



Our ref: 70014753-003

July 21, 2019

Fitzroy Park Residents Association

Dancers End
Fitzroy Park
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Subject: 55 Fitzroy Park PA 2018/3672/P - Construction Management Plan Technical Review

WSP has been appointed by The Fitzroy Park Residents Association (FPRA) to review and advise them on the suitability and acceptability of the latest Construction Management Plan, revision D dated 7th June 2019, prepared by Montway Ltd and submitted as part of planning application 2018/3672/P, for a new residential development at 55 Fitzroy Park, Highgate.

WSP have reviewed the latest CMP in respect of new information and also in terms of any changes to CMP information previously submitted.

A review of Montway Ltd's CMP, revision C dated 9th November 2018, was undertaken by WSP in December 2018. The findings of that review are summarised in WSP letter dated 18th December 2018. The findings in this letter should therefore be read in conjunction with the findings of the first review.

Site Access

There appears to be conflicting information regarding the number of vehicles that would be undertaking reversing manoeuvres on Fitzroy Park during the construction period. Referencing the description of construction works in Section 7 it states there will be a single reversing manoeuvre half way through demolition to transport an excavator to site, however drawing TR16 in Appendix L states that vehicles will not be able to access the site in a forward gear due to the constraints of the site.

The notes on drawing TR16 imply that reversing movements would occur for the demolition phase, if correct these reversing movement would be potentially conflicting with approximately 360 movements a day along Fitzroy Park for a 3 month period. We consider this to create a potentially unnecessary and undue issue of safety and believe it should be clarified by the applicant. Any irrelevant or redundant swept path analysis or incorrect text be removed to provide in order to provide a clear proposal.

Based on the above assessment our previous position and observations remain, the applicant is underestimating the potential disruption to pedestrian and vehicular users of Fitzroy Park caused by the proposed reversing movements.

Loading Areas

As set out in our 2018 review, the information provided by the applicant does not clearly demonstrate how the existing building can be removed without additional vehicular movements or deliveries to site. In addition the revised CTMP includes new contradictions.

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As a minimum for hand demolition, as proposed by the contractor, we believe scaffolding would need to be erected around the building footprint, the delivery of which is not currently mentioned and therefore it is unclear if this has been allowed for.

The turning circle as described cannot be constructed until the existing building is demolished so any vehicles arriving at the site prior to the turning circle being implemented would be forced to reverse back along Fitzroy Park to Merton Lane. Furthermore the same part of the site is proposed for a turning circle, site office and turning movements (see Appendix C, D & K) so it is unclear how all of these operations & facilities can all co-exist.

We would recommend that the applicant's contractor gives more thorough consideration to the area and operation of the Phase 1 loading area to inform the CMP so the impacts on Fitzroy Park can then be fully understood, as we are conscious the CMP as proposed appears to underestimate the true requirements.

The revised CMP has not made any amendments to the Phase 2 or Phase 3 loading areas, therefore our previous position and observations remain, in particular the potential risk and impact of vehicular movements on root protection zones.

Pavement Condition & Impact

In our 2018 review, we outlined a recommended approach, developed by the FPRA, for developers using Fitzroy Park for construction activities. This approach is to protect the FPRA from unfair financial liabilities which may arise from construction related activities given their responsibility for the upkeep and maintenance of the road.

We note the latest CMP, page 30, makes a commitment, in line with our recommendations, to survey the existing road and address any issues pre or post construction which may be exacerbated and enter into agreement with the FPRA for the reparation should it be required. This is positive however we would just add any agreement should include a bond for the reasonably estimated costs of any post construction reparation works

We are aware previous development related construction works have had a detrimental impact on the residual condition of road and the FPRA, with out such agreements in place, have had difficulty recovering funds or enforcing developers to undertake any reparation works. The FPRA have stated the Lodge as a specific example, here pavement failures as a result of construction activities were not repaired by the contractor.

To account for and to prevent this reoccurring FPRA insists that the developer provide a reasonable bond, so that any damage caused by construction vehicles can be rectified and not financially burden or penalise the FPRA. In the latest CMP there is no mention of a commitment or undertaking to provide a reasonable bond and thus we would advocate this is committed to by the developer in the CMP.

Furthermore, given there is previous precedence associated with the re-development of Fitzroy Farm for providing a bond to cover any potential issues associated with construction impacts we recommend this be treated as a benchmark. We understand the developers associated with Fitzroy Farm re-engineered the road prior to construction, resurfaced the carriageway on completion and assigned a £100k bond prior to works commencing which was held in an escrow account for 3 years.

Given the re-development of Fitzroy Farm was much smaller than that planned for no 55 Fitzroy Park and in the absence of a reasonable estimation of the potential costs for the reparation of Fitzroy Park a £100k bond would be considered appropriate.

Finally, it would be preferable for the pre-construction and post-construction condition surveys be undertaken by a party / specialist selected or endorsed by FPRA, funded by the developer. We therefore request the text in the CMP is amended on this basis.

Car Parking

We acknowledge the latest submission includes an assessment of the accessibility of the proposed car parking spaces and driveways. The assessment is undertaken in accordance with the normal convention, reverse in and drive out. We however note the swept path analysis presented assumes a favourable condition on Fitzroy



Park and, should guests or visitors of the developments owners park along the frontage as is permitted it may not be possible for reverse in as shown. We would advocate this traffic condition is considered and the parking / driveway be laid out to account for this so as not to restrict their own access, impede Fitzroy Park or access for adjacent residents.

Conclusion

WSP has undertaken a review of the latest Montway Ltd Construction Management Plan (CMP), on behalf of the Fitzroy Park Residents' Association to review and provide them with independent advice on the suitability and acceptability of the CMP's proposals.

To summarise, we acknowledge the CMP is an improvement on the previous version however, several previously raised items remain outstanding.

In particular reversing on Fitzroy Park, the loading areas and commitments from the developer regarding potential damage to Fitzroy Park from construction activities. We would recommend the CMP is revisited by the applicant, addressing the points on the discrepancies, inadequacies or missing information we have raised before any decisions are taken on the suitability of the proposed CMP, the development and the impact on the surrounding area.

Prepared by:

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