

14 Well Road,  
London, NW3

**Construction Management Plan**

For

Philip Wagner Architects

## Document Control Sheet

Construction Management Plan

14 Well Road, London, NW3

Philip Wagner Architects

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
21/01/14	1 <sup>st</sup> Draft	JCS	SP
21/01/14	Final	JCS	SP
20/02/14	Final Rev A	JCS	SP
04/06/14	Final Rev B	OM	SP

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## 1.0 Introduction

- 1.1 Motion has been appointed by Philip Wagner Architects to prepare a Construction Management Plan (CMP) to accompany a planning application for the construction of a new dwelling at 14 Well Road, located in The London Borough of Camden (LBC).
- 1.2 This CMP has been prepared in accordance with the guidance provided by LBC, while consultation on the scope of this CMP has been carried out with the Council's Planning and Transport authority.
- 1.3 At this stage of the planning process, prior to the appointment of a building contractor, some detail relating to the CMP is unknown and therefore has been provided on an indicative basis. The CMP will be updated once a contractor has been appointed in order to update information relating to construction methodology, equipment required and staff and vehicle numbers.
- 1.4 The purpose of the CMP is to ensure that the impact of demolition and construction-related traffic on local residents and the immediate highway network is minimised and that appropriate control measures are identified.
- 1.5 The CMP is a live document that will be updated as necessary to address issues that may be identified through consultation with local residents as the project progresses. The agreed contents of the CMP must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the Development. Any future revised plan must be approved by the Council and complied with thereafter.

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## 2.0 Existing and Proposed Conditions

### *Existing Conditions*

- 2.1 The existing property at 14 Well Road is a semi-detached dwelling comprised of two stories and a basement. A garage is situated at the front of the property.

### *Proposed Conditions*

- 2.2 In summary, it is proposed that the house will be demolished and replaced by a new house. The new dwelling will comprise two stories and a basement, as existing, and will also be provided with a new garage that will be accessed via Well Road as existing.

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### 3.0 Description of Road Conditions

- 3.1 The site is situated to the south of Well Road, a residential street located approximately 100 metres from Hampstead Heath.
- 3.2 The site is situated approximately 100 metres to the south-west of the junction with East Heath Road and some 30 metres to the north-east of the junction with Christchurch Hill. The site is accessible from the strategic road network via the A406 North Circular Road, which provides access towards the site via the A502 Golders Green Road/North End Road and, more locally, via New End. East Heath Road provides a route to the A502 and back to the strategic road network. A site location plan is provided at [Appendix A](#) while further details relating to links to the strategic road network are provided at Section 6 of this report.
- 3.3 Well Road is a two-way single lane carriageway, approximately five metres in width in the vicinity of the site. Well Road is situated within a Controlled Parking Zone (CPZ) with a number of resident permit holder only parking bays located on the southern side of Well Road in the vicinity of the site. The CPZ is generally operational in this location on Mondays–Saturdays between the hours 9:00am–8:00pm; however, parking bays for resident permit holders only that are applicable at all times are located some 30 metres to the north of the site while shared resident permit holders/pay and display bays are also located to the north of the site.
- 3.4 It is noteworthy that there are two on-street parking spaces located adjacent to the site. A plan showing the existing on-street parking layout on Well Road is included as [Appendix B](#).

## 4.0 Construction Project Management

- 4.1 A consultation process for the proposed replacement of the house has been conducted and is ongoing. Letters outlining the project and seeking the views, comments and concerns regarding the proposed works were hand delivered to all properties that fall wholly, or in part, within a 50 metre radius of the centre of the site. These properties are:
- ▶ Nos. 8,9,10,11,12,13,15,21,22 Well Road;
  - ▶ No. 11 Cannon Lane; and
  - ▶ Nos. 15,17,19,21,23,25, 27 Well Walk.
- 4.2 It is considered that this represents those properties that would be most directly affected by the building works and for whom, noise and nuisance arising from the construction may need to be managed. A copy of the letter is included as [Appendix C](#).
- 4.3 A Construction Project Manager (CPM) will be appointed and will be responsible for implementing measures contained in the CMP and will be the point of contact for local residents. The CPM will manage a Construction Working Group, which will liaise with local residents and respond to any concerns that they may have. The CPM will be responsible for monitoring and reviewing this CMP. The project manager will be confirmed once a contractor has been appointed.
- 4.4 The contact details of the CPM will be displayed on the site frontage and will be hand delivered to those properties listed above. The CPM will ensure that local residents are aware of the programme of works taking place and will give advance notice of any anticipated periods of excessive noise or disruption during the works.
- 4.5 Representatives of the Heath and Hampstead Society and Ward Councillors will be invited to join the Construction Working Group and will be advised of how the construction works are progressing. Local residents will be given the opportunity to be put on a mailing list for progress reports from the CPM so that they are aware of the stages of construction and any upcoming works that may directly affect them.

## 5.0 Indicative Construction Details

### Programme of Works

- 5.1 The total works involved are expected to last 51 weeks and will be carried out in four phases as follows:
- ▶ Demolition – 8 weeks;
  - ▶ Ground Works (including piling, underpinning and foundations) – 8 weeks;
  - ▶ Superstructure to Water-Tight – 14 weeks; and
  - ▶ Internal Finishing Works and External Landscaping – 21 weeks.
- 5.2 Subject to the approval of the planning application, it is intended that the demolition works will commence in November 2014. These works will then be followed by the construction works, which would be likely to commence January 2015 with these works anticipated to be completed within a 10 month period. Timescales are only provided on an indicative basis and will be confirmed once a contractor has been appointed.
- 5.3 It is anticipated that up to six construction workers will be on site during the demolition phase, increasing to 10 during construction. In order to reduce associated traffic they will be encouraged to travel to and from the site by public transport. Hampstead underground rail station and Hampstead Heath overground rail station are both located within a 10 minute walk of the site, while there are four TfL bus routes that serve the local area and are accessible via bus stops located within a 10 minute walk of the site. A secure dedicated area will be maintained on site for bicycle and motorcycle parking throughout the entire project for the use of those working on site.

### Site Setup

#### *Pedestrian Access*

- 5.4 Prior to any works commencing it is proposed that site hoarding, two metres in height, will be installed adjacent to the frontage of the property. Vehicle gates will be provided at the access to the unloading/loading area (enabled by the demolition of the garage) and a pedestrian gate will be located to the south of this.
- 5.5 Pedestrians will be given priority over the deliveries of materials across the footway at all times. Prior to the delivery/collection of materials taking place between the site and waiting vehicles, a banksman will ensure that no pedestrians are approaching the site. The banksman will also ensure that no pedestrians are seeking to use the footway during the delivery of the materials. Should a pedestrian seek to use the footway while a delivery is underway, they will be advised to wait while the delivery is taking place and will then be advised to proceed when the footway is clear for use again. Warning signs for pedestrians will be located on the footway to the north and south of the site
- 5.6 The footway will be kept clear of materials at all times and will be regularly cleaned throughout the day. The CPM will monitor the condition of the footway and safety for pedestrians continually throughout the programme of works. Revisions to the procedures regarding pedestrian accessibility will be considered should this be required.



### Loading Area

- 5.7 It is proposed that the first element of the works will be the demolition of the existing garage. This will provide an area of hard standing for materials to be loaded/unloaded off the highway and will also be able to accommodate a skip if required. It is also proposed that the section of resident permit holder parking bay located adjacent to the site (two parking bays) be temporarily suspended. This, in addition to the double yellow line space serving the existing crossover at the site, will provide a loading area for all vehicles collecting and delivering materials to the site. Drawings showing the proposed loading area and hoarding adjacent to the footway are included at [Appendix D](#). It is proposed that the two parking bays will be suspended for the whole of the Demolition, Ground Works and Superstructure Phases, equating to a total of 30 weeks.
- 5.8 It is considered that there may be a requirement for scaffolding to be erected within the curtilage of the site. If this is necessary, the appropriate licences will be applied for. The extent of the hoarding, parking suspensions and scaffolding requirements will be agreed with the highway authority in accordance with their licensing procedure. All licences will be applied for by the CPM with any further details required to be provided at this stage.

### Traffic Generation

- 5.9 The number of construction-related delivery and waste collection vehicles associated with the works is expected to be in the order of 20–30 vehicles per week and is unlikely to exceed six vehicles per day. During the initial 30 week period of works, vehicles will be able to load and unload within the designated loading area on Well Road.
- 5.10 Towards the end of the project during fit-out it is anticipated that smaller vehicles will be visiting the site, such as plasterer's/electrician's/plumber's transit type vans, which will need to park locally having first unloaded any heavy tools/materials. A number of pay and display parking bays are located on Well Road and New End.

### Types of Vehicles

- 5.11 The following list provides an indicative list of the type of vehicles that will need to serve the site during the construction process:
- ▶ Concrete lorries – these will be a standard ready mixed lorry with an approximate size of 8m long by 2.4m wide;
  - ▶ Flat bed delivery vehicle – the flat bed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. The approximate size will be 7m long by 2.25m wide;
  - ▶ Box van (Luton) – these will be utilised for all ancillary deliveries and small components, the approximate size of this vehicle is 4m long by 2m wide; and
  - ▶ Skip lorries (if required) – these will be standard 4.2m skips for waste removal and lorries with an approximate size being 7m long and 2.4m wide.
- 5.12 All contractors and sub-contractors operating vehicles over 3.5 tonnes will be required to meet the following criteria:
- ▶ They are a member of TfL's Fleet Operator Recognition Scheme, or similar, at the Bronze level;
  - ▶ All drivers must have undertaken cycle awareness training;
  - ▶ All vehicles must have side guards fitted (unless it can be demonstrated that the lorry would not perform the function for which it was built if side guards are present);
  - ▶ All vehicles must have a close proximity warning system fitted, comprising a front mounted, rear facing CCTV camera, a close proximity sensor, an in-cab warning device and an external warning device; and

- 
- ▶ All vehicles must display prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

## 6.0 Vehicle Access

- 6.1 Vehicles will enter and exit the strategic road network via the A406 North Circular Road, which provides access towards the site via the A502 Golders Green Road/North End Road/Heath Street. From the A502, vehicles will turn left onto New End and continue to Well Road. To exit the site vehicles will continue along Well Road north-eastbound and will turn left onto East Heath Road in order to return onto the strategic road network via the A502.
- 6.2 If access to New End is temporarily blocked, vehicles will continue along the A502 and turn left onto Gayton Road and then left onto Christchurch Hill before turning right onto Well Road.
- 6.3 A third option, should either of these two routes be unavailable, will be to access and depart Well Road via East Heath Road. Vehicles would approach the site from the east and turn at the Christchurch Hill/Well Road junction, where suitable space is provided to allow HGVs to turn around (as demonstrated in Section 8). This manoeuvre would be carried out under banksman control at all times. Vehicles would then be able to also depart via East Heath Road.
- 6.4 A vehicle routing diagram showing these routes is provided at [Appendix E](#). All contractors, delivery companies and visitors to the site will be made aware of the most suitable route at that time and of on-site restrictions prior to undertaking their journey.
- 6.5 In order to maintain pedestrian and cyclist safety, a banksman strategy will be used. A Banksman Coordinator will log the movements of all construction vehicles to and from the site. This strategy will include a banksman stationed at the New End/A502 junction (or at Gayton Road/East Heath Road dependent on routing choice) to meet construction vehicles, the arrivals of which will be scheduled and anticipated. The banksman will ensure safe entrance to Well Road and walk alongside the construction vehicle to the site. When a construction vehicle is leaving the site, the banksman will again walk alongside the vehicle to East Heath Road, ensuring a walking speed of 4mph along Well Road. The banksman will be on site from 10:00 to 16:00 Monday to Friday, the only times during which construction vehicles will be scheduled.

## 7.0 Organisation

- 7.1 All demolition/construction activities are expected to take place between 8am–5pm Monday to Friday and 9am–1pm on Saturdays with all HGV arrivals and departures limited to the between 10:00 and 16:00 Monday to Friday. This will avoid peak traffic periods on the local highway network.
- 7.2 The delivery of materials, collection of waste and delivery/collection of machinery will be scheduled and managed by banksmen. Deliveries will be booked in 24hrs in advance and allocated a time slot. Any vehicles not booked in will be turned away. In addition all deliveries will be 'Just in Time' to minimise waiting/unloading times. All drivers will be provided with instructions on approach routes and mobile phone contact details of the banksman who will be put on 'stand-by' to receive a vehicle from the A502/New End junction. Suppliers will be expected to call the CPM approximately 20 minutes prior to arrival at the site to ensure the loading area is available.
- 7.3 As set out in Section 5, the footway on Well Road will be kept clear at all times and necessary signage will be provided in accordance with relevant guidance. Banksmen will assist with any potential conflicts when materials are being transferred. In addition when vehicles are arriving on-site, banksmen will manage pedestrian movements to ensure safety.
- 7.4 In the event that other construction activity is taking place in proximity to the site, the CPM will liaise with other sites in order to avoid unnecessary conflicting vehicle movements. The CPM will liaise closely with the Project Managers of any other construction sites in the immediate vicinity so that consideration can be given to any measures that could be implemented to minimise the cumulative effect of construction work.
- 7.5 It is noteworthy that there is another proposed construction site, for which an application has been registered with the LBC. The site is located at 1A Well Road, approximately 75 metres to the south-west of 14 Well Road. Substantial work is proposed to an existing house in this location. If the two construction projects were to go ahead at the same time, there would potentially be a conflict of construction vehicles sharing Well Road that would need to be managed (if the same route to and from the A502 is used). If works are carried out at the same time, careful coordination will be required between the two sites to ensure that no construction vehicles meet on Well Road. The banksman will allow flexibility in the movement of the construction vehicles and the scheduling of the arrival and departure of construction vehicles will be managed by the CPMs from the two sites. If required, the alternative arrival route for 14 Well Road, as set out in the routing plan included at [Appendix E](#), could be implemented.
- 7.6 The CPM will monitor all construction procedures to ensure all activities are undertaken in a safe and efficient manner. Should any issues arise the CPM will make efforts to provide a suitable solution. Monitoring checks will be undertaken on a monthly basis.
- 7.7 Should the development require any new utility connections the project manager will make contact with the relevant utility companies in order to co-ordinate any scheduled work.
- 7.8 Refuse collections within the borough commence at 7am and take place on Mondays. It is not expected that construction and delivery vehicles to the site will coincide with refuse collection activity; however, the CPM will liaise with the local refuse department to ensure that collections are not disrupted.

### *Site Cleaning*

- 7.9 It is not anticipated that the works will result in significant quantities of dirt or debris being transferred onto the public highway. The loading/unloading area in the location of the old garage will be kept clear of dirt by regular cleaning. During the demolition phase (when dirt and dust are most prevalent), skip lorries will not enter the site further than this maintained concrete area. At the end of every day this area will be brushed and washed using an existing channel drain and a temporary silt trap which will be regularly emptied. The footway and carriageway to the front of the site will also be cleaned at the end of every working day.

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## 8.0 Swept Path Analysis

- 8.1 Swept path analyses have been undertaken using AutoTRACK software to demonstrate that there is sufficient space for construction vehicles to enter and exit the loading area and to negotiate the most constrained areas included on the vehicle routing plan. The swept path analyses are attached at [Appendix F](#).
- 8.2 The swept path analyses show that Well Road provides sufficient capacity for vehicles to pass during times that loading/unloading activity is taking place by construction and delivery vehicles. It is also apparent that the proposed vehicle routes are able to accommodate the largest HGV vehicles that will require access.

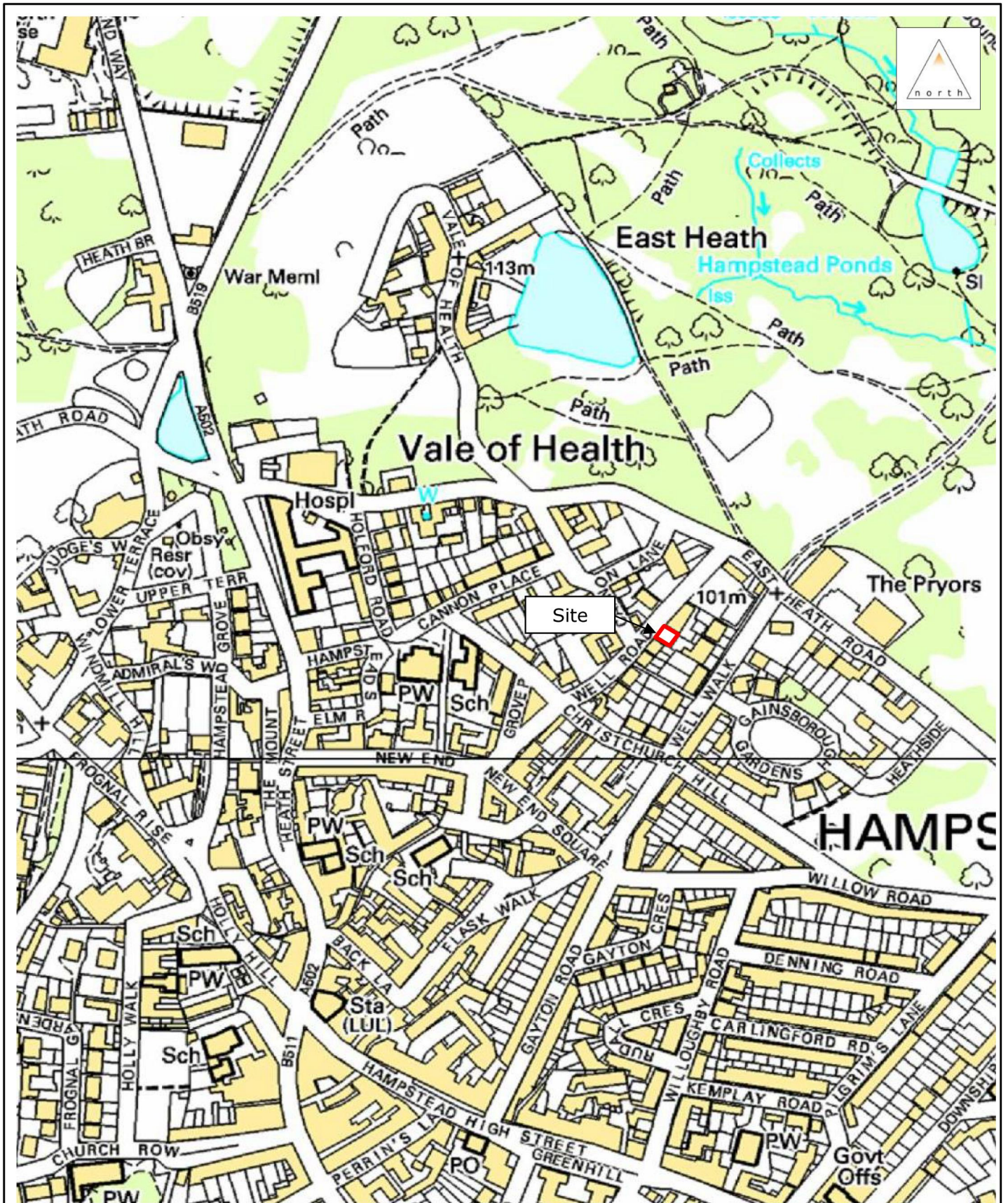
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## 9.0 Summary and Conclusions

- 9.1 Motion has been appointed by Philip Wagner Architects to prepare a Construction Management Plan (CMP) to accompany a planning application for the construction of a new dwelling at 14 Well Road, located in The London Borough of Camden (LBC).
- 9.2 At this stage of the planning process some information relating to the CMP is provided on an indicative basis. However, the CMP is a live document that will be updated once a CPM has been appointed.
- 9.3 In summary:
- ▶ Demolition and construction activity is expected to take place over approximately 51 weeks;
  - ▶ Appropriate access to and from the site, including alternative arrival routes, is available from the strategic road network;
  - ▶ A site hoarding is proposed adjacent to the footway;
  - ▶ It is proposed that a section of the resident permit holder parking bay outside of the site is temporarily suspended to accommodate a vehicle loading area;
  - ▶ A skip, if considered necessary, is proposed to be located within the site on an area of hardstanding;
  - ▶ All pedestrian routes will be retained and kept clear;
  - ▶ All relevant and necessary licences in regards to site hoardings, scaffolding, skips and parking suspensions will be applied for by the CPM;
  - ▶ The CPM will liaise with other construction sites in order to minimise the potential for conflicts arising from construction-related vehicles; and
  - ▶ The CPM will be responsible for monitoring and reviewing all construction activities and resolving any complaints.
- 9.4 Any future revised plan must be approved by the Council and complied with thereafter.

## **Appendix A**

Site Location Plan



14 Well Road,  
Hampstead

Site Location

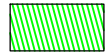


## **Appendix B**

Existing On-Street Parking Layout

**LEGEND**

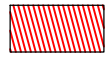
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Monday - Saturday 9am - 8pm



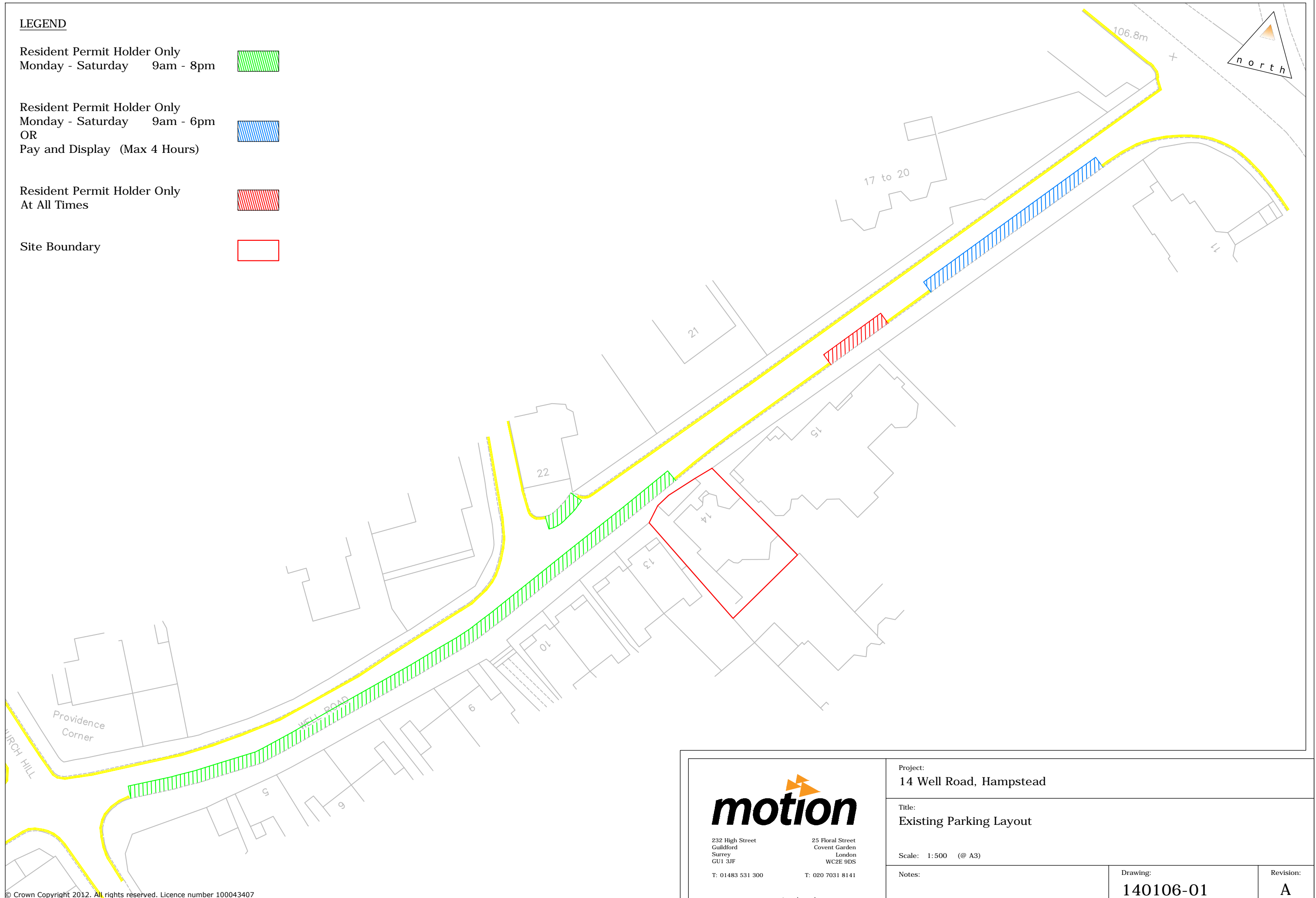
Resident Permit Holder Only  
Monday - Saturday 9am - 6pm  
OR  
Pay and Display (Max 4 Hours)



Resident Permit Holder Only  
At All Times



Site Boundary



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Project:  
14 Well Road, Hampstead

Title:  
Existing Parking Layout

Scale: 1:500 (@ A3)

Notes:

Drawing:  
140106-01

Revision:  
A

Appendix C

Resident Notice Letter – April 2014

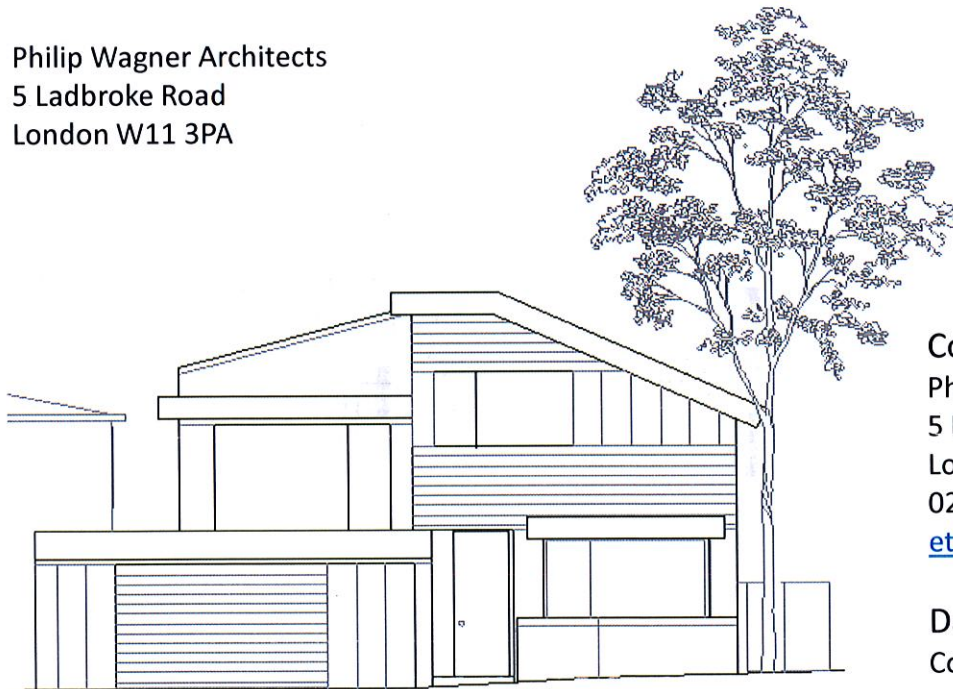
## Consultation for a New House at 14 Well Road, London NW3 1LH

A proposal is being put before Camden Council for the demolition of the house numbered 14 Well Road along with the building of a new house on the site. The Council has recently agreed a similar design to the one now proposed.

The Architect for this project is now seeking your views, comments, and concerns about how the building operation may affect you. Your feedback will be useful to us in planning how to go about the construction, and is a requirement of the Local Authority.

The consultation begins on 30 April 2014 and all responses are to be submitted by 09 June 2014 by email to [etornkvist@philipwagner.co.uk](mailto:etornkvist@philipwagner.co.uk) or by post to:

Philip Wagner Architects  
5 Ladbroke Road  
London W11 3PA



### Contact

Philip Wagner Architects  
5 Ladbroke Road  
London W11 3PA  
020 7221 3219  
[etornkvist@philipwagner.co.uk](mailto:etornkvist@philipwagner.co.uk)

### Dates

Consultation is open.  
Consultation runs from  
30/04/2014 to 09/06/2014

### Site Location

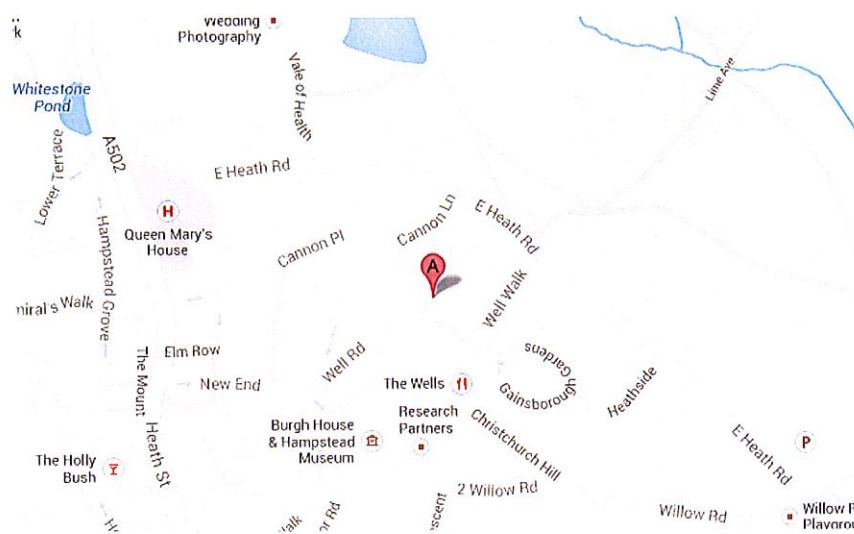
14 Well Road, London NW3 1LH

### Audience

Local residents and homeowners.

### Purpose








To address concerns regarding  
upcoming works.

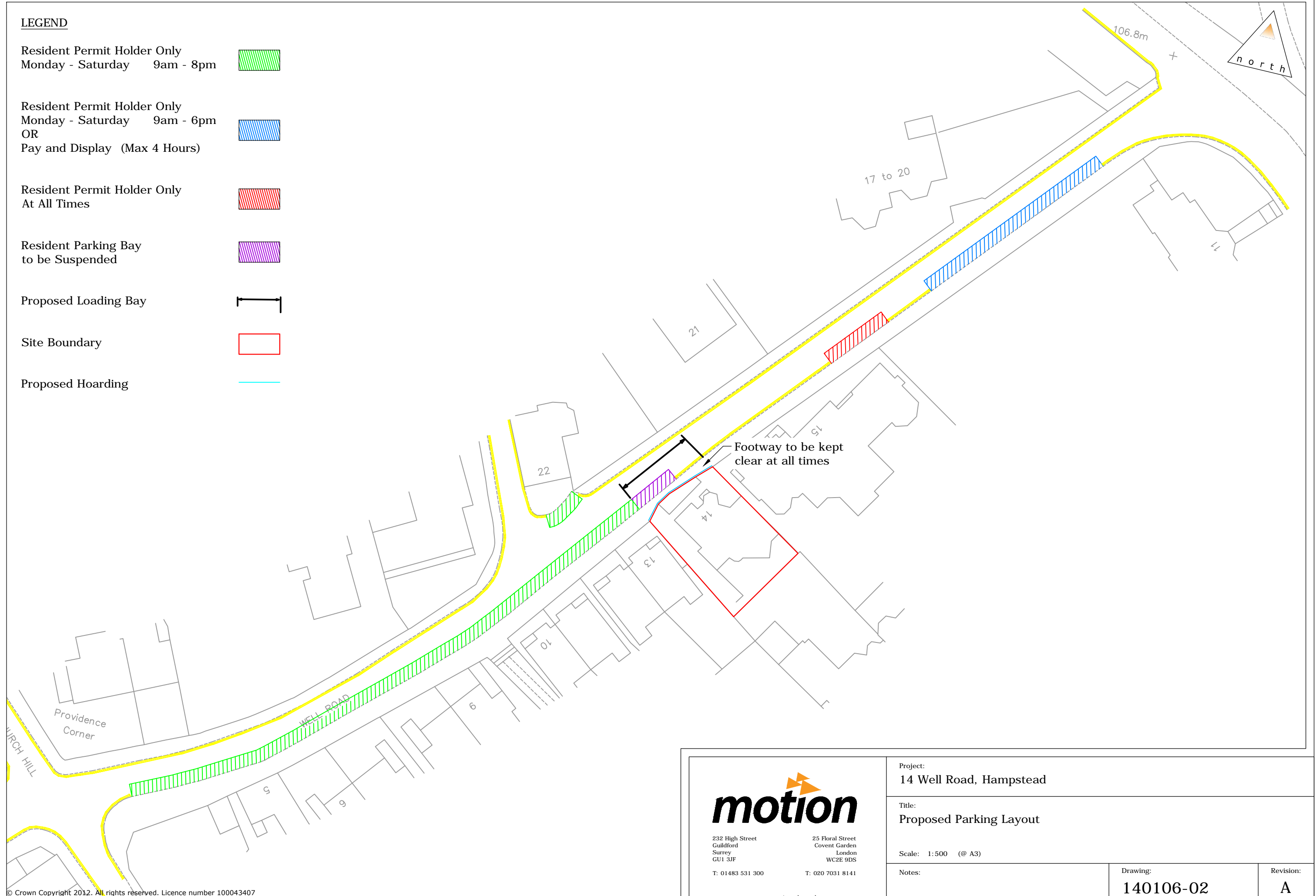


## **Appendix D**

Proposed On-Street Parking Layout

**LEGEND**

- Resident Permit Holder Only  
Monday - Saturday 9am - 8pm 
- Resident Permit Holder Only  
Monday - Saturday 9am - 6pm  
OR  
Pay and Display (Max 4 Hours) 
- Resident Permit Holder Only  
At All Times 
- Resident Parking Bay  
to be Suspended 
- Proposed Loading Bay 
- Site Boundary 
- Proposed Hoarding 



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Project:  
**14 Well Road, Hampstead**

Title:  
**Proposed Parking Layout**

Scale: 1:500 (@ A3)

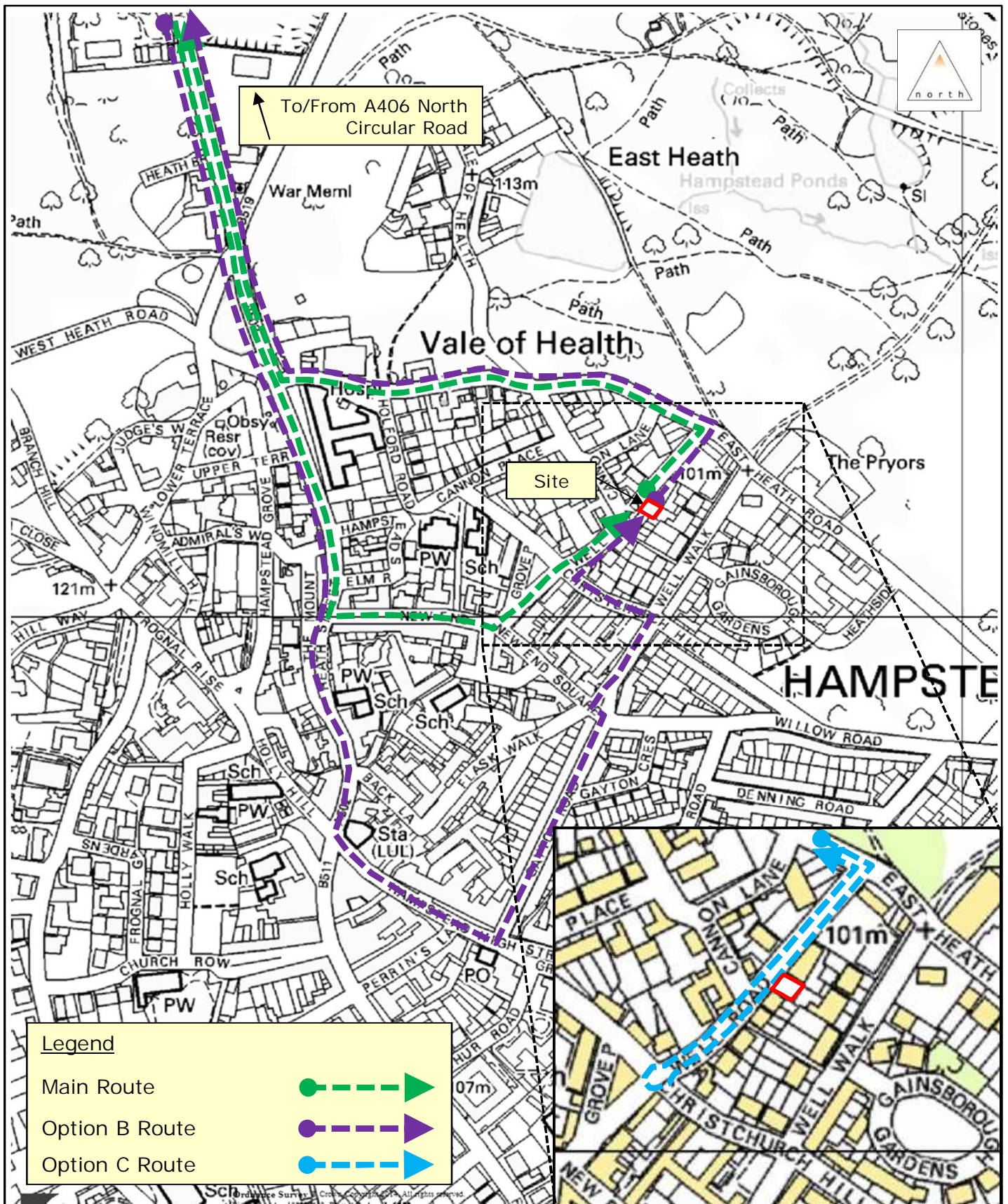
Notes:

Drawing:  
**140106-02**

Revision:  
**A**

## **Appendix E**

Vehicle Routing Plan







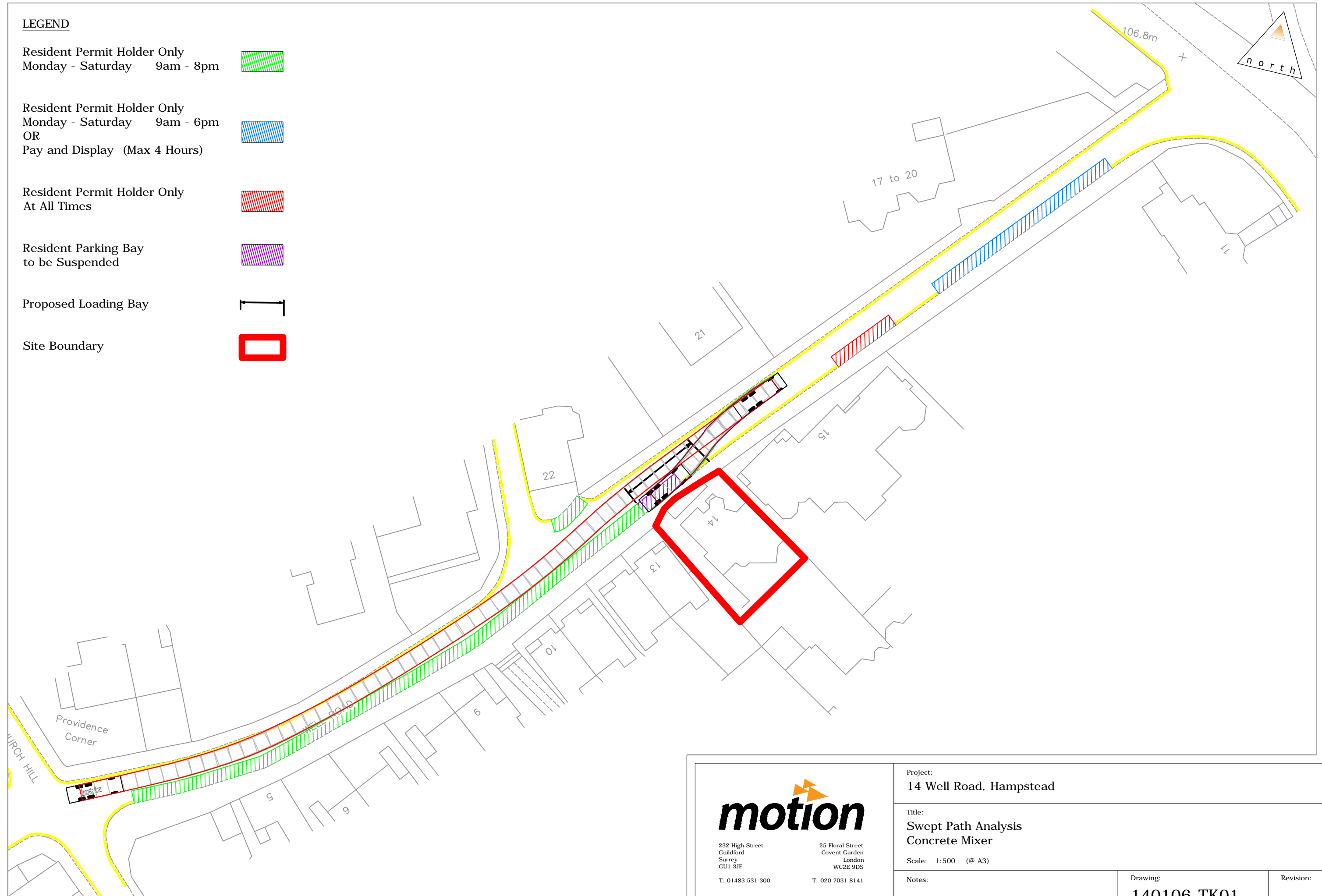


## Appendix F

Swept Path Analyses

**LEGEND**

- Resident Permit Holder Only  
Monday - Saturday 9am - 8pm 
  
- Resident Permit Holder Only  
Monday - Saturday 9am - 6pm  
OR  
Pay and Display (Max 4 Hours) 
  
- Resident Permit Holder Only  
At All Times 
  
- Resident Parking Bay  
to be Suspended 
  
- Proposed Loading Bay 
  
- Site Boundary 



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Project:  
**14 Well Road, Hampstead**

Title:  
**Swept Path Analysis  
Concrete Mixer**





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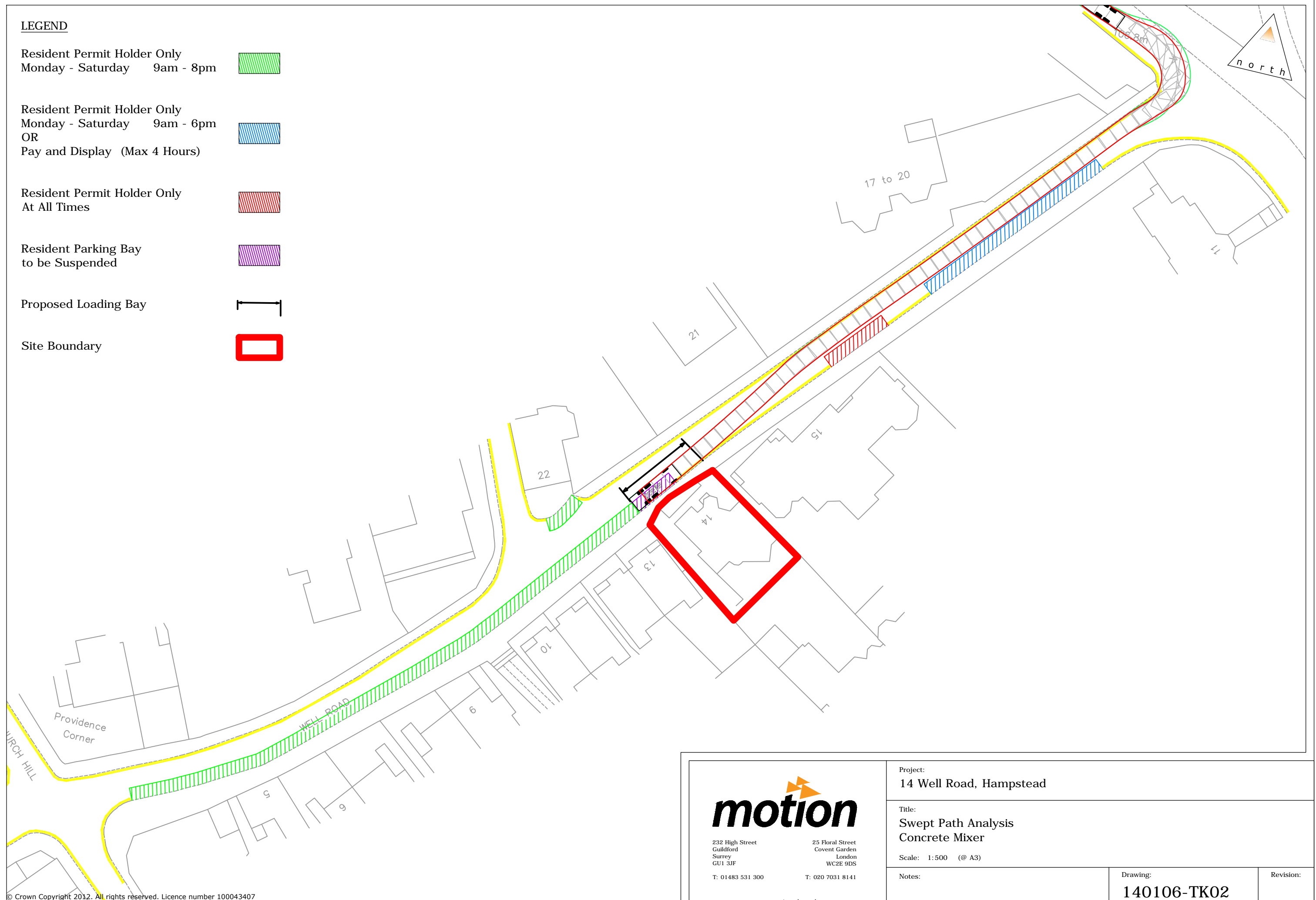
Notes:

Drawing:  
**140106-TK01**

Revision:

**LEGEND**

- Resident Permit Holder Only  
Monday - Saturday 9am - 8pm 
  
- Resident Permit Holder Only  
Monday - Saturday 9am - 6pm  
OR  
Pay and Display (Max 4 Hours) 
  
- Resident Permit Holder Only  
At All Times 
  
- Resident Parking Bay  
to be Suspended 
  
- Proposed Loading Bay 
  
- Site Boundary 



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Project:  
**14 Well Road, Hampstead**

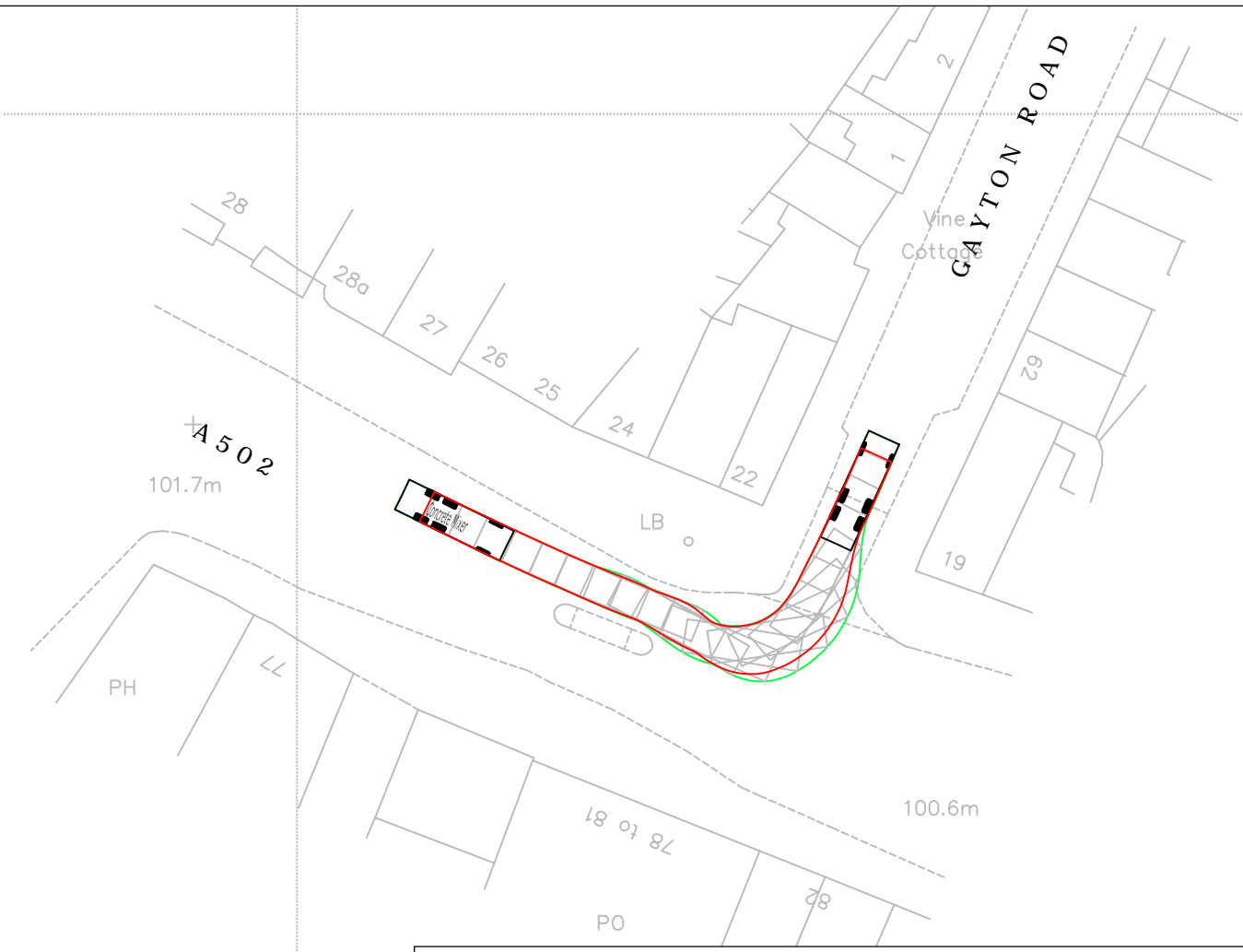
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**Swept Path Analysis  
Concrete Mixer**

Scale: 1:500 (@ A3)

Notes:

Drawing:  
**140106-TK02**

Revision:



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Project:  
**14 Well Road, Hampstead**

Title:  
**Swept Path Analysis  
Concrete Mixer**

Scale: 1:500 (@ A4)

Drawing:  
**140106-TK03**

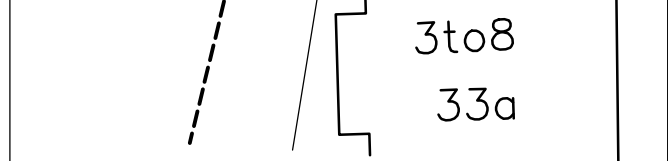
Revision:

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N:\Projects\pwhamp 140106\Drawings\140106-TK04.dwg



18.6m



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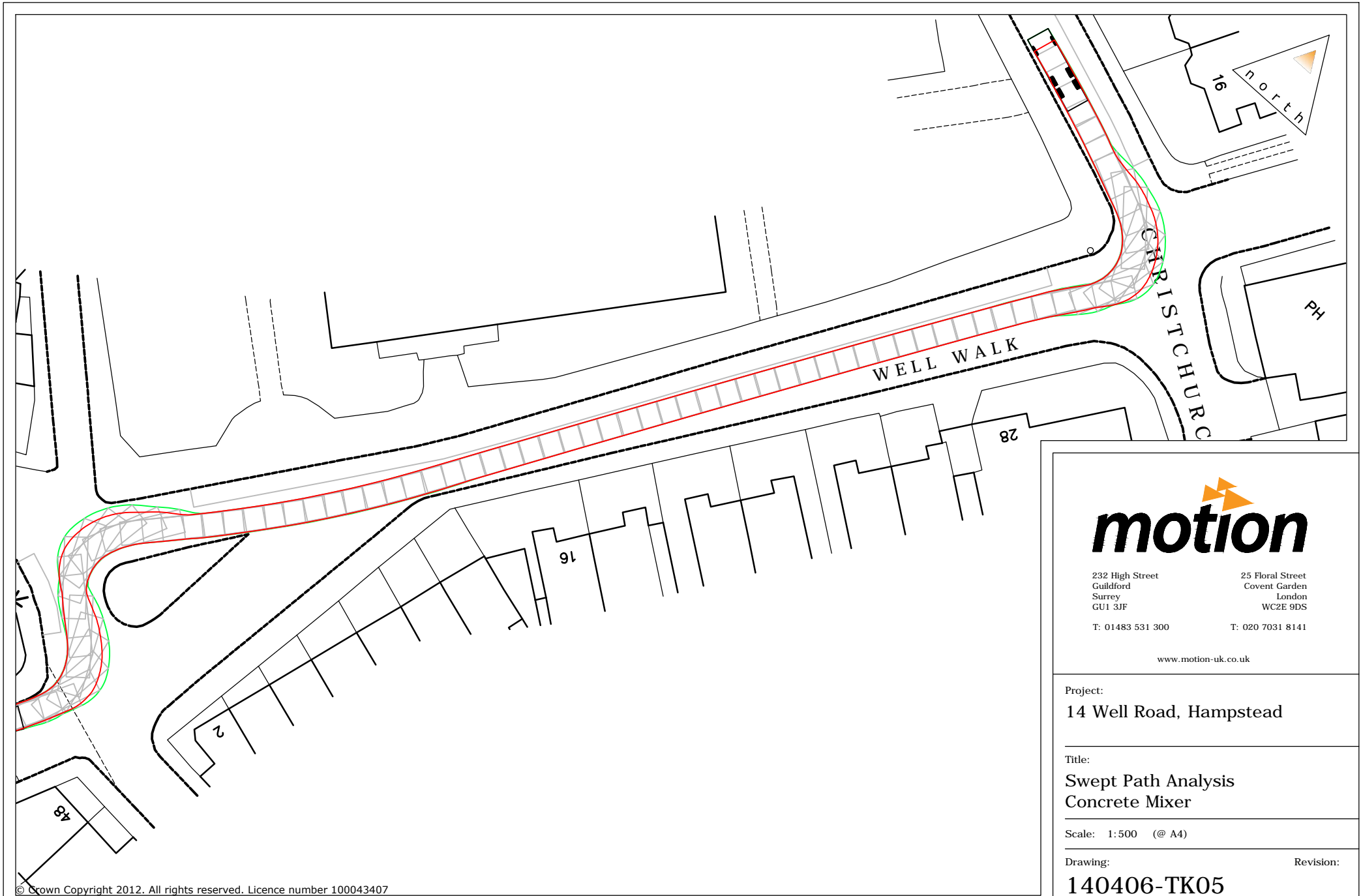
Project:  
14 Well Road, Hampstead

Title:  
Swept Path Analysis  
Concrete Mixer

Scale: 1:250 (@ A4)

Drawing:  
140106-TK04

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Project:

14 Well Road, Hampstead

Title:

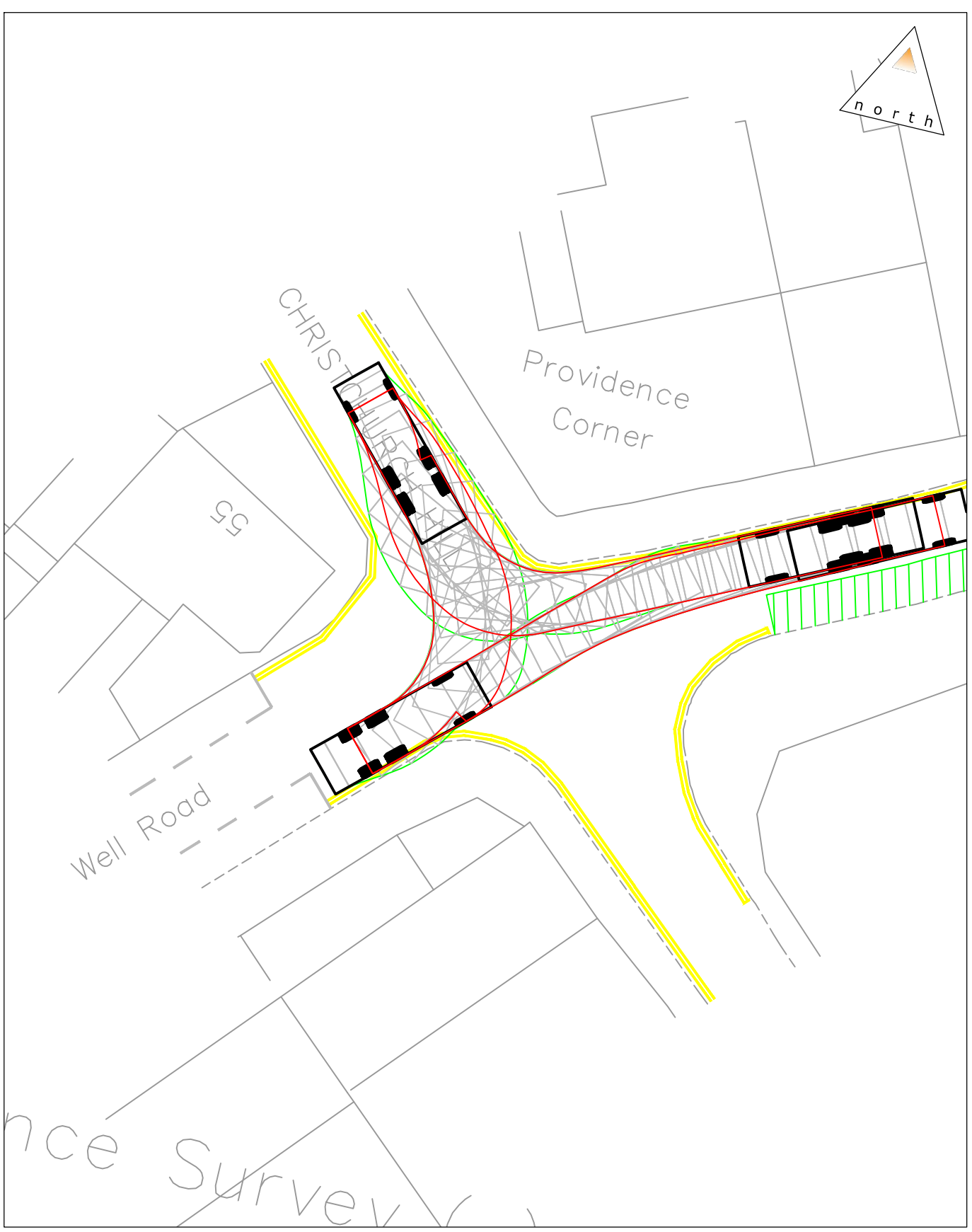
Swept Path Analysis  
Concrete Mixer

Scale: 1:500 (@ A4)

Drawing:

140406-TK05

Revision:



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Project:  
**14 Well Road, Hampstead**

Title:  
**Swept Path Analysis  
 Concrete Mixer**

Scale: 1:250 (@ A4)

Drawing:  
**140106-TK06**

Revision:  
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