

Whitestone House, London NW3 IEA

Construction Management & Logistics Plan



April 2015

Jonathan Freegard Architects

Introduction

On behalf of the client, Jonathan Freegard Architects have prepared the following Construction Management Plan for the redevelopment at Whitestone House NW3 IEA. The aim of which is to provide a reference and management tool for the effective and efficient management of the site in terms of the following.

- Health and safety awareness
- Environmental considerations and waste management system
- Stakeholder involvement and communication
- Safeguarding of conservation areas
- Traffic management and highways safety

The current scope of works includes, but is not limited to the following:

- Extension of private dwelling house by addition of a basement (and associated demolition and structural works
- Partial demolition and rebuilding of north and east frontages (including the rebuilding of a semi-circular wing) and extension of south frontage
- Extension of roof with new dormers windows
- Extension of octagonal tower upwards and rebuilding of openings

The Site

Whitestone House is situated at the end of Whitestone Lane. Originally a modest Regency house, it was redesigned in the 1930's under the direction of Sir Clough Williams-Ellis. It lies within the Hampstead conservation area. The house is attached to 'The Cottage', a three-storey Victorian house, and 'Gangmoor,' a 3 storey, early 18th century grade II listed building. The end of Whitestone Lane, adjacent to Whitestone House is private land over which there is a pedestrian right of way to Hampstead Heath.

Site management

Main contractor: TBC
Site Manager: TBC
Project Manager: TBC
Architects: TBC

Site notice boards will be displayed at the entrance to the site and will display the contact details of the site manager.

Programme

Works due to commence: - 2015

Working hours:

Monday to Friday, 8am to 6pm

Saturday, 8am to 1pm

No construction works at any time on Sundays or public holidays.

Noisy working:

Monday to Friday, between 9am to 4:30pm (with 48 hours being provided to relevant stakeholders)

Vehicle routes

Regular site deliveries pose no threat to the condition of the road. We anticipate a variety of vehicles to be utilized during the various stages of demolition and construction. These will include skip lorries (approx. 7m long, 2.4m wide), flat bed delivery vehicles (approx. 8.5m long, 2.45m wide) and articulated lorries. On average, we would suggest the frequency of vehicle

movement would be 6 per day. All loads delivered to site will be within the loading capacity of the roads but the non-metalled private sections of Whitestone Lane will have additional heavy duty protection boards, either in the form of steel sheeting or proprietary polymer boards. Vehicles will arrive and depart in accordance with the proposed working hours of the site 8am to 6pm Monday to Friday and with only lighter vehicles from 8am to 1pm Saturdays.



Proposed routes are highlighted above with the main route from Heath Street (A502) and into Whitestone Lane via East Heath Road as well as other access from West Heath Road and directly from East Heath Road if coming from west or east.

A member of the site delivery team will ensure smooth progress of deliveries and vehicular movements, all coordinated in advance with the contractor's management team and relevant subcontractors and suppliers. All subcontractors and suppliers will be required to give at least 48 hours notice of deliveries. Any requirement of heavy/wide loads/skips/mini-cranes/etc. will be advised with at least two weeks notice and communicated to the relevant stakeholders of the project (client/council/neighbours/etc.). The Project Manager will maintain a logbook of all proposed and completed visits. Should a lorry / vehicle arrive that has not been booked in/ that vehicle will be turned away.

A traffic management plan will be provided to all potential delivery vehicles and site staff to ensure potential disturbance is minimized. Each and every method of transportation to and from site will be provided with the project manager's mobile number in case any amendments need to be made to the route. All subcontractors will be encouraged to use public transport wherever feasible. Also, any potential suspension of parking bays will be kept to an absolute minimum with consultation with Camden/appropriate neighbours as and when the requirement arises. Any changes to these plans will be communicated to Camden council with immediate effect.

Vehicular access



Drop offs and pickups will be made at the entrance to the site? And will be unloaded immediately once they have arrived at the site with a member of the site delivery team present at all times. All deliveries will be arranged on a 'just in time' basis to ensure there are no lorries waiting along the street to be unloaded.

A drop off zone will be set up on directly next to the entrance gate on Whitestone Lane for all vehicles and deliveries such as: -

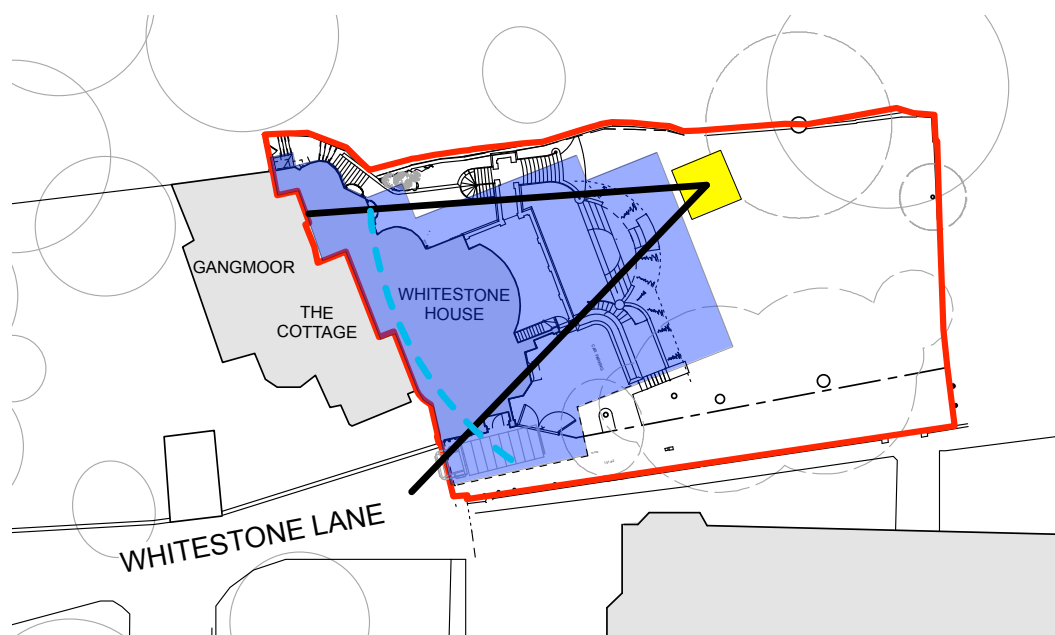
- removal of excavated material
- concrete deliveries, pumping of concrete for the foundations
- masonry deliveries, plasterboard deliveries
- delivery of steel beams
- timbers and all other materials etc.

The drop off zone will enable deliveries to be dropped off straight into the front of the site to minimise handling. When the zone is not in use the zone will be cordoned off using red and white cordon barriers. All appropriate signage will be posted for pedestrian and traffic management when the zone is in use. A banksman will be supervising the deliveries at all times when the drop off zone is in use.

Ingress and egress to and from the site for vehicles will be via the existing crossover at the entrance gate.

Cranage

The contractors will erect a 40m Luffing jib Crane on the site to load and unload materials. The crane will be capable of handling 2 tonnes at 35m. The crane will be located in a position shown in the plan below (yellow). It is essential that the site employs a luffing jib as it would not be possible to move, load or handle materials effectively on site without one.



A luffing jib has been chosen so that it will not oversail adjacent properties and is therefore the safest means to crane materials over and around the site. A banksman would be used with the crane who would have radio communication with the driver. The crane would be erected following substructure works and be on site in time for brickwork and scaffold erection process. The crane would be removed following completion of the roof and when all major bulk materials such as M&E plant, plasterboards for partitions etc. have been delivered.

Pedestrian safety

The pathways adjacent to the site are to remain free from debris and obstructions at all times. This will be monitored throughout each working day by the site management team. When deliveries are on site, there must be a member of the site delivery team present who can direct pedestrians and cyclists as required and to ensure they have safe passage past the construction site at all times.



A right of way will be maintained allowing pedestrian access through Whitestone Lane to the Heath. Site operatives will utilise directional signage for pedestrians and cyclists to ensure that they are away of potential vehicular access points and any potential diversions that may arise. The project manager's contact details and main office details will be available on the hoarding of the premises to ensure that if any requests/complaints are made, these are dealt with

immediately and given a high priority.

Dust and dirt

During any demolition or groundwork phases, all vehicles will be washed down as they enter and leave the site to ensure the surrounding areas (pavements and roads) are not affected. The wash area will be isolated from surrounding areas and be protected via an impermeable bund, with effluent being directed toward a foul sewer (subject to discharge consent). Any 'muck away' lorries will be fully sheeted in order to minimize the risk of any over-spill.

This site is deemed relatively low risk due to its size (less than 1,000 square metres). The following precautions will be adopted:

- Barriers will be erected around any potentially dusty areas to keep this contained within the site.
- Any scaffolding will be protected at low level and site traffic thoroughfare will be hoarded off.
- Correx will be utilized for localized concerns
- Any works that are likely to cause dust will be done in isolation from areas that are likely to cause disturbance or affect any sensors
- Water will be used to suppress any dust that may likely arise. This will be used in conjunction with any cutting equipment.
- All skips and waste containers will be covered.
- Any relevant drop heights will be minimized to ensure minimal dust to arise as a by product
- Materials will be provided in a 'just in time' method thereby minimizing storage requirements with the potential to store and encourage dust.
- All site vehicles will be kept clean upon leaving site to reduce the risk of dust or waste materials leaving the site boundaries. All vehicles carrying load will be covered
- We encourage our teams to utilize machinery consuming sulphur tax-exempt diesel (USLD) wherever possible and all vehicles comply with the requirements of the Low Emission Zone restrictions.

The road and footpaths will be kept clean daily and inspected throughout the day by the site management to ensure that no spillage or debris is on the footpaths or roads. There will be scaffolding encapsulating the building, including scaffolding adjacent to neighbouring properties with permission from adjoining owners subject to party wall agreements.

Scaffolding will have rigid ply hoarding to 2.4m height in addition to the Monoflex and debris netting to ensure that no dust or debris spills onto the footpath highways.

Protection of services

If there are required works to services such as pipes and water mains outside the site perimeter, they are to be undertaken by the appropriate utility network providers such as British Gas, Thames Water, BT and UK Power Networks.

Storage and unloading

Measures will be taken to maintain the site in a tidy condition. There will be designated areas for the storage and unloading of building materials as well as the storage and disposal of waste. Such areas will be allocated to sub-contractors and will be reviewed as construction progresses.

Waste

The following approaches will be adopted as standard:

- All waste is to be segregated and bin appropriately labelled to avoid potential contamination of waste streams.
- Waste is distributed to relevant recycling plants or waste facilities to ensure that

- potential waste to landfill is minimized.
- All waste will be stored in a secure compound on site and collections will be made from this point only.
- All debris is cleared following a collection and at the end of each working day.
- Surrounding pavements and footpaths are cleaned of any debris during the working day.

A separate Site Waste Management Plan (SWMP) will be prepared, with this in mind; we anticipate the following key waste streams:

20 x 8 cu.yd. (6.1 cu.m.) skips for upper house refurbishment

10 x 8 cu.yd. (6.1 cu.m.) skips for the removal of general site waste

891 cu.m. soil from excavation of basement which bulks up to 1069 cu.m. so about 67 x 20 tonne lorry loads.

Welfare

A sanitary convenience will be provided on site for workers, exact location TBC.