



**KLIPPAN HOUSE  
50 WELL WALK  
LONDON  
NW3 1BT**

## **CONSTRUCTION MANAGEMENT PLAN**

GB/8414 – Version 1.0

12<sup>th</sup> June 2012

3 Dufferin Avenue,  
Barbican, London, EC1Y 8PQ

T: 020 7253 2626  
F: 020 7253 2767

E: [tw@tws.uk.com](mailto:tw@tws.uk.com)  
W: [www.tws.uk.com](http://www.tws.uk.com)

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## **1.0 INTRODUCTION**

- 1.1 This Construction Management Plan has been prepared by Taylor Whalley Spyra as requested by Barton Willmore Planning consultants as part of the extension to the existing planning application for the site.
- 1.2 The purpose of this document is to detail the Construction Management Plan by outlining how the existing building and neighbouring area will be protected as well as local environment and amenities. (refer to Appendix A).
- 1.3 The proposal is to demolish the existing garage and construct a below ground swimming pool housing with associated amenities. This is to be located between the existing property and site boundary along the adjoining neighbours gable wall (refer to Appendix C).
- 1.4 The nominated building contractor under the supervision of the client's project manager will liaise with London Borough of Camden and the local residents to ensure that the principles outlined are established in detail prior to the commencement of construction and to ensure the impact of the proposed development is minimised.
- 1.5 Safety both on site and adjacent to the site is of paramount importance.
- 1.6 Liaison with the local residents will be undertaken and will ensure the impact of the proposals are fully understood and mitigated as far as possible.

## **2.0 SITE LOGISTICS**

- 2.1 Initial consultations are to take place with London Borough of Camden Highways Department. Prior to commencement it will be the building contractor's responsibility to review in detail and to amend/improve where practicable in line with further consultation with the London Borough of Camden as conditions in any arising planning approval.
- 2.2 Contact details of London Borough of Camden which will require to be consulted with are as below:-

Planner Site Development tel: 020-7974-5949  
Planning and Public Protection tel: 020-7974-4444  
Principle Transport Planner – tel: 020-7974-3343  
Network Coordinator Highways – tel: 020-7974-2243

- 2.3 The following is a summary of the general principles which will be followed.

### **2.4 Vehicle Access**

During the construction stages, access is only available at the side of the site on Well Walk elevation and no vehicles will be parked in the local area. A designated location 20 minutes away will be allocated away from any residential properties and construction vehicles will need to pounce a head to gain permission to approach site over wise they will be turned away from site.

All vehicles leaving site will be inspected to ensure that their wheels are clean, that muck away Lorries are sheeted and that they are not overloaded, in order to avoid any risk of spillage of materials or debris onto the highways. Vehicle wheels will be washed / jetted down to ensure mud does not spill onto the highway.

### **2.5 Personnel Access**

Access routes for site staff will be adjacent to the existing entrance on East Heath Road and clear site routes will be provided, with safe walking routes defined from the site entrance to work areas.

## **2.6 Treatment of Adjacent Public Pavement / Highways**

Prior to works commencing a photographic dilapidation record will be taken of all adjacent highways, footpaths and associated infrastructure with London Borough of Camden being notified if they require to attend. A copy of these photographs will be forwarded to London Borough of Camden for their agreement and records.

All pavements and highways adjacent to the site will be made good at the end of the contract period in accordance with London Borough of Camden requirements as the stipulated within a Section 106 Agreement.

## **2.7 Delivery of Materials / Storage on Site**

A logistics plan will be produced by the Main Contractor at the outset of the main construction works. This will cover all traffic management including the preparation of all delivery schedules to ensure that all materials are delivered to the agreed programme. The plan will be designed to monitor, review and amend the delivery programme as necessary to fit in with the construction programme. The plan will also require the main contractor to liaise with all subcontractors and suppliers to ensure that they fully understand and adhere to the programme constraints. The plan will also require the main contractor to liaise with the local authority Network Coordinator Highways Engineer and neighbouring residents as required.

Materials will be delivered for direct loading out to the area of final installation where possible with storage of material on site kept to a minimum.

As the works progress lay down areas will be made available for material storage. Material storage will be strictly controlled and co-ordinated to ensure that it interfaces with the programme requirements and to reduce vehicular waiting times on site.

During construction to minimise any possible contamination of the surface water. Any construction materials such as fuels, oil, cement bags etc that may cause rise to contamination of the ground water will be stored in a lockable fully contained metal container unit. This will be located on a hard standing area surround with a bounded wall upstand which will retain any spills and allow for cleaning up and removal of spills from site during the construction stage surface water run off within the basement area and adjoining hard standing areas will flow to the main drainage system with any over flow directed towards the direction of the drainage system. This will alleviate any risk of contamination of ground water and any spring lines that are in the vicinity.

## **2.8 Removal of Surplus Materials**

A waste management system will be established for the site at an early stage. This will be monitored and adapted as the construction of the building proceeds. Skips will be positioned at suitable locations around the site for disposal of waste materials.

## **3.0 SITE HOARDINGS AND SECURITY**

### **3.1 Site Hoardings and Signage**

The perimeter of the site will be protected by a 2.2m high hoarding with 4m wide double vehicular gate and 1m wide pedestrian gate which will be secured at night. All necessary permits will be obtained by the main contractor prior to start of relevant works.

The hoarding to the front of the site will be positioned within the site boundary. This will leave the footpath on Well Walk clear for the public and clear access will be maintained at all times.

This site hoarding will also act to reduce noise emanating from the site during the works. If required additional portable baffle screens may be used to reduce noise levels locally to heavy noisy works.

Safety signage and traffic directional signage will be installed on the hoarding as necessary at points of access to the site and around the boundary. In addition the hoarding will also have Considerate Constructors Scheme Signs which the contractor will be registered with, details of the developer and all consultants, contact numbers for the liaison manager and the site security company will be clearly displayed.

#### **4.0 HEALTH, SAFETY AND ENVIRONMENT**

4.1 Health, Safety and Environment is an integral part of the planning process for each project. Implementation of a comprehensive Health, Safety and Environment System and Procedures ensures every facet of the construction process is planned, managed and monitored. This also ensures compliance with statutory obligations. Designers and contractors engaged will be competent and adequately resourced.

#### **4.2 Working Hours**

Noisy working hours will be agreed with London Borough of Camden but typically will be between the hours of 8am to 6pm Monday to Friday and 8am to 1pm on Saturday with no working on Sunday or Bank Holidays.

Noise working hours will be reviewed and where possible works will be programmed to be restricted to 2 hours on 1 hour off.

#### **5.0 PRE-CONSTRUCTION**

5.1 During the pre-construction phase of the project the contractor will undertake a full review of the Traffic Management Scheme and all background information and will undertake dialogue with all the relevant stakeholders including:

- London Borough of Camden.
- Local residents.

5.2 The Contractor will appoint a contact for neighbourhood liaison and will be registered for and follow the audited procedure for the 'Code of Considerate Practice'.

5.3 The contractor will follow Camden's Considerate Contractors Manual this will involve incorporating the Guide for Contractors Works in Camden within the Construction Management Plan.

5.4 The contractor will be registered for Considerate Constructors Scheme and also follow Camden's Considerate Contractors Manual.

#### **6.0 NEIGHBOURHOOD LIAISON**

6.1 The contractor will understand the sensitive nature of the site and adjoining area and particularly the adjacent Heath and recognise the importance of the neighbourhood liaison role in ensuring the smooth running of site activities and their relation to the local residents and general public's welfare.

6.2 During the excavation of the works it will be ensured that all works are carried out safely and in such a manner that it will not inconvenience pedestrians or other road users and with a positive consideration to the needs of the local residents, site personnel and visitors as well as the general public.

6.3 Airborne dust being dealt with by dampening down areas with water prior to the works being undertaken and also the use of fine water spray to keep dust levels down.

- 6.4 Public footways and carriageways will be kept tidy and in a safe condition. Hoardings, safety barriers, lights, signage and other features will be maintained in a safe and tidy condition. The site is to be kept clean and in good order at all times, with surplus materials and rubbish controlled within the site and not allowed to spill over into the surroundings.
- 6.5 This will involve footpaths and the carriageway adjacent to the site being regularly inspected and washed down.
- 6.6 Disturbance from site operations due to the effects of noise and dust emissions will be minimised by the use of plant and equipment fitted with suitable noise suppression facilities were practical and in accordance with the manufacturer's recommendations.

## **7.0 CONSTRUCTION TRAFFIC MANAGEMENT PHASES**

The detail of the Construction Traffic Management Plan will be subject to agreement with London Borough of Camden, however it is anticipated that in general terms the following principles and time scales will be appropriate.

### **7.1 Vehicle Access Arrangements**

Site Traffic will approach the site from North End Way (A502), turning left into East Heath Road (A502), turning right into Well Walk, then left into the site entrance. Site Traffic will leave the site by returning the same route. Details of the intended route are shown on 8414/CMP02 (refer to Appendix B).

Appropriate signage will be erected on East Heath Road and Well Walk, which will also have signs indicating the site location. Signage will also be located outside the site notifying traffic to turn right only.

The signage will be clearly posted and maintained during the contract period. It will also have the main contractor's name and contact details to help identify it to the relevant site construction traffic.

All vehicles entering or leaving the site will be marshalled by a traffic management operative who will be located directly by the site entrance. Vehicles will be required to enter into the site under supervision of the traffic marshal. Reversing into the site should not be necessary other than occasionally but again this will only take place under tight supervision of the traffic marshal.

There is adequate space for 2no. 6 wheeled trucks to be positioned on site with enough space to allow turning within the site boundary under supervision.

The vehicle access gates are shown on drawings 8414\_CMP03 which will be restricted from opening onto the pavement and only open onto site and will be securely padlocked shut at the end of each working day (refer to Appendix C).

### **7.2 Phase One Works – 10 Week Period for Installation of Piles and Excavation**

The installation of the piles will require a small piling rig to be off-loaded from a low loader within the site. This is likely to be undertaken in normal working hours without any local traffic restrictions. The selection of the piling rig will be based on the site requirements.

The installation of the piles will require delivery to site of steel and excavation of the basement will require spoil arising from to be removed from site.

The site area within the basement will be reduced by 1.0m to allow for installation of propping to the piling basement wall and as the reduced dig gets to basement formation level the excavator will work its way out of the site.

Access to and from the site for construction traffic will be the same as mentioned above in the Traffic Access Arrangements process with all vehicles being required to radio ahead to notify the traffic marshal and gain permission.

Vehicles can enter site as there is adequate onsite space for them to turn around, 1no. 6 wheeled truck can practically be situated on site for the duration of the piling works and the excavation works.

Details of the intended layout are shown on 8414/CMP03 (refer to Appendix C).

### **7.3 Phase Two Works – 20 Week Period for Construction of RC Basement Frame to Ground Floor Level**

Once the basement has been excavated vehicles can be unloaded at the side within the site under supervision of the traffic marshal. This will allow 1no. 6 wheeled truck at a time to practically be situated on site for the duration of the works.

The construction of the basement will require the delivery of reinforcing bars and scheduled deliveries of concrete to form the RC basement structure.

Access to and from the site for construction traffic will be the same as the Phase One with all vehicles being required to radio ahead to notify the traffic marshal and gain permission.

Details of the intended layout are shown on 8414/CMP04 (refer to Appendix C).

### **7.4 Phase Three Works – 10 Week Period for Fit-out of Swimming Pool Housing and External Works**

With the construction of the basement up to below existing ground level the vehicular site traffic will be greatly reduced.

Once the basement cover slab has been cast this will allow for material storage within the foot print of the basement. A temporary opening may be left within the cover slab to allow material to be lowered directly into the basement which will simplify the movement of materials and reduce requirement for storage at ground level. This will allow 2no. 6 wheeled truck at a time to practically be situated on site, but it is expected that only 1 will generally be on site and this will only be required at peak delivery times for the duration of the fit-out works.

The fit-out works will require the delivery of brick/blockwork, timber framework, prepared mortar and render, tiles, plasterboard, scaffolding, ductwork, pipework and also topsoil & planting for the external work areas.

All off-loading will be supervised by a banksman and all site construction traffic will be controlled by the traffic marshal as outlined in the foregoing.

Details of the intended layout are shown on 8414/CMP04 (refer to Appendix C).

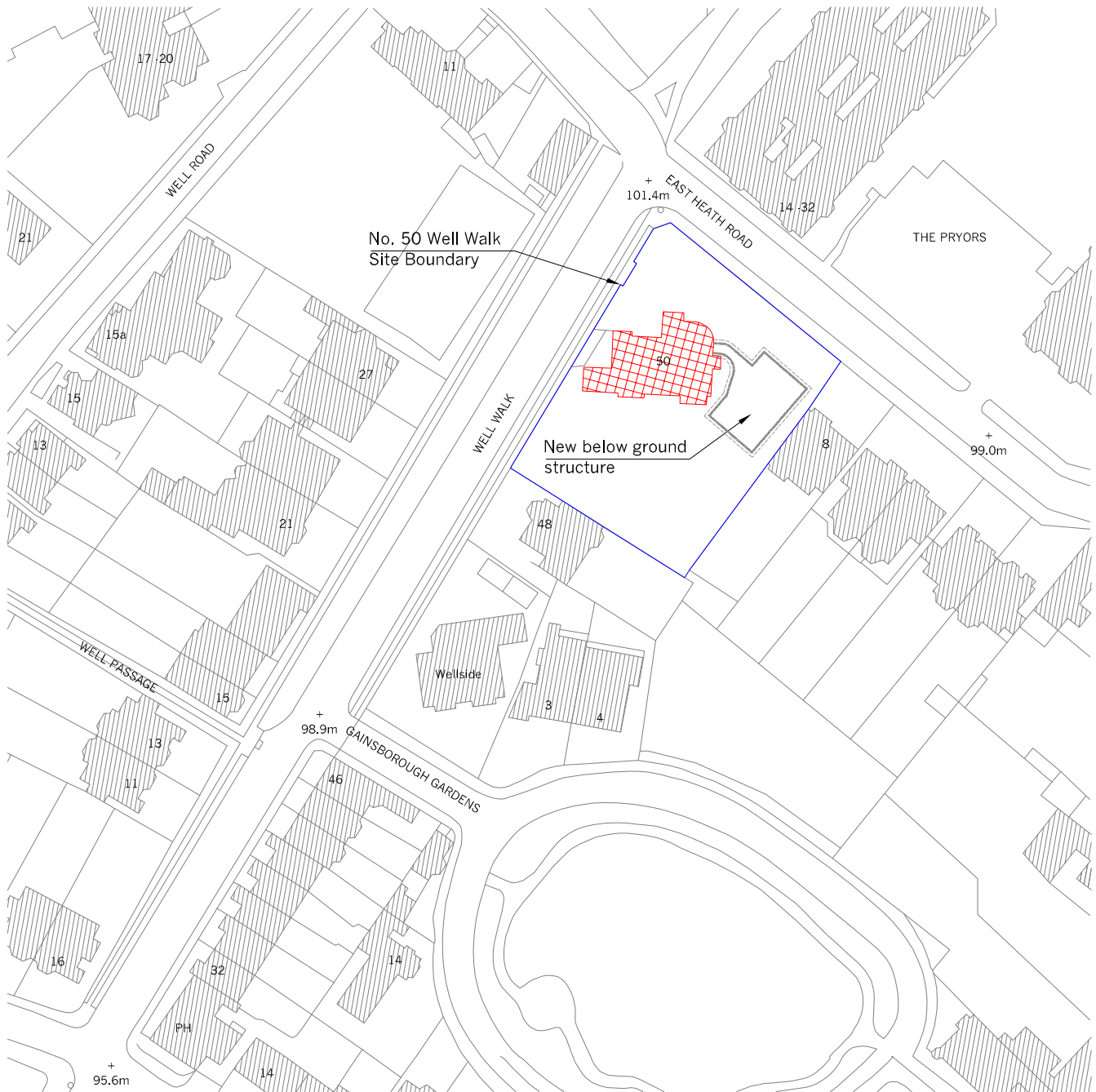
## **8.0 CONCLUSIONS**

- 8.1 The site layout for all the phases of construction works allow for 2no. 6 wheeled truck to be on site with one waiting on site whilst the second is delivering or loading adjacent to the works.
- 8.2 For all Phases of construction traffic will be able to drive directly onto the site and turn around within the confines of the site boundary.
- 8.3 The 40 week construction programme is likely to peak at 6 vehicular movements per day during the 5th to 15th weeks of Phase Two for the Excavation of the basement.

- 8.4 It is not envisaged that parking bays in Well Walk road will need to be suspended during the construction period.
- 8.5 One of the site requirements will be to make sure that the vibration and noise levels are kept to a minimum and all plant and machinery will be selected based on low vibration and minimal noise, but where this is not practical and site conditions allow exhaust mufflers and baffle screens can be put in place to minimise noise and vibration.
- 8.6 The above and a properly managed and supervised Construction Management Plan will minimise traffic and construction disturbance to the local area.
- 8.7 A review of the various aspects of construction and how these may affect local amenity and neighbouring properties has been undertaken.
- 8.8 The local amenity will be protected during construction by neighbourhood consultation, dialogue and agreement with the Local Authority with regard traffic management and considerate and responsible working.

## **APPENDIX A**

8414/CMP01 - Site Layout & Location Plan



taylor whalley spyra  
consulting civil and structural engineers  
3 Dufferin Avenue, Barbican, LONDON EC1Y 8PQ  
Tel (020) 7253 2626 Fax (020) 7253 2767  
E-mail: tws@tws.uk.com Website: www.tws.uk.com

# KLIPPAN HOUSE 50 WELL WALK, LONDON, NW3 1BT SITE LAYOUT AND LOCATION PLAN

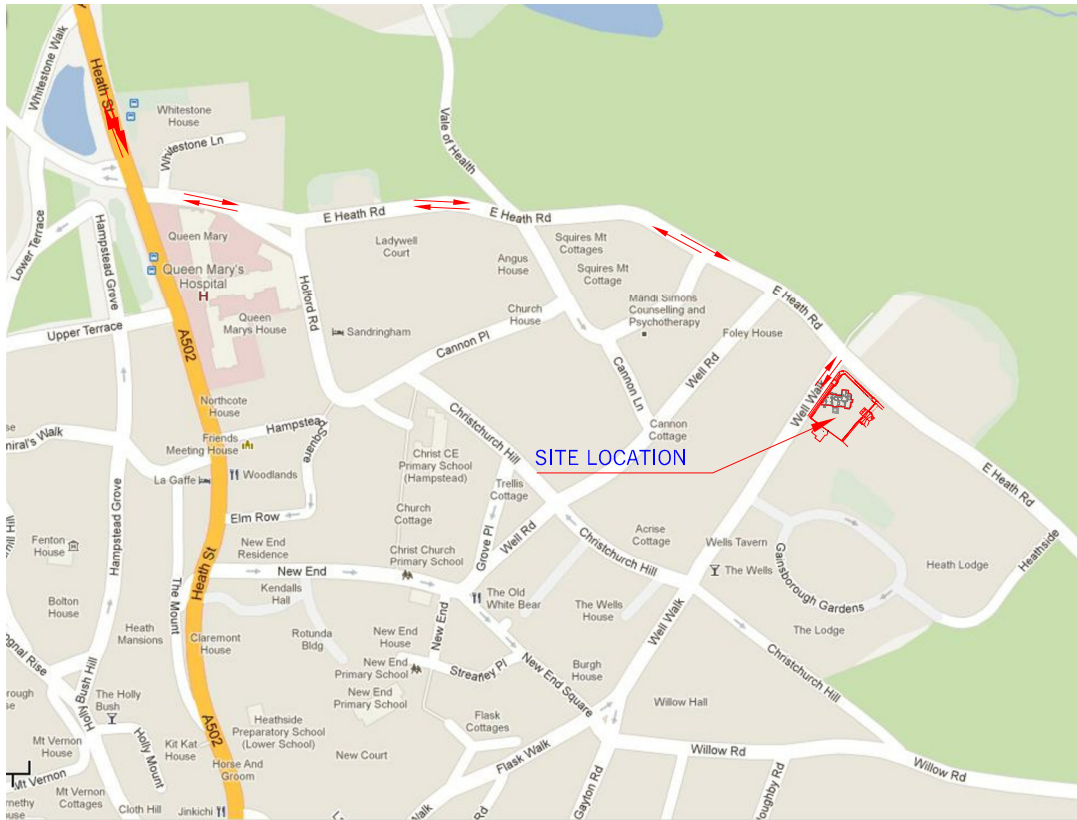
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**8414\_CMP01**

Scales  
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Date  
**14.05.12**

## **APPENDIX B**

8414/CMP02 - Construction Traffic Access Route



consulting civil and structural engineers

3 Dufferin Avenue, Barbican, LONDON EC1Y 8PQ  
Tel (020) 7253 2626 Fax (020) 7253 2767  
E-mail: tws@tws.uk.com Website: www.tws.uk.com

**KLIPPAN HOUSE**  
**50 WELL WALK,**  
**LONDON, NW3 1BT**

**CONSTRUCTION TRAFFIC**  
**ACCESS ROUTE**

Drawing No.  
**8414\_CMP02**

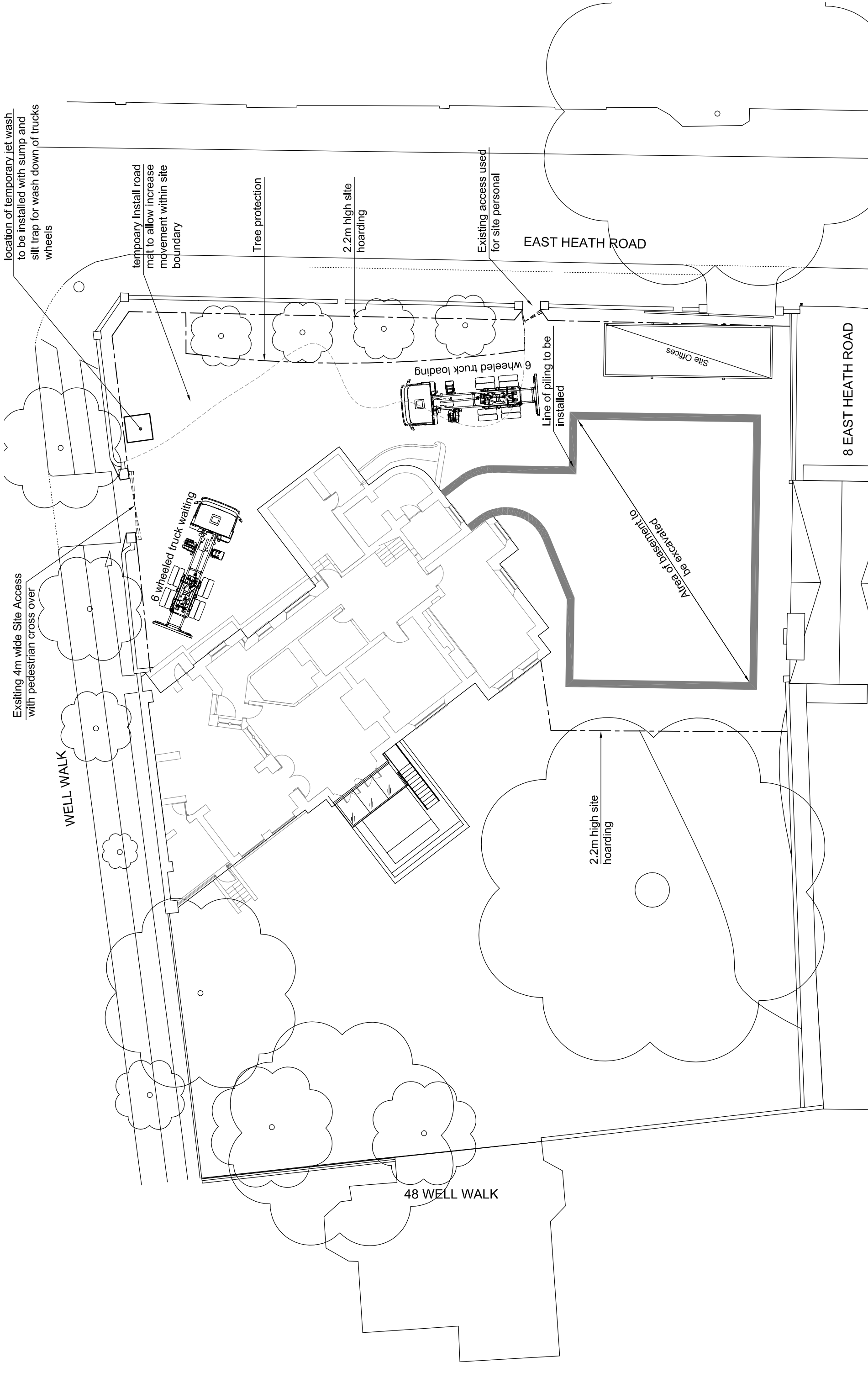
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## **APPENDIX C**

8414/CMP03 - Piling & Basement Excavation Vehicular Loading/Waiting Area

8414/CMP04 - Construction of Basement Vehicular Loading/Waiting Area



<div><div><div>taylor whalley spira</div><div><div><div></div><div></div><div></div></div></div><div>consulting civil and structural engineers</div><div>3 Duffield Avenue, Barbican, LONDON EC1Y 8PQ Tel (020) 7253 2626 Fax (020) 7253 2767 E-mail: tws@tws.uk.com Website: www.tws.uk.com</div></div></div>	Contract  <b>KLIPPAN HOUSE 50 WELL WALK, LONDON, NW3 1BT</b>	Title  <b>PILING &amp; BASEMENT EXCAVATION VEHICULAR LOADING &amp; WAITING AREA</b>	Scale <b>1:200</b>	Date <b>17.05.12</b>	Drawn <b>GB</b>
			Job No. <b>8414</b>	Drawing No. <b>CMP03</b>	Rev. <b>-</b>

