

FITZROY PARK RESIDENTS' ASSOCIATION CONSTRUCTION MANAGEMENT PLAN NOTES

Fitzroy Park is a private road that links Hampstead Heath with Highgate Village to the north. It is managed by the Fitzroy Park Residents' Association (FPRA) on behalf of 64 households that include Highfield Groves, Fitzroy Close, the Hexagon and Bowling Club Lane.

FPRA objects and core activities include maintaining the Road, verges and drains in a good state of repair, collecting an annual levy from all households, controlling parking in the Road and acting on behalf of Members' in any matter affecting the environment of the Road. This includes FPRA negotiating with any third party, including the London Borough of Camden, to ensure all Construction Management Plans take account of the amenity of existing residents in a reasonable way, and that any potential damage is appropriately mitigated.

In this regard, FPRA requests all developers adhere to the following protocols:

1) Condition Survey:

FPRA does not undertake condition surveys of the road every time somebody applies to develop their property. It is up to the contractor to provide an acceptable, recent, independent survey at their own expense to demonstrate that any damage that could be assigned to them was pre-existing.

2) Financial bond:

On large-scale projects, FPRA requires a £100,000 bond to be held in Escrow for that purpose, least the contractor and/or developer goes bust. The precedent for this level of bond was set by similar works undertaken by Fitzroy Farm a few years ago (full demolition, large basement, 12,000 sq/ft re-build).

3) Insurance:

FPRA is not responsible for insuring against the damage caused by a developer. Evidence of an appropriate and current insurance policy (or policies) must therefore be provided.

The developer is solely responsible for rectifying any damage caused by the works in an acceptable and prompt manner. A collapse of the road, for example, or damage to services as a result of development works, would be the responsibility of the developer who has caused it.

FPRA's property damage insurance does not cover the road surface as this is maintained by the annual levy. It covers signage, street furniture, fences and equipment owned by FPRA only.

In addition to such a financial bond, FPRA obliges developers to insure third parties and their property.

4) Swept Path Analyses:

Developers must demonstrate by SPA, that all HGV deliveries, including concrete trucks, cranes and exceptional loads, can arrive and leave the site in forward gear without using “dry steering” or excessive multiple manoeuvres that would cause an unreasonable blockage to the road for other residents.

For example, closing the road to facilitate piling would not be acceptable as there are 246,000 verified vehicle movements/year and countless pedestrians, especially during the summer months. In the context of access, we ask all developers to provide written evidence (with dimensions) that emergency vehicles will not be impeded by works.

SPAs demonstrating access constraints are workable must include safety buffers of at least 0.5m from third party properties, take account of the space needed by scaffolding when construction is above ground level and materials storage.

Since 2015 FPRA has contracted WSP Global to review and verify all SPAs and CMPs submitted to support developments on Fitzroy Park and we very much rely on their professional comments.

5) CBR Ratio of carriageway:

FPRA has undertaken a CBR survey of the carriageway. This can be made available to developers. Values are just 2-3% with oyster shells being identified under the tarmac skin. This is because the road is not of a standard make-up. It dates back to Charles II carriageway and was, until the late 80s, an un-made track.

Protecting the carriageway by resurfacing and other means, particularly outside the development property, is required to take account of such low CBR ratios. The precedent for this was set by Fitzroy Farm resurfacing Bowling Club Lane all the way to 51 Fitzroy Park.

6) Tree Survey

Developers must comply with Arboricultural British Standards. Fitzroy Park is in a Conservation Area, adjacent to Metropolitan Open Lane.

These standards include a requirement for a third-party tree survey along the carriageway where significant numbers of HGV movements are proposed. RPAs of third-party trees at risk must be mitigated as part of the development works given low CBR ratios. Special provisions must also be made for those trees with Tree Protection Orders that risk being affected by the CMP.

7) Parking

There is no provision for construction parking on Fitzroy Park. FPRA oversees a permit parking scheme that controls unauthorised parking.

8) Hours of working

We suggest this is agreed on a site basis, but as a principle, recommend HGV and concrete deliveries are made outside the school-run eg. after 10am and before 3.30pm) given the existing number of residential vehicle and pedestrian movements is so high.