

## **Witanhurst, West Hill, Highgate**

### **Permanent Access Construction Management Statement**

When all major new construction works to the basement and Orangery have been completed the landscaping of the forecourt can commence. The scheme allows for a fully landscaped forecourt, which will considerably enhance the current scheme. Mature trees will be planted to replace those removed for the basement construction. These trees have not been maintained or treated for several years and have caused some structural damage to the existing retaining wall on West Hill. The new trees will be considerable specimens and have a formal planting zone which will both facilitate maintenance and ensure that there is no risk of damage to the replaced retaining wall.

In addition to the trees there will be hard landscaping and extensive planting areas at the front of the building, which will significantly enhance this area. The layout of the final landscaping scheme is indicated on the attached drawing.

This also includes a new occasional permanent access, which will be constructed at the location of the proposed temporary access. The main access will remain through the gatehouse. This new access is required for emergency and utility vehicles which cannot access the property through the gatehouse. Use of this gate will be intermittent and not likely to exceed 10 vehicle movements in a week.

The permanent access will be smaller than the temporary site access and will be constructed towards the end of the main construction period, when the hard landscaping works are being carried out to the front courtyard.

New brickwork gate piers will be constructed with adjacent infill panels to match the existing wall and pointing. Gates will be constructed in an appropriate hardwood. The permanent cross over and pavement improvements will be carried out in conjunction with London Borough of Camden prior to the entrance being operational.

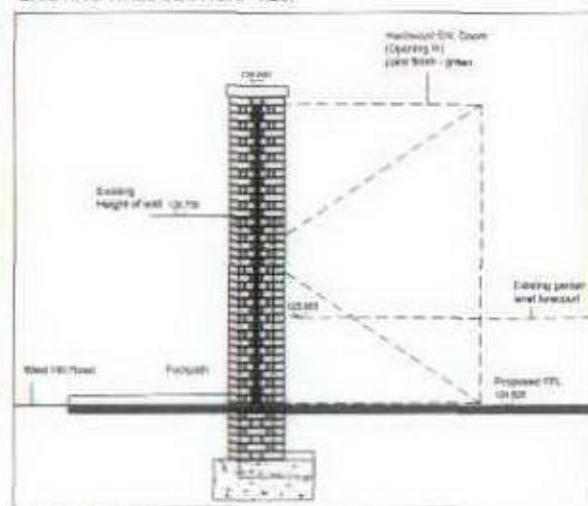
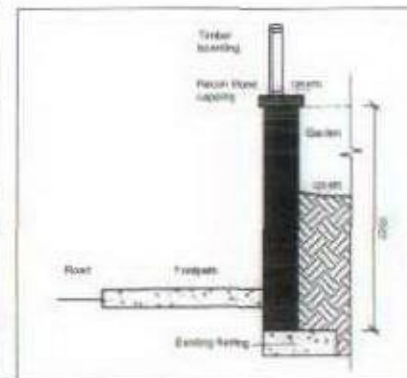
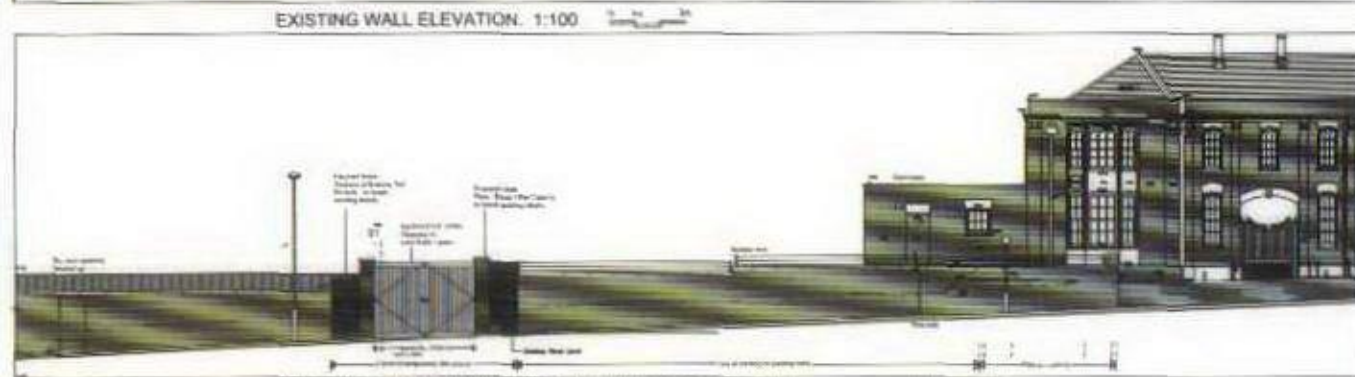
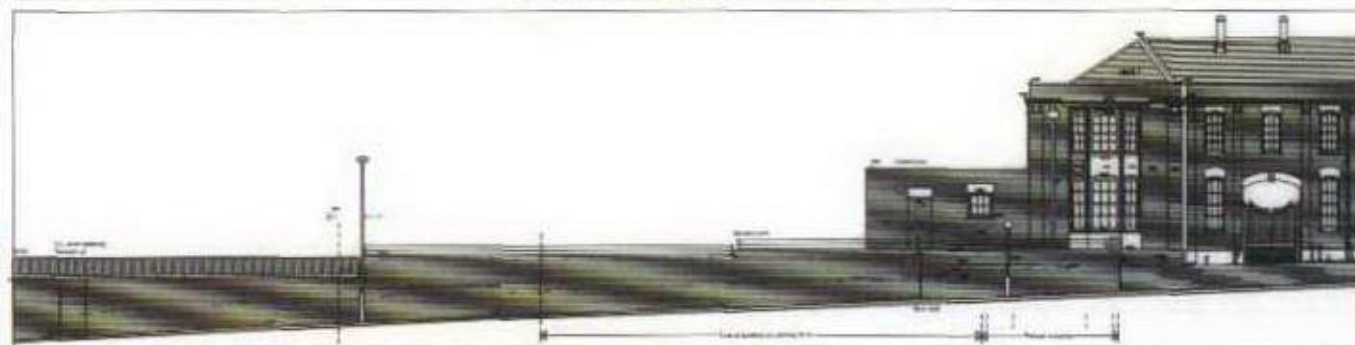
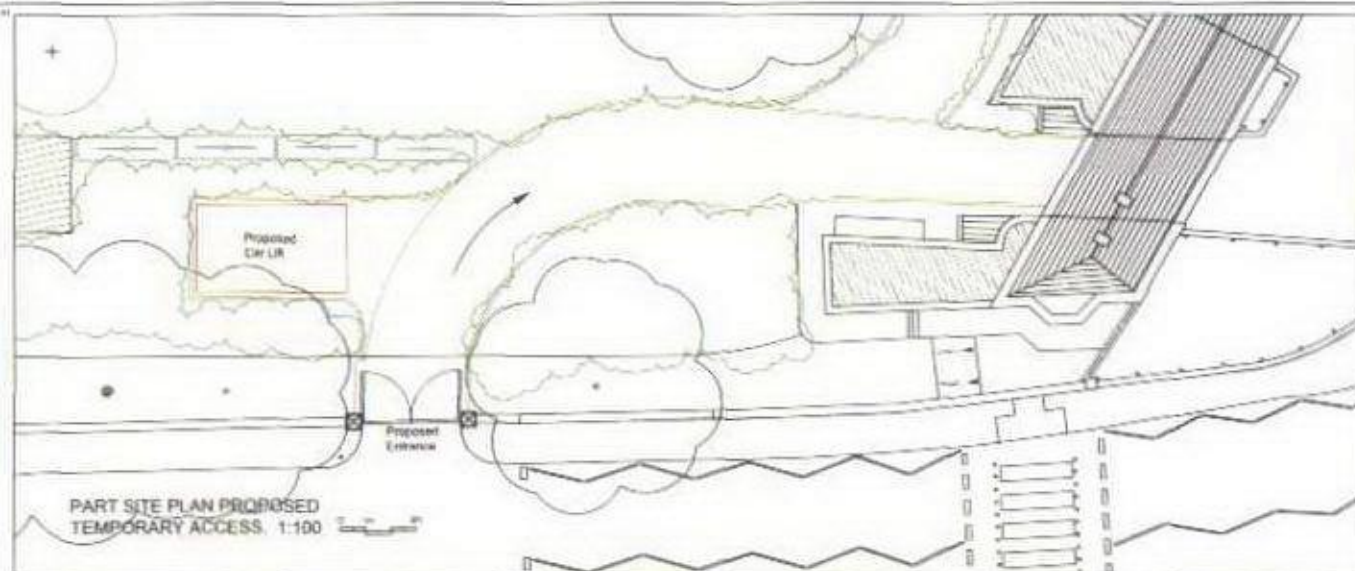
The main access to the property will remain at the gatehouse and all vehicles will be required to report here prior to entry. This will include vehicles travelling up the hill from Parliament Hill. The vehicles can park temporarily on the forecourt adjacent to the entrance off the highway, whilst registering with security. Oversized vehicles will be re-directed to the permanent entrance on Highgate West Hill and the entrance opened prior to the vehicles being guided into the forecourt.

All vehicles will be guided from the gatehouse entrance to the new entrance to prevent hazards to traffic on West Hill and unnecessary queuing. Guiding vehicles into the entrance will also prevent any hazards for pedestrians on the West Hill footway.

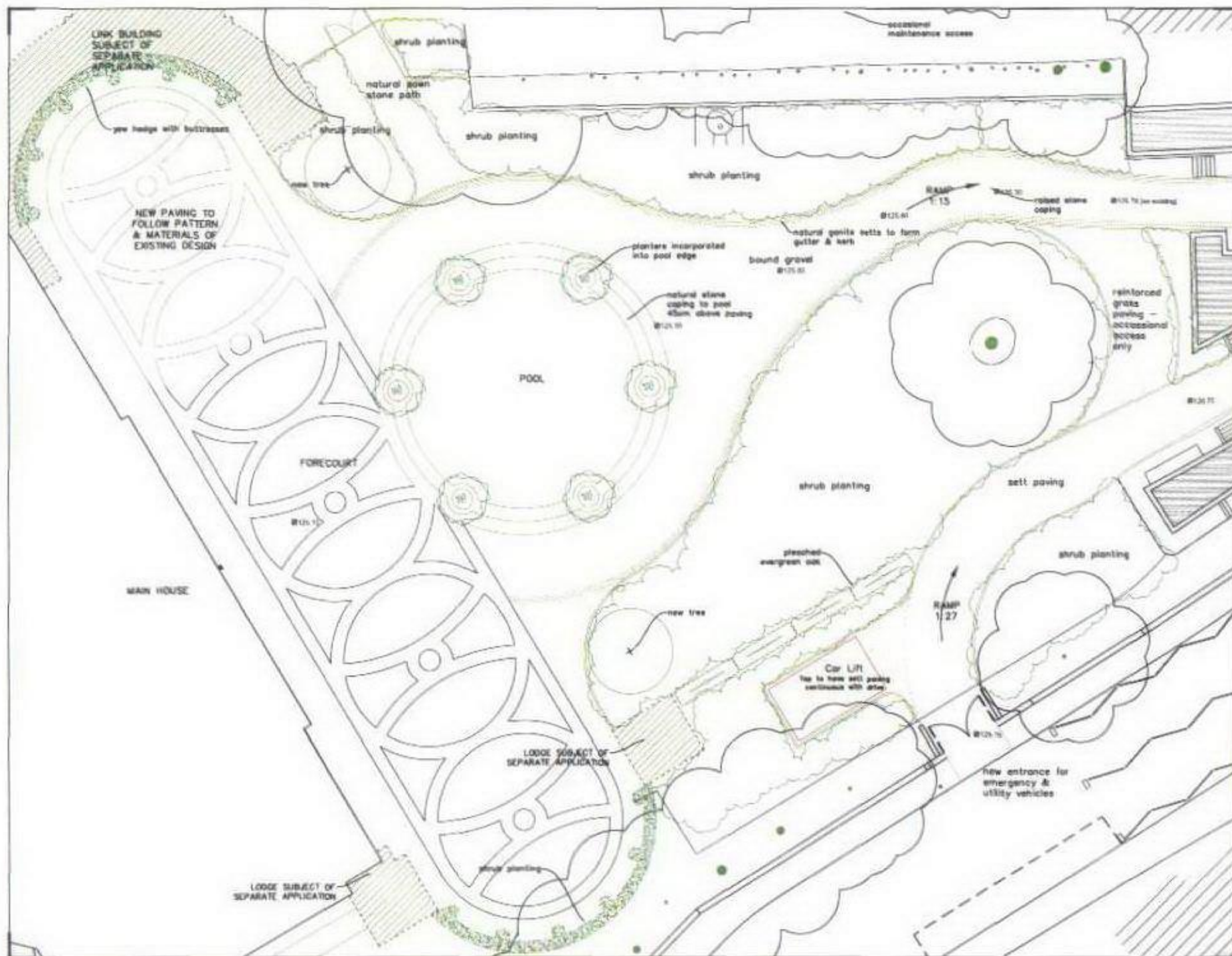
Vehicles leaving the site will have an improved sight line using the permanent access route for slower vehicles leaving the site and traffic on West Hill. If necessary, vehicles will be guided from the site prior to the gates being closed.

Details of the proposed permanent works access together with the method statement for the temporary access are appended to this statement.

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June 2009





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PLANNING

837 126

W. TANHURST

**BASEMENT**  
Proposed Forecourt

Year	2000	2001	2002	2003
Value	1.1/100	1.1/100	1.1/100	1.1/100

Use figured dimensions  
only. Do NOT Scale

## Method Statement & Risk Assessment

### Witanhurst, Highgate West Hill

### Temporary Access from West Hill

#### 1. Scope of Work

This method statement covers the sequence for works associated with the establishment of a temporary site access through the existing brickwork wall to West Hill.

A temporary access is required to allow a safe access for larger vehicles for delivery and disposal during the course of the works. The current access is through the archways at the gatehouse and this both limits the size of the vehicle and the sight lines for traffic coming up West Hill are very poor presenting a traffic hazard. The access will also be used for van access and general deliveries.

The design has been developed in discussion with London Borough of Camden Highways and the location agreed at site.

The new entrance will be has been located to suit the internal and external levels of the site and the difference in levels at this location is presently an average of 750mm higher on the inside of the wall. The access is outside the section of the existing wall is a listed retaining brickwork wall structure and therefore does not affect any heritage issues.

The works will require a section of the wall to be removed to provide a 7m wide opening together with a temporary cross over to the existing pavement which is formed in concrete in this area. A temporary concrete apron and hard stand will be constructed inside the gate with a wheel cleaning facility, this will ensure that vehicles returning to the highway will not take debris onto the carriageway.

The levels within the site will be reduced to suit tie in with the level of the carriageway at the channel line of the centre of the gate, this will ensure that vehicles accessing and leaving will not have to negotiate any gradients.

All vehicle movements on and off site will be monitored and trained banksmen used to direct the delivery vehicles on to the highway. Pedestrian footway will also be controlled by the banksmen. There have been discussions with London Borough of Camden for the temporary diversion of pedestrians during the emergency works to replace the retaining wall. The operation of this diversion will be monitored and if reasonable may be introduced for the duration of the project.

Traffic will only be allowed to enter the site from the east turning right into the site and they will exit in the same direction turning left onto the highway. Major vehicle

Method Statement Number PGG/03a

Prepared by Peter Goring 1

Checked by.....

Approved Date.....

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## Method Statement & Risk Assessment

movement will be required to follow a designated route to and from the A1. It is expected that during the peak period for excavation and concrete there will be on average 20 vehicle movements in each direction, into and out of the site. This period is presently programmed to run from Quarter 4 2009 to Quarter 2 2011.

Signage for the entrance will be agreed at site with London Borough of Camden Highways.

The sequence for the construction of the access and hardstanding will be as follows:

1. Obtain hoarding licence from London Borough of Camden and establish the footway closures and alternative pedestrian route.
2. Provide temporary free standing Heras type hoarding in the channel at the back of carriageway line. The pavement is concrete and the footings will be plate bases drilled and fixed into the concrete prior to erecting the panels. The panels will be pre-fabricated and painted offsite so that they can offloaded from the carriageway and erected with minimum disruption to the traffic with appropriate signage and stop/go boards as necessary.



Figure 1 Typical Panelised Hoarding, to be painted offsite prior to erection.

3. Within the site the area for the concrete apron will be excavated to formation level and constructed with a 150mm Type 1 sub-base layer and 150mm thick concrete apron with mesh reinforcement. Stone and concrete will be delivered to the gate house and transported to the apron area by dumper as necessary.
4. Once the apron is completed the section of wall opening will be saw cut and brickwork demolished. Where practical bricks will be saved for later re-use.

## Method Statement & Risk Assessment

5. Steel gate posts will be concreted into foundations and the gates erected. It is proposed that the gates will be 7.3m wide and will be constructed on a steel frame with solid panel finish similar to the temporary hoarding. The face of the gates will be painted in an appropriate colour prior to erection.
6. A temporary crossover between the gates and back of pavement can then be formed behind the line of the temporary hoarding. The site will be secured at all times ensuring that there will be no unintentional access.
7. On completion of the temporary cross over the temporary freestanding hoarding will be removed from the back of carriageway and clear pavement.
8. Within the site the hardstanding works can be completed with disposal of arising material and delivery of Type 1 stone using the newly created access. All operations will be controlled by banksmen at the gate and on the highway.

When the access has been completed gates will have a banksman present whenever they are open. No vehicles will leave the site without the wheels being checked for debris.

The works will be carried out by competent trained operatives, all machine drivers will be required to carry a recognised accredited certification scheme.

### 2. Access / Egress

All access to the site will be from Highgate West Hill and where possible operations will be served from within the site.

A limited amount of access will be required from the highway for the delivery of fencing materials. This will be carried out by flat bed vehicle with Hiab crane off load. Operations will be limited to single deliveries and will be controlled with appropriate signage, cones and stop/go boards.

Initial deliveries for within the site will be via the existing gatehouse entrance, concrete vehicles which are not able to enter the site will deposit into 4t dumpers which will transport the concrete to the apron.

The disposal of material from site and final hardstand construction will use the newly formed entrance. When the entrance is in operation traffic will only be allowed to enter the site from the east turning right into the site and they will exit in the same direction turning left onto the highway. Major vehicle movement will be required to follow a designated route to and from the A1.



## Method Statement & Risk Assessment

### 3. Plant & Equipment.

All plant and hand tools will be appropriately tested and certified.

Operatives using hand held break out and vibrating equipment will be limited to using the equipment in accordance with the manufacturers' instructions to minimise the risk of hand arm vibration.

Operated plant and excavators will have the relevant checks and records maintained with the operator. The driver is to have the appropriate current operator's licence.

Banksman operating the gate will be trained and have the necessary personal protection equipment and visibility clothing.

### 4. Materials.

All materials used in the works will have a COSHH assessment.

It is not expected that any materials or products containing chemicals or solvents will be used within the concreting and underpinning works.

### 5. Risks and Controls

A risk assessment has been developed for:-

<b>Risk.</b>	<b>Controls.</b>
Support of existing structures	Temporary works design
Handling concrete and materials	PPE requirements
Operating excavator	Competent operators
Manual handling	Weight assessments
Protection of Public	Agreed Diversion Routes

See risk assessment appended to method statement.



## Method Statement & Risk Assessment

### Personal Protective Equipment

Personal protective equipment appropriate for the works being undertaken should be provided and works at all times.

Confined space working at the face of the excavation will require appropriate air monitoring and escape equipment as necessary.

Operatives involved in the breakout of brickwork and concrete to create openings using hand held equipment will be time restricted in accordance with the manufacturers' instructions to minimise the risk of hand arm vibration. Gloves will be worn as appropriate.

In particular, handling of reinforcement and concrete. All operatives undertaking concrete works should cover exposed skin and wear gloves and appropriate footwear at all times.