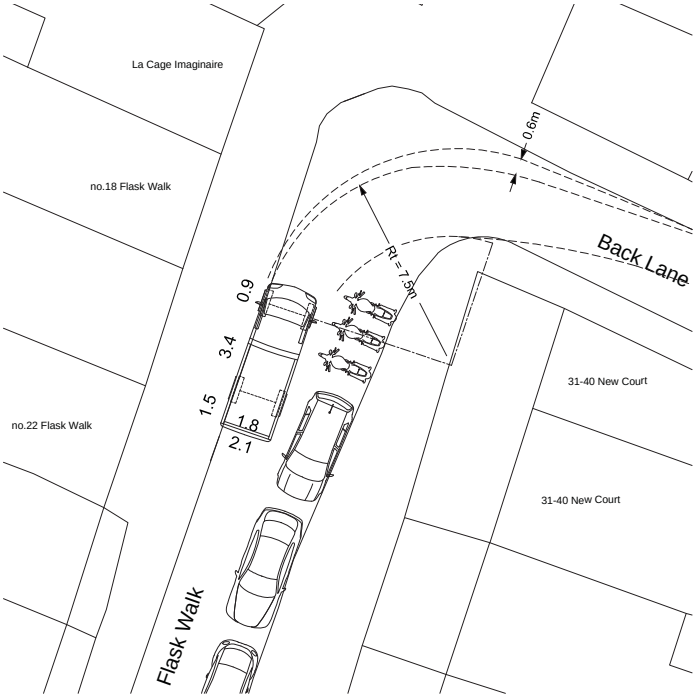
Vehicle types to access Back Lane Compound will be:

Long wheel base van – Approximate size being 4 x 2 metres.
Skip lorries – with standard 4.2m skips, approximate size of vehicle being 7 x 2.4 metres.
Individual small vans, for fit out contractor deliveries.

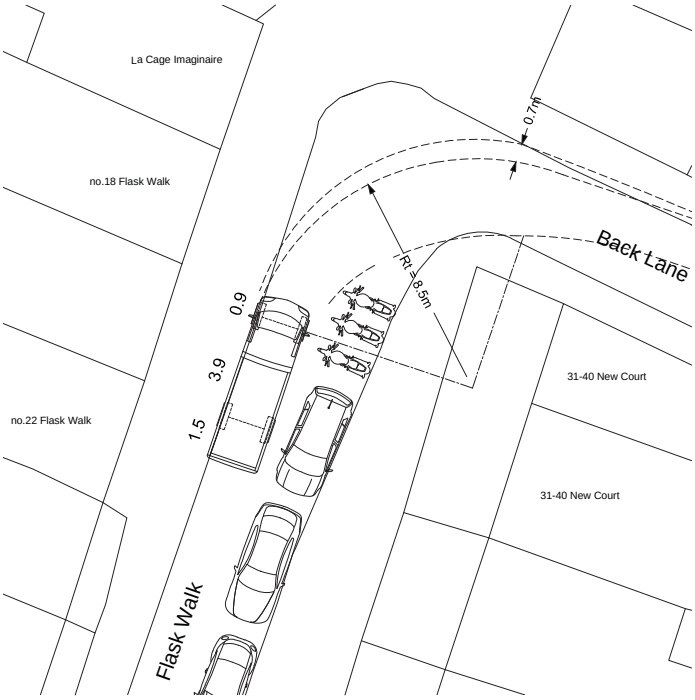
Views of flask walk



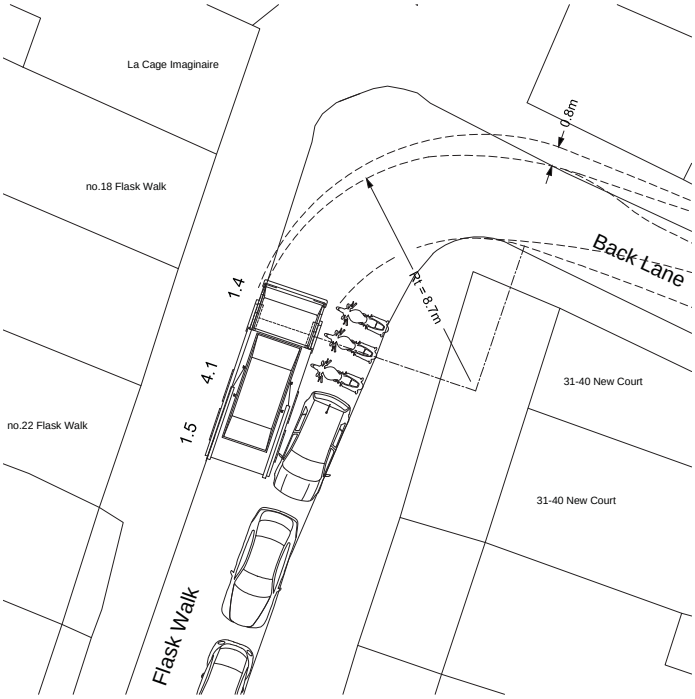
Flask Walk *- Car turning circle*



Flask Walk *- Short wheel base van turning circle*



Flask Walk *- Long wheel base van turning circle*



Flask Walk *- Skip lorry turning circle*

Compound Location - Option 2 - Boades Mews

The intention for this compound location would be to hoard off a section of Boades Mews in order to store materials and manoeuvre them to the site from this location. There are multiple options for the delivery and removal of materials to and from the site.

The use of large vehicles will be limited due to the narrow nature of the street. The contractor will be required to notify their suppliers to use smaller delivery lorries. The school currently has deliveries twice a week to the school via New End and therefore times will need to be coordinated with this delivery company in order to minimise traffic congestion.

The intention for deliveries would be for the contractor to coordinate with their supplier for all deliveries to be made between 9:30 - 11:30 & 13:00 - 2:30. These would bear the least amount of impact upon the school children which is of high concern for this site. The movement of materials from the off-site compound will also be conducted within these hours.

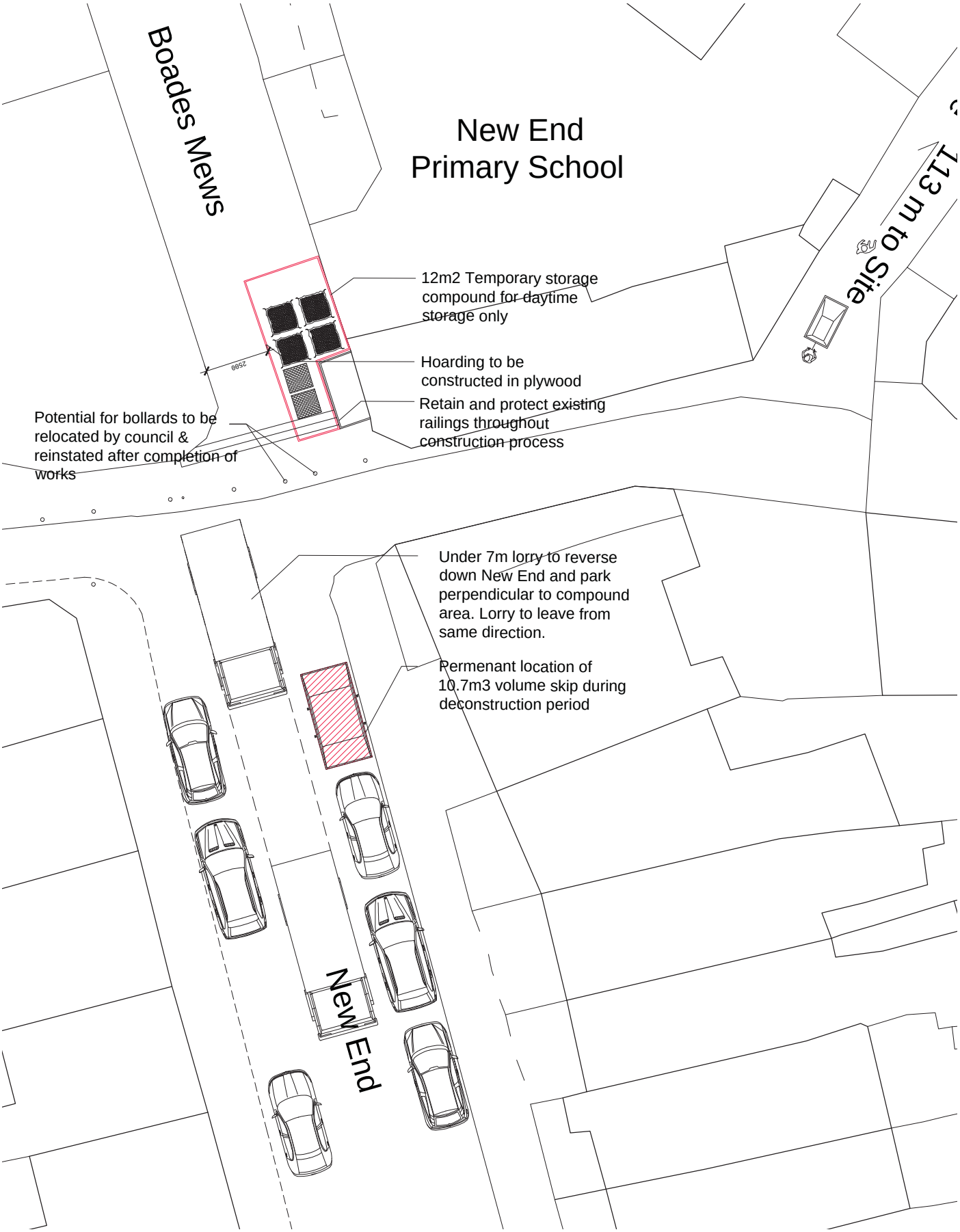
Refuse materials will be brought away from the site to either a skip or small grab loader lorries between the hours of 9:30 - 11:30 & 13:00 - 2:30.

Initial calculations of removal of soil on site show that the contractor will need to transport approximately 300m3 of soil from the site. These have been approximately calculated with the allowance to build 700mm of foundations. Using a 10.7m3 skip and allowing for the clay to expand 20% there will need to be approximately 35 skips to dispose of the soil on site. The skips will be located permanently within one of the parking bays and will be picked up multiple times during the day. Removal of waste materials will be carried from the site by small automated trollies to the offsite drop off point and into skips or small grab loader lorries. The automated trollies have a volume of 0.3m3 - 0.5m3 and therefore will take approximately 30 trips to fill a skip. To decrease the number of skips used at the site there is a potential to directly load a parked truck and remove much of the refuse more rapidly. To reduce the impact upon the neighbouring school, much of the removal of soil & introduction of foundations will begin during school holidays.

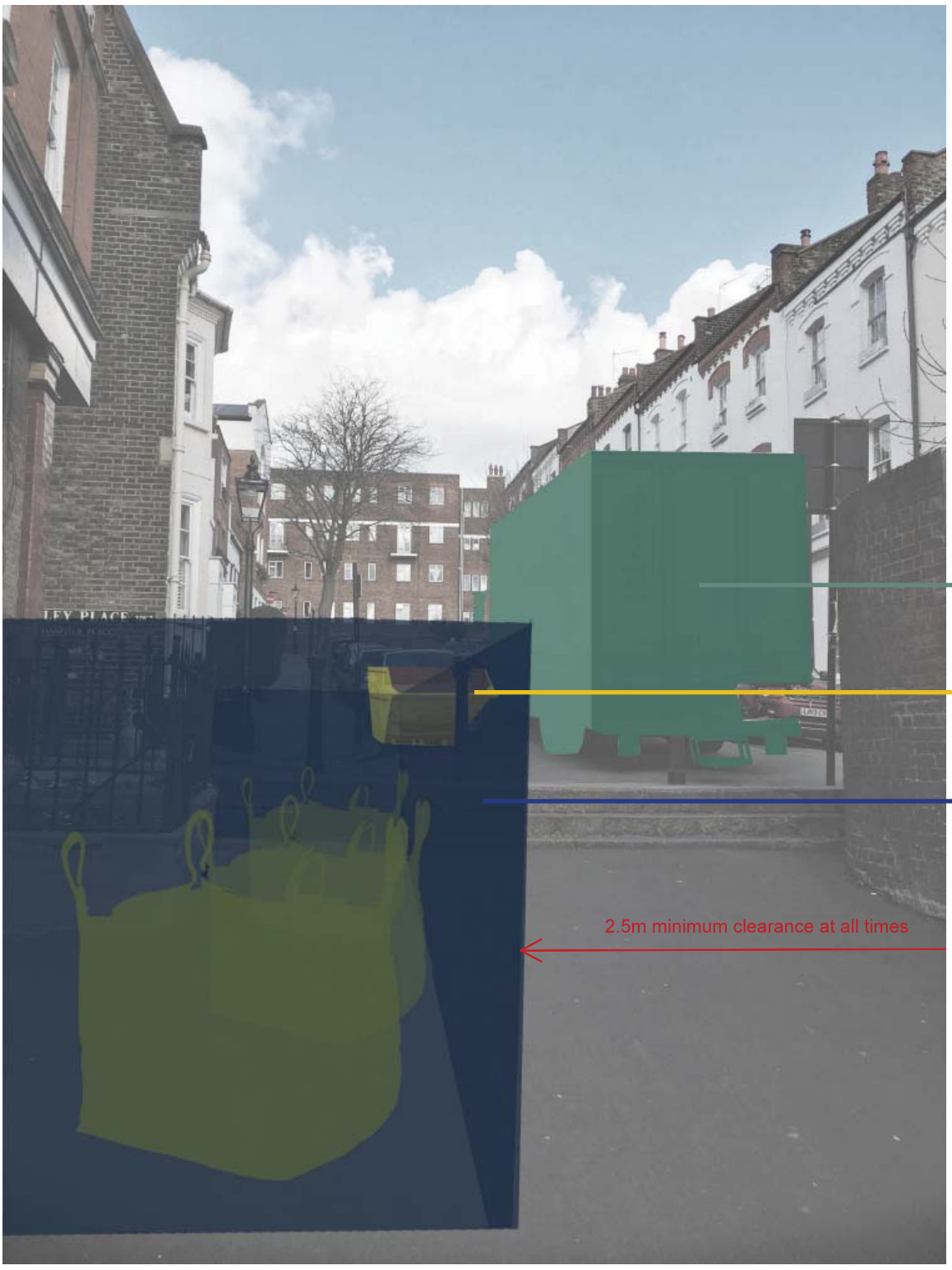
School food deliveries & Streatley Place refuse collections collectively take place four times a week. These times will coincide with the only hours in which the contractor is able to deliver goods & therefore communication will need to be undertaken with both these organisations.

School Delivery along New End

School morning drop-off along New End



Compound at Boades Mews



Delivery compound at Boades Mews

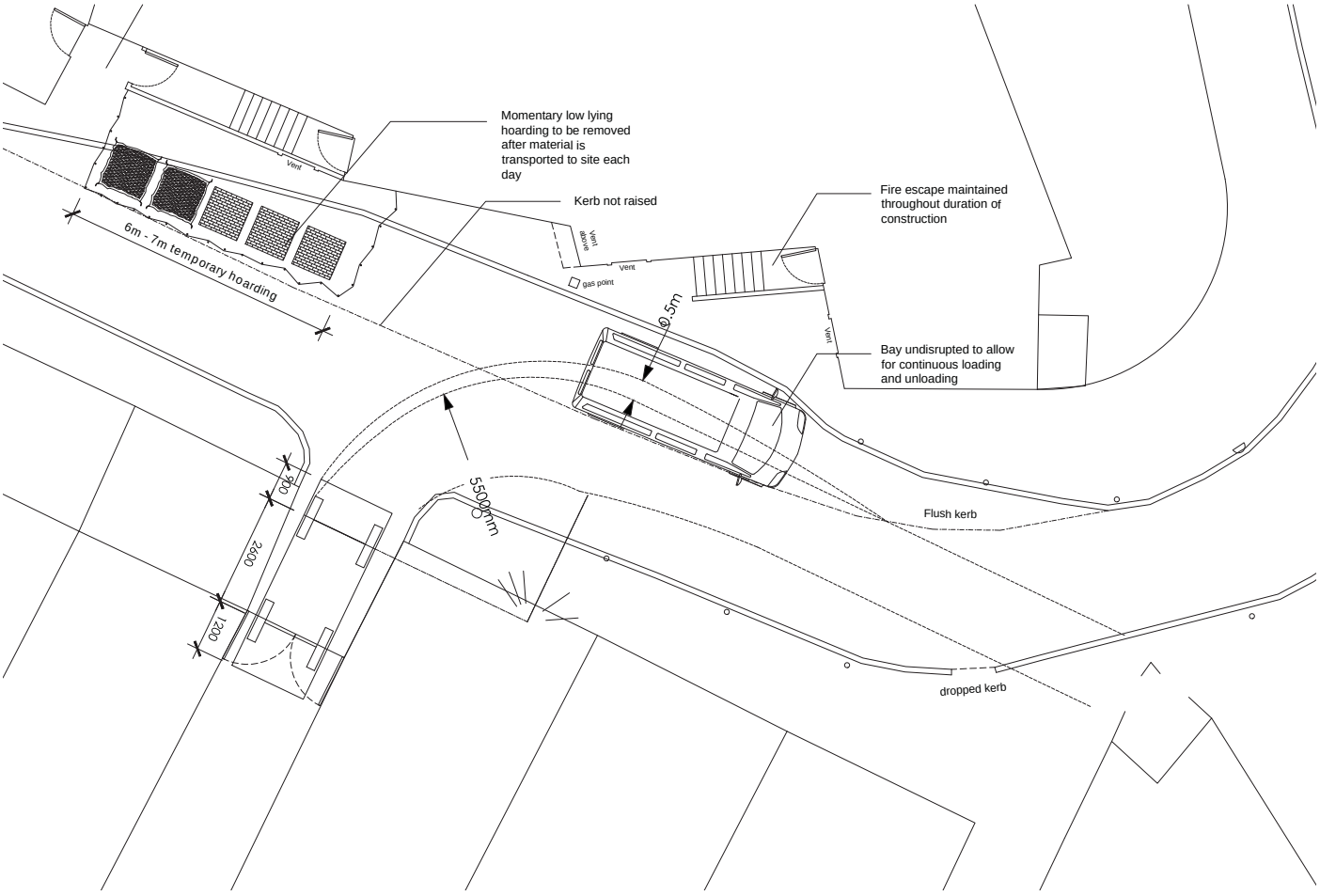
Option 3 - Site serviced from both New End & Back Lane

It has been suggested by Councillor Stark at Camden Council that the site could be serviced from both ends of Streatley Place as a means of minimising the impact on Back Lane, Flask Walk, New End & Boades Mews.

Due to the narrow nature of Flask Walk, concerns from immediate neighbours & issues that local residents have had with construction vehicles, it could be beneficial for the larger (7m or greater) vehicles to only access New End and, therefore, not Back Lane. The proposed option 1 & 2 site compound could be merged so that a portion of the Back Lane bay is cordoned off (for 2 hours a day) for the delivery of goods & transportation to site whilst a skip is located only at the bottom of New End. This would therefore release the amount of pressure and movement on each individual location whilst also reducing risk along Flask Walk.

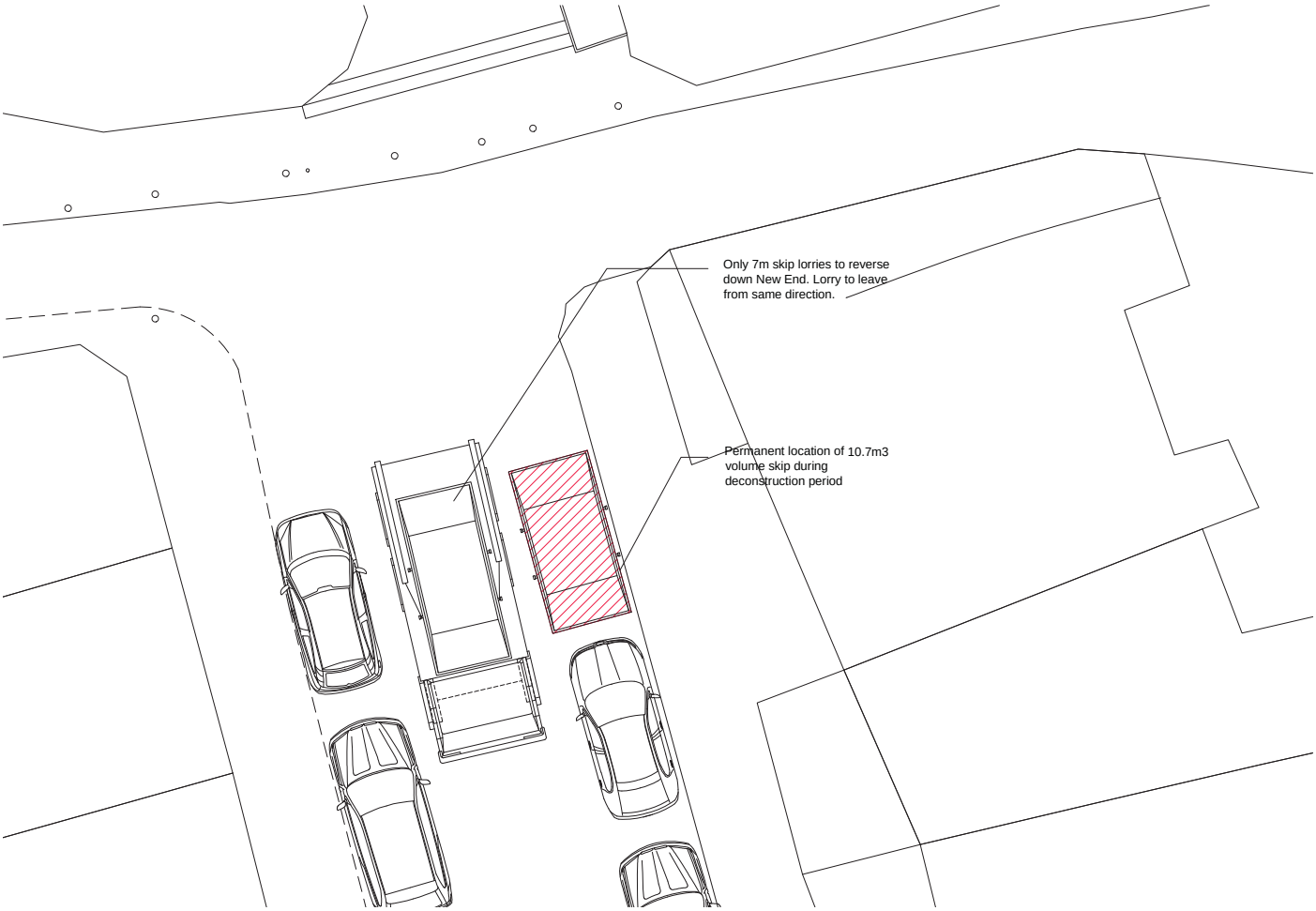
The off-site compound at Back Lane is half the distance to the site (than the compound location at New End) and therefore the transferal of materials will be much quicker. This route does not go past the school which reduces any risk to the school children at the top of Streatley Place.

The temporary hoarding for delivery along Back Lane will be pushed away from Heath Street allowing more area for the existing delivery bay. This also potentially reduces concerns of the accessibility for the driveway at 5a Back Lane.



Offsite compound at Back Lane

The potential issue with using two different compound sites simultaneously is the spread of nuisances for example dirt & noise. Rather than concentrating all the movement along one path and having the compound in one location, the contractor will have to tidy up the street along two routes and regularly clean the area in and around the two compound locations. Though noise will be kept to a minimum the movement of contractors along two different routes would increase noise & vibration nuisances that would potentially disturb multiple residents.



Offsite compound at New End

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

Once a contractor has been appointed a specific schedule of works will be devised in order to develop an accurate plan of construction.

22. Site access and egress: "Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles." (P18, 3.4.3)
Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site.

Due to the sites inaccessibility of vehicular access the Construction Management Plan proposes a site compound that is offsite; located at either the crossover of New End Road & Boades Mews or the loading bays at Back Lane. A variety of small construction vehicles will be employed for the manoeuvring of materials to and from the site. All deliveries are to be organised so that materials are moved into the site as quickly as possible.

The two offsite compounds have been labelled as the most appropriate access and drop off points for the site and all care will be taken in order to mitigate any risk to the local area and its occupants. A strategy will be devised weekly in order to safeguard the local children and establish a safe segregation from unloading and transportation. The works will therefore be appropriately separated from members of the public so that there will be no conflict between them and operations on site. Suitable arrangements will be in place for access to the pavement regarding means of escape and due consideration to this aspect will be given at all times during construction.

Larger vehicles will arrive at the off-site compound location as described within section 20.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

See enclosed plan

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

It is imperative that Streatley Place be maintained in a clean state as the road will be in use throughout the construction period.

When vehicles are leaving the site vehicle wheels will be kept clean and roads and adjoining paths and roads kept clean of mud/debris etc. The road and pavement will be maintained, cleaned and washed when required. Pressure washing machines (Karcher or similar) will be available for cleaning heavier mud.

Each transportation journey from the compound to the site will be accompanied by two people. One operating the trolley and one cleaning the pathway whilst directing pedestrians.

23. Vehicle loading and unloading: "Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable." (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

As the off-site compound is not located on the site this is difficult to address. Sufficient space will be provided within the offsite compound so that no material blocks the street or pathways. All deliveries of materials will be coordinated with the foreman & the school before these are taken onto site. This will allow for a suitable location of these to be agreed with the site management. An operative will also be asked to assess the congestion along Streatley Place and New End Road/Back Lane before deliveries are made.

Highway interventions

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain Temporary Traffic Order (TTO) for which there is a separate cost.
Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.

If the compound were to be located at Boades Mews it has been identified that one parking bay may need to be suspended for the duration of the contract to locate the off-site skip.

If Back Lane were to be utilised as the compound location, 2 Delivery bays will need to be suspended. One for two hours every day and one for the entire construction process. This would allow for the drop-off of materials and a permanent skip. These suspensions will need to be coordinated with local businesses to minimise disruption.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Please see draft sketches attached. Works to be confirmed within final CMP once contractor is appointed.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Works to be confirmed within final CMP once a contractor is appointed.

26. Diversions
Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

The contractor will make best attempts to keep Streatley Place open to the public throughout the period of construction. Scaffolding will be constructed in positions so that there is a protective access route as described within 'Hoarding & scaffolding'. The street may temporarily need to be closed in order to erect and deconstruct the scaffolding elements. The period of this construction is unknown, however, could be undertaken between 9:30 & 2:30.

Two existing bollards will need to be removed by the council to allow for 1.73m of unobstructed access down the steps at Streatley Place. These will then be reintroduced once construction is complete. A hand rail will be attached to the hoarding to provide adequate safety down the steps.

Should there be a need for Streatley place to be temporarily blocked then prior notice will be given to all the neighbouring occupants via posted letter and signage will be placed in relevant location at either end of the street.

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.
Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.
A secure hoarding will generally be required at the site boundary with a lockable access.
a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

2.4m high hoarding around the perimeter of the site will prevent pedestrian traffic from danger and inconvenience from the site works and will also facilitate the logistics of the construction phases and allow secure space for temporary transit storage so that the road and pavement is kept free of materials and operatives as much as possible. Scaffolding will be required for the new works.

The hoarding will be placed 0.65m away from the site, narrowing Streatley Place to 1.73m. This hoarding will be erected during the demolition construction phase. In order to erect the ground floor bricks will be laid over hand to minimise further narrowing Streatley Place.

Alterations to the scaffolding will not be carried out except by authorised personnel and operatives will be made aware of this point. Scaffolding hand-over certificates will be copied and kept on site. Scaffolding will not be used until the certificate has been obtained from the scaffolding sub-contractors. The scaffolding will not be able to be installed in one visit as, after the initial installation, the scaffold will be raised in lifts as the building gets higher. There will probably be 3 No scaffold visits.

A weekly inspection will be carried out of the scaffolding by the foreman or competent person. Any sections of scaffolding that are thought not to be safe will need to be taped off accordingly. The Hoarding will likewise be inspected regularly. The contractor will prove adequate shoring to the structural engineer's specifications.

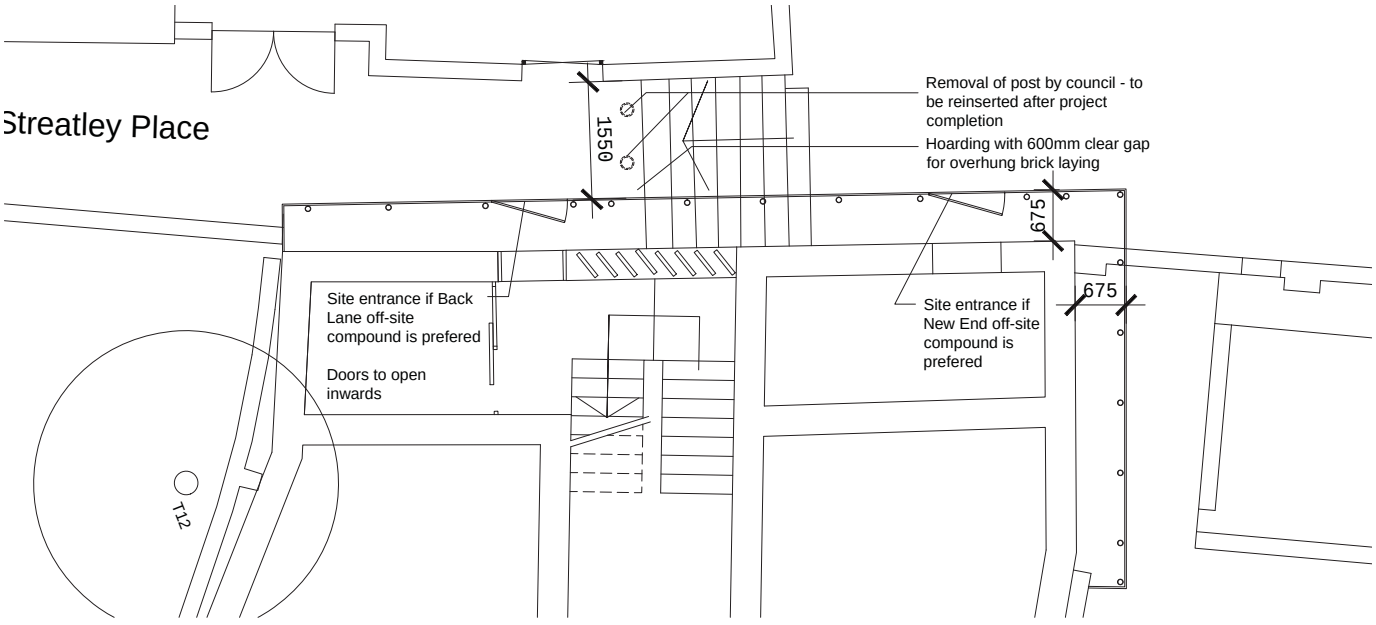
No doors or gates shall be constructed to open outward on to Streatley Place. An adequate handrail will be installed along the steps. All hoarding will be painted white and be adequately lit during hours of darkness. All doors will be alarmed to control access to the site.

All attempts will be made by the contractor to avoid closure of Streatley Place. Whilst scaffolding is being erected, however, there may need to be a one day closure of the pathway. This will be done during the least busy periods of the street, between 9:30 & 14:30 and all residents will be notified if it is to occur.

It is unlikely that any cyclists will use this path, however, multiple prams and children's scooters attempt to navigate Streatley Place's steps. The steps will be checked and cleared at intermittent periods throughout the day. The fixed hand rail to the externals of the hoarding will also allow for added safety.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

At some stage of the construction when the main block of flats is erected, a double-boarded fan may be needed above ground floor level in order to protect passing pedestrians, staff and adjacent occupants. The fan will be placed no less than 2.5m above the surface of the footpath. The upper sections of scaffolding will be fully netted and Licences will be obtained from the Local Authority for the location of the scaffolding as all of this may need to be on the pavement. Safety lights and warnings will be included on the scaffolding. The scaffolding will be stretched over the top of the stairs being supported at both ends.



Hoarding across on Streatley Place

Indicative visualisation of what hoarding could be on Streatley Place
Full design to be submitted later by scaffolding contractor for consideration and approval for scaffolding licence from Camden Council

Appropriate site safety signs will be erected upon the hoarding

Environment

28. Please list all noisy operations and the construction method used, and provide details of the times that each of these are due to be carried out.

Works to be confirmed within final CMP once contractor is appointed.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Works to be confirmed within final CMP once contractor is appointed.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

Works to be confirmed within final CMP once contractor is appointed.

31. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Works to be confirmed within final CMP once contractor is appointed.

32. Please provide evidence that staff have been trained on BS 5228:2009

Works to be confirmed within final CMP once contractor is appointed. All work on site will adhere to British Standard BS 5228 Parts 1, 2 & 4 in order to reduce noise and vibration. The contractor will adopt best practical means (BPM) to reduce negative effects to the environment.

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

All operatives must be inducted when they first attend site and must sign to say that such an induction has taken place.

The site is self-enclosed and the proposal shares no adjoining walls with other buildings. This will facilitate the functions of keeping nuisance, dust and noise to a minimum level for neighbouring properties.

The proposed hoarding totally surrounding the entire site will protect neighbours where possible. Gates on to the site will be monitored so that they are not left open for noise & dust to escape. Hoarding will be serviced and cleaned regularly to prevent transmission of dust & dirt.

Light machinery will be used on site due to the limited access. Where possible fixed items of construction machinery will be electrically powered rather than diesel or petrol. Those that are operated using diesel of petrol will be fitted with effective exhaust silencers. When machinery is not in use, the contractor will ensure that they are not left running to cause any unnecessary disturbances.

Rotary drills will be implemented, to create the foundations, so that large vibrations and noises do not occur during the piling process.

The internals of all existing buildings will be striped before the demolition of the envelope to maintain dust and

noise control. Adequate site hoarding will further prevent further dust & noise disruptions.

Level of noise - neighbouring properties are occupied and due consideration must be given. Radios will not be allowed.

In an emergency, staff will congregate in Back Lane. The person responsible for the site book will check personal off to ensure that all have left site.

Working at height. Any falls beyond 2m potential will need to have controls imposed. Operatives must not work in these circumstances unless the situation has been agreed with the site foreman.

Cartridge operating fixing tools are only to be used by trained operatives.

Maintenance of welfare arrangements – toilets and the like are to be kept clean by operatives and any serious deterioration must be reported to the site foremen.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Details are included within point 33.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

In order to address the concerns of local residents the contractor may employ an expert to measure the vibration produced and provide appropriate advice. The contractor may appoint a building surveyor to inspect residential properties within New Court & No.3 Streatley Place before piling begins. The contractor will need to liaise with Camden's Environmental health team in order to agree to the chosen method of piling construction.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

Works to be confirmed within final CMP once contractor is appointed.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist.

Works to be confirmed within final CMP once contractor is appointed.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Works to be confirmed within final CMP once contractor is appointed.

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Works to be confirmed within final CMP once contractor is appointed.

40. Please confirm when an asbestos survey was carried out at the site and include the key findings.

Works to be confirmed within final CMP once contractor is appointed.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

Works to be confirmed within final CMP once contractor is appointed.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

Works to be confirmed within final CMP once contractor is appointed.

Offices & lock-up

There are two potential locations for the site offices during initial stages of construction. Whilst the site is being cleared and foundations are being poured there will be no room for a site office directly on the site. In order to address this, the CMP proposes either utilising two car parking spaces in a car park along Back Lane or building a temporary structure above the substation within the garden of New Court. The developer would also look to use any vacant retail units along Hampstead High Street. This would have to be considered closer to the time of construction.

If the compound is located along Back Lane it would be most appropriate constructing a temporary site office in the proximity of this location. The site office will be able to oversee transportation and drop off of goods coordinating traffic & times. The contractor will need to hire two parking bays in a near by car park on Back Lane. Recently there have been parking spaces for rent at the rear of 58-62 Heath Street. These options will be explored once a contractor has been appointed.

The office will contain a small lock up for valuable equipment & desk space for meetings & overseeing works. Hoarding will be placed around two bays and the area will be fully lockable. These parking bays will be rented for the duration and cleared upon completion of the project.

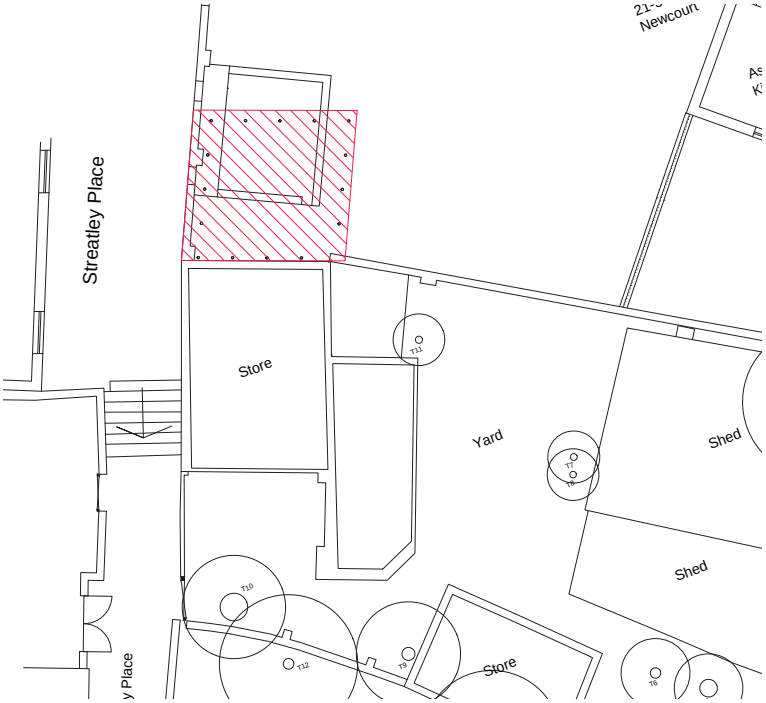
This is speculative and discussions have not taken place between the applicant and owner / residents of New Court. Before this is considered viable, discussions will be undertaken and compensations will be agreed.

If the compound is located at Boades Mews it would be most appropriate locating the site office above the sub-station of New Court. This will give the site manager a clear view along Streatley Place during the transportation of goods and refuse.

The site office will contain a small lock up for valuable equipment & desk space for meetings & overseeing works. The office will be constructed on scaffolding upstands with a light deck supporting a portacabin to be determined at a later date. The external staircase to the office will be located on 6 Streatley Place. Care will be taken not to block the doors of the substation & to impose as little impact to vegetation as possible.

This is speculative and discussions have not taken place between the applicant and owner / residents of New Court. Before this is considered viable, discussions will be undertaken and compensations will be agreed.

View of substation from New Court Garden



Plan of potential site office

Structural Engineer's Statement

The structural engineer has produced their own construction method statement to accompany this document. This report also contains diagrams to retain the neighbouring wall at 3 Streatley place and introduce mini piling to the site in order to support the structure and terraced landscape. Some of the key points that have been raised within this document are listed below.

"The proposed sequence and method of construction needs to take account of temporary stability during construction, both of the site itself but also the neighbouring buildings."

"The proposed construction sequence has been conceived to provide lateral stability to adjacent structures and existing boundary masonry walls."

"The proposed works will not affect the structural stability or integrity of the neighbouring structures."

"It will also be necessary for site operatives to move materials into the site along Streatley Place. The building will need to be designed to allow all materials to be moved onto site using wheel barrows or narrow self-propelled barrows, only used with a banksman to ensure public interface remains safe."

Conclusion & Appendices

This is the third version of the Draft CMP. This latest revision is in response to queries from Councillor Stark & local residents. All of these & other points have been answered in this revised CMP; some as clarification of points & others as additional points. The final CMP will be the result of consultation and discussions with various local councillors, residents, schools, resident associations and other key parties.

Various methods of construction will also be considered which will have an effect on the length of the building program, access to the site and length of time that construction site will exist. The method of excavation, type and design of the foundations will also have an important effect on the construction method of the new building.

The most important areas for consideration and agreement appears to be the position of the temporary site compound, delivery times and frequency and the access along Streatley place itself.

We would recommend that a meeting or series of meetings is held with various interested bodies in which to discuss and agree various items as part of the Construction Management Plan. This would ideally consist of the developer, contractor, representatives for the school, nursery and local residents, Camden planning & highways officers.

The principle here is to establish an ongoing dialogue with local residents to keep everyone informed of the progress of the application & proposed works throughout the life of the project. Local residents, schools & the nursery have been encouraged to put forward a working group who will meet regularly with the applicant & the eventual contractor who will be able to agree a final CMP for the project. This core group will also then continue during the construction phase whereby the contractor can keep local residents, school & nursery up to date with weekly movement of goods & waste. These meetings will continue through to the end of the project.

During the construction process, there will be an offering program to local schools for site visits & class based education periods will be offered. The visits could be a useful and enjoyable process for the students of the school whereby the applicants & contractor could offer, to the school, occasional site visits for the children to be able to see what is going on. “Bob the Builder Days”. Viewing holes could also penetrate the hoarding so that the young are able to see the progression of the sites construction. This has been brought up within public consultation meetings and has been generally accepted by local residents.

Appendices

Received Correspondence from local residents at Community consultation meetings

Received Correspondence from school & residents with regard to previous planning application

Structural engineer’s report

Community Consultation

6 Streately Place

Address	Comments
Flask Walk	Concerns with excavation in particular relating to the slippage of the site
	Worries about the maintenance of the greenery on the roof, especially at the front where it is unaccessible
New Court	Concerns with deliveries and how the construction may affect New Court's Gardens
Mansfield Place	Concerns with the dark Cladding of the building
Flask Walk	Concerns with the tile/timber cladding and their relationship to the windows - views the façade as "cheap" & "fussy"
	Apprehensive about the overdevelopment of the site
	No disabled access
	Practicality of construction
	Not happy the construction is directly up to the wall fronting Streatley Place. It doesn't need to be this way. Very few buildings are directly on Streatley
	There is no detail in the elevation - It is too stark, make it more interesting
New Court, Lutton Terrace	Concerned about -
	Loss of light, Removal of trees and the habitats they create (especially bird life)
	Solid edifice where now there is an area that is broken trees
	much more bulk than existing buildings
	engineering concerns - water table
	Existing retaining wall is listed and fragile. Wall was done under guidance of English Heritage to preserve character of wall. This design proposes to change the wall.
New Court NW3 1HD	Would prefer building to be set back from streatley place wall - proposal limits light into Streatley place Alley way and is not congruent with other houses along Streatley Place which are set back with gardens.
	Cladding along Streatley Place wall not congruent with area
	Loss of trees on plot
	loss of light for residents of 1-30 New Court
	Stability of building - River Fleet runs under 1-30 New Court - presumably surveys have been done to assess this?
	Impact upon the party wall - New Court and Plot
	Disruption from building work - access along Streatley Place to New End runs directly behind my home i.e. New Court 31-40
opposite (assumed Streatley flats)	Fire services into the building
	Issues about height
	Original retaining wall on New Court side - Keeping? Removing? Or incorporating?
	Brick tone is very important as this is the majority of visible material
Streatley Place	Major loss of daylight - give me a ring to discuss
	Don't like the blank wall. If flats don't want to be overlooking the should introduce frosted glass
New Court	Looking out to the build
Lakis Court	Like terraced effect not clay tiles on frontage, bit oppresive. Shadow lines would help. Don't think fire service access a problem
Flask Walk	Feels very strongly about retaining the retaining wall
	Likes elevation and architecture - Prefers timber look to clay tiles
	Likes the introduction of the 1 & 2 bedroom flats to the area. Fed up of 5 bedroom luxury houses
	Suggested introducing the compound to flask walk rather than new end road

Minutes of meeting: Community Group, construction works at 6 Streatley Place, Hampstead

Date of meeting: 20 October 2015, at 18:30

Location: New End School, Hampstead

Attendees: Karyn Ray (Head, New End School)
Linda Davies (Chair of Governors, New End School)
Cllr. Stephen Stark (HT ward councillor & Governor, New End School)
James Eades (Governor, New End School)
Frank Trentmann & Elizabeth Ruddick - Boades Mews (resident)
Marianne Colloms - Flask Walk residents Association
Mel Hampson - New Court (resident)
Jenny Ashworth - New Court (resident)
Rose Sawkins - New Court (resident)
Vicky Parker- New Court (resident)

Apologies: Cindy Galvin (Streatley Flats)
Max Trautman (Back Lane)
Saurav (Streatley Place)

1.00 Purpose of the meeting

Planning approval has recently been granted for a building project at 6 Streatley Place. The purpose of the meeting was for local residents, businesses, and New End School to share their concerns regarding any construction work at the site, in order to support the development of a safe method of working and Construction Management Plan (CMP) that safeguards children and minimises disruption and impact on the amenity and wellbeing of children and local residents. It was agreed that minutes of the meeting would be prepared and issued to LB Camden in order to ensure that these concerns are properly understood and can be addressed by the developer.

2.00 Consultation

In developing a CMP, it was noted that Camden's legal agreement with the site owner (Section 106 Agreement) stipulates requirements for agreeing a strategy and implementing consultation and engagement with the school and local residents and businesses. It was noted that no consultation had yet taken place. All members of the group were disappointed by this.

3.00 Timing of work

The likely start date for any construction work was unknown to those present. Full details are requested to be submitted to the community group allowing adequate time for comments to be raised.

4.00 Response to draft CMP

Discussion took place regarding the proposed construction methodology set out in the draft CMP which had been submitted as part of the planning application. Again it was noted that no consultation had taken place in developing this draft document. The following points were raised:

4.01 Construction compound location

- Placing a construction compound and construction vehicle turning area directly across the pedestrian thoroughfare of Streatley Place which serves as the pedestrian entrance into New End School – to both the primary school site and the nursery school – would be completely unacceptable. It would place children at considerable and unnecessary

risk of harm. Clear and safe segregation to safeguard children should be the prime consideration in locating the construction compound.

• A location on or close to New End Square might be considered more appropriate, which has wide open space and more straightforward vehicle access, and is only a short further distance away.(at the DCC meeting we believe that the developer suggested this - it requires serious consideration).

• Limited details of what would be placed in this compound have been provided. A toilet and welfare facilities should not be used here on a public footpath/next to a school and residences. Any welfare facilities should be placed on the developer's own site. Scale drawings must be provided.

4.02 Vehicle movements

• Concern was raised over the safety and risks from proposing that construction vehicles reverse down the steep hill of New End, a narrow road leading to the school. Concern was also raised about the restricted road widths at the bottom of this hill and the junction of New End and Streatley Place, and the implausibility of expecting large vehicles to manoeuvre at this point without blocking the road. The road serves as a fire vehicle access route to the Nursery school and the residential houses.

• The developer's proposal is for construction vehicles to reverse back into the narrow road adjacent to the nursery. This will put school children/toddlers at risk.

• Accurate vehicle tracking analyses need to form part of the CMP if it is to be robust and reliable. Full scale drawings are required.

• Given the narrow roads in Hampstead and concern on their condition the developer must limit the size of delivery vehicles. Full vehicle details are required.

• The unsuitability for construction vehicles of Back Lane, accessed from Flask Walk, was noted.

• Recent incidents of road damage, pot holes and sink holes opening up beneath local roads was discussed, and is an increasing problem exacerbated by construction traffic.

• Construction vehicles/workers vans etc. should not be permitted to block roads and resident parking spaces.

4.03 Noise and dust

• Local residents, in particular those who work from home within close proximity to the site, have concerns over disruption from noise and dust. Means of real time monitoring and controlling noise and dust and setting benchmarks and monitoring controls should form part of the CMP.

• Avoiding all noisy activities at weekends should also form part of a considerate CMP.

4.04 Streatley Place: safety and care

• Concerns were raised over the contractor's use of Streatley Place and ensuring that at all times it is a safe environment for young children and members of the public at all times.

• The CMP needs to be precise about expected times and frequency of use, any equipment that will be used to transfer goods and waste to and fro, a cleaning and monitoring strategy, any segregation, and means of protection to the existing finishes.

4.05 Residential homes

• These include homes on the traffic route and on the transfer route to the site on Streatley Place as well as homes adjacent to the works.

• Safe access and egress from their homes at all times including also all deliveries and their visitors needs to be ensured.

• Noise, dust and vibration from the site - real time monitoring is required - location of monitors to be agreed and installed prior to any works being carried out on site. Working times to be agreed but no noisy works to be carried out at week-ends.

• Light, noise and dust pollution from the site again noted as a concern.

• Working times to be limited to weekdays only to avoid disturbing neighbours.

4.06 Neighbouring sites

• The developer needs to take note of adjacent sites which are applying for or have been granted planning consent for works. Camden Council needs to take into account the cumulative impact of various sites carrying out works at the same time. Sites include: New End, Garages New End Square, Flask Walk, White Bear public House, Carneige House.

5.00 Next meeting

It was agreed that a date for the next meeting will be arranged in due course. Cllr. Stark will follow up with Camden council officers.

Distribution: to all present and apologies.

12 Hampstead Grove
London NW3 6SP

9 November 2015

Rob Tulloch
Planning Solutions Team
London Borough of Camden

rob.tulloch@camden.gov.uk

Dear Mr Tulloch

Proposed construction works at 6 Streatley Place, Hampstead

I am writing as a governor of New End School, and a representative of a group of local stakeholders that includes the school and local residents who will be affected by any construction work at the above site. Planning approval has recently been granted for a project at the site, and a draft Construction Management Plan was submitted as part of the application.

The purpose of writing is to outline some of the main areas of concern that need to be properly understood by the site owner, his agents and contractors, in order that a robust Construction Management Plan can be developed that is reliable and technically competent, ensuring both the safety of children at the school, as well as the amenity and wellbeing of children and local residents.

CONSULTATION

We note the various legal requirements set out in the s106 Agreement, including in the development of their Construction Management Plan an obligation on the owner to agree a consultation strategy and to carry out proper engagement and consultation with New End School, local residents and businesses affected by the construction work. For the record, to date we have not been consulted.

We are keen to be involved in constructive dialogue from the earliest opportunity in order that a safe and reliable method of working can be established.

SAFEGUARDING OF CHILDREN

The safety of children in and around New End School needs to be considered the fundamental priority in establishing a suitable method of working for construction on the site. The only reliably safe method of working begins with establishing and maintaining at all times clear segregation between the construction work and the live school environment.

THE SCHOOL SITE, ACCESS AND MOVEMENTS

New End School effectively operates on three adjacent but distinct sites. The main primary school site lies to the south of Streatley Place, and to the west of Boades Mews; the separate nursery school site lies to the north of Streatley Place; and the school's science garden lies to the east of Boades Mews, on the corner of New End (the road, as opposed to the school), opposite the school caretaker's house.

Streatley Place provides the main access to the school, whether children are arriving from the west or the east. The constricted east entrance to Streatley Place, at the junction with Boades Mews and New End road, is a pedestrian gateway to the school. This Streatley Place dead-end, accessed from New End [the road], is in effect a pedestrian way, not a road intended for motor vehicles. It is extremely narrow and has double yellow lines either side: this ensures that vehicles do not block the road, preventing pedestrian movement, and importantly ensures that it is kept free at all times to ensure fire access to the nursery school.

The nursery school children are dropped off in the mornings at the nursery school site, and picked up from there in the afternoons, but they do not remain on the nusery school site throughout the day: each day they make trips across to the main primary school building. The primary school children make regular trips during the day to their science garden as well as regular visits each week further afield, both east towards the Heath for cross-country running or west towards the swimming pool or to the tube station for trips into London. **This unavoidably requires the whole of Streatley Place to be a safe environment for young children throughout the day during term time.**

TIMINGS OF THE SCHOOL DAY

A breakfast club operates at the school in the mornings from 8am to 8.55am Monday to Friday. The main part of the school day starts at 8.55am, and ends at 3.30pm. However many children do not leave the school at 3.30pm. Every day during the school week there are several after-school clubs. These are attended by large numbers of children, and the duration of each club varies. As a result children are departing the school during the afternoon at different times from 3.30pm right up to 6.00pm.

THE LOCATION OF A SITE COMPOUND

The draft Construction Management Plan proposes a site compound that straddles the Streatley Place gateway to the nursery and primary school. Further, it suggests that a variety of substantial construction vehicles (skip lorries, flat bed vehicles, large transit vans) would reverse down the steep single-lane New End road and back into the pedestrian dead-end of Streatley Place. It is unclear why vehicles are shown backing into Streatley Place as vehicles are not permitted to wait there.

A strategy such as this is wholly inconsistent with safeguarding children and establishing safe segregation; it would amalgamate into one constrained location a construction compound, a construction vehicle turning area, and the entrance to a nursery and primary school. This is extremely high risk. The risk is exacerbated by the proposal for substantial construction vehicles to reverse down a steep hill directly towards a pedestrian school gateway, together with the risk of such vehicles blocking New End [the road] preventing fire access to the school site.

The proposed site compound location might suit the construction work, but is inappropriate to ensure the safeguarding of children in and around the school. New End Square might be considered: this is largely a wide open area used for car-parking and with space for vehicles to turn, and can be accessed without the need for reversing or navigating tight corners, such as exist at the bottom of the New End hill. Clearly, this would impact on other residents but the additional distance from the site at 6 Streatley Place is relatively small.

We anticipate that the implausibility of a compound on Back Lane, accessed from Flask Walk, is already well understood.

CONTROL OF NOISE AND DUST

The site at 6 Streatley Place is closely surrounded by residents and businesses, and many are concerned over the impact of disturbance from noise and dust, something that the CMP makes little reference to. It is expected that the CMP will set out detailed proposals for controlling dust, as well as establishing noise limits and details of a monitoring system for noise levels during the works. Avoiding disturbance and all noisy work at weekends should also form part of the CMP.

SAFE MANAGEMENT OF STREATLEY PLACE

In removing debris, and bringing goods to site, the CMP should set out in detail how site operatives will guarantee the safe use of Streatley Place by children and other members of the public during the works. This should include a clear analysis of the equipment that will be used to transport material to and fro.

ACCURATE DRAWINGS AND VEHICLE TRACKING

The CMP should include accurate dimensioned scale drawings showing the precise extent of any site compound, and also a detailed vehicle tracking analysis for the different vehicles needing to reach the compound: many of the roads in the vicinity of New End are extremely narrow and with tight corners that even large cars find difficult to navigate.

We must emphasise that the points raised in this letter are not trivial nor are they 'just technicalities'. Our overriding concern is for the safety of the 500 children who frequent this highly developed area of Hampstead every day and who are accustomed to coming and going through what is normally a traffic-free zone. Without wishing to minimise local residents' concerns about issues such as noise and dust, we believe the paramount consideration in designing a CMP must be the safety of these children.

As stated above, we have not yet been approached or consulted on the proposals, and we would welcome early involvement to ensure adequate time to develop a suitable CMP in advance of any proposed commencement of works.

Yours sincerely,

James Eades
BSc DipArch RIBA

cc: Living Architecture
c/o Adam Coombs, Quod, Ingeni Building,
17 Broadwick Street, London W1F 0AX
adam.coombs@quod.com

216193.101

December 2016

STRUCTURAL FEASIBILTY REPORT

For

CONSTRUCTION OF FLATS

At

6 STREATLY PLACE
NW3 1HP

For

ADAM BIER

ENGINUITY
ENGINEERING INGENUITY

Suite 12 Borough House Marlborough Road Banbury OX16 5TH T 01295 279719 F 01295 278977 E ingenuity@ianharban.com W www.ianharban.com

CONTENTS

1.0 Summary

This report considers the structural feasibility of constructing a development at 6 Streatly Place NW3 with particular reference to the access restrictions of the site, the effects on nearby buildings given the slope of the site and need to retain existing site boundary structures. A concept structural layout and construction sequence has been developed as part of the considerations. This utilises mini piling and sequential construction techniques as are now frequently adopted for schemes of this type.

The proposals are considered entirely feasible using normal mini piling techniques and sequential construction techniques with only minor risk of non structural damage to nearby structures, which would be within category 1 of BRE Digest 365

2.0 Instructions and Limitations

2.1 Instructions were received from you via your Architect requesting a Structural Methodology Statement on the proposal to construct a low rise development of flats at 6 Streatley Place. We understand the report is required to supplement a Planning Application.

2.2 Our investigation and report is based on currently available information following an inspection of the site and walking available access routes, along with the Architects Panning drawings. This report has been prepared in consideration of the feasibility of constructing the building only and should not in any way be taken as a design for the construction.

2.3 This report is prepared for the information, benefit and use of Adam Bier only and any liability of Ian Harban Consulting Engineers to any third party, whether in contract or in tort, is specifically excluded. Any third party finding themselves in possession of this report may not rely upon it without first obtaining the written authority of Ian Harban Consulting Engineers.

2.4 RHS refers to the right hand side of the building when viewed from Streatley Place

2.5 LHS refers to the left hand side of the building when viewed from Streatley Place.

3.0 Description, History and Proposals

3.1 The site is broadly rectangular on plan although narrowing to the rear. Existing buildings are near the LHS, RHS and rear of the site, with the frontage to Streatley Place.

3.2 The site slopes from RHS to LHS by approximately two storeys.

3.3 It is proposed to construct a three storey building on the site footprint, requiring retaining walls to the RHS and a floor level higher than the neighbouring ground to the left hand side. Architectural drawings are included in the Planning Application and are not reproduced in this report for brevity.

3.4 Access to the site is from either direction along Streatley Place, with a slope down from the Back Lane and with steps from the entrance at New End.

4.0 Site

4.1 Existing Structures

4.1.1 The existing neighbouring buildings are predominantly of loadbearing masonry construction. Existing brick boundary walls form the LHS and RHS boundaries and are understood to be Listed and must be retained.

4.1.2 All neighbouring buildings do not abut the site, the closest being 5m away from the boundary.

4.1.3 The slope of the site will require material to be excavated and temporary and permanent restraint of the brick boundary walls will be required.

4.2 Access

4.2.1 The current site access is from either end of Streatley Place. Access is both narrow and with steps from the New End road.

4.2.2 The proposed building will occupy the majority of the site footprint requiring careful consideration of site logistics and material delivery and disposal of material so off site.

5.0 Structural Proposal and Construction Methods

5.1 Structural Proposals

5.1.1 The drawings in Appendix A show the proposed concept structural cross section and construction proposals with respect to construction sequence and temporary and permanent stability of the adjacent structures.

5.1.2 It is proposed to install mini bored piles to support the proposed building and these can be used to provide temporary support to the existing site boundary walls.

5.1.3 The floor plate of the lowest and first level will be reinforced concrete to provide lateral stability to the piled walls.

5.2 Proposed Construction Method

5.2.1 The proposed sequence and method of construction needs to take account of temporary stability during construction, both of the site itself but also the neighbouring buildings.

5.2.2 The works would need to be undertaken by a contractor familiar with working in tight confines and mini piling construction.

5.2.3 More particularly the proposed structural sequence would be as follows, assuming other site set up/ welfare etc has been completed:

5.2.3.1 Isolate and make safe any existing services.

5.2.3.2 Provide site hoarding to the Streatley Place elevation and secure site.

5.2.3.3 Locally level site with terracing and form piling mat. Establish piling rig on site accessed from Back Lane End. This may require temporary local traffic restrictions at Back End, shown on Step 1 of SK01.

5.2.3.4 Step 2, locally underpin existing wall on the 3 Streatley Place boundary, in 1m long sections using traditional underpinning techniques. During this process cut piles down adjacent to wall.

5.2.3.5 Step 3, Reinforce upstand of wall as necessary and excavate to base of wall in sections, cut down piles and cast base supported onto piles.

5.2.3.6 Step 4, Excavate remainder of site down to formation, cut back piles and cast ground slab. At this stage it may be necessary to provide concrete counterfort strengthening to the existing wall on the New Court boundary.

5.2.3.7 Step 5, construct remainder of superstructure.

5.3 Construction Good Practice.

5.3.1 Local parking is limited and therefore site operatives should use the many immediate public transport connections.

5.3.2 Demolition and excavation dust on site will be controlled by the watering of work at ground floor level. Inlets to the drainage system will be protected with filters bunded with sandbags to prevent slurry runoff entering the system.

5.3.3 The Contractor will adhere to, and respect any restrictions on working hours or the enforcement of silent periods throughout the day, which may be imposed by the Local Authority, Contract Documents or the Party Wall requirements.

5.3.3 All waste Substances from the site shall be disposed of offsite, under the appropriate Duty of Care and subject to approvals/consents from the relevant statutory bodies. Recycling is to be undertaken wherever appropriate. All vehicles leaving site carrying potentially dust-generating demolition or construction waste are to be completely sheeted with tarpaulin or netting, in good condition.

5.3.4 The site is to be securely hoarded along the boundary to the public right of way. The hoarding is to be designed by the contractor's Charted Civil or Structural engineer to resist appropriate wind loadings as defined by 8S6399:2.

5.3.5 All live emergency exits and access routes on site will be maintained at all times.

6.0 Effects of Proposed Works

6.1 Neighbouring Structures

6.1.1 The proposed construction sequence has been conceived to provide lateral stability to adjacent structures and existing boundary masonry walls.

6.1.2 However, with all construction of this type, the existing site boundary walls may suffer minor movement. Any settlement resulting from a properly executed scheme will be within reasonable limits and at worst may result in superficial cracking. Condition surveys should be undertaken as part of Party Wall Act requirements so that the effects of any minor movement that might occur can be monitored. We would also recommend datum level monitoring stations and targets are installed to monitor levels during the works.

6.1.3 The form of construction will also limit and lateral movement of the top of the wall, this being propped by the proposed reinforced concrete ground floor.

6.1.4 The proposed works will not affect the structural stability or integrity of the neighbouring structures.

6.2 Adjacent Trees and Root Protection

6.2.1 The proposals have been developed in way which minimises working to external areas where tree and root protection measures are required.

6.3 Pedestrian safety on Streatley Place

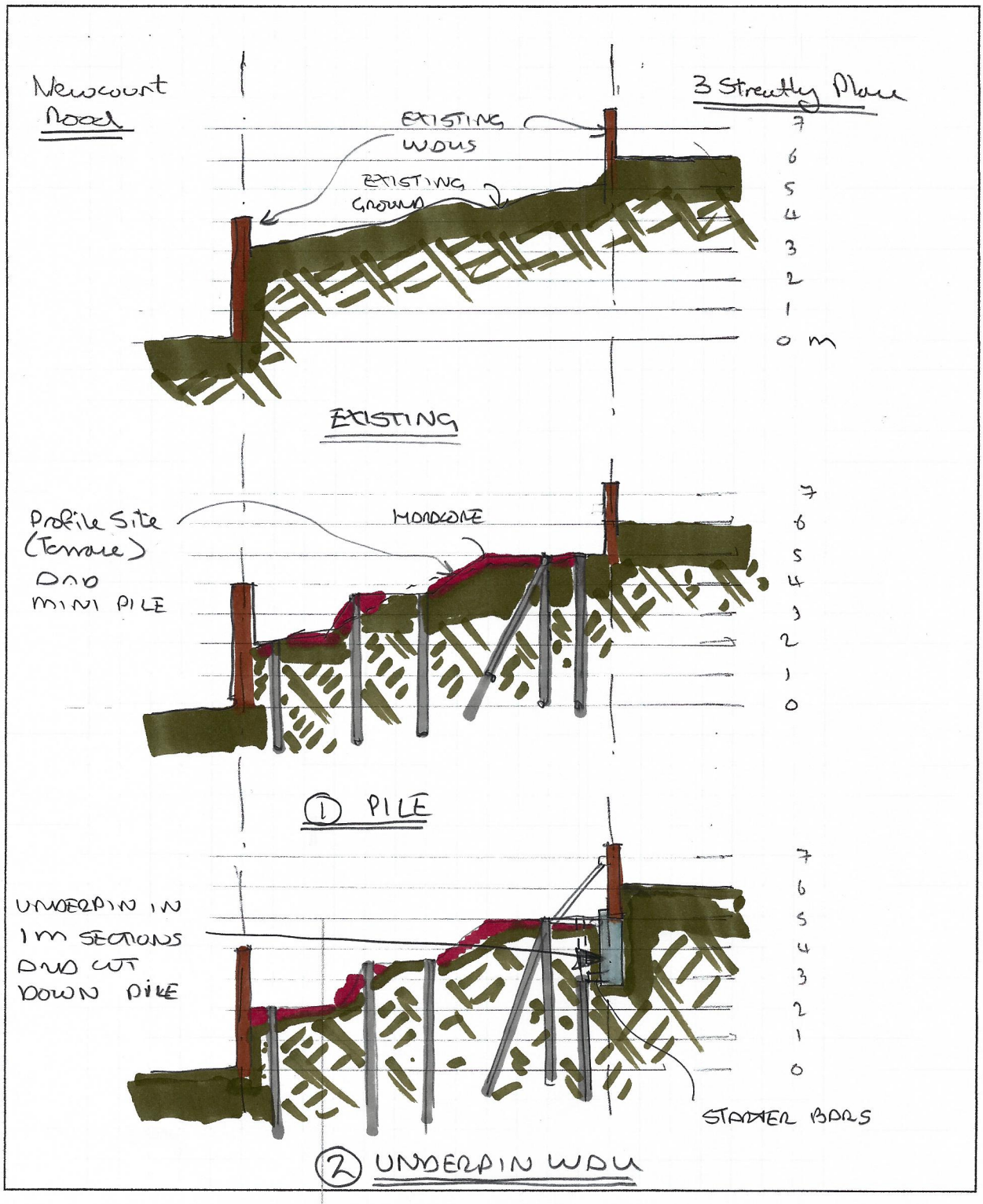
6.3.1 Spoil arising from the excavations will need to be disposed off site, using site personal to move the material down Steatley Place to the end of New End where skips can be located.

6.3.2 It will also be necessary for site operatives to move materials into the site along Streatley Place. The building will need to be designed to allow all materials to be moved onto site using wheel barrows or narrow self propelled barrows, only used with a banksman to ensure public interface remains safe.

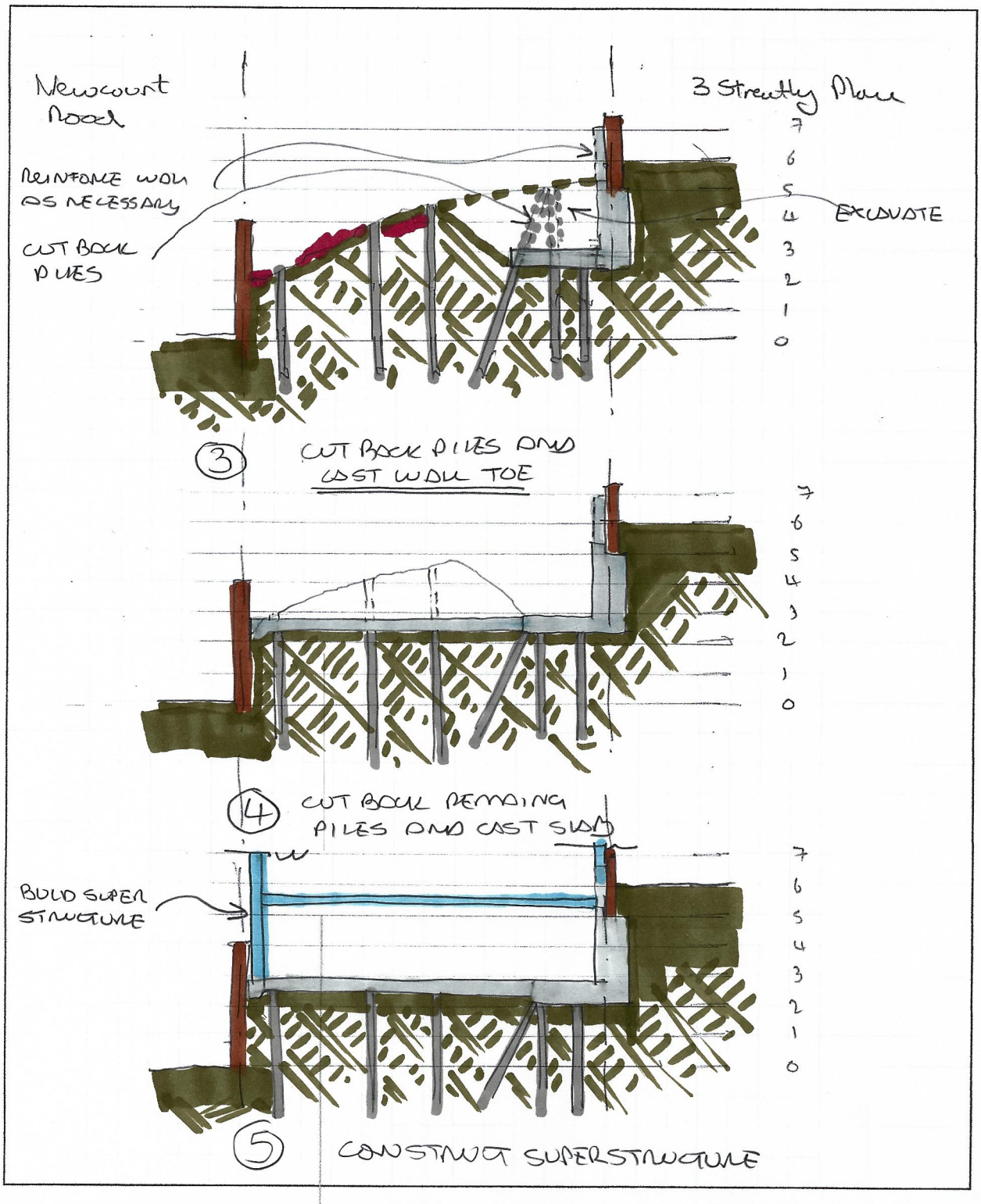
APPENDIX A

Drawings 216193 SK01 and SK02

Job Name	6 Streatly Place		
Date	Dec'16	By	IGM	Scale
Job Number	216193	Sheet Number	SK01	Rev



Job Name 6 Streatly Place		
Date Dec'16	By IGH	Scale
Job Number 216193	Sheet Number SK02	Rev



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I A N H A R B A N

C O N S U L T I N G E N G I N E E R S