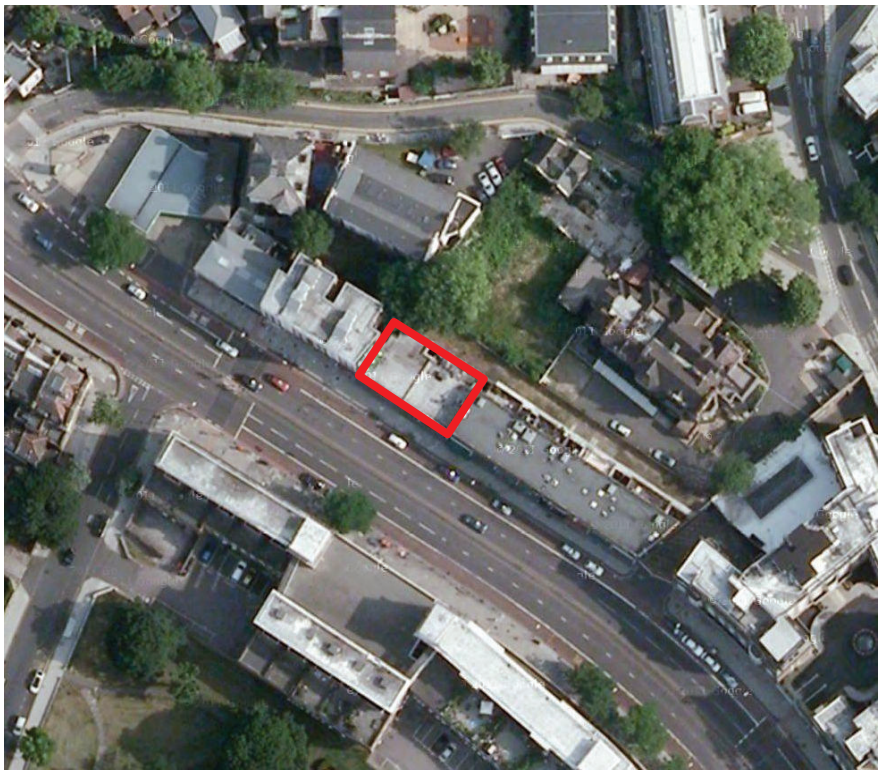
ARDENT | CONSULTING ENGINEERS

PROPOSED MIXED USE REDEVELOPMENT: 9-12 NEW COLLEGE PARADE, FINCHLEY ROAD, LONDON NW6



Draft Construction Traffic and Logistics Management Plan

REPORT REF NO R930-02
Project No. R930
DECEMBER 2013

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Draft Construction Traffic And Logistics Management Plan

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Client Issue	SJH	SAF	ML	22/11/13
-	Final	SJH	SAF	ML	02/12/13

1.0 INTRODUCTION

1.1 Ardent Consulting Engineers (ACE) has been appointed by Koopmans Property Asset Management to prepare a Draft Construction Traffic and Logistics Management Plan (DCTLMP) for the proposed redevelopment of a site at 9-12 New College Parade, Finchley Road, London NW6.

1.2 This DCTLMP has been prepared to support a planning application to the local planning authority, London Borough of Camden (LBC). Transport for London is the highway authority for the A41 Finchley Road since it is a "Red Route" and forms part of their strategic network (the TLRN).

1.3 The requirements for a final CTLMP are likely to be necessary as part of any Condition attached to any planning consent. However, this draft plan seeks to highlight site specific requirements in order to put in place a level of control that minimises, where practical, the impact of the works on the surrounding area, neighbouring properties and the general public.

1.4 In particular, the aim of this report is to provide the local planning authority and TfL with sufficient information on the management of construction traffic during the demolition and construction phases, and to demonstrate that no detrimental impact will occur on the TLRN.

2.0 SITE LOCATION

The site

2.1 The site is located on the northern side of the A41 (Finchley Road), in Camden. It has an area of approximately 0.40 hectares and currently comprises a mixture of A1-A5 use commercial units, with pedestrian access from Finchley Road.

2.2 An aerial view of the site is shown at **Plate 1** below.

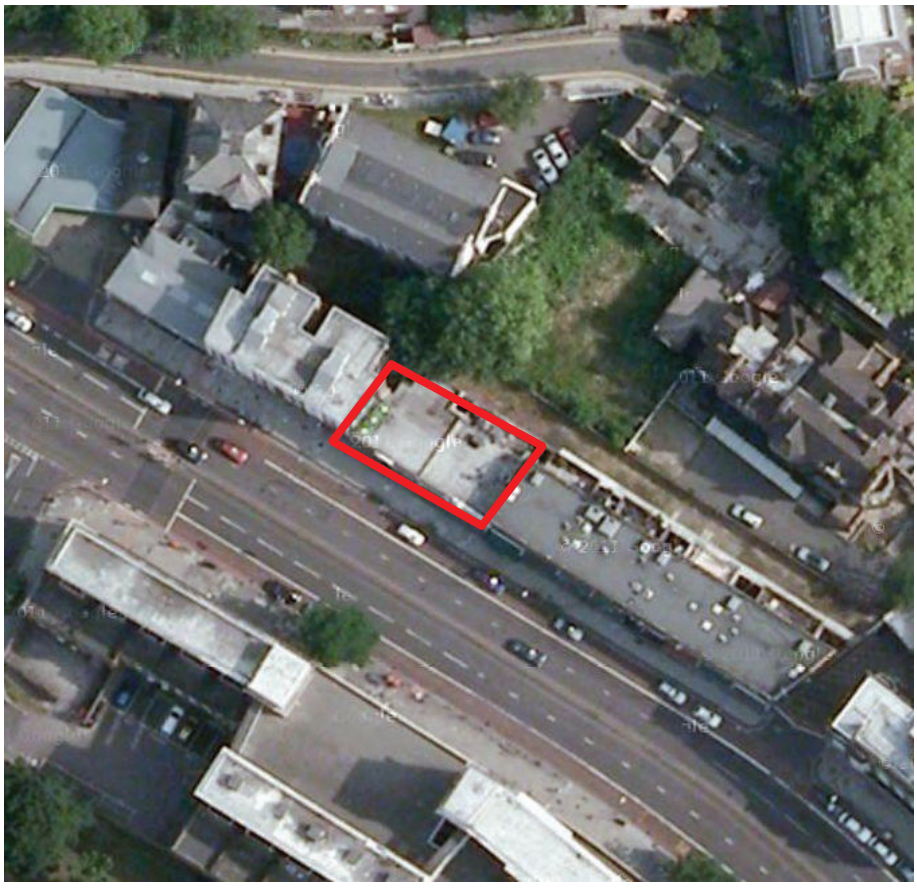

Plate 1: Ariel photograph of the existing site

Local highway network

2.3 Finchley Road is a main arterial road in Central London, which leads from the A501 (Euston Road) at the south to the North Circular (Brent Cross) to the north. In the vicinity of the site, Finchley Road

measures approximately 20m wide and comprises three traffic lanes in each direction, which includes dedicated nearside bus lanes in each direction. A kerbed central segregation island and guard railing is located between the northwest and southbound lanes.

2.4 Each bus lane is subject to restrictions that only allow buses, motor cycles, taxis and pedal cycles to use the bus lanes between 0700-1000, and 1600-1900 hours, Monday to Friday. Outside of these times, the lanes are free to use by all vehicles.

2.5 Finchley Road is also subject to TfL's 'Red Route' restrictions, which prohibit stopping between 0700 and 1900 hours, Monday to Saturday, with double red lines. Loading is allowed within the nearside lanes between 1000 and 1600 hours, with a maximum loading time of 20 minutes within dedicated bays marked out within the bus lanes, including along the length of the site frontage.

2.6 In the vicinity of the site, Finchley Road includes footways on both sides of the road, which range between 4m and 5m in width. To assist pedestrian crossing movements over Finchley Road, a number of signal controlled pedestrian crossings exist at intermitted points along its length. Two crossings are located in the vicinity of the site, with one located 30m to the north of the site and a second 100m to the south of the site.

2.7 A number of bus stops are located at regular intervals along the north eastern edge of Finchley Road. Two stops are located in close vicinity to the site, with one approximately 60 metres north of the building and another stand approximately 120 metres to the south.

3.0 PROPOSED PROGRAMME AND RESTRICTIONS

3.1 The works associated with the development are envisaged to start in 2016/17. The exact timing and length of demolition/ construction are to be identified as part of the final CTMP. However, for the purposes of this report, an envisaged duration period of 12 months is anticipated, divided into two phases, with the proposed programme as follows:-

- Phase 1: demolition – 3 months' duration; and
- Phase 2: construction – 9 months' duration.

3.2 General site working hours are envisaged as follows:-

- Monday to Friday - 08:00 to 18:00 hours
- Saturday - 08:00 to 13:00 hours
- Sundays and Bank Holidays - No working to take place

3.3 The working hours will be written into all supply chain sub-contractor orders along with the constraints noted below.

4.0 SITE SET-UP AND LOGISTICS

4.1 The below sets out the anticipated set-up procedures and logistical impact/mitigation for both the demolition (phase 1) and construction (phase 2) phases.

Anticipated vehicle movements and timescales

Phase 1: Demolition

4.2 It is envisaged that the following movements should occur as part of the demolition and excavation phase, along with anticipated timescales: -

- Demolition plant shall be delivered to the site within the first week, which is likely comprise up to 3 deliveries using a small tipper/7.5 tonne lorry type vehicle;
- It is estimated that 10-15 delivery vehicles will be required to bring materials and equipment to the site over a 12 week period, equating to approximately 1-2 per week;
- It is estimated that some 60-100 vehicle arrivals will be required to remove materials from site during the demolition phase over 12 weeks, equating to 1-2 per day. This is likely to be done using skip lorry/small tipper/7.5 tonne lorry type vehicles;
- Deliveries of fuel would occur throughout the demolition phase, which would occur at an average of 1 movement per fortnight using a small oil tanker/rigid truck type vehicle (in the event of barrels). This equates to a total of 6 throughout the contract;
- On completion of Phase 1, the demolition plant shall be picked up from the site, which is likely comprise up to 3 deliveries using a small tipper/7.5 tonne lorry type vehicle.

Phase 2: Construction

4.3 It is envisaged that the following movements should occur as part of the construction phase, along with anticipated timescales:

- The delivery and pick up of contractor equipment (generators, storage facilities) would occur within the first two weeks of the phase, and at the end of the project. This should comprise up to 4 deliveries using a small tipper/7.5 tonne lorry type vehicle;
- The delivery of concrete (ready mixed /precast blocks) would occur within the first 6 months of the phase. It is estimated that this would comprise up to 200 deliveries using a small tipper/concrete mixer/7.5 tonne lorry type vehicle. This equates to 7-8 occurring a week;
- The delivery of aggregates/cement would occur within the first 6 months of the phase. It is estimated that this would comprise up to 100 deliveries using a 7.5 tonne lorry/rigid truck type vehicle. This equates to approximately 2 occurring a week;
- The delivery of steel products (sheet piles/rods etc) would arrive throughout the contract. It is estimated that this will comprise of up to 50 deliveries using a rigid truck, equating to approximately 2 a week;
- The delivery of general building materials would occur throughout the contract. It is estimated that this would comprise of up to 100 deliveries using a small tipper/7.5 tonne lorry type vehicle. This equates to approximately 4 occurring a week;
- Deliveries of fuel would occur throughout the contract, which would occur at an average of 1 per fortnight using a small oil tanker/rigid truck type vehicle (in the event of barrels). This equates to a total of 12 deliveries throughout the contract;
- Any delivery of a tower crane would be required to arrive at the beginning of the construction phase and depart within the final six months of completion;

- Small routine deliveries (general construction ancillaries/PPE/signs/roadwork equipment etc) would occur throughout the contract. It is estimated that this would comprise of up to 75 movements using a transit van. This equates to approximately 2 movements per week.

Routing

4.4 Access to the site during both phases will be from the southeast-bound carriageway of Finchley Road, which includes three traffic lanes. The road accommodates regular bus and delivery vehicle movements. Therefore, on this basis, the road will be able to accommodate movements from demolition and construction vehicles associated with the site.

4.5 Access to Finchley Road can be achieved from a number of arterial classified and strategic roads around Central and North London, including the A406 North Circular, A501 Marylebone Road/Euston Road, Edgware Road, Belsize Road and the M1 motorway. This therefore allows the site to be accessed very easily.

4.6 As a central barrier is in place on the central reservation separating the two carriageways on Finchley Road, any large vehicles visiting the site from the northbound carriageway, will be required to use the A41 (Hendon Way) and the A407 (Cricklewood Lane) to serve the site from the southbound carriageway.

4.7 **Figure 1** demonstrates the key advisory strategic routes into Finchley Road and the location of the north to south diversion route via the A41 and A407.

Access

4.8 During both the demolition and construction phases, it is proposed that any vehicle arriving at the site will utilise the existing servicing bay located immediately opposite the site on Finchley Road. To

accommodate these vehicles, it is intended to implement a partial servicing bay closure in the nearside traffic lane along the site frontage on Finchley Road, outside the hours of operation of the bus lane, i.e. between 10:00 and 15:00 hours (Monday to Friday). This will allow a temporary loading bay to be provided along the site frontage.

4.9 Subject to agreement and licencing, hoardings will be fixed around the site, with an access onto the northern footway edge to accept deliveries/equipment etc. With suitable scaffolding, a gantry could be placed over the footway to allow an on-site crane to accept deliveries from a vehicle within the agreed extent of easement.

4.10 The layout of the temporary loading bay and associated signage is shown within Drawing Number **R930-001.**

4.11 In the event of an emergency on Finchley Road, any vehicle within the temporary delivery bay will depart the site as soon as practically possible to allow both lanes to be available to all traffic.

4.12 Outside of the identified partial lane closure times, no HGV construction traffic will be allowed to visit the site without prior approval from TfL.

Procedures

4.13 During both phases, any vehicles travelling to the site for deliveries will be booked in advance to ensure that no over congestion occurs, either within the site (Phase 1) or within the temporary loading bay (Phase 2). Before arrival, drivers of vehicles will be required to call the Site Manager, to ensure that they can be accommodated.

4.14 When vehicles arrive and depart the site, an on-site traffic manager will oversee each manoeuvre to ensure that no impact occurs and work is being carried out properly.

4.15 To ensure that the highway is kept clear of mud or debris resulting from the demolition of the site, the following is required: -

- A mechanical road sweeper be available to clean the site and/or highway of any mud or debris deposited by site vehicles in the vicinity of the site;
- The road sweeper is to be available whenever needed and will be properly used and maintained;
- The provision of a wheel/lorry jet washing facility is available on the site;
- Adequate sheeting will be required on all vehicles carrying waste materials; and
- Measures will be taken to ensure that mud and detritus is not swept into gullies.

Disruption to Public Highway

4.16 During both the demolition and construction phases, a temporary easement to partially close one of the southeast-bound traffic lanes will be sought. The details of the easement at the proposed development are shown on ACE Drawing Number **P930-001,** which show a 12 x 3 metres 'loading bay' adjacent to the site frontage on Finchley Road. The closure will only be in effect when necessary (i.e. when loading is due to take place), between 10:00 and 15:00 hours, Monday to Friday. With the closure in place, the adjacent two traffic lanes will be available for southbound traffic.

4.17 To warn approaching vehicles, appropriate warning signage will be provided in accordance with the requirements set out within Chapter 8 of the *Traffic Signs Manual*.

4.18 At the beginning of Phase 2, it is envisaged that a tower crane will be brought into the site. To ensure the safe arrival of this vehicle, a traffic management would be sought and details of its arrival will be agreed with TfL. It is estimated that this would occur within the first week of the construction phase and will be brought in at a time TfL consider to be the least disruptive on the existing highway network.

Pedestrian Conflict

4.19 To minimise the impact on pedestrians, footway access along the westernmost footway on Finchley Road will be maintained at all times throughout the demolition and construction phases. Pedestrian barriers will be erected between the site frontage and the footway to minimise the interface between pedestrians and on-site vehicles/works.

4.20 To minimise conflict with materials coming to and from the site, hoardings will be erected across the footway, giving construction work access to delivery vehicles within the temporary lane closure at Finchley Road (Phase 2).

4.21 To ensure that no conflicts occur between vehicles and pedestrians walking along the footway past the site, an on-site traffic manager will oversee the entry and exit manoeuvres of each vehicle.

4.22 During the demolition and construction phases, it is envisaged that materials (concrete/fuel etc) will be fed into the site. This could be by means of hose running from a static pump to the site, across the footway. In this event a semi-permanent low ramp will be implemented to allow pedestrians will walk over.

Measures to reduce the need to travel

4.23 No parking spaces are available on-site. Construction workers are therefore required to travel to the site by sustainable means. The local area has excellent public transport opportunities to accommodate any demands for non-car travel. If there are any requirements for staff members to travel to the site by car or van, car sharing will be encouraged.

4.24 Drivers of delivery vehicles travelling to the site will be informed of the routing to and from the site, to ensure that the most direct and efficient routes are taken, thereby reducing vehicle emissions.

4.25 Materials used to construct the development could be locally sourced to reduce the distance travelled from the suppliers to the site, and also to boost local economy.

4.26 The contractors will aim to maximise the recycling of materials within the development, thereby minimising the amount of vehicles carrying waste.

4.27 There is no scope for construction materials to access the site via rail or water.

Environmental Controls

4.28 In order to effectively control pollution from the site the developer/contractor will generally work in accordance with the requirements of TfL/LBC in relation to dust, emissions and noise monitoring during the demolition & construction works.

Fuel Storage

4.29 Diesel fuel storage will be kept to a minimum on site. Where fuel is stored it will be as follows:

- Contained in a double skinned proprietary fuel storage vessel.
- Clearly sign posted.
- Kept locked at all times with authorised access only.
- Emergency spill kit will be provided adjacent to the fuel store.
- Emergency procedures will be included within the Site Health and Safety Plan.

Dust Monitoring

4.30 The demolition and construction of the new building frame are activities prone to generating dust. This may become problematic during prolonged spells of dry weather.

4.31 A strict regime of dust control measures will be implemented by the developer/contractor, which will include:

- Dust monitoring at the site boundary.
- Encapsulating the building in scaffold with monaflex during demolition and new build activities.
- Damping down with water and vapour sprays during dust generating activities.

4.32 Given the variable weather patterns experienced recently our management will monitor conditions daily to ensure the correct measures are implemented and emissions are controlled.

Noise Monitoring/Control

4.33 Any major construction at the site may generate noise that can become a nuisance. The sites location will demand that careful controls are put in place to minimise noise impact, particularly on Finchley Road, where a number of residential and business properties exists. The developer will work closely with the local authority and local resident group to agree systems of work that minimise the impact to the surroundings.

4.34 To ensure on-going compliance with agreed noise levels, noise monitoring will be carried out throughout the duration of the works. Noise monitoring checks will be carried out by an independent representative of the developer to ensure ongoing compliance.

4.35 The noise levels will be monitored using hand held equipment. Should any non-compliance be identified this will be recorded on-site inspection records and copied at Director level for action.

4.36 The specific measures on site will be taken as follows to reduce noise generated from site:

- All plant will be silenced in accordance with current best practice.
- Wherever practical plant used for breaking out will be 'crushing' rather than hammering (e.g. cutting down piles).
- Where practical all fixings and holes will be formed / cast into concrete to avoid drilling and cutting on site (e.g. cast institute fire sleeves will be used for all SVP's).
- As far as practical off site manufacture will be utilised to reduce production activity on site.
- Where extremely noisy activities are unavoidable (e.g. elements of demolition) methods of working will be agreed with TfL/LBC.

Key

Site Location

Site access route for northbound construction vehicles (5.8km Approx)

Site exit route for northbound construction vehicles (800m Approx)

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Client: KOOPMANS PROPERTY ASSET MANAGEMENT			
Project Title: New College Parade, Finchley Road			
Dwg Title: Construction Traffic Access Routes			
Scale: N.T.S	Date: 19.11.13	Designed: DE	
Drawn: DE	Checked: SH	Approved: ML	
Drawing No.: Figure 1			Rev: -

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N

55.8m

POSSIBLE GANTRY & PEDESTRIAN UNDERPASS

INDICATIVE EXTENT OF HOARDING

30.0m

15.0m

SIGN 1
TSRGD DIAG. No. 7001

SIGN 2
TSRGD DIAG. No. 517

SIGN 3
TSRGD DIAG. No. 610

5.0m

3.0m

12.0m

1.5m

10.0m

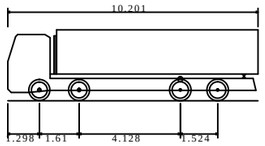
EXISTING STREET FURNITURE
(LC, BIN & ELEC CUPBOARD)
TO BE ACCOMMODATED/ PROTECTED

EXTENT OF LOADING BAY (12.0m x 3.0m)

TRAFFIC CONES (OFFSET AT 1.5m INTERVALS)

End

SIGN 4
TSRGD DIAG. No. 7001

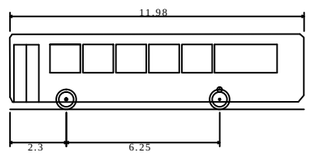


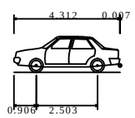
Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

LARGE TIPPER

MEDIUM CAR

SINGLE DECK BUS





Single Deck Bus	
Overall Length	11.980m
Overall Width	2.440m
Overall Body Height	3.070m
Min Body Ground Clearance	0.306m
Track Width	2.322m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	10.368m

Medium Sized Car	
Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m

ISO 9001 BUREAU VERITAS Certification

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PROJECT TITLE:
9-12 NEW COLLEGE PARADE
FINCHLEY ROAD, LONDON

DRAWING TITLE:
INDICATIVE LAYOUT OF LOADING BAY
WITHIN PARTIALLY CLOSED LANE

CLIENT:
KOOPMANS
PROPERTY ASSET MANAGEMENT

SCALE:	DATE:	DESIGNED:
1:250 @ A3	21.11.13	SH
DRAWN:	CHECKED:	APPROVED:
RW	SH	SAF
DRAWING NO.		REV:
R930-001		-