

Access Arrangements:

Froggnal is a two way road, connecting Finchley Road (A41), in the south and Branch Hill and Lower Terrace at the north. Its upper end is near Spaniards Road (B519) to the north and Hampstead High Street (A502) to the east.

Proposed route for all construction vehicles for both approach and departure, will be: Finchley Road (A41) – Frogmal Lane – Ffrogmal. Proposed route for those vehicles is shown in green on the map above and is the nearest possible route to Transport for London Road Network (TLRN).

A41 - Finchley Road is part of this network

If vehicles need to be routed from the East, alternative route is shown in orange and will be: Heath Street – Fitzjohn's Avenue – Arkwright Road – Frognaol. Proposed route via Finchley Road and Frognaol Lane is still preferable. Lower Terrace is not suitable as an HGV route and should be avoided.

Proposed pedestrian route from Hampstead Underground Station is shown in blue and will be: Underground Station – Holly Hill, up to the footpath by the left side – left to Mount Vernon – path to Ffrrnal. (approx. 5 min walk)

Driveway to the property is narrow making it impossible for large vehicles (6 wheelers or larger) to access the site. The bulk of the materials delivery and removals to be carried out using 3.5 vehicle and the use of HGVs will be discouraged. It shall be limited to two HGV operations per week for the delivery of plant and oversized materials only. All vehicles should carefully pass through the driveway to avoid damage during site construction.

Adequate protection to the driveway railing and boundary walls shall be provided to prevent damage. Any damage must immediately be put right.

Maximum size of the vehicle that can attend the site is: 7.4m in length (2 axles), 2.5m in width and 18t (weight fully loaded). Vehicles larger than this must not attend the site.

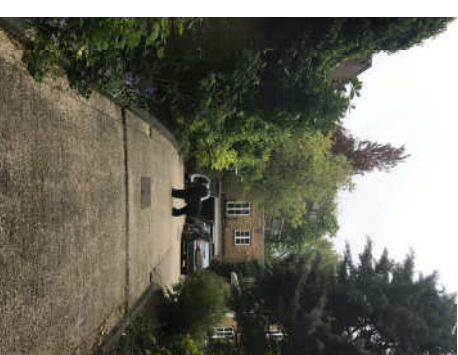
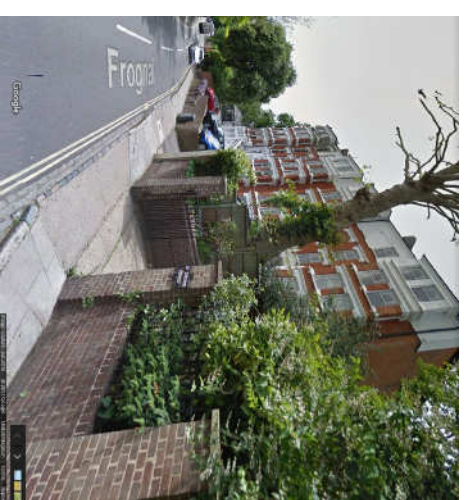
A number of tracking diagrams have been produced to confirm the adequacy of the approach road, and are attached as part of this CTMP.

All vehicles should be able to perform a three point turn on-site including HGVs, although larger vehicles can reverse up the driveway and exit the site facing forward necessary.

All delivery vehicles attending the site will be fitted with white noise audible reverse alerts, or alerts that can be disabled. The vehicles should avoid reversing up the driveway as it is possible to perform a three point turn on-site. If reversing into the site for whatever reason, the audible warning must be disabled and only white noise reverse alerts shall be utilised.

Parking:

Parking for smaller vehicles can be accommodated on site, which is rather large. Note that the tree exclusion zone must be fenced off, and cannot be accessed by construction vehicles.



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London NW3 6XR

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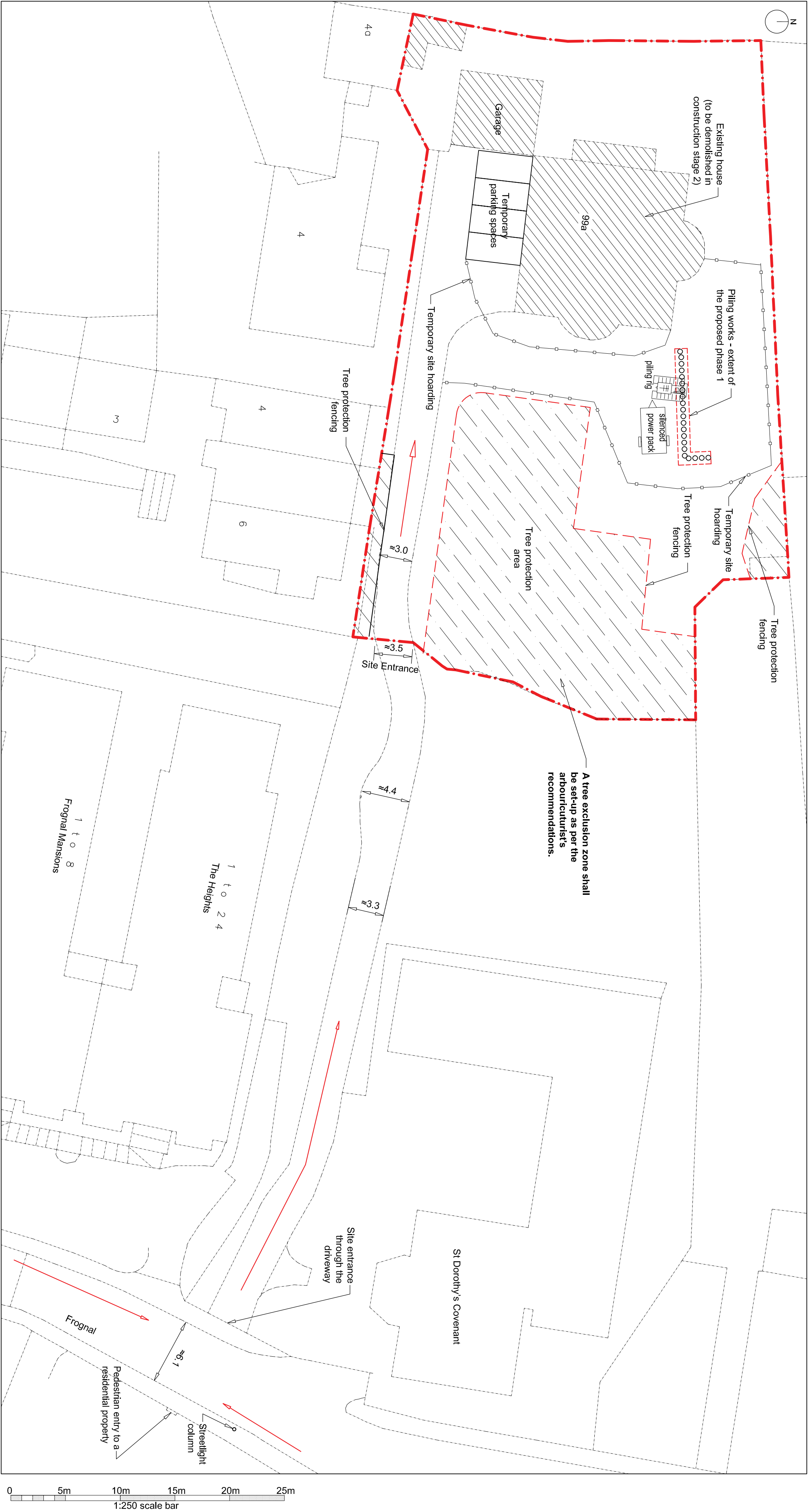
Mr Roman Joukovski

Title
General Access Information
Location Plans and a Site Photographs

Drawn	TT	Date	Oct17	Scale As Shown	
Checked	MN	Date	Oct17		
Approved	SS	Date	Oct17		
				Size	A2

Drawing No.
1706-1057-TP1

Rev.
P0



Proposed works:

Stage 1 - Completed between 24th September and 12th October:

- Set up site office, welfare facilities, storage room etc.
- Provide site hoarding around the works area for the first phase - the extent of hoarding indicated in the sketch above. It shall be adequately secured.
- Piling works - extent of the proposed phase 1 indicated in the drawing above.
- A small piling rig shall be utilized with a detachable silenced power supply.
- High workability concrete for the piles to be batched on-site.

Proposed Site Set-up:

- Refuse and spoil to be removed in skips 3.5t vehicles. A wait and load methodology using appropriately sized vehicles (medium sized vans) is to be employed. Refuse will be removed daily (or once in 2-3 days) in stages 1-5 of the works to allow for the removal of refuse and limited amount of spoil associated with the piling.
- The vans will need to access the road from the east and return from the same driveway.
- The existing garage to remain in use by the contractor. The contractor's staff are expected to use public transport. External consultants such as the Architect, Engineer, Building Control, etc should use public transport to attend the site.
- As stated in the drawing, site offices, welfare facilities, warehouses etc shall be housed on the site.

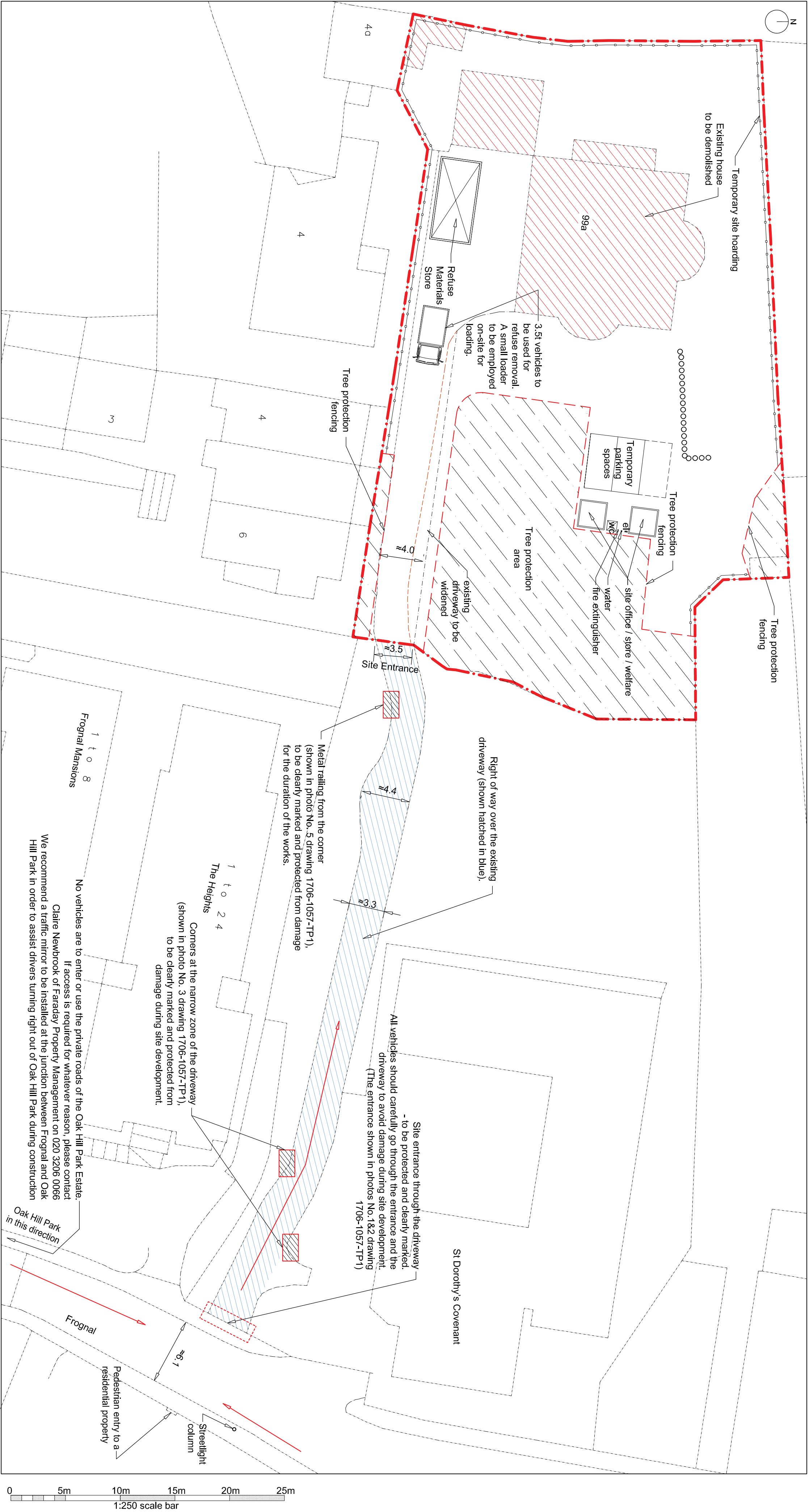
General Requirements:

- Appropriate measures must be taken to protect the public highway (including street trees, historic mews arches and street furniture) from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system.
- The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable. Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared using street cleansing vehicles or similar. No development dirt shall be evident on the highway at the end of any working day



Photographs showing extent of the first stage of completed piling works

Client Mr Roman Joukovski		Project 99a Froggnal London NW3 6XR	
Drawing No. 1706-1057-TP2		Rev. P6	
ST S Structural Engineering Ltd 58 Crossway, Welwyn Garden City, Hertfordshire, AL8 7EE Tel: 01707 695466 Fax: 01707 692006 Web: www.sts-se.co.uk Email: sid@sts-se.co.uk		Title Constiution Stage 1 Piling Works - Phase 1 Site Set-up	
Drawn TT	Date Oct'17	Scale 1:250	
Checked MM	Date Oct'17		
Approved SS	Date Oct'17	Size A2	



Proposed works:

Stage 2:

- Prior to the start of demolition works, submit a demolition notice to the council.
- This stage involves removal of large quantities of materials associated with the demolition of the existing house and site clearing.

Demolition Method Statement:

- Demolition works shall be carried out carefully to prevent injury and minimize the risk of damage to the adjoining buildings, trees, etc.
- An area of the site shall be allocated for the storage of demolished material. Material shall be removed from the site using smaller 3.5t vehicles. No HGVs shall be used for the removal of demolished material.
- Upon completion of the demolition works, a series of level plateaus shall be created to accommodate the piling rig for the next stage.

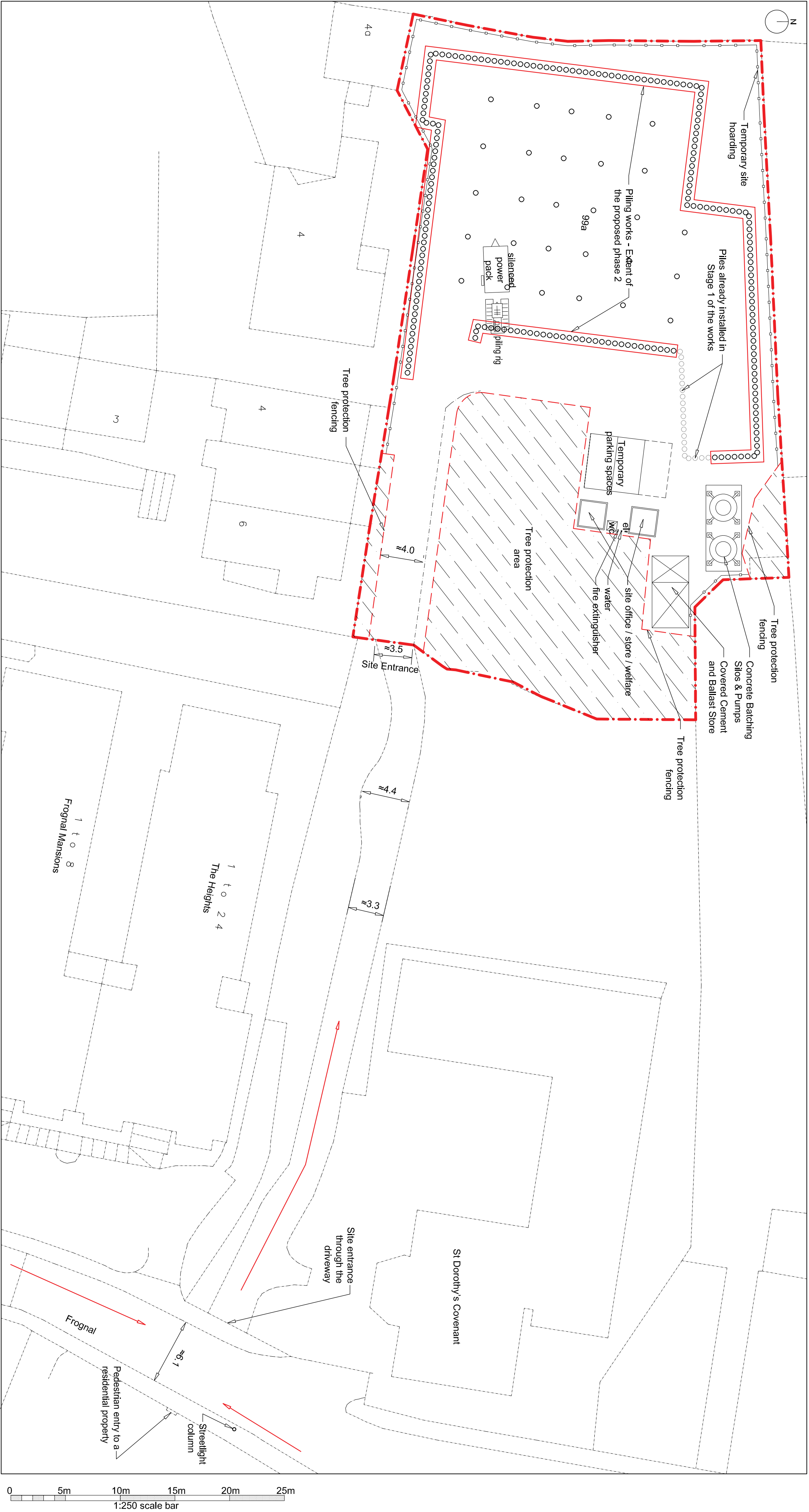
Proposed Site Set-up:

- Provide site hoarding fully contained within the footprint of the site - as indicated in the sketch above. It shall be adequately secured.
- No alterations are allowed to the private driveway. Corners and metal railing at the narrow zones of the driveway to be protected from damage during site development as shown in the drawing above.
- The contractor shall take all necessary measures to prevent damage to the driveway. Entrance to the driveway shall be protected and clearly marked. All corners at the narrow zone of the driveway to be clearly marked and protected from damage during the site development. All vehicles should carefully go through the entrance and the driveway.
- Existing approach road to the house within the site to be widened for easier manoeuvring.
- HGVs (7.4m max length, twin axle 18t max) are to be used only for the delivery and removal of plant and the removal of oversized items. It shall be limited to two weekly HGV operations maximum.
- All deliveries and collection of site rubbish will be planned to take place outside both the morning and afternoon peak hours, and will be limited between 09:00 and 17:00hrs. Soil removal vehicles can only attend site between 10am and 3pm to avoid residential disruption. Particularly noisy operations should be also limited to these hours to minimize disturbance to the residents. Please refer to the noise report which forms part of this CTMP for more information.
- The Frognal is not a major through-route, thus this arrangement should be adequate for the duration of the works. Assistance will be provided to ensure safe and efficient passage for larger vehicles. A traffic marshal will be in attendance for all vehicles entering and existing the site, particularly if reversing. It is also his task to ensure that any debris are swept from the road on completion of these activities.

General Requirements:

- If vehicles should reverse onto or off the site and the traffic on the highway is to be held in both directions, there may need to be three marshals in attendance (two of them controlling the traffic, whilst the manoeuvre is overseen by a third marshal). This scenario shall be avoided as there is sufficient space on-site for all vehicles to carry out a three point turn and exit the site forward facing. Traffic marshals to use STOP – WORKS signs for control of traffic on the highway.
- The contractor's staff are expected to use public transport. External consultants such as the Architect, Engineer, Building Control, etc should use public transport to attend the site.
- No vehicles are to enter or use the private roads of the Oak Hill Park Estate. If access is required for whatever reason, please contact Claire Newbrook of Faraday Property Management on 020 3206 0066.
- We recommend that a traffic mirror should be installed at the junction between Frognal and Oak Hill Park in order to assist drivers turning right out of Oak Hill Park during construction.

		Project		Client	
		99a Frognal London NW3 6XR		Mr Roman Joukovski	
Title		Construction Stage 2 Demolition of The Existing House Site Set-up			
Drawn		TT		Date	
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Approved		SS		Date	
				Size	
				Scale	
				1:250	
				A2	
Drawing No.		1706-1057-TP3		Rev.	
				P6	
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Proposed works:

Stage 3:

Proposed Site Set-up:

General Requirements:

- Piling works - extent of the proposed phase 2 works (New R.C. Contiguous piling-assumed Ø450@600mm - Please see drawings: 1706-1057-P11 and P12 for more information. TBC and designed by the specialist piling contractor)
 - A small piling rig shall be utilized with a detachable silenced power supply.
 - Concrete for the piles will be batched on-site. One or two concrete batching silos shall be installed on-site.
 - Cement and ballast shall be delivered using 3.5t vehicles only. The frequency of deliveries will depend on the pace of the piling works, but we estimate five-six daily deliveries would be realistic to achieve.
- The existing garage is unlikely to remain usable at this stage. Site offices, welfare facilities, warehouses etc shall be positioned as shown in the drawing above.
 - The contractor's staff are expected to use public transport. External consultants such as the Architect, Engineer, Building Control, etc should use public transport to attend the site.
 - All deliveries and collection of site rubbish will be planned to take place outside both the morning and afternoon peak hours, and will be limited between 09:00 and 17:00hrs.
 - Delivery vehicles can only attend site between 10am and 3pm to avoid residential disruption. Particularly noisy operations should be also limited to these hours to minimise disturbance to the residents. Assistance will be provided to ensure safe and efficient passage for large vehicles.
 - HGVs (7.4m max length, twin axle 18t max) are to be used only for the delivery and removal of plant and the delivery of oversized items. It shall be limited to two weekly HGV operations maximum.
- Appropriate measures must be taken to protect the public highway (including street trees and street furniture) from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system.
 - The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable. Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared using street cleansing vehicles or similar. No development dirt shall be evident on the highway at the end of any working day

Client

Mr Roman Joukovski

Project

99a Froggnal
London NW3 6XR

Title

Construction Stage 3
Piling Works - Phase 2
Site Set-up

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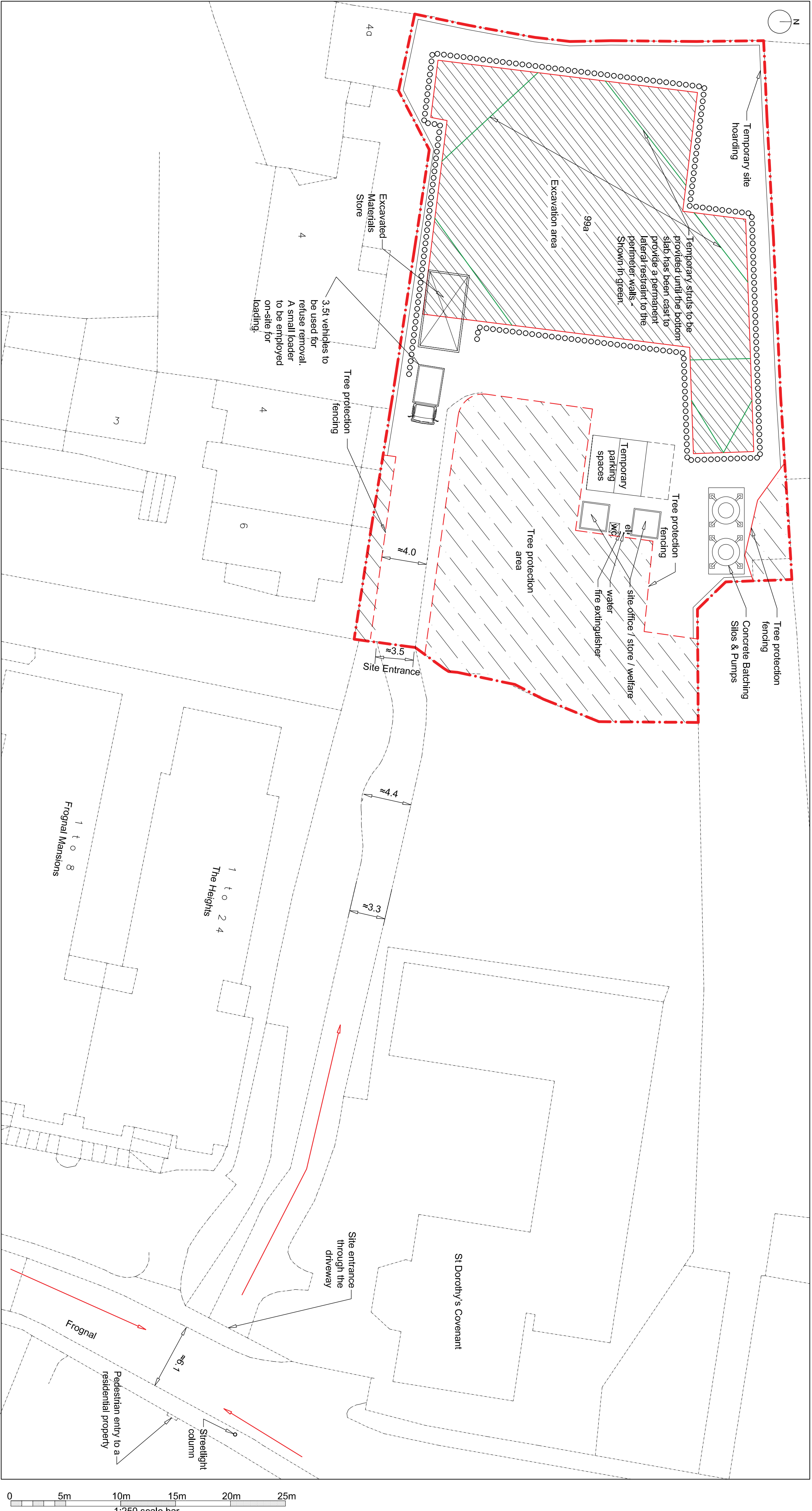
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Drawing No.

1706-1057-TP4

Rev.

P6



Proposed works:
Stage 4:

- Deliveries and removal of large quantities of materials associated with the excavation of the new basement shell.
- Once all piling works around the perimeter have been done, reduce the height of the central berm all around the perimeter in segments (the full construction sequence to be provided for this stage).
- Install a grillage of temporary props (the temporary lateral restraint grillage must remain in-place until the base slab has been cast and set.-details to be provided)
- Excavate soil down to formation level

Proposed Site Set-up:

- Smaller excavators shall be used that can be delivered to site using the existing driveway. Spoil shall be moved around site using loaders and removed using smaller 3.5t vehicles.
- The soil removal vehicles can enter the site forward up the driveway with a three point turn on site to exit and shall not reverse up or down the driveway. Tracking diagrams have been produced and are attached.
- All deliveries and collection of site rubbish will be planned to take place outside both the morning and afternoon peak hours, and will be limited between 10:00 and 15:00hrs.

General Requirements:

- Delivery vehicles can only attend site between 10am and 3pm to avoid residential disruption. Particularly noisy operations should be also limited to these hours to minimise disturbance to the residents. Assistance will be provided to ensure safe and efficient passage for large vehicles.
- All material shall be removed using 3.5t vehicles or equivalent, and larger vehicles shall not be utilised in day-to-day running of the site.
- HGVs (7.4m max length, twin axle 18t max) are to be used only for the delivery and removal of plant and the removal of oversized items. It shall be limited to two weekly HGV operations maximum.
- Appropriate measures must be taken to protect the public highway (including street trees and street furniture) from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system.
- The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable. Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared using street cleaning vehicles or similar. No development dirt shall be evident on the highway at the end of any working day

Client

Mr Roman Joukovski


Project

99a Frognal
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Title

Construction Stage 4
Basement Excavation
Site Set-up

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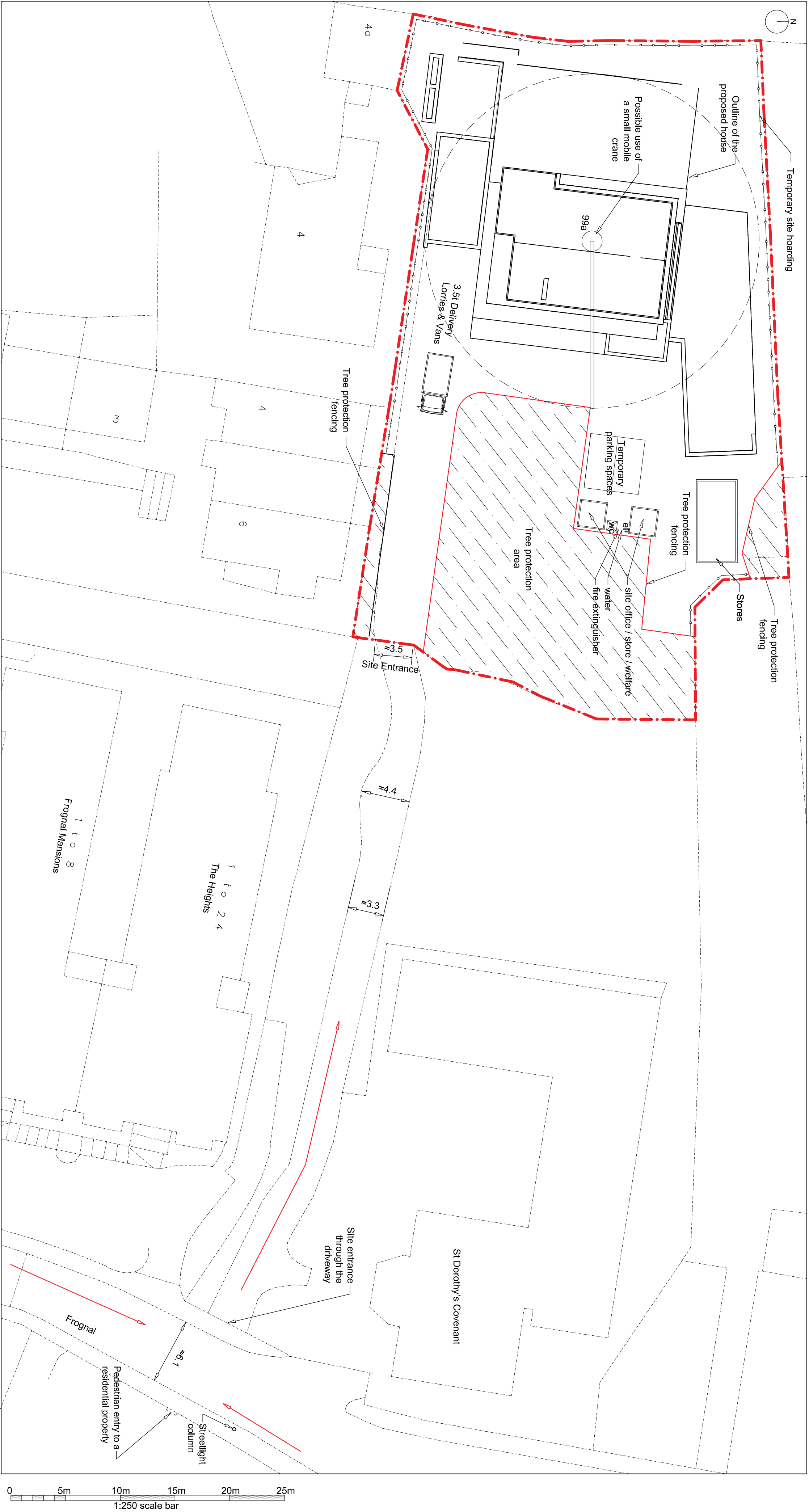


STS Engineering Ltd

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Approved	SS	Date	Oct'17	Size A2

Drawing No. 1706-1057-TP5

Rev. P6



Proposed Works:

Stage 6: Further Superstructure Works

- With the basement shell complete, proceed with the construction of upper floors followed by fitting out works.
- Upon completion of the structural works install first and second fix services and carry out decoration works, etc.

Proposed Site Set-up:

- Refuse to be removed periodically.
- Site offices, welfare facilities, warehouses etc should remain outdoors or to be relocated as required during construction into the basement.
- There will be a need to erect scaffolding at some stage of the works. It shall be contained fully within the confines of the site.
- Finishing works are to require fewer deliveries.
- All material shall be delivered using 3.5t vehicles or equivalent, and larger vehicles shall not be utilised in day-to-day running of the site.
- HGVs (7.4m max length, twin axle 18t max) are to be used only for the delivery and removal of plant and the removal of oversized items. It shall be limited to two weekly HGV operations maximum.
- A traffic marshal is to be in attendance for all vehicles entering or leaving the site and shall ensure that the traffic is regulated. Traffic marshals to use STOP – WORKS signs for control of traffic on the highway. It is also his task to ensure than any debris are swept from the road on completion of these activities.
- If vehicles should reverse onto or off the site and the traffic on the highway is to be held in both directions, there may need to be three marshals in attendance (two of them controlling the traffic, whilst the manoeuvre is overseen by a third marshal). This scenario shall be avoided as there is sufficient space on-site for all vehicles to carry out a three point turn and exit the site forward facing.

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Title
**Construction Stage 6
Superstructure works
Site Set-up**

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Approved	SS	Date	Oct'17	Size A2

Drawing No.
1706-1057-TP7

Rev.
P6