Hush Properties (UK) Limited

Stilwell PARTNERSHIP

CONSTRUCTION MANAGEMENT PLAN

Proposed Development at:

Heath Park & Heath House, Hampstead, London, NW3 7ET

For Hush Properties (UK) Limited

NOVEMBER 2011

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Approvals

This document requires the following approvals:

Name	Title & Organisation
David Brooke	Director – The Stilwell Partnership

Distribution

This document has also been distributed to:

Name	Organisation
	Hush Properties
John Cranmer / Justin Sullivan	Adair Associates
Martin Blick	London Borough of Camden - Highways
Charles Rose	London Borough of Camden - Conservation
Brendan Hodges	Nathaniel Lichfield & Partners

CONTENTS

APPENDICES

1.0 INTRODUCTION

1.1 The Stilwell Partnership has been instructed by Hush Properties (UK) Ltd, to prepare a Construction Management Plan (CMP) in order to discharge obligations in the S106 Agreement, dated 19th January 2009, relating to the development of Heath Park and Heath House, Hampstead, London, NW3 7ET. A location plan can be seen in **Appendix A.** The requirements for the CMP are set out in the S106 Agreement;

"2.12 'Construction Management Plan'
A plan setting out how the Owner will undertake the construction of the Development using good site practices in accordance with the Council's Considerate Contractor Manual to ensure the Construction Phase of the Development has minimal impacts on the surrounding environment including (but not limited to):-

(a) *Effects on the health and amenity of local residents, site construction workers, local businesses, adjoining developments undergoing construction;*

(b) *Effects on other Conservation Area features;*

(c) *A management scheme containing the measures that will be taken during construction / build to ensure the best practical means are achieved to control, manage and minimise dust and emissions of other pollutants from and attributable to the construction of the development such to include a method statement in accordance with the 'Control of dust and emissions from construction and demolition' Best Practice Guidance published by London Councils 2006;*

(d) *A specific timetable of dust generating activities and proposed dust control measures;*

(e) *Amelioration and monitoring measures over construction traffic including procedures for notifying the owners and or occupiers of the residents and businesses in the locality in advance of major operations delivery schedules and amendments to normal traffic arrangements;*

(f) *Proposed routes of vehicles to and from the Development and the access arrangements for vehicles;*

(g) *Sizes of all vehicles and the schedule of when they will need access to the site;*

(h) *Swept path drawing for the vehicle routes for all vehicle sizes;*

(i) *Parking and loading arrangement of vehicles and delivery of materials and plant to the Development;*

(j) Details of proposed parking bays, suspensions and temporary traffic orders;

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

(l) The proposed working hours

(m) Start and end dates for each phase of construction;

(n) Identifying means of ensuring the provision of information to the Council and provision of a mechanism for monitoring and reviewing as required from time to time"

1.2 The purpose of this CMP is to advise the Local Authority and other interested parties of the impact and mitigation of the demolition and construction work on the local community and highway network.

Proposed Development

1.3 The proposal for Phase One (Heath Park) is for the demolition of the existing building (swimming pool) and ancillary structures and erection of a new basement and 2 storey dwelling house with basement double garage, access ramp, and associated landscaping and vehicular access off North End Way. A proposed site layout plan can be found at **Appendix B.**

1.4 The proposal for Phase Two (Heath House) is for the demolition of the garage block and erection of a new west side wing comprising basement, lower ground, ground and first floors including double garage. In addition, a rear ground floor conservatory extension will be erected and the roofs of the main house and east side wing will be remodelled. A proposed site layout plan can be found at **Appendix C.**

2.0 SCOPE OF CONSTRUCTION WORKS

2.1 The objective is to ensure that both Heath Park and Heath House, and their associated accesses can be constructed / redeveloped safely and without significant impact on the surrounding environment. All demolition / construction work and site practices will be carried out in accordance with the London Borough of Camden (LBC) Considerate Contractor Manual.

Phase One

2.2 A new driveway and turning area to serve the demolition / construction site, with the access from the North End Way / Spaniards Lane roundabout (Phase One) is going to be provided as agreed and shown on the Construction Management Layout Plan at **Appendix D**. The driveway will make use of the existing access which will be widened and run to the west, reaching a turning area. The ramp to the underground garage will have a maximum of a 1 in 10 gradient. The site is otherwise fairly level.

Phase Two

2.3 The existing Heath House will undergo structural and cosmetic renovation (Phase Two), including a new main roof, lead roof, windows, stone balustrades and reinstated chimney. A new extension and conservatory will also be added as part of the plans. During Phase Two an existing access off North End Way will be widened to 6m and used for smaller servicing vehicles and site operatives cars. Existing site photographs can be found at **Appendix E.** These works will be undertaken when Heath Park is completed.

3.0 CONSTRUCTION SEQUENCE

3.1 This statement will concentrate on the impact that the construction operation may have on the local highway network. The statement will demonstrate that, with careful programming and construction techniques, it will be possible to minimise the impact. The site has the benefit of being completely secured by tall brick constructed walls.

3.2 The development is proposed to take place over two phases, Phase One being the redevelopment of Heath Park, and Phase Two being the development of Heath House.

Phase One

3.3 In general terms the construction sequence for Phase One will be as follows:

- Widen access from Spaniards Road roundabout
- Form turning area
- Install site accommodation / welfare facilities and storage areas
- Demolition of garages to Heath Park
- Demolition of swimming pool buildings and ancillary building
- Excavation works (basement)
- Form basement and foundation
- Construct property
- First fix
- Second fix
- Landscaping
- Form new access onto North End Way. (Note: this may not be formed as the approved drawing if Phase Two follows on immediately).

3.4 Exact details including start and ends dates will be forwarded when the successful construction company has been approved. A construction sequence for Phase Two can be set out once the sequence for Phase One has been detailed and progress taken into consideration.

Phase Two

3.5 For Phase Two the construction sequence will be as follows:

- Form the widened access off North End Way (Note: this may not be formed as the approved drawing if Phase Two follows on immediately).
- Install parking area and site accommodation / welfare facilities and storage area;
- Site clearance;
- Excavation works (basement);
- Construct property;
- First fix;
- Second fix;
- Landscaping;
- Restore access onto North End Way and Spaniards Road roundabout when complete.

4.0 CONSTRUCTION PROGRAMME

4.1 It is currently intended that the permitted schemes will be implemented before 19th January 2012. It is likely that Phase One of the development (Heath Park) could take in the region of 24 months to complete. As detailed elsewhere, there will be the need to undertake substantial preparatory work before construction can begin on the house. As a worst case, this would take 8 weeks before works on the substructure can take place. Construction Management Layout Plans are included at **Appendix D.**

4.2 The detailed construction programme will be prepared and forwarded to the Council by the successful Principal Contractor. In line with normal practice, the Principle Contractor and client will want to keep the programme to a minimum for obvious financial reasons.

4.3 For Phase 2, for the re-development of Heath House, the construction works could take in the region of 18 months. As indicated above, it is currently intended that the scheme will be implemented before 19th January 2012, but that the major construction works will be delayed until completion of Phase One.

5.0 CONSTRUCTION WORK FORCE

5.1 A Principal Contractor will be appointed in accordance with current CDM and Health and Safety guidelines. The Principle Contractor will be responsible for ensuring the Health and Safety of site construction workers.

5.2 In line with normal practice, it is likely that the role of the Principal Contractor will initially be the nominated Groundworker, who will be responsible for the construction of the access road, retaining walls, parking areas and foundations (substructure). He will then pass on his duties to the house-builder responsible for redeveloping the property.

5.3 All of the work force will be informed that they are only allowed to park in the designated areas.

5.4 Limited parking will be available on site. Contractors will be encouraged to use public transport and car-share where possible (there are bus stops within 50m of the site, and Hampstead London Underground Station is within 400m). There is no unrestricted parking within the vicinity of the site.

6.0 MANAGING IMPACT

Health and Local Amenity

6.1 It is proposed to cause absolute minimum disruption to local residents and amenity provisions. The nearest residential properties are located on the other side of North End Way, approximately 30m from the site. It should be noted that the site is surrounded by a tall brick wall and dense vegetation which will offer protection in terms of noise, dust and pollution.

6.2 Noise, dust and pollution levels will be in line with regional and national guidance, and the conditions set out within the Section 106 Agreement. Each of these is discussed in more detail later within this section. The contractors will be issued with a copy of the London Borough of Camden's 'Guide for Contractors Working in Camden'.

6.3 Working hours will be limited to 08:00 - 18:00, Monday to Friday and 08:00 – 13:00 Saturday.

6.4 Given that the site is not within a town centre, and is accessible via main roads, it is not anticipated that the construction process will cause significant congestion or disruption to local roads. As such, access to local amenities will not be affected. Access to the site from the public will not be allowed.

6.5 The nearest local businesses are those located within Jack Straw's Castle (southwest of the site). These businesses will not be significantly affected by the development as noise, dust and pollution levels will be kept to a minimum and in line with approved standards. Vehicles accessing the development site will not impede access to Jack Straw's Castle. Noise levels will be mitigated by the tall brick wall surrounding the site and the road noise from North End Way / Spaniards Lane roundabout, which will remain.

6.6 The impact of the development is also minimised by the fact that the site adjoins only local roads to the south, west and east, and a footpath / wood to the north.

6.7 Following appointment, the Construction Project Manager will maintain regular contact with local residents / businesses and LBC by sending a fortnightly update by email, and post if necessary. Meetings will be held with local residents / businesses as required, in order to inform them of major operations, delivery schedules and amendments to normal traffic arrangements. Although at this stage, it is not anticipated that there will be the need to undertake any special traffic management procedures not covered by Chapter 8 of the Traffic Signs Manual.

6.8 This site will allow no access from the public and 24 hour security will be maintained at all times.

Conservation Area Features

6.9 Given the Grade II* listing of Heath House and surrounding wall, any works carried out to these features will require consultation with LBC Conservation Officers and Listed Building Consent (LBC). LBC will be obtained for the widening of the North End Way and Spaniards Road roundabout accesses in order to facilitate larger vehicles during the construction period. Where Listed Building Consent is required, an appropriate method statement will accompany the application.

6.10 Consideration has been given to the local 'War Memorial' and it is considered that there will be no impact.

Trees

6.11 Retained trees within the application site or adjacent to the site accesses will be protected to ensure no damage occurs to the tree and its roots.

Dust Control

6.12 Water dampening measures will be used during the demolition of Heath Park and Heath House's west wing / garages, which will significantly reduce dust generation. Dust screens will be installed at strategic locations within the site, however it should be noted that the tall brick boundary wall surrounding the site will provide a barrier to the dust generated.

6.13 A dust method statement will be produced in accordance with the 'Control of Dust and Emissions from Construction and Demolition' Best Practice Guidance set out by London Councils (2006). This will be completed following appointment of the site contractor and confirmation of the construction programme. The dust method statement will include the following:

- Summary of work to be carried out
- Description of site layout and access
- *Inventory and timetable of all dust generating activities*
- List of all dust and emission control methods to be used
- Timetable of dust producing activities
- Details of any fuel stored on site
- Identification of an authorised on-site responsible person
- Summary of monitoring protocols and agreed procedure of notification to the enforcing authority nominated person(s)
- Details and procedure on using a site log book.

6.14 The above statement will be submitted to the Council detailing any dust-generating activities, prior to any demolition taking place on-site. However, it should be noted that during the first 16 weeks of the project when demolition and major excavation works are carried out is when these measures will need to be in place. The dust reduction measures that the contractor will introduce are likely to be:

- Metal surfaces where practical
- Regularly clean paved areas
- Use non-vibratory demolition equipment such as hydraulic munchers
- Create network of paved routes across site
- Use water suppression during demolition, concrete crushing, stone or concrete cutting
- Use water-assisted dust sweeper on local roads to remove any site –related materials off local roads
- Use sheeting on lorries carrying dusty materials onto / off site
- Use wheel wash for all vehicles leaving the site
- Use hoarding around working areas to act as dust screens
- Locate potentially dusty materials as far from sensitive locations as possible

Pollution

6.15 Provision will be made in order to ensure the protection of watercourses and groundwater against pollution during the construction process. All measures taken will be in line with Environment Agency guidelines and regional and national guidance, including CIRIA Report 532 'Control of Water Pollution from Construction Sites'.

Noise

6.16 All other noise created during the construction process will be kept to a minimum and will only occur between the hours of 08:00 to 18:00, Monday to Friday and 08:00 to 13:00 on Saturdays Any works required out of these hours due to reasons of Health and Safety, will require prior permission from the Local Authority.

Hazardous Substances

6.17 At all times the control of hazardous substances will be in the accordance with the 'Control of Substances Hazardous to Health' (COSHH) regulations.

6.18 A list of all COSHH substances will be maintained on site with a copy of the relevant safety controls contained within the data and assessment sheets. This will be readily at hand to provide information to first aiders on site and medics in the event of an incident.

6.19 All fuels will be contained within fully bunded areas or double bunded fuel tanks. Spill kits appropriate for the stored material will be kept by all storage areas. Levels of stored material will be minimised to avoid unnecessary risk.

7.0 SPECIAL RODENT CONTROL

7.1 In order to minimise opportunities for rodent infestation and breeding, it is essential that the demolition and construction of properties on site does not create any points of rodent ingress or refuge. The designs of the proposed dwelling should facilitate optimum accessibility for cleaning, sanitation and rodent inspection. The following rodent control methods should be taken into consideration.

Drainage

7.2 Suitable rodent proofed drainage systems should be installed where possible. Drainage systems should be constructed with earthenware rather than plastic as plastic systems are more vulnerable to rat damage from gnawing if not properly installed. This measure will prevent rat egress from sewers to the building structure.

Entry Points

7.3 To avoid the risk of rodents entering and dispersing through buildings, cracks and crevices in floors, walls, and ceilings must be avoided or, where unavoidable, they must be effectively sealed. Supply pipes and cables, such as gas, electricity, water, computer and telephone, must be tightly sealed where they pass through floors and walls.

External

7.4 External structures should be designed to avoid creating unnecessary rodent refuge. The properties will promote efficient waste management through the provision of on-site recycling storage (kitchen or utility room). External ground surfaces should be graded to drain into suitable drainage systems, preventing ponding, which may attract rodents. The use of thorny plants and shrubs should be avoided in landscaped areas of the site, in order to deny refuge for rodents and to allow access for inspection and treatment.

Demolition of Heath Park

7.5 Given that the property to the rear of the site has lain dormant for a significant period, there is a chance that rodents may have infested in and around the property. As a result, the demolition of this property could result in the dispersion of these rodents into the surrounding area and may also result in the same rodents infesting the new buildings. Prior to the commencement of any demolition, individual blocks, properties and the surrounding area should be surveyed by professional rodent control staff in order to identify the presence and extent of any infestations. Where infestations are identified, appropriate treatments must be implemented to eliminate infestation before demolition.

Sewers

7.6 Capping of drainage systems should be carried out where appropriate to isolate old redundant sewers /drains, including those servicing properties that have been vacated and are awaiting clearance and demolition. Redundant drains and sewers should be grubbed out and the connection with the sewer effectively sealed. Live sewer connections should be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers.

7.7 To prevent rat egress from live drains and sewers to new systems, the live systems should be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed. Pest monitoring and baiting programmes should be instigated, including a proactive surface monitoring baiting programme during the demolition / construction process. Exposure of construction staff to risks associated with a rodent infestation may contravene Health and Safety policy and regulations. Sewers and drains should be cleared of any building debris.

Site Hygiene

7.8 Contractors should ensure that the construction site is kept as clear and tidy as possible. Accumulations of surplus or damaged building materials can act as harbourage for rodents, and should be removed and disposed of promptly and safely. Construction staff should not leave food debris within buildings under construction, as this will encourage rodents to become established. Waste must be stored responsibly and removed frequently.

Rodent Proof Design

7.9 To prevent rodent entry, any holes greater than 5mm, allowing access into the proposed on-site dwellings should be plugged with durable materials such as coarse steel wool. Any openings around pipes, electrical conduits, cables, mortar, or metal collars, should be closed. Any holes should be filled with crushed wire mesh before using cement.

7.10 There should be no breach in foundations larger than 9mm. Cracks in foundations should be repaired with concrete or masonry grout. If rodents have access to a building crawl space, the floor should be modified to prevent them from getting into the walls.

7.11 Any oversite concrete floors should be laid so that they completely cover the area within the containing walls. To prevent rodent entry, the oversite concrete should also completely fill the area between the walls. Any gaps left to allow for movement should be filled with non-hardening sealant.

7.12 External and cavity walls should be constructed so that there are no holes externally or internally greater than 5mm. Ventilator bricks should not have any holes larger than 5mm unless they are protected with wire mesh.

7.13 Doors should be designed to close onto a level threshold which will deny rodents a gnawing edge, with any gaps beneath doors to be no more than 5mm. To exclude rodents, letter plates must not be lower than 460mm or they must open outwards. In cases where external doors provide access to high risk areas such as kitchens and food stores they should be either of metal construction or fitted with metal kicking plates on the outside. These kicking plates should be no less than 300mm high. Hinged or sliding doors should be fitted with self-closing devices.

7.14 Spaces between joists and rafters should be filled at the eaves so that if rodents gain access under the eaves, they cannot enter the roof space. Ridge and hip tiles in pitched roofs, and those at gable ends, should also be bedded in mortar.

7.15 Internal portioning and ceiling cavities should be sealed efficiently to deny rodent access. Hollow spaces behind skirting boards, architraves and other moulding should be avoided as far as possible. All holes cut for pipes, jacketing or other fittings should be sealed.

7.16 Pipes, ducts and trunking should be tightly built in wherever they pass through walls, floors, ceilings or foundations. Spaces of more than 5mm should be avoided. Pipes, cables, drains, ducts and ventilators that pass between buildings through outer walls and foundations should be carefully built in.

7.17 Access between the storage and collection areas for refuse should avoid entry to dwellings. Doors to bin storage areas should ideally be metal, tightly closing and self-closing.

8.0 CONSTRUCTION TRAFFIC

8.1 All Phase One site related traffic will enter the site from the North End Way / Spaniards Road roundabout. During Phase Two, large vehicles will use the roundabout entrance, whilst smaller vehicles will be able to use an existing access of North End Way, which will be widened to 6m to accommodate such vehicles. *Construction Layout Plans, showing site access arrangements, parking and loading arrangements and swept paths*, are enclosed at **Appendix D.**

8.2 A list of vehicles required for the demolition / construction process is provided below. It should be noted that this list is by no means exhaustive, and further specialist vehicles may be required as instructed by the Principal Contractor. *A schedule of when vehicles need access to the site will be provided with the detailed construction programme, by the Principal Contractor.*

Table 1 - List of site vehicles and dimensions.

Vehicle	Width	Length
Private Car	1.8m	4.8m
Concrete Mixer	2.4m	8.4m
Dumper Truck	3.9m	7.2m
Excavator	2.4m	6.1m
Large Tipper	2.5m	10.2m
Small Mobile Crane	2.5m	7.1m
Small Skip Lorry	2.5m	6.3m
LGV Panel Van	2.2m	7.2m
Small Tipper	2.5m	6.6m

8.3 At this stage it is anticipated that Heath Park will be constructed before any major construction works are carried out to renovate Heath House.

8.4 As stated elsewhere in this statement, parts of the driveway / access to the site will be formed first before any other construction can take place. Where practicable, the existing drives will be used for construction traffic.

8.5 Throughout the project, temporary red and white or similar approved warning signs will be erected on North End Way / Spaniards Road warning drivers, pedestrians and cyclists of the access. As the road is mainly used for local traffic the road users will soon become aware of construction site and the associated traffic. Indeed, due to the general congestion in the area, traffic speeds are low. There will be no requirement for any parking bay suspensions or temporary traffic management orders.

8.6 On completion of the driveway and turning area, all construction traffic will be able to enter and leave the site in forward gear. A small car park area will be located within the site to accommodate all traffic related to the construction of the property. Swept paths of the largest vehicles attracted to the site are shown on the Construction management Plans in **Appendix D**.

8.7 Any delivery driver will be made aware that they are to enter the site and not make their delivery from North End Way / Spaniards Road.

8.8 In order to avoid debris getting onto the public highway wheel-washing facilities would be installed and if necessary, roads in the vicinity of the access should be swept regularly. Details of a wheel-washing facility which could be provided are included at **Appendix F**. Where practicable the turning areas and the driveways will be metalled.

8.9 In the event of heavy construction traffic and vehicles leaving the site from the North End Way access, a Banksman will be used to direct traffic including any cyclists and pedestrians. In normal circumstances, pedestrian and cyclist safety will be maintained using the aforementioned warning signs, with no alternative routes being required. It is not thought that site construction traffic will have a great impact on local pedestrians and cyclists.

8.10 Where practicable all traffic related to the construction works will be directed along A-Roads such as the A502 (North End Way), A41 (Hendon Way), towards the A406 (North Circular) and the A1.

9.0 MONITORING AND REVIEW

9.1 Following appointment, the Construction Project Manager will maintain regular contact with local residents / businesses and LBC by sending a fortnightly update by email, and post if necessary. Meetings will be held with local residents / businesses as required, in order to inform them of major operations, delivery schedules and amendments to normal traffic arrangements.

9.2 The Construction Management Plan will be a working document and reviewed as required. This should reflect consultations with local residents / businesses and affected parties. Any updates to the plan should be recorded. The Construction Management Plan will form part of the Agenda for the regular site meetings.

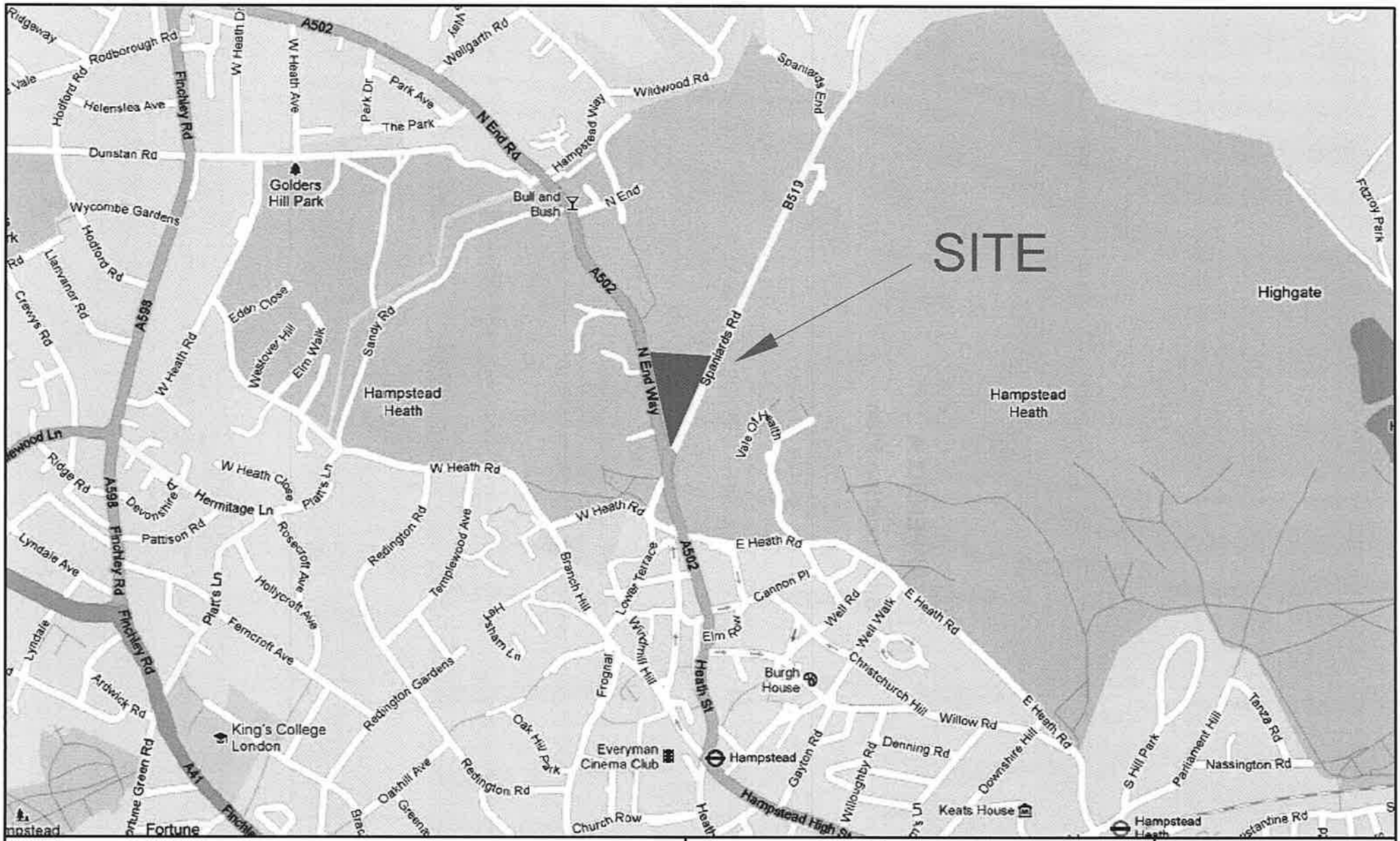
10.0 SUMMARY AND CONCLUSIONS

10.1 The main Contractor and the Client shall ensure that the following are undertaken.

- The CMP is clearly followed and improved as appropriate.
- The Construction Layout Plans, as shown in **Appendix D**, are provided
- Provide an on-site car park to accommodate essential workers
- Appoint an experienced CDM Coordinator
- Have a contract set up meeting with the Police and Highway Authority, to ensure that all guidelines and good practice are adhered to
- Ensure that all delivery vehicles enter and leave the site in forward gear
- Install on-site wheel washing facilities
- Comply with Special Rodent Control measures as outlined
- Ensure dust control and noise attenuation measures are in place throughout the contract period
- Inspect traffic management proposals daily and ensure that the CMP is covered at regular site meetings and in consultation with local residents and businesses

APPENDIX A

Site Location Plan



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Stilwell PARTNERSHIP
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PROJECT: HEATH HOUSE, HAMPSTEAD

TITLE: SITE LOCATION PLAN

SCALE: NTS@A4	DRAWN: TG
DATE: AUGUST 2011	CHECKED:

DWG No: TSP/HUS/P2171/01

APPENDIX B

Heath Park Site Layout Plan

Adjacent Properties and Boundaries are shown for illustrative purposes only and have not been surveyed unless otherwise stated.

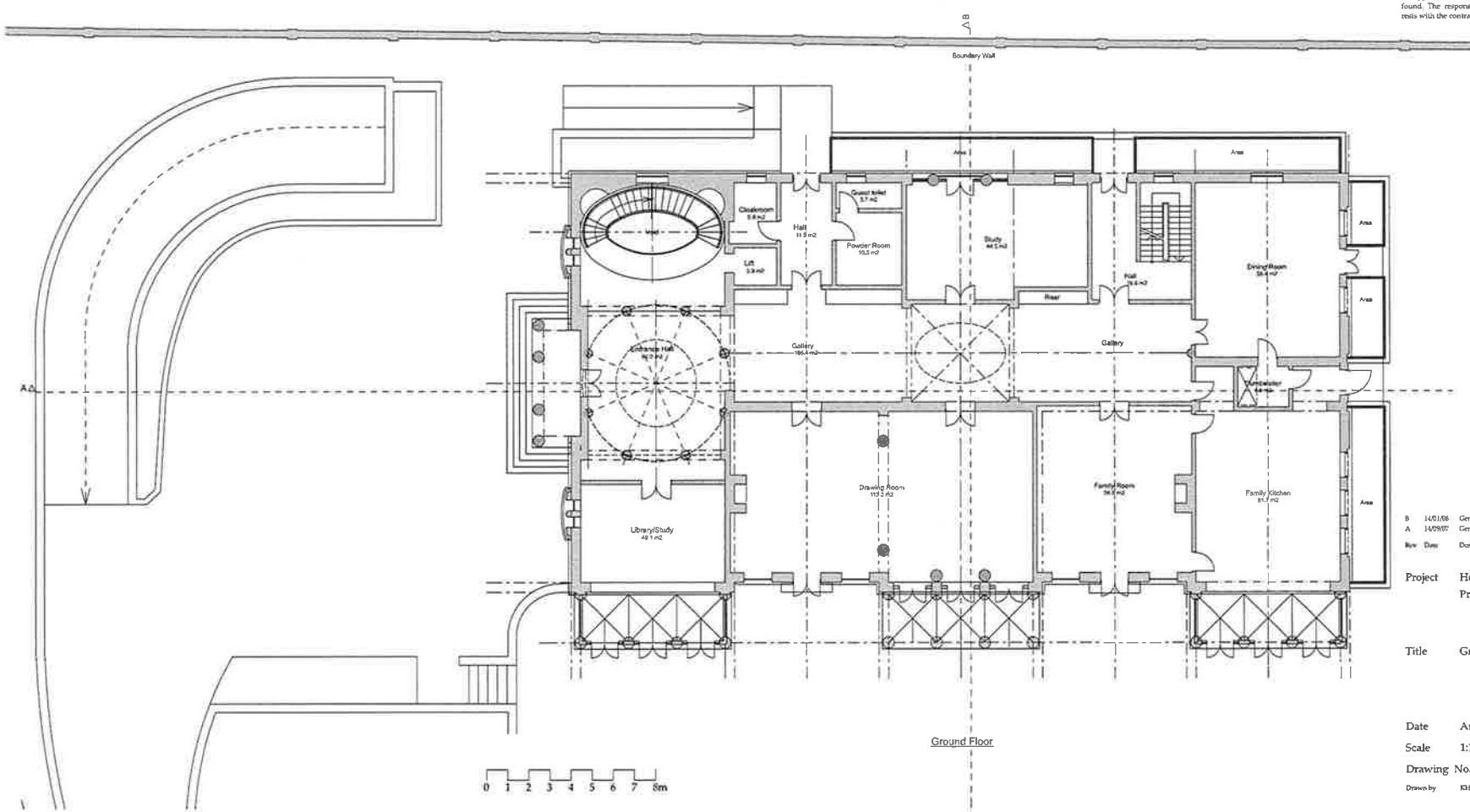
All areas shown are approximate and should be verified before forming the basis of a decision.

Do not scale, except for planning application purposes.

All dimensions must be checked by the contractor before commencing work on site.

No deviation from this drawing will be permitted without the prior written consent of the Architect.

Ground Floor Slabs, Foundations, Sub-Structures, etc. All work below ground level is shown provisionally. Inspection of ground condition is essential prior to work commencing. Reassessment is essential when the ground conditions are apparent, and redesign may be necessary in the light of soil conditions found. The responsibility for establishing the soil and sub-soil conditions rests with the contractor.



Ground Floor

Rev	Date	Description	Initials
B	14/01/08	General revisions and updates.	KH
A	14/09/07	General revisions.	KH

Project Heath Park, Hampstead
Proposed Replacement Building

Title Ground Floor Plan

Date August 2007

Scale 1:100 (A1)

Drawing No. 5218/1002/rev B

Drawn by KH

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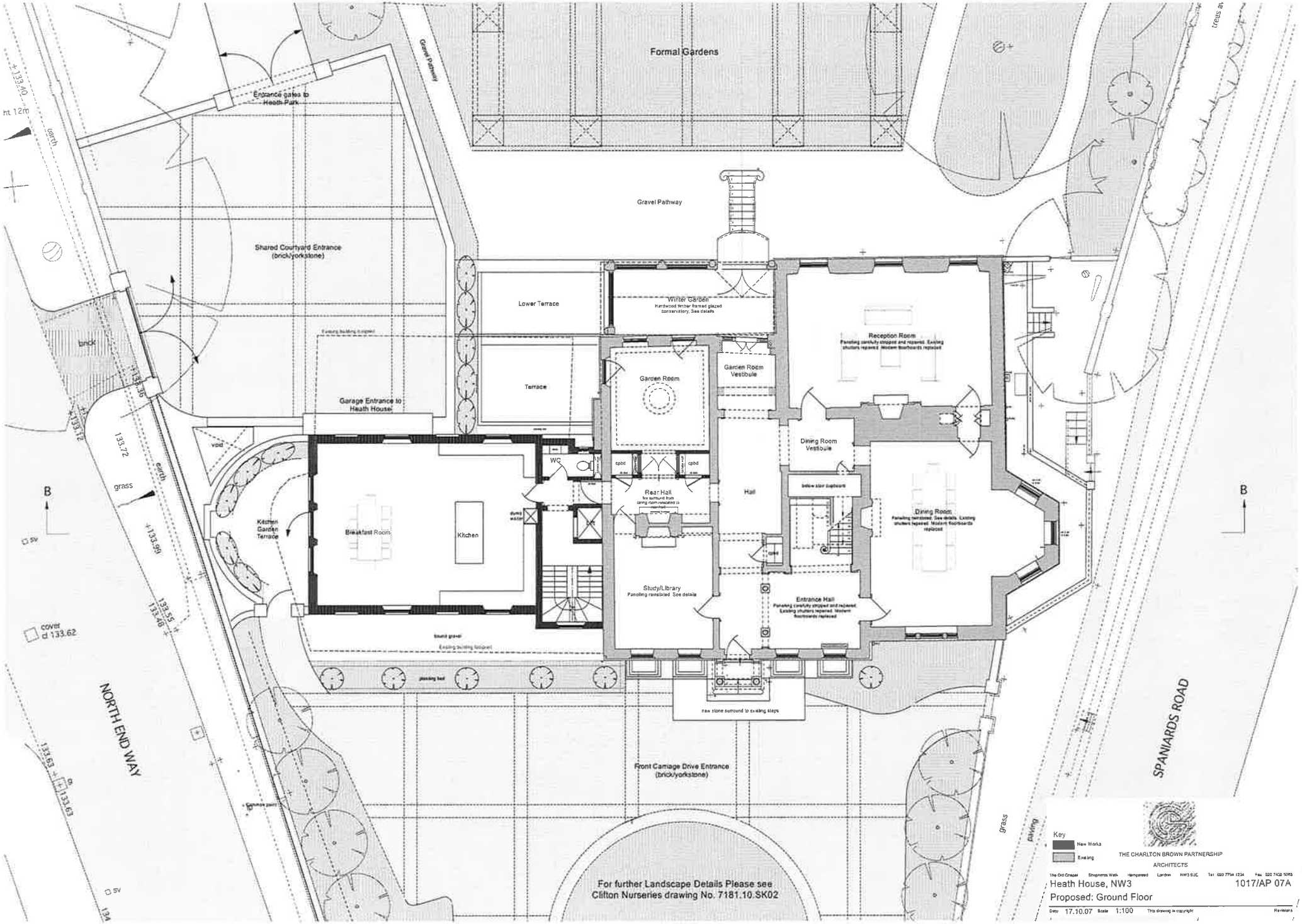
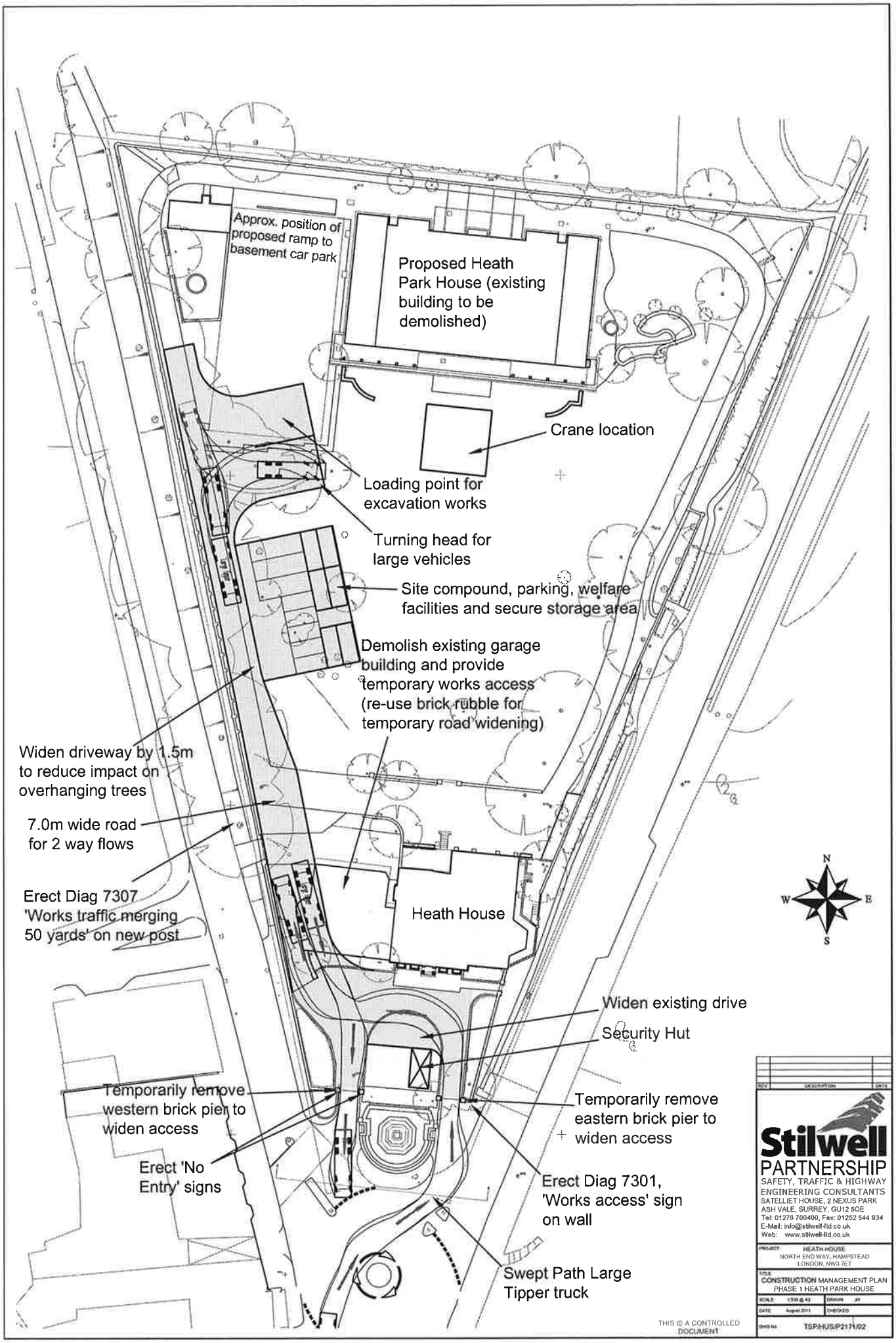
APPENDIX C

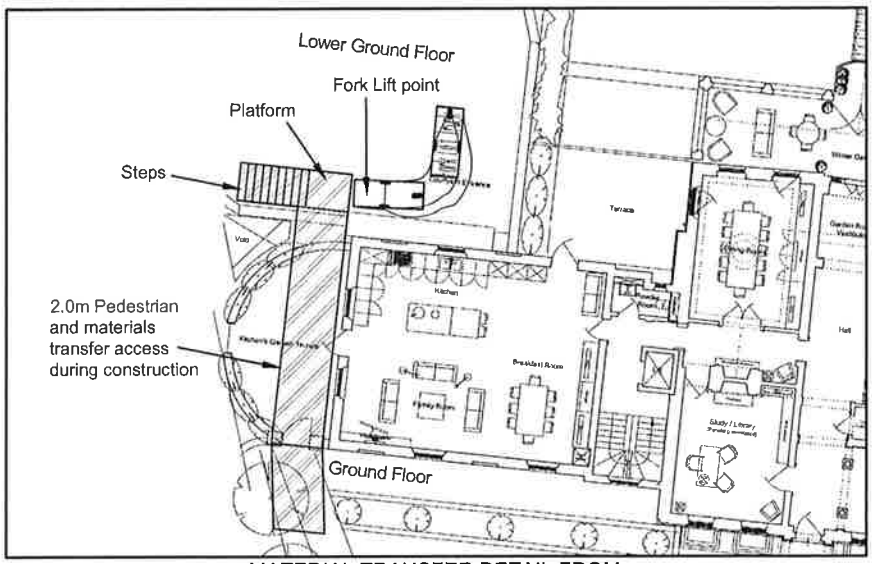
Heath House Site Layout Plan


Formal Gardens
Gravel Pathway
Entrance gates to Heath Park
Shared Courtyard Entrance (brick/yorkstone)
Lower Terrace
Winter Garden
Hardwood timber framed glazed conservatory. See details
Reception Room
Garden Room
Garden Room Vestibule
Terrace
Garage Entrance to Heath House
Dining Room Vestibule
WC
Rear Hall
Hall
Kitchen Garden Terrace
Breakfast Room
Kitchen
Study/Library
Panelling reinstated. See details
Entrance Hall
Dining Room
new stone surround to existing steps
Front Carriage Drive Entrance (brick/yorkstone)
For further Landscape Details Please see Clifton Nurseries drawing No. 7181.10.SK02
NORTH END WAY
SPANIARDS ROAD
Key
New Works
Existing
THE CHARLTON BROWN PARTNERSHIP
ARCHITECTS
Heath House, NW3
1017/AP 07A
Proposed: Ground Floor
Date 17.10.07
Scale 1:100
This drawing is copyright
Revisions

APPENDIX D

Construction Management Layout Plans


Approx. position of proposed ramp to basement car park
Proposed Heath Park House (existing building to be demolished)
Crane location
Loading point for excavation works
Turning head for large vehicles
Site compound, parking, welfare facilities and secure storage area
Demolish existing garage building and provide temporary works access (re-use brick rubble for temporary road widening)
Widen driveway by 1.5m to reduce impact on overhanging trees
7.0m wide road for 2 way flows
Erect Diag 7307 'Works traffic merging 50 yards' on new post
Heath House
N
W
E
S
Widen existing drive
Security Hut
Temporarily remove western brick pier to widen access
Temporarily remove eastern brick pier to widen access
Erect 'No Entry' signs
Erect Diag 7301, 'Works access' sign on wall
Swept Path Large Tipper truck
THIS IS A CONTROLLED DOCUMENT
REV
DESCRIPTION
DATE
Stilwell
PARTNERSHIP
SAFETY, TRAFFIC & HIGHWAY ENGINEERING CONSULTANTS
SATELLIET HOUSE, 2 NEXUS PARK
ASH VALE, SURREY, GU12 5OE
Tel: 01276 700400, Fax: 01252 544 934
E-Mail: info@stilwell-ltd.co.uk
Web: www.stilwell-ltd.co.uk
PROJECT: HEATH HOUSE
NORTH END WAY, HAMPSTEAD
LONDON, NW3 7ET
TITLE
CONSTRUCTION MANAGEMENT PLAN
PHASE 1 HEATH PARK HOUSE
SCALE: 1:500 @ A3
DRAWN: JH
DATE: August 2011
CHECKED:
DWG No: TSP/HUS/P2171/02



MATERIAL TRANSFER DETAIL FROM GROUND TO LOWER GROUND (1:200)

North End Way

Parking for cars and vans

Site compound, parking, welfare facilities and secure storage area

Boundary line

Approximate position of completed access road to Heath Park House

HEATH PARK SECURITY GATE

BIN STORE

Temporary surface for construction vehicles

Erect Diag 7307 'Works traffic merging 50 yards' on new post

Access for cars and light vans only

Temporarily Widen access to 6m.

Pedestrian and material transfer route (see detail)

Spaniards Road

Heath House

N

W

E

S

Widen existing drive and provide metalled surface

Security Hut

Access Widened as part of Phase 1 Works (Remove brick pillar)

Access Widened as part of Phase 1 Works (Remove brick pillar)

Erect 'No Entry' signs

Erect Diag 7301, 'Works access' sign on wall

Larger construction vehicles to only use main entrance

PHASE 2

THIS IS A CONTROLLED DOCUMENT

REV | DESCRIPTION | DATE

Stilwell PARTNERSHIP

SAFETY, TRAFFIC & HIGHWAY ENGINEERING CONSULTANTS

SATELLIET HOUSE, 2 NEXUS PARK
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Web: www.stilwell-ltd.co.uk

PROJECT: HEATH HOUSE
NORTH END WAY, HAMPSTEAD
LONDON, NW3 7ET

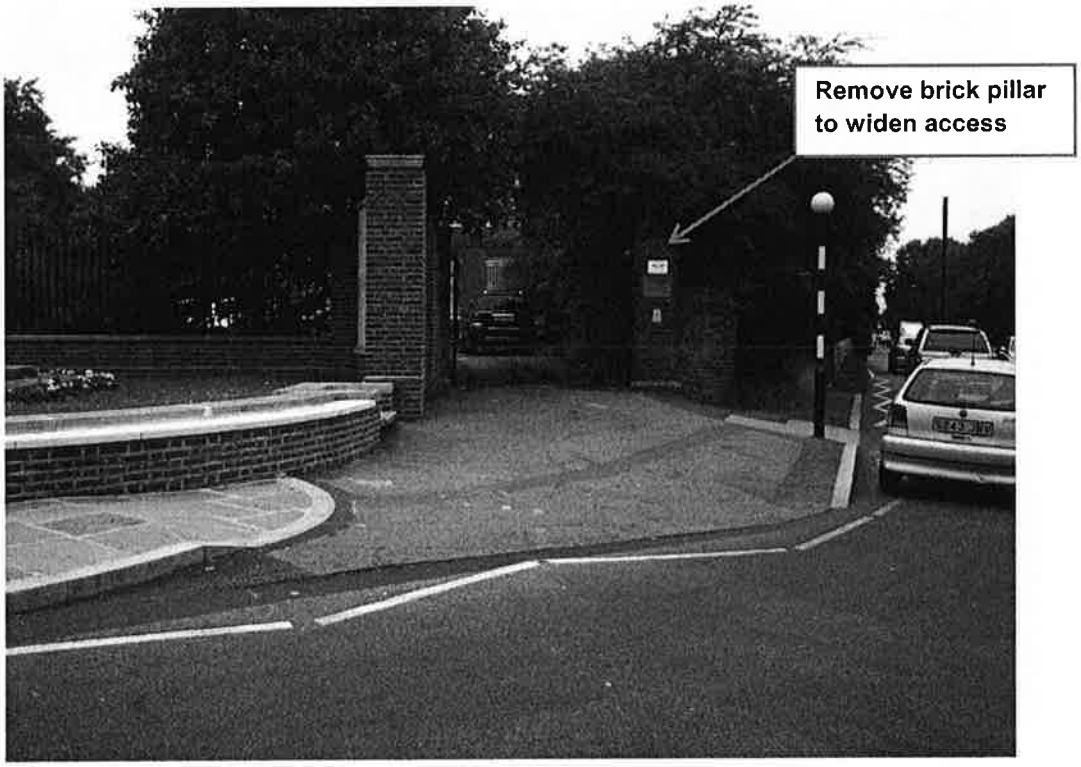
TITLE: CONSTRUCTION MANAGEMENT PLAN
PHASE 2 HEATH HOUSE

SCALE: 1:100 & 1:50 @ A2 | DRAWN: JH
DATE: August 2011 | CHECKED:

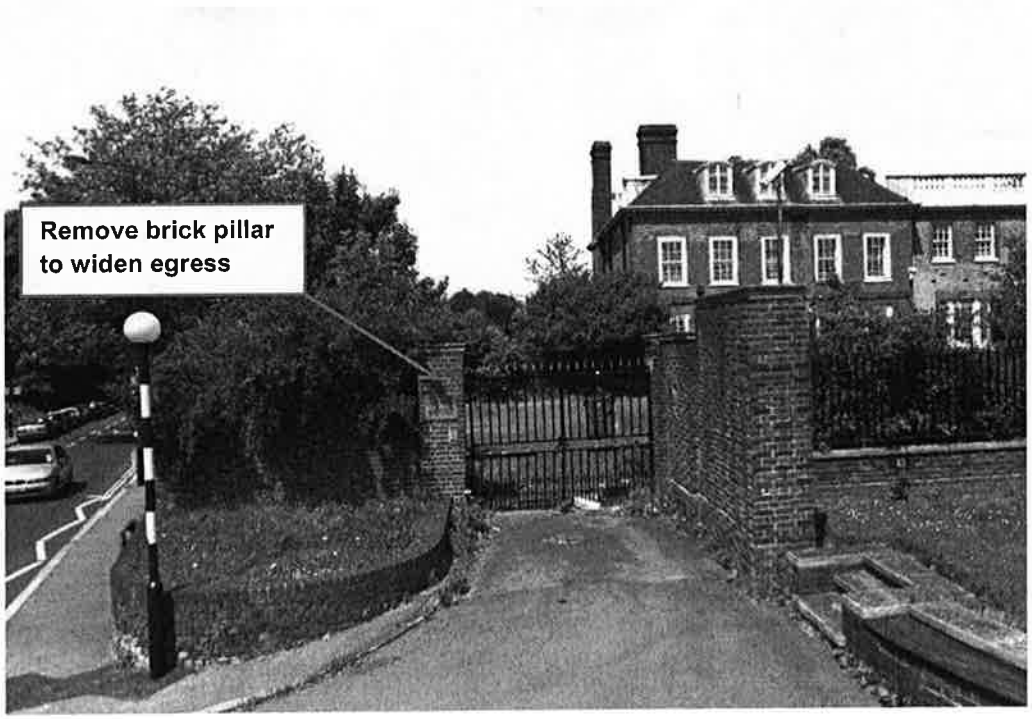
DWG No: TSP/HUS/P2171/03

APPENDIX E

Photographs



Proposed Site Access



Proposed Site Egress

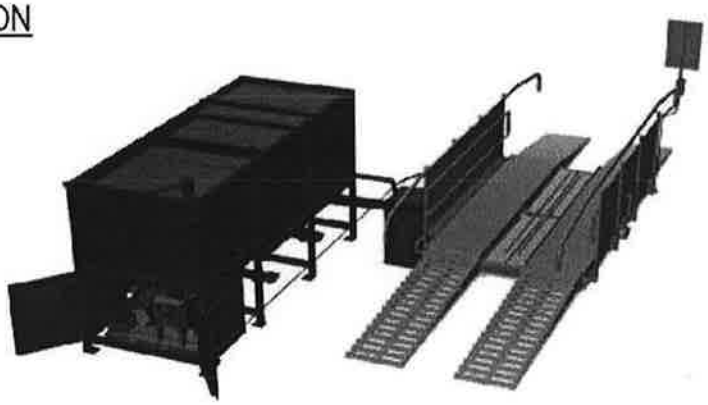
Temporary Internal Traffic Route (to be widened by 1.5m min)

Existing Access to be Widened/Improved as part of Planning Application

APPENDIX F

Wheel Washing Facility

WHEEL WASH SPECIFICATION
MODEL: - FX1400-D
STANDARD DIESEL



SPECIFICATION
Wash pump: - 1400 ltr/min, Kubota diesel engine **(No Generator required)**
Submersible pump: - 3" hydraulic
22,000 Litre Recycle tank.

DIMENSIONS
Platform: - 6 metre long, 4 metre wide **(Gives two full wheel revolutions)**
Entry ramps: - 2,648 metre long, Exit ramps: - 3,973 metre long
Water tank: - 7 metre long, 2.2 metre wide
Sump tank: - 1 metre long, 1 metre wide

WEIGHTS
Platform: - 6,330 KG
Tank: - 3,790 KG (Dry)