# BACTON LOW RISE

# REDEVELOPMENT

CONSTRUCTION MANAGEMENT PLAN

Camden

1c

# Content

# SECTION 1

# Introduction

This document describes the construction methods of the Redevelopment of Bacton Low Rise. The project will be constructed in three phases over a 4.5 year time line. At this stage some things may be subject to modification during the construction period. Any major changes or modification will be discussed with the London Borough of Camden's planning department and this document will be updated to reflect the change and re submitted for approval.

For this reason stated above the following assessment is based on reasonable assumptions in the construction programme and experience in relation to other development sites of a similar size and nature. The site is located in north London, within the London Borough of Camden and within the Gospel Oak ward. The site is bound to the north by the mainline railway line which runs between Kentish Town and West Hampstead, to the east by Vicars Road and Wellesley Road, to the south by Wellesley Road and to the west by Haverstock Road.

The site is adjacent to two listed buildings, the Grade 1 Listed St Martins Place and the Grade II listed French School and Church.

The area subject of the planning application is split into two parts. First is the Bacton Low Rise Estate (BLR site) comprising Flats 121-180 Bacton, Haverstock Road, NW5 4PS and Flats 181 to 219, Haverstock Road, NW5 4PT.

Second is the District Housing Office site (DHO site) comprising the Gospel Oak District Housing Office, 115 Wellesley Road, NW5 4PA (note there is a vacant building, 113a Wellesley Road, within the courtyard) and employment Units at 2 – 16 Vicars Road, NW5 4NL.

Bacton Low Rise TRA Hall and Wendling Estate Hall, 117 Vicars Road, NW5 4PA are also included within the planning application boundary but no changes are proposed to these assets.

# History

The redevelopment of the Bacton Low Rise Estate is part of the Council's Community Investment programme, a long term programme designed to modernised the Council's community assets including its retained housing stock.

Feasibility studies commenced with the local community in 2011 leading to a planning submission in November 2012 and a resolution to grant planning consent at the Council's Development Control Committee in March 2013

# Pre Application Engagement

Prior to the submission of the planning application a series of public consultation events was held with the local community, initially from the early stage of feasibility studies in Autumn 2011 through RIBA Stage C consultation exercises at evening and weekends through 2012.

Since then further engagement has taken place with the tenants and the community around further construction programme activities including:

- June 2013 – Demolition Update Leaflet
- 25 June 2013 – Phase 1 Demolition Construction Group Meeting
- 30 July 2013 - Phase 1 Demolition Construction Group Meeting
- 3 September 2013 – Demolition and Construction Management Monitoring Group

# SECTION 2

# 2.0 Methodology

## 2.1 Programme

The project will be developed in three consecutive phases over a 4.5 year time scale as laid out below.

| **Activity** | **Construction Start** | **Construction Completion** |
|---|---|---|
| Demolition of the DHO site | | |
| Phase 1 Enabling works | 03.01.2014 | 21.02.2014 |
| Phase 1 Construction Start | 24.01.2014 | 28.08.2015 |
| Phase 1 Completion | | 28.08.2015 |
| Decant & Re Housing | 08.06.2015 | 08.07.2015 |
| Demolition of the phase 2 site | 05.10.2015 | 04.12.2015 |
| Phase 2 Enabling works | 31.08.2015 | 08.01.2016 |
| Phase 2 Construction Start | 13.01.2016 | 12.04.2018 |
| Phase 2 Completion | | 12.04.2018 |
| Decant & Re Housing | 29.06.2013 | 04.11.2017 |
| Demolition of the phase 3 site | 24.05.2018 | 11.07.2018 |
| Phase 3 Enabling works | 16.04.2018 | 01.08.2018 |
| Phase 3 Construction Start | 25.07.2018 | 06.01.2020 |
| Phase 3 Completion | | 06.01.2020 |

***A gant chart programme can be found in Appendix B***

The table below gives an indication of the number of people working on site at the various stages of each of the project. The numbers are based on reasonable assumptions in the construction programme, experience in relation to other development sites of a similar size and nature, and the best judgement.

**Phase 1**

| Activity | Approximate Duration in weeks | Site Management team | Traffic coordinators | Operatives | Total |
|---|---|---|---|---|---|
| Enabling Works | 12 | 6 | 2 | 12 | 2 |
| Groundwork's | 18 | 6 | 2 | 18 | 26 |
| Frame Construction | 18 | 6 | 2 | 24 | 32 |
| Cladding & Roofing | 28 | 8 | 4 | 42 | 54 |
| Fit Out | 44 | 10 | 4 | 76 | 90 |
| Commissioning & Finishes | 17 | 10 | 4 | 76 | 90 |

**Phase 2**

| Activity | Approximate Duration in Weeks | Site Management team | Traffic coordinators | Operatives | Total |
|---|---|---|---|---|---|
| Demolition | 18 | 4 | 2 | 25 | 31 |
| Enabling Works | 12 | 6 | 2 | 12 | 20 |
| Groundwork's | 24 | 6 | 4 | 24 | 34 |
| Frame Construction | 24 | 6 | 4 | 35 | 45 |
| Cladding & Roofing | 36 | 10 | 4 | 56 | 70 |
| Fit Out | 56 | 12 | 4 | 92 | 108 |
| Commissioning & Finishes | 24 | 12 | 4 | 92 | 108 |

**Phase 3**

| Activity | Approximate Duration in weeks | Site Management team | Traffic coordinators | Operatives | Total |
|---|---|---|---|---|---|
| Demolition | 12 | 6 | 2 | 12 | 2 |
| Enabling Works | 18 | 6 | 2 | 18 | 26 |
| Groundwork's | 18 | 6 | 2 | 24 | 32 |
| Frame Construction | 28 | 8 | 4 | 42 | 54 |
| Cladding & Roofing | 44 | 10 | 4 | 76 | 90 |
| Fit Out | 17 | 10 | 4 | 76 | 90 |
| Commissioning & Finishes | 12 | 6 | 2 | 12 | 2 |

## 2.2 Construction Methodology

In the following section explains the intended way of carrying out the construction of Bacton Low Rise.

To start we enclose a table of plant that is expected to be used on site, more detail will be given at each stage of the document.

**Schedule of Mechanical Plant**

| Plant | Stage | | |
|---|---|---|---|
| | Substructure | Superstructure | Fit-out |
| Tracked / wheeled 360 degree excavators | ✓ | | |
| Breakers | ✓ | | |
| Crushers | ✓ | | |
| Dumpers | ✓ | | |
| Tower & Mobile Craneage | ✓ | ✓ | ✓ |
| Muck away trucks | ✓ | | |
| Air Compressors | ✓ | | |
| Diamond cutting tools / saws | ✓ | ✓ | |
| Power Tools | ✓ | ✓ | ✓ |
| Hand / power tools | ✓ | ✓ | ✓ |
| Wheel Washing Plant | ✓ | | |
| Scaffold | ✓ | ✓ | ✓ |
| Delivery trucks | ✓ | ✓ | ✓ |
| Skips and Skip trucks | ✓ | ✓ | ✓ |
| Forklift trucks | | ✓ | ✓ |

✓*Indicates plant will be used during that stage of works*

**Craneage Strategy**

The craneage strategy is to use tower cranes; a lifting plan will be drawn up for each crane. All oversailing rights and agreements with Network Rail l will be agreed before the cranes are erected. Each crane will have radio contact with the banksmen on site and will be guided by them. Drawing in Appendix D shows the poison of each crane and the operating radius.

**Materials and Resource Use**

Wherever possible, waste construction materials will be re-cycled. Demolition material will be crushed on site and reused under the new road and car parking. Waste timber will go to a timber recycling company such as the Shore Trust. Any surplus usable materials will be collected via Bio Regional and taken for re sail for charitable causes

**Hours of Work**

Working hours for demolition and construction will be as set out below:

- 08:00 – 18:00 hours on weekdays;
- 08:00 – 13:00 hours on Saturdays; and
- No working on Sundays or public holidays.

Any work outside these hours will be subject to prior agreement, with reasonable notice (typically 14 days) to the London Borough of Camden which may impose certain restrictions.

## 2.3 Demolition of Existing Buildings

The demolition of the buildings to clear the phase 1 site known as DHO site is not part of Rydon Construction work and is covered by a separate CMS. However the following paragraph we believe to a brief description of the works to be done.

*To control dust emissions during the works, scaffold will be fully sheeted in fire retardant plastic sheeting. In addition to this, excavators will also be fitted with boom and dipper arm mounted water spray attachments that spray water directly onto the work area. The water will be supplied from temporary water supplies on site.*

*In general, demolition works to the proposed buildings within each Phase will be undertaken by large reach excavators mounted with hydraulic shears and crackers that will systematically cut the masonry and reinforced concrete into manageable sections which in turn will be stockpiled.*

*The debris will be removed from the upper levels of the building and for the residential elements of the project through the existing shafts. The raisings will be cleared from the existing lift shafts and then be loaded into roll on off bins and skips by secondary excavators fitted with grapple / bucket attachments for transportation off site to recycling facilities.*

*The programme for demolition works can only be indicative at this stage and should be adequate for hazardous substances removal, strip out and demolition works.*

**Phase 2 & 3 Demolition**

All following phases phase 2 & 3 will be covered by the works carried out by Rydon construction. Before works start the site will have a 2.4m high hoarding erected on the boundary. See drawing in Appendix D a description of the works as we see them at this stage of the project.

**Asbestos and Removal Method**

The enclosure will be constructed of 1000g Poly sheeting. All doorways that do not need to be accessed within the flats will be sheeted off with polythene, using Spray glue and staples covered with cloth tape.

Airlocks used will be a minimum size of 1m x 1m x 2m in size, constructed of 1000g poly. There is no available space for a bag lock.

CCTV will be used on this project together, where appropriate, the use of vision panels.

The balcony area will be sheeted off using lengths of 2x2 timbers and 1000g poly sheeting. This will also be secured and fixed using spray glue, staples and cloth tape.

NPU's situated in the upper flats will have a NPU2000 with a suitable roving head, to reach all floors within the flat space. NPU's will be vented to atmosphere.

Flats on the ground floor will also have a 3 stage airlock connected to the doorway inside the Garage area. A screen will be erected across the lounge room allowing access to the 1st floor riser. There will also be a NPU attached to the ground floor part of the enclosure situated as near to the bottom or the riser and at furthest point away from the airlock for best airflow.

The AIB riser panels are screwed into a metal frame. Operatives will initially remove the front panel by using a shadow vacuum technique and screwdriver. As the first panel is pried away from its fixing, the unpainted side will be sprayed with surfactant from an air pressure sprayer to ensure fibre release is kept to minimum levels. Once thoroughly wet, it will be placed immediately into a red asbestos waste bag. Once access to the riser has been gained, operatives will spray the remaining unpainted sides of the AIB with the surfactant mixture. All panels once thoroughly wetted, will be unscrewed with hand tools and Vacuumed at point of work, again to minimise any fibre release. All panels will placed in Red Asbestos waste bags. Waste bags will be tied using cloth tape. No waste will be left on the floor

The metal framing within the riser will be removed with hand tools and wrapped in 1000g poly sheeting and disposed of as asbestos waste. All remaining surfaces inside the riser and enclosure will be vacuumed off and then wiped down with wet rags and tac-rags. All floors with be hovered and wiped over as well.

All red asbestos waste bags will be wiped over and then placed in a clear asbestos waste bag and tied at the neck with cloth tape. These will be passed out through the airlock and taken to the allocated skip on site.

The enclosure and airlocks will be thoroughly cleaned with H-type Vacuums and wet rags prior to a Visual inspection.

**Soft Strip**

All flats and garages will be checked prior to work commencing for signs of drug use, on discovery, the site manager will be informed and appropriate measures taken.

Operatives using small hand tools will commence stripping out doors, frames, floor coverings, internal stud partitions fixtures and fittings etc using small hand held tools, starting on the upper floors.

Skips will be positioned to the front and back elevations of the buildings, the skips will have temporary Scaffold shoots with heras fencing erected around them and double clipped to prevent any persons entering the area. The heras fencing will have signs erected to alert persons of a drop zone. Banksmen will be positioned within the building and at ground floor adjacent to the skip. The banksmen will be in contact with each other using mobile radios.

All arisings will then be dropped into the skips.

All arisings from the ground floor soft strip will be placed into piles on the ground outside the flats, on completion; all arising will then be loaded into skips using an excavator equipped with a rotating grapple.

All loads removed from site will be logged by the site manager and copies of all disposal tickets will be forwarded to for entry on to the smart waste tracker.

**Demolition of the structure**

Floors will be cleared as the soft strip proceeds as not to overload any area. Floor will also be kept clear to maintain all fire escapes.

The building will be checked for persons prior to any demolition commencing and all site operatives and staff will be accounted for.

A 34tonne long reach excavator equipped with rotating pulveriser will start to demolish the roof of the main building, removing one bay at a time; working in small increments, to expose the building frame, the walls to the same bay will then be demolished down to third floor level, and all materials will be allowed to fall onto the ground below. Once the external walls to one bay have been demolished the excavator will commence munching away at the concrete beam floors, this will continue until the floor has been demolished back to the next supports. The same method will be adopted until all the floors have been removed down to ground level.

During the Demolition progress a M.E.W.P will be placed adjacent to the building to enable an operative to control any dust emissions created by the Demolition works with controlled damping down. This will continue as the Demolition progresses.

On completion of the removal of the first bay, the excavator will then commence removing the next bay, using the same method as above.

All arisings will then be moved to the side to allow the long reach to proceed with the demolition; a 34tonne excavator equipped with a rotating grapple will assist in the demolition of the building.

Once the building has been demolished to first floor level, additional excavators equipped with various attachments will assist in the demolition.

The building will be constantly monitored as demolition progresses to ensure the integrity of the structure.

All arisings will then be moved to a stockpile ready for crushing.

**Removal of Foundations**

A permit will be issued prior to breaking out of any slabs and any services still present, located and marked.

On completion of the demolition of the buildings, the existing ground floor slabs and building foundations will be broken up using the excavators with hammer attachment. Additional care will be taken as not to disturb any manholes, and drain runs, which may be present within the site, unless to be removed.

All materials from the slab and foundation removal will be transported to a central stockpile ready for crushing.

**Crushing**

A Pegson 1100 x 650 tracked crusher or similar will be employed along with the excavators to crush the materials and stockpile them in separate piles for future re-use.

All crushed concrete /hardcore material will be left onsite for re use for the piling mats.

All voids will be backfilled as works progress using surplus crushed materials.

To reduce the number of lorry movements the majority of crushed material will be kept on site for use as the piling mat. The mat will be subject to design by the piling company. We have included below a table showing the expected lorry movements for the demolition.

**Monitoring**

During all demolition works monitoring will be carried out keeping close control over Dust, Vibration and noise. All logs from the monitoring process will be kept on site for inspection if needed.

Dust Monitoring will be carried out to BS 6069.

Vibration Monitoring will be carried out to BS 4142

Noise Monitoring will be carried out to BS 5228

## 2.4 Excavation & Foundations

Any Tree Protection measures required will be in place and signed off by LB of Camden arboriculture officer.

All necessary permissions and consultation will take place prior to any works starting. Amongst others consultation will take place with the following bodies. When agreements are in place the works will start.

- Network Rail
- National Grid
- Thames Water

- British Telecom
- Virgin Media
- SGN
- London Borough of Camden Highways Department

This piling mat will be laid in line with the design by the piling contractor. On completion of the mat the rig will be delivered to site and set up along with other associated plant such as the agitator. Piles will be set out to the engineers drawing using an EDM.

Piles will be constructed using a CFA piling rig. The rig will complete approximately 15 piles per day. If needed, a second rig will be used to keep to the contract programme.

A permit will be issued prior to breaking out When the piles have been allowed to cure for 7 days excavation of the pile caps will commence using a 35 ton 360○ excavator and the piles will be reduced by using a ''Pile cracker'' the concrete will be removed, using the pile cracking tool attached to an excavator and should be done without the use of hand tools in line with HSE guidance, the de-bonding sleeves that will be pre fitted to the pile during the casting stage will assist this process.

The pile caps will be cast in situ along with the ground beams in line with the structural engineers design. As the beams are completed the drainage and service ducts will be placed and the sub structure brickwork installed. On completion of the brickwork the ground floor slab will be pored in situ.

## 2.5 Superstructure Frame & Envelope

As areas of the ground floor slabs are completed the construction of the concrete frame will commence. The frame will be constructed in situ. First the reinforcement cages will be made up in a designated area of the site and then the cages will be lifted in place using the tower crane, pan shutters will be erected around the reinforcement and the concrete will be pored in place again using a hopper lifted by the tower crane. When all of the columns and shear walls have been cast the table shutters will be erected to form the temporary support for the following floor / roof and the reinforcement placed and spaced off the table shutters and concrete will be pored using a mobile concrete pump. After curing the shutters will be removed and temporary back propping will be put in place. This process will be repeated until the building or section of the building are at the correct height.

All table shutters and back propping will be designed by the shutter designer and installed in line with that design.

**Envelope**

The building is predominantly clad in brickwork and will have a Metzec inside wall. This work will be completed from the scaffold that will be erected after the concrete frame is complete As the scaffolding is completed the construction of the inside skin of the external wall will start. The wall be built up off the concrete frame, light weight metal studwork framing is erected and window and door openings are trimmed forming the permanent openings. When the studwork is complete it is clad in a cement braced board. When complete the brick cladding can start. Brickwork will go up in 1.5m lifts until the correct height is reached.

The work areas will be serviced by the tower crane placing materials on to loading bays on the scaffold. Each lift will be controlled and supervised by banks men who will be in radio contact with the crane driver.

## 2.6 Internal Finishes

The Fit out works will be traditional domestic fit out comprising of the following.

- Insulation
- Tacking and Dry lining
- Plumbing inc Heating services
- Electrical
- Carpentry
- Wall & Floor finishes

The work area will be fed via court yard elevations of the building and internal staircases to low level and forklift and tower crane to higher level.

The work will be sequenced from the upper floors working down though each core.

- First Fix Trades
- Tacking and Dry lining
- Second Fix Trades
- Decorations
- Finishes

## 2.7 Landscaping

**Hard & soft landscaping**

The hard landscaping will start when the scaffolding has been dropped and cleared from site. Small 3 ton excavators will be used to complete any drainage and services and create the correct levels ready for the hard standings to be installed by the ground workers.

When the hard landscaping is close to completion the ply hoardings will be removed so that finishes can be completed to the surrounding public footpaths. Any fencing and railings will be installed to the approved drawings.

When works are being carried out close to the proximity of the public foot path then heras fencing will be used to provide separation between the work area and the general public.

When all paving and fencing has been completed and providing the works are in the correct season planting will be started.

# 2.8 TOWER CRANE ERECTION AND DISMANTLING

**The above should be read in conjunction with the SITE MANAGEMENT PLAN shown on Architect's Drawing 202-A-P-BLR-100-00**

**Phase 1 (DHO SITE)**

The erection of the two luffer jib tower cranes will be carried out within the site boundary using all terrain multi axle mobile cranes. Before any lifting operations can commence the site based logistics manager will co-ordinate the works with the crane hire and transport companies, agree on the specific route they are to take coming and leaving the site, and ensure both respective crane hire companies produce a specific method statement and risk assessment for approval and sign of by the Rydon safety manager and Network Rail. There will be a requirement for a Network Rail engineer to come to site to meet the respective crane hire company's operatives to discuss safety and risks associated with working along side the existing railway cutting.

The taking down and dismantling of the two tower cranes will need to be carried out from outside the site boundary during which time we will apply to the LBC Highways for temporary road closures to both vehicle and pedestrian traffic.

Before any works can commence on the taking down of the cranes on the DHO and BLR sites the site based logistics manager will liaison with all the respective crane hire and transport companies to ensure their route to and from the site is agreed and that the specific method statements and risk assessments are in place and approved by Rydon safety manager. Site management and the Resident Liaison Officer will liaise with the BLR residents, neighbours and third party stake holders advising them in amble time of pending crane and lorry movements to congested road areas. There will be no requirement for the issue of method statements and risk assessments to Network Rail for the taking down of any tower cranes.

An all terrain multi axle mobile crane will be used to take down tower crane No 1 (please see Phase1 Site Management Drawing). The tower crane will come to site using main TFL routes via Malden Road, into Haverstock Road and park in the LBC private road area along side Bacton High Rise tower block. Here the crane will set up allowing sufficient room to install the luffer jib which will be required to allow it to reach over the roof of the newly constructed Building and remove both the tower crane cab and jib along with mast sections.

To allow the dismantling of the tower crane sections they will be laid along Wellesley Road adjacent the Vicar's House. Once the crane sections have been taken apart they will in turn be loaded on to articulated lorries / trailers parked in Haverstock road. The articulated lorries route to and from the site will be the same as the mobile crane.

To allow the removal of tower crane No 1 will involve the part closure of Wellesley Road, part Haverstock Road and the private section of the road adjacent Bacton High Rise tower block on a Sunday being closed to traffic and pedestrians for the day, and ensuring the safety of the public using St Andrews Church. The removal of the tower crane will be co-ordinated by the site based logistics manager aided by site based traffic marshals and over seen by a Rydon site manager. There will be adequate safeguards and signage in place to afford the safety and security of the BLR residents and general public alike during the road closure.

As with the taking down of Tower Crane No 1, an all terrain multi axle mobile crane will be used and positioned outside the site boundary in Vicar's Road, to take down tower crane No 2. This will involve part of Vicar's Road leading towards Grafton Road having to be closed on a Sunday for the day to traffic and pedestrians.

The crane along with articulated lorry and trailers will come to site using the main TFL routes, into Malden Road, Queens Crescent then in to Grafton Road leading up to and in to Vicar's Road where it will be positioned and set up.

The crane will be fitted with a luffer jib to allow it to reach in to the site for the taking down of the tower crane cabin/jib and mast. As this is done each section will be laid down in the part of Vicars Road which will be closed, to allow for dismantling and then loading on to lorries. The removal of the tower crane will be co-ordinated by the site based logistics manager aided by site based traffic marshals and over seen by a Rydon site manager. There will be adequate safeguards and signage in place to afford the safety and security of the BLR residents and general public alike during the road closure at the same time ensuring the safety of the public using St Andrew's Church.

**Phase 2 (BLR Site)**

The erection of the two Luffer jib tower cranes will be carried out using an all terrain multi axle mobile crane positioned within the site boundary. Prior to the cranes coming to site and any lifting operations commencing the site based logistics manager will co-ordinate the works with the crane hire and transport companies, agree on the specific route they are to take coming and leaving the site, and ensure the respective crane hire companies produce a specific method statement and risk assessment for approval and sign of by the Rydon safety manager.

Articulated lorries with trailers will come to site and park in Wellesley Road (South of the site). The lorries will be programmed to come to site at timed intervals for unloading and erecting of the tower crane components. All vehicle deliveries will be over seen and organised by the on site logistics manager and once on site be managed by the resident traffic marshals. There will be adequate measures and signage in place to afford the safety of the BLR residents and general public alike.

For the taking down and dismantling of both tower cranes an all terrain multi axle mobile crane will be used. The mobile crane and articulated lorry and trailers will come to site using the main TFL routes, into Malden Road, and then Wellesley Road where the mobile crane will park and set up during which time we will apply to the LBC Highways for permits to have Wellesley Road temporarily closed to both BLR residents and the general public alike.

The crane will be fitted with a luffer jib to allow it to reach in to the site for the taking down of the tower cranes cabin/ jib and mast. As this is done each section will be laid down in Wellesley road (which will be closed) to allow for dismantling and then loading on to lorries. The removal of the tower crane will be co-ordinated by the site based logistics manager and site based traffic marshal's and over seen by a Rydon site manager.

**Phase 3 (BLR Site)**

The erection of the Luffer jib tower crane will be carried out using an all terrain multi axle mobile crane positioned within the site boundary. Prior to the cranes coming to site and any lifting operations commencing the site based logistics manager will co-ordinate the works with the crane hire and transport companies,

agree on the specific route they are to take coming and leaving the site, and ensure the respective crane hire companies produce a specific method statement and risk assessment for approval and sign of by the Rydon safety manager.

Articulated lorries with trailers will come to site and park in Haverstock Road (West of the site) during which time we will apply to the LBC Highways for permits to have Haverstock Road temporarily closed to both vehicle and pedestrian traffic. The lorries will be programmed to come to site at timed intervals for unloading and erecting of the tower crane components. All vehicle deliveries will be over seen and organised by the on site logistics manager and once on site be managed by the resident traffic marshal's. There will be adequate measures taken with signage in place to afford the safety of the BLR residents and general public alike during the road closure.

For the taking down and dismantling of the tower crane an all terrain multi axle mobile crane will be used. The mobile crane and articulated lorry and trailers will come to site using the main TFL routes, into Malden road, and then along Haverstock Road into the LBC private road South of Bacton High Rise tower where the mobile crane will stop and be set up. As with the erection of the tower crane the articulated lorries will park in Haverstock road with us applying to LBC Highways for permits allowing a temporary road closure to vehicles and pedestrian traffic.

The crane will be fitted with a luffer jib to allow it to reach in to the site for the taking down of the tower crane cabin/ jib and mast. As this is done each section will be laid down in the private section of road (which will also be closed to vehicle and pedestrian traffic) to allow for dismantling and then loading on to lorries. The removal of the tower crane will be co-ordinated by the site based logistics manager and site based traffic marshal's and over seen by a Rydon site manager. There will be adequate measures taken with signage in place to afford the safety and security of the BLR residents and general public alike during the road closure.

# SECTION 3

# 3.0 Access

## 3.1 Access Routes

Access to and from the site across the wider network will vary depending on the phase of construction as set out below.

- Phase 1 (DHO Site) – Mobile cranes and low loaders will reach the site via Haverstock Hill, Prince of Wales Road, Malden Road, Queen's Crescent, Grafton Road and the east part of Vicar's Road. All other vehicles will travel via Prince of Wales Road, Grafton Road and part of Vicar's Road
- Phase 2 (BLR Site) – All vehicles will travel via Malden Road, Haverstock Road and Wellesley Road
- Phase 3 (BLR Site) – All vehicles will travel via Malden Road, Haverstock Road and Wellesley Road

Please see the TFL Network Route Map in Appendix A.

These routes are shown on the attached traffic plot drawings. Due to the restricted access and low bridge on Grafton Road the largest vehicles will access the DHO site via Queen's Crescent.

All manoeuvring close to the site frontages will be controlled by traffic marshals. Off-site signage will be used to identify access routes and entry points to each site.

## 3.2 Vehicle Sizes & Tracking

The following is a list of many of the vehicles that will need to gain access to the site during the demolition and construction process.

- 4 wheel self unload flat back lorries
- 6 wheel self unload flat back lorries
- 8 wheel tipper trucks
- articulated lorry with low loader trailer
- 4 wheel tanker delivering diesel
- 4 wheel 3 tonne van
- 6 wheel all terrain mobile crane
- 8 wheel all terrain mobile crane
- 8 wheel ready mix concrete lorries

Swept paths of key junctions on the access routes set out above are as attached vehicle traffic plot drawings**.**

Within each redevelopment site as construction progresses there will be changes to the site access arrangements and how they relate to the roads bounding each site.

Vehicles will be brought on site wherever possible, though as construction on each site advances there is less on-site available to turn vehicles and so there will be a stage on each site where large vehicles will not be able to enter and will have to wait on the site boundary.

## 3.3 Vehicle movements

Vehicles will generally access the sites between 08:00 and 18:00 Monday to Friday and Saturday 08:00 to 13:00, with no construction vehicle movements permitted on Sundays or during public holidays.

In order to minimise the interaction between school and construction traffic no vehicles will enter or leave the sites between 08:30 to 09:30 and 15:00 to 16:00 during school term times, save ready mix concrete deliveries between 08:00 and 17:30.

Market days on Thursday and Saturday and Friday prayer time at the Mosque will be avoided for the use of the Queen's Crescent route.

Each delivery will comprise of two movements, arrival and departure. The movement table will be updated to provide more specific detail of anticipated delivery times once planning permission has been granted and the date for works to start on site has been determined.

The tables below set out the anticipated number, frequency and size of construction vehicles for each section of the works. The week in brackets is the

start date of the activity within the construction programme for that phase of the works

**Phase 1 - DHO Site**

**Week 1 Site Strip and Reduce Dig.**

- 7 x 4 axle / 8 wheel tipper trucks per day for 5 days coming to site taking away sub soil. (Week 1)

**Main Construction Works**

Establish Site offices and Welfare Accommodation.

- 12 x 4 axle / 8 wheel self unload flat back trucks and 1 x 2 axle / 4 wheel all terrain mobile crane. (Week 3)
- 4 x 2 axle / 4 wheel all terrain crane. ( Weeks 3)

**Building Piling, Drainage and Ground Works.**

**Weeks 1 to Week 13**

- 3 x articulated lorries and trailers bringing to site piling rig and associated piling plant. (Week 2)
- 3 x articulated lorries and trailers bringing to site ground worker excavators / dumpers and associated plant.(Week 4)
- For 2 days x 6 x 4 axle / 8 wheel ready mix concrete lorries. (Week 3)
- For 2 days x 6 x 4 axle / 8 wheel tipper trucks removing pile spoil from site. (Week 4)
- For 1 day x 2 axle / 4 wheel flat back lorry delivering fencing and gates. (Week 1)
- For 2 weeks x 3 x 4 axle / 8 wheel flat back lorries delivering piling reinforcement (Week 2)
- For 1 day x 3 x 4 axle / 8 wheel self unload flat back lorries delivering drainage goods etc. (Week 5)
- For 5 days x 5 x 4 axle / 8 wheel tipper trucks removing piling spoil from site. (Week 5)
- For 3 weeks x 5 x 4 axle / 8 wheel ready mix concrete lorries (Week 3)
- For 3 days x 1 x 4 axle / 8 wheel all terrain mobile crane (Week 2)
- For 3 days x 2 x articulated lorries and trailers bringing tower cranes to site for erection. (Week 2)
- For 10 weeks x 1 x 3 axle / 6 wheel tanker delivering plant fuel. (Week 1)
- For 3 days x 1 x 4 axle / 8 wheel self unload flat back lorry bringing ground worker formwork to site. (Week 2)
- For 2 days x 2 x 3 axle / 6 wheel self unload flat back lorries delivering ground worker materials. (Week 2)
- For 4 weeks x 2 x 4 axle / 8 wheel flat back lorries delivering steel reinforcement. (Week 3)
- For 12 weeks x 9 x 4 axle / 8 wheel ready mix concrete lorries. (Week 5)
- For 12 weeks x 16 x 4 axle / 8 wheel tipper trucks removing pile and ground beam arisings. (Week 3)
- For 5 weeks x 2 x 4 axle / 8 wheel lorries delivering ground worker steel reinforcement. (Week 3)
- For 2 days x 2 x 3 axle / 6 wheel self unload lorries delivering ground worker materials. (Week 3)

- For 3 weeks x 3 x 4 axle / 8 wheel tipper trucks delivering building aggregates. (Week 4)
- For 12 weeks x 8 x 4 axle / 8 wheel ready mix concrete lorries. (Week 5)
- For I day x 2 x 2 axle / 4 wheel self unload flat back lorries delivering sundry building materials. (Week 4)
- For 1 day x 3 x articulated lorries and trailers taking from site piling rig and plant. (Week 6)
- For 1 day x 1 x 3 axle / 6 wheel self unload flat back lorry delivering district heating pipes. (Week 9)
- For 1 day x 3 articulated lorries taking ground worker plant and materials from site. (Week 18)
- For 12 weeks x 1 x 2 axle / 4 wheel road sweeper. (Week 2)

**Building Concrete Frame, Envelope and Roofing Works.**

**Week 14 to Week 17**

- For 6 weeks x 5 x 4 axle / 8 wheel flat back lorries delivering formwork materials. (Week 13)
- For 20 weeks x 3 x 4 axle / 8 wheel flat back lorries delivering formworker steel reinforcement. (Week 14)
- For 29 weeks x 45 x 4 axle / 8 wheel ready mix concrete lorries. (Week 15)
- For 18 weeks x 3 x 4 axle / 8 wheel concrete pump lorries. (Week 6)
- For 12 weeks x 3 x 4 axle / 8 wheel flat back lorries delivery of formwork and brickwork / sundry trade access scaffolding. (Week 13)
- For 3 weeks x 4 x 4 axle / 8 wheel flat back lorries to collect formwork scaffolding. (Week 44)
- For 4 weeks x 6 x 4 axle / 8 wheel flat back lorries collect and take from site concrete formwork and sundry materials and plant. (Week 44)
- For 52 weeks x 2 x 2 axle / 4 wheel mechanical road sweeper. (Week 15)
- For 24 weeks x 2 x 3 axle / 6 wheel flat back self unload lorries delivering cavity wall metal studding, insulation board and sundry materials. (Week 26)
- For 28 weeks x 8 x 4 axle / 8 wheel flat back lorries delivering facing bricks (Week 28)
- For 26 weeks x 2 x 4 axle / 8 wheel ready mix mortar. (Week 30)
- For 12 weeks x 1 x 4 axle / 8 wheel flat back lorries delivering building blocks. (Week 28)
- For 26 weeks x 2 x 4 axle / 8 wheel flat back lorries delivering lintels / slip bricks. (Week 28)
- For 20 weeks x 1 x 2 axle / 4 wheel lorries delivering brick ties / dpc / dpm etc. (Week 28)
- For 26 weeks x 1 x 3 axle / 6 wheel covered lorries delivering external windows / frames / doors / screens. (Week 28)
- For 12 weeks x 2 x 3 axle / 6 wheel flat back lorries delivering roofing materials. (Week 47)
- For 12 weeks x 2 x 2 axle / 4 wheel flat back lorries delivering metal balconies and associated materials. (Week 47)
- For 50 weeks x 3 x 4 axle / 8 wheel skip lorries. (Week 17)
- For 28 weeks x 1 x 2 axle / 4 wheel flat back lorries sundry building materials. (Week 28)
- For 15 weeks x 1 x 2 axle / 4 wheel flat back lorries delivering statutory undertakers equipment and cable. (Week 15)
- For 10 weeks x 1 x 2 axle / 4 wheel flat back lorry delivering rain water goods. (Week 47)

**Week 40 to Week 78 Building Internals and Finishes and External Works.**

- For 20 weeks x 3 x 3 axle / 6 wheel flat back self unload lorries delivering metal studwork, plasterboard and plaster. (Week 41)
- For 20 weeks x 3 x 3 axle / 6 wheel flat back self unload lorries delivering joinery, sanitary ware, kitchen units, heating materials. (Week 52)
- For 20 weeks x 2 x 2 axle / 4 wheel lorries delivering decorating, wall tiles, flooring, ironmongery and electrical materials. (Week 52)
- For 36 weeks x 3 x 2 axle / 4 wheel skip lorries. (Week 38)
- For 24 weeks x 2 x 3 axle / 6 wheel self unload flat back lorries delivering ground worker and landscaper external works materials. (Week 52)
- For 18 weeks x 1 x 4 axle / 8 wheel large tipper trucks. (Week 52)
- For 2 days x 2 x 4 axle / 8 wheel all terrain mobile crane to take down 2 number tower cranes. (Week 64)
- For 2 days x 2 x 3 articulated lorries with trailers for taking away from site tower crane components. (Week 64)
- For 6 weeks x 2 x 2 axle / 4 wheel and 3 axle / 6 wheel lorries collecting plant and surplus materials from site. (Week 78)
- For 1 day x 2 axle / 4 wheel lorry collect site perimeter hoarding. (Week 78)

**Phase 2 - BLR Site**

**Site Enabling Works**

**Week 1 to Week14**

- For 2 days x 2 x 2 axle / 4 wheel flat back self unload lorry delivering site hoarding materials and gates. (Week 1)
- For 1 day x 2 x 3 axle / 6 wheel flat back self unload lorry delivering mobile office and accommodation units for demolition contractor. (Week 4)
- For 1 week x 5 x articulated lorry with low loader trailer delivering to site demolition plant and concrete crusher. (Week 4)
- For 10 weeks x 10 x 4 axle / 8 wheel tipper truck removing demolition arisings. (Week 6)
- For 10 weeks x 2 x 2 axle / 4 wheel tanker delivering diesel. (Week 4)
- For 10 Weeks x 2 axle / 4 wheel 3 tonne van servicing of demolition plant. (Week 4)
- For 1 day x 2 x 3 axle / 6 wheel flat back self unload lorry collecting mobile office and accommodation units for demolition contractor. (Week 15)
- For 1 week x 5 x articulated lorry with low loader trailer collecting from site demolition plant and concrete crusher. (Week 15)
- For 10 weeks x 1 x 2 axle / 4 wheel road sweeper. (Week 5)

**Building Piling, Foundations and Drainage Works**

**Week 15 to Week 39**

- For 2 days x 2 x articulated lorries with low loader trailers bringing to site 2 number piling rigs. and associated plant. (Week 16)
- For 2 days x 3 x articulated lorries with low loader trailers bringing to site ground worker excavators, dumpers and associated plant. (Week 16)

- For 4 weeks x 3 x 4 axle / 8 wheel lorries delivering piling steel reinforcement cages. (Week 16)
- For 4 weeks x 60 x 4 axle / 8 wheel ready mix concrete lorries. (Week 17)
- For 4 weeks x 8 x 4 axle / 8 wheel tipper trucks removing piling spoil from site (Week 17)
- For 2 days x 2 x articulated lorries with low loader trailers collecting from site 2 number piling rigs and associated plant./ (Week 21).
- For 3 days x 1 x 4 axle / 8 wheel all terrain mobile crane for erecting two number tower cranes. (Week 19)
- For 3 days x 6 x articulated lorries with trailers delivering tower crane components. (Week 19)
- For 10 weeks x 3 x 4 axle / 8 wheel self unload flat back lorries delivering to site ground worker formwork and associated materials. (Week 17)
- For 12 weeks x 3 x 4 axle / 8 wheel self unload flat back lorries delivering to site basement and foundation steel reinforcement. (Week 18)
- For 10 weeks x 1 x 4 axle / 8 wheel self unload flat back lorry delivering sundry foundation materials. (Week 18)
- For 10 weeks x 2 x 4 axle / 8 wheel tipper trucks delivering aggregate / sand materials. (Week 18)
- For 18 weeks x 45 x 4 axle / 8 wheel ready mix concrete lorries. (Week 19)
- For 16 weeks x 40 x 4 axle / 8 wheel tipper trucks. (Week 19)
- For 10 weeks x 1 x 4 axle / 8 wheel self unload flat back lorry delivering drainage materials. (Week 21)
- For 16 weeks x 1 x 3 axle / 6 wheel tanker lorry delivering diesel. (Week 17)
- For 2 days x 3 x articulated lorries with low loader trailers collect from site ground worker excavators, dumpers and associated plant. (Week 40)
- For 2 days x 2 x 4 axle / 8 wheel self unload flat back lorries to collect ground worker surplus materials. (Week 40)
- For 23 weeks x 1 x 2 axle / 4 wheel road sweeper. (Week 17)

**Concrete Frame, Building Envelope and Roofing Works**

**Week 29 to Week 123**

- For 30 weeks x 4 x 4 axle / 8 wheel self unload flat back lorries delivering formwork materials. (Week 28).
- For 30 weeks x 1 x 4 axle / 8 wheel self unload flat back lorry delivering formwork scaffolding. (Week 28).
- For 50 weeks x 6 x 4 axle / 8 wheel flat back lorries delivering steel reinforcement. (Week 28)
- For 60 weeks x 60 x 4 axle / 8 wheel ready mixed concrete lorries. (Week 30)
- For 40 weeks x 3 x 3 axle / 6 concrete pump visits. (Week 31)
- For 30 weeks x 3 x 4 axle / 8 wheel flat back lorries delivering building access / working scaffolding. (Week 36)
- For 30 weeks x 3 x 4 axle / 8 wheel flat back lorries collecting from site building / access scaffolding. (Week 95)
- For 15 weeks x 8 x 4 axle / 8 wheel flat back lorries collecting from site formwork materials. (Week 84)
- For 15 weeks x 2 x 4 axle / 8 wheel flat back lorry collecting from site formwork scaffolding. (Week 84)
- For 80 weeks x 1 x 2 axle / 4 wheel road sweeper. (Week 41)
- For 45 weeks x 3 x 3 axle / 6 wheel self unload flat back lorry delivering cavity wall metal studding, insulation and sundry materials. (Week 43)

- For 40 weeks x 8 x 4 axle / 8 wheel self unload flat back lorries delivering facing bricks. (Week 49)
- For 30 weeks x 1 x 4 axle / 8 wheel self unload flat back lorry delivering building blocks. (Week 49).
- For 70 weeks x 2 x 4 axle / 8 wheel ready mix mortar lorries. (Week 49)
- For 35 weeks x 2 x 4 axle / 8 wheel self unload flat back lorries delivering concrete lintels / brick slips. (Week 49)
- For 35 weeks x 1 x 2 axle 4 wheel self unload flat back lorry delivering brick ties, dpc, dpm etc. (Week 49).
- For 35 weeks x 2 x 4 axle / 8 wheel flat back lorry delivering window frames. (Week 56)
- For 20 weeks x 2 x 4 axle / 8 wheel self unload lorry delivering roofing materials. (Week 62)
- For 20 weeks x 1 x 2 axle/ 8 wheel self unload flat back lorry delivering rain water goods. (Week 62).
- For 40 weeks x 1 x 3 axle self unload platform lorry delivering metal balconies, handrails, staircases. (Week 69)
- For 80 weeks x 3 x 4 axle / 8 wheel skip lorries. (Week 40)
- For 50 weeks x 1 x 2 axle 4 wheel self unload flat back lorry delivering sundry building materials. (Week 40)
- For 10 weeks x 2 x 3 axle / 6 wheel self unload lorries delivering lifts. (Week 75)
- For 15 weeks x 3 axle / 6 wheel self unload lorries delivering statutory undertakers plant, cable etc. (Week 38)

**Building Internals, Finishes and External Works**

**Week 66 to Week 141**

- For 55 weeks x 3 x 3 axle / 6 wheel self unload flat back lorries delivering metal studwork, plasterboard and plaster (Week 66)
- For 55 weeks x 3 x 3 axle /6 wheel flat back lorries delivering joinery, sanitary ware, kitchen units, heating materials.(Week70)
- For 55 weeks x 3 x 2 axle / 4 wheel lorries delivering decorating goods, wall tiles, flooring, ironmongery, fixtures and fittings and electrical materials / goods.(Week 70)
- For 40 weeks x 3 x 2 axle / 4 wheel skip lorries (Week 101)
- For 30 weeks x 1 x 3 axle / 6 wheel self unload flat back lorries delivering ground worker materials and plant (Week 76)
- For 40 weeks x 1 x 2 axle / 4 wheel flat back lorry delivering sundry building materials to site. (Week 101)
- For 40 weeks x 3 x 4 axle / 8 wheel large tipper trucks taking ground worker external works arisings of site.(Week 80)
- For 1 day x 1 articulated lorry with low loader trailer deliver ground worker excavator, dumper and associated plant. (Week 76)
- For 30 weeks x 1 x 3 axle / 6 wheel tanker delivering diesel. ( Week 78)
- For 2 days x 2 x 3 axle / 6 wheel self unload lorries deliver external cycle sheds and play equipment.(Week 118)
- For 25 weeks x 3 x 4 axle / 8 wheel ready mix concrete for ground worker external works. (Week 110)
- For 2 days x 2 x 4 axle / 8 wheel all terrain mobile crane to take down 2 number tower cranes and take out storage containers. (Week 128)
- For 2 days x 3 x articulated lorry with trailers for collecting tower crane components and storage containers. (Week 128)
- For 1 day x 1 articulated lorry with low loader trailer to collect ground worker excavators, dumpers and associated plant. (Week 141)

- For 3 days x 1 x 4 axle / 8 wheel all terrain mobile crane to remove site office complex and all sundry storage containers. (Week 141).
- For 3 days x 7 articulated lorries and trailers to collect site office complex and sundry storage containers. (Week 141)
- For 3 week x 1 x 4 axle / 8 wheel self load flat back lorry collect surplus materials from site. (Week 138)
- For 2 days x 2 x 2 axle / 4 wheel self load flat back lorries to collect site boundary fencing and gates.(Week 140)
- For 30 weeks x 1 x 2 axle / 4 wheel road sweeper. (Week 104)

**Phase 3 - BLR Site**

**Site Enabling Works**

**Week 1 to Week13**

- For 2 days x 2 x 2 axle / 4 wheel self unload flat back lorries delivering site hoarding materials and gates. ( Week 1)
- For 1 day x 2 x 3 axle / 6 wheel self unload flat back lorries delivering mobile offices and storage containers for demolition contractor. ( Week 5)
- For 1 week x 4 x articulated lorry with low loader trailer delivering to site demolition plant and concrete crusher. ( Week 6)
- For 6 weeks x 8 x 4 axle / 8 wheel tipper trucks removing demolition arisings. (Week 8)
- For 7 weeks x 1 x 2 axle / 4 wheel tanker delivering diesel.(Week 5)
- For 7 weeks x 1 x 2 axle / 4 wheel 3 tonne van servicing of demolition plant.(Week 7)
- For 1 day x 2 x 3 axle / 6 wheel self load flat back lorry collect mobile offices and containers. ( Week 13)
- For 1 week x 4 x articulated lorry with low loader trailer collecting demolition plant and concrete crusher.(Week 13)

**Building, Piling, Foundations and Drainage Works**

**Week 14 to Week 30**

- For 2 days x 5 x 4 axle / 8 wheel flat back lorries bring to site site offices and welfare accommodation. ( Week 14)
- For 2 days x 3 axle / 6 wheel all terrain mobile crane. (Week 14)
- 1 day x 2 articulated lorries with low loader trailers bringing to site piling rig and associated plant. ( Week 16)
- For 2 weeks 3 x 4 axle / 8 wheel lorries delivering piling steel reinforcement. (Week 16)
- For 1 day x 2 articulated lorries with low loader trailers bringing to site ground worker excavators, dumpers and associated plant.(Week 17)
- For 3 weeks x 50 x 4 axle / 8 wheel ready mix concrete lorries for piling works.(Week 16)
- For 1 day 2 x articulated lorries with low loader trailers collect from site piling rig and associated plant.(Week 19)
- For 1 day x 1 x 4 axle / 8 wheel all terrain mobile crane for erecting tower crane. (Week 17)
- For 1 day 3 articulated lorries bring to site tower crane components. (Week 17)
- For 6 weeks x 3 x 4 axle / 8 wheel self unload flat back lorries delivering ground worker formwork and associated materials. (Week 17)

- For 6 weeks x 1 x 4 axle / 8 wheel self unload flat back lorry delivering sundry foundation materials.(Week 17)
- For 6 weeks x 3 x 4 axle / 8 wheel tipper trucks bringing to site aggregates etc for ground worker. (Week 20)
- For 11 weeks x 30 x 4 axle / 8 wheel ready mix concrete lorries. (Week 18)
- For 10 weeks x 30 x 4 axle / 8 wheel tipper trucks. (Week 18)
- For 6 weeks x 1 x 4 axle / 8 wheel self unload flat back lorry delivering draining materials. (Week 19)
- For 12 weeks x 1 x 3 axle / 6 wheel tanker lorry delivering diesel. (Week 17)
- For 1 day 2 x articulated lorries with low loader trailers collect from site ground worker excavators, dumpers and associated plant.(Week 31)
- For I day x 2 x 4 axle / 8 wheel self load flat back lorries collect ground worker surplus materials. (Week 31)
- For 14 weeks x 1 x 2 axle / 4 wheel road sweeper**.** ( Week 16)

**Building, Concrete Frame, Envelope and Roofing Works**

**Week 25 to Week 74**

- For 18 Weeks x 4 x 4 axle / 8 wheel self unload flat back lorries delivering formwork materials. (Week 23)
- For 18 weeks x 1 x 4 axle / 8 wheel self unload flat back lorry delivering formwork scaffolding (Week 23)
- For 24 weeks x 6 x 4 axle / 8 wheel flat back lorries delivering steel reinforcement. (Week 24)
- For 18 weeks x 4 x 3 axle / 6 wheel concrete pump visits (Week 30).
- For 27 weeks x 50 x 4 axle / 8 wheel ready mix concrete lorries. (Week 26)
- For 24 weeks x 3 x 4 axle / 8 wheel flat back lorries delivering building access / working scaffold. (Week 32)
- For 9 weeks x 8 x 4 axle / 8 wheel flat back lorries collecting formwork materials. (Week 44)
- For 10 weeks x 4 x 4 axle / 8 wheel flat back lorries collecting building access / working scaffold. (Week 68)
- For 28 weeks x 1 x 2 axle / 4 wheel road sweeper.(Week 25)
- For 28 weeks x 1 x 2 axle / 4 wheel tanker delivering diesel. (Week 51).
- For 18 weeks x 3 x 3 axle / 6 wheel self unload flat back lorries delivering cavity wall metal studding, insulation and sundry materials. (Week 30)
- For 18 weeks x 8 x 4 axle / 8 wheel flat back lorries delivering facing bricks. (Week 43)
- For 30 weeks x 2 x 4 axle / 8 wheel ready mix mortar lorry. (Week 43).
- For 8 weeks x 1 x 4 axle / 8 wheel flat back lorry delivering blocks. (Week 43).
- For 22 weeks x 2 x 4 axle / 8 wheel flat back lorries delivering lintels, brick slip lintels etc. (Week 48).
- For 22 weeks x 1 x 2 axle / 4 wheel self unload flat back lorry delivering wall ties, dpc, dpm etc. (Week 30).
- For 26 weeks x 2 x 4 axle / 8 wheel self unload flat back lorries delivering window frames etc. (Week 48).
- For 12 weeks x 2 x 4 axle / 8 wheel self unload flat back lorries delivering roofing materials. (Week 56)
- For 12 weeks x 1 x 2 axle / 4 wheel lorry delivering rain water goods (Week 56)
- For 10 weeks x 1 x 3 axle / 8 wheel self unload lorry delivering metal handrails, balconies etc. (Week 56)

- For 45 weeks x 3 x 4 axle / 8 wheel skip lorries. (Week 30)
- For 45 weeks x 1 x 3 axle / 6 wheel self unload skip lorry delivering sundry building materials. (Week 56).
- For 4 weeks x 2 x 3 axle / 6 wheel lorries delivering lifts and components. (Week 66)
- For 10 weeks x 1 x 3 axle / 6 wheel self unload flat back lorry delivering statutory under takers cable and plant. (Week 43).

**Building Internals, Finishes and External Works**

**Week 42 to Week 74**

- For 20 weeks x 3 x 3 axle / 6 wheel lorries delivering metal studwork, plasterboard, plaster and sundry materials. (Week 42)
- For 20 weeks x 3 x 3 axle / 6 wheel self unload flat back lorries delivering sanitary ware, kitchen units, and heating materials.(Week 42)
- For 20 weeks x 3 x 3 axle / 6 wheel lorries delivering flooring, wall tiles, ironmongery, paint ,electrical fittings / goods. (Week 47).
- For 20 weeks x 3 x 3 axle / 6 wheel skip lorries. (Week 53).
- For 20 weeks x 1 x 3 axle / 6 wheel self unload lorry delivering ground worker materials. (Week 53)
- For 20 weeks 1 x 2 x 4 axle tipper truck removing from site ground worker arisings. (Week 51).
- For 10 weeks 1 x 4 axle / 8 wheel self unload lorry delivering external paving materials. (Week 51).
- For 1 day x 1 articulated lorry and low loader trailer delivery ground worker plant (Week 51).
- For 2 days x 1 x 3 axle / 6 wheel self unload lorry delivering external works equipment / fixtures. (Week 60).
- For 15 weeks x 2 x 4 axle / 8 wheel ready mix concrete lorry. (Week 51).
- For 1 day x 1 4 axle all terrain mobile crane to take down tower crane. (Week 62).
- For 1 day x 3 articulated lorries and trailers collecting tower crane components. (Week 62).
- For 1 day x 1 articulated lorry and low loader trailer collecting ground worker plant. (Week 68).
- For 1 day 1 x 4 axle / 8 wheel self load flat back lorry collecting ground worker materials etc. (Week 68).
- For 2 days x 2 x 4 axle / 8 wheel self load lorry collecting surplus materials from site. (Week 70)
- For 2 days x 2 x 3 axle / 6 wheel self unload lorries delivering trees and plants to site. (Week 68).
- For 2 days x 5 x 4 axle / 8 wheel flat back lorries collecting from site, site offices and welfare accommodation. ( Week 54)
- For 2 days x 3 axle / 6 wheel all terrain mobile crane. (Week 54)
- For 2 days x 2 x 2 axle / 4 wheel self unload flat back lorries collecting from site hoarding materials and gates. ( Week 74)

## 3.4 Over Sized Verticals for Tower Crane, Excavator & Piling Rig Delivery

## 3.5 Phasing and Peak Movements

**Phase 1**

Mobile cranes and low loaders will utilise Queen's Crescent and the remainder of construction vehicles will use the Grafton Road route, with a total of 12 vehicles expected to need to use the Queen's Crescent route for this phase.

Over the 78 weeks a total of 3,269 vehicles are expected, giving an average of 42 per week, 8 per day or 1.0 per hour assuming 8 hours available for deliveries per day.

The peak period of activity is during weeks 15 and 16 when 79 vehicles per week, 16 per day or 2.0 per hour would be expected.

**Phase 2**

The route for all vehicles coming to and leaving Phase 2 (BLR Site) will be via Malden, Haverstock and Wellesley roads.

Over the 141 weeks a total of 8,984 vehicles are expected, giving an average of 64 per week, 13 per day or 1.4 vehicles per hour assuming 8 hours available for deliveries per day.

The peak period of activity is during week 19 when 188 vehicles per week, 38 per day or 4.7 per hour would be expected.

**Phase 3**

The route for all vehicles coming to and leaving Phase 3 (BLR Site) will be via Malden, Haverstock and Wellesley Roads.
Over the 74 weeks a total of 3,922 vehicles are expected, giving an average of 53 per week, 11 per day or 1.3 vehicles per hour assuming 8 hours available for deliveries per day.
The peak period of activity is during weeks 26 and 27, when 124 vehicles are expected per week, equivalent to 25 per day or 3.1 per hour.

## 3.6 Light Goods Vehicles (LGV)

No parking will be available on site for the workforce and no off-site parking facilities will be provided for. The parking controls on the roads surrounding the site should cat to discourage any on-street parking.

There will be a residual volume of light deliveries by van for smaller elements and for day to day incidental requirements. The number of these is difficult to predict due to their variable and incidental nature. It would be anticipated that the average for these deliveries will be in the order of 2 movements per day.

## 3.7 Interface with Adjoining Sites

**Phase 1 (DHO Site)**

Apollo will be working on Bacton High Rise tower refurbishment with works being complete in August 2014, and Kier's working on the new old people's home with works being complete in June 2015.

Other than enabling works Phase 1 (DHO Site) will commence in January 2014 and run through until late June 2015. To remain independent of both contractors construction vehicles coming to and leaving the DHO site will be via Grafton Road and part Vicar's Road, with low loaders using Queens Crescent.

**Phase 2 and 3 (BLR Sites)**

When works commence on site in June 2015 Apollo would have completed the majority of their works on the BLR estate and Kiers would have be finishing their works to the old people's home. With this in mind, there will be no interface working with these or any other contractors when works commence on Phase 2 and 3.

## 3.8 Pedestrian and Cyclist Safety and Access

Each construction site will have a clearly identifiable access point for pedestrians, ensuring that staff and visitors entering the site do not conflict with access for construction vehicles.

Any vehicles turning into or out of the site will be controlled by traffic marshals and barriers will be used temporarily to ensure that pedestrian movement will not conflict with vehicles entering or exiting the site.

It will be ensured that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet the following conditions:-

1. Operators will be a member of TfL's Fleet Operator Recognition Scheme (www.tfl.gov.uk/fors) or similar at the Bronze level

2. All drivers will have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.

3. All vehicles associated with the construction of the Development will:

    - have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.

    - have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.

    - have a Class VI Mirror

    - bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside

## 3.9 Pedestrian and Road User Safety

As discussed in Section 3 each construction site will have a clearly identifiable access point for pedestrians, ensuring that staff and visitors entering the site do not conflict with access for construction vehicles.

Any vehicles turning into or out of the site will be controlled by traffic marshals and barriers will be used temporarily to ensure that pedestrian movement will not conflict with vehicles entering or exiting the site and it will be ensured that all contractors and sub-contractors operating large vehicles have training and measures in place to address cyclist safety.

# 4.0 Nuisance Control

A range of measures will be implemented to ensure that the potential impact of the works on local residents and neighbours will be minimised. These measures are listed in turn below.

## 4.1 Dust Control

Using the Best Practice Guidance for the control of dust and emissions for demolition and construction, with Demolition to BLR Phase 2 and 3 only the project is deemed at being a "High Risk" site due to an intermittent or likely impact on sensitive receptors.

The site will be fully closed in on all sides using 2.4 meter high timber and ply hoarding. Vehicle and pedestrian access gates will be metal.

No bonfires will be allowed on site

All residents, neighbours and 3rd party stakeholders adjacent to the site will be notified by news letter and posters of works commencing date.

During the site strip and reduce dig measures will be in place to suppress any dust generating activities by using water sprinklers either from the TWA main supply or water bowser.

Real time monitors will be used on site. and at the boundary of the site during demolition.

Any dust generating activities on site during strong windy days will be minimised or stopped completely.

No storage of fuel will be located close to adjacent properties.

Arising from the demolition works will be crushed on site and stock piled for use on piling mats, haul roads and storage areas. Surplus material will be taken off site using large 4 axle 8 wheel tippers with all loads covered.

All plant including the crusher will have water spray plant fitted to suppress dust along with free standing plant to spray water as and when necessary.

Lorries delivering materials to site will have their loads covered with the same applying when they leave site empty.

During the spreading and laying of the crushed concrete the excavator will either have a boom fitted water spraying apparatus or a separate item of plant that will spray water and suppress dust working in tandem with the excavator.

During the piling and foundation works measures will be taken as appropriate using a mobile item of plant to spray water and suppress dust whilst these works are being undertaken.

All roads leading to and from the site will be kept clean on a regular basis using a mechanical sweeper thus preventing the build up of dust and air borne dust.

Flat back lorries (delivering bricks and precast units), once unloaded will be swept clean of any dust and debris before being allowed to leave site.

Large tipper trucks taking away excavation material will have their loads covered.

All skips when placed on site will be covered at all times and covered also when collected and taken from site.

Any stock piles of materials i.e. crushed concrete, aggregates etc will be kept covered using hessian or similar.

Fuel being used for machines on site will be positioned furthest away from any properties and be contained in its own bunded tank.

**Emission Controls**

All off road vehicles/plant deployed on site will be required to use ULSD fuel.

No vehicle or item of plant will be left running unnecessarily.

No machinery or plant will be located close to properties.

Contractors plant being used on site to be of good order with correct silences/exhausts fitted.

Site management/key operatives/subcontractors will be fully advised and trained on Best Practice for the control of dust and omissions.

A member of the site management team will be trained and appointed to carry out inspections and maintain site lot book of works involving generation of dust and emissions.

## 4.2 Wheel Wash

A concrete hard standing will be constructed within the site in front of the site boundary gates to allow for vehicles to stop and wash their wheels before leaving site and entering on to public roads.

The hard standing will be constructed in concrete to falls to allow water run off into a drainage sump which will be emptied on a regular basis. Wheel washing will be carried out using industrial hand held water pressure washers.

## 4.3 Noise Control

Construction works on site will only be carried out between 0800-1800 hours on week days and 0800-1300 hours on Saturdays and not on Sundays and Public Holidays.

The maximum permitted noise levels targets are:

Not greater than 72 dB $L_{Aeq,\ 10\ hours}$ Monday to Friday
Not greater than 72 dB $L_{Aeq,\ 5\ hours}$ Saturday

As with the control of dust and omissions all residents that are close to the site boundaries will be informed of any noisy works being likely to be carried out on site by letter or personal visit by management.

Initial calculations (in accordance with BS 5228) show that the permitted noise levels should not be routinely exceeded with the proposed plant using boundary and local screening alone.
Further details of plant, methodology, mitigation and predicted noise levels will be provided within a Section 61 Application(s) to be submitted when the final methodology is known.

Where the potential for noise impact exists, "Best Practicable Means", as defined in Section 72 of the Control of Pollution Act 1974, will be used to reduce noise to achieve noise levels below the target noise levels and ensure compliance consistent with the recommendations of BS 5228.

Management will ensure whilst in the process of giving operatives their site inductions and afterwards in tool box talks on site, the importance in ensuring that best practice in respect of noise monitoring and reduction being addressed and followed whilst carrying out their works with the use of power tools.

A member of the site management team will be appointed to ensure that a programme of monitoring noise be in place to ensure that noise condition limits are not exceeded and that all necessary recommendations are met and maintained on site.

Every contractor employed on site and as part of their Method Statement and Risk Assessment will be required to identify how they propose to manage and control noise on site whilst carrying out their works. In using this route works that could have a big impact on noise can identify any risks early on so that they can either be eliminated or reduced at the planning/programming stage.

All works involving noise will be monitored at source and wherever possible measures taken to control the spread of noise.

Prominent warning notices on the requirement to wear ear defenders will be displayed at the entrance of the site gates and in the compound changing rooms and canteen.

All plant deployed on site when not working will be required to turn their engines off, all plant to be maintained in good condition paying particular attention to engine exhausts.

## 4.4 Site Security

The sites will be fully secured on all the boundaries using timber and ply hoarding 2.4m high with metal gates for vehicle and pedestrian use. The site sites will have adequate security lights around the perimeter fencing area of each site.

There will be a static security guard on site during out of work hours in the evenings and at weekends. There will be CCTV cameras strategically located at the site entrance gates.

## 4.5 Consultation with Local Residents

Provide details of proposed Community Engagement including commitment to proposed numbers, with regards to engagement of the local community, including, but not limited to the following:

- Facilitating community and school site visits
- Community workshops
- Methods of Community information share
- Methods to minimise the impact on the community and the promotion of this.

Our business is both robust and insightful in terms of community consultation and engagement within the built environment. We have extensive experience of working with local authorities, regeneration agencies, design teams, local communities and stakeholders. Our community engagement plan is founded on strong collaborative working methods, good communications, urban and spatial intelligence and knowledge of planning structures.

We have approached the Bacton Low Rise redevelopment with a fresh look, tailoring our consultation and engagement process to suit both the needs of the project, and aspirations of all stakeholders including the GLA. We have experience of a variety of methods of engaging people in visioning, developing masterplans and new homes.

**What we propose**

| Proposal | Resource |
|---|---|
| Staff available throughout the scheme | In addition to the project delivery team identified we will provide a dedicated Resident Liaison Officer for the duration of all works and throughout the defects/repairs period.<br>During workshop and community events we will provide sufficient staffing levels to ensure there is not more than 6 residents to every member of staff. That way everyone gets there opinions heard. |

| | |
|---|---|
| Community Events | Community events are a great way ensuring everyone gets involved in the redevelopment of the estate, however they need to be targeted correctly.<br>We will work with the Borough of Camden and local resident and stakeholder groups to make sure we are delivering the type of events they want.<br>Whatever is needed and has a high level of local support, we will work with you. |
| School visits | We will make contact with all schools in the Bacton Low Rise area. If a school agrees to us visiting, we will be delighted to do so. This can be done annually at the start of target year groups and is also open to arrange school visit to the scheme. |
| Sharing information and encouraging participation | We will work hard to get the message out to as many people as possible. This will be achieved through workshops, one to one meetings, our call centre, web and online media outlets, local press and through stakeholder groups. |
| Minimising the impact of construction | This is going to be a big project, so inevitability there will be an element of disruption for residents over the course of all phases. Hopefully by reading our construction methodology in Ref. 3.8 you will see we have put extensive thought into how we will mitigate the impact as residents as much as possible.<br>During the design phase we will anticipate as a result of design meetings and consultations we can add to this further. |

**Our Approach**


We will ensure that the following is in place whilst working on the project.

- Clear channels of communication.
- A process for how contributions will be integrated into emerging options or

proposals.

- Plain English documentation outlining the most important pieces of information that are of concern to residents, such as timescales, who it affects, what has been decided, and how decisions will be made.
- A programme of consultation and engagement events so people can plan how and when they would like to get involved. The programme will be purposely left with some space to allow local people to tweak or introduce events or exercises that they feel necessary to inform the designs.

**Our Methodology**

We intend to keep the consultation and engagement focused upon key local residents/stakeholders and officers, staging a number of workshops to progress designs and ideas with them.

Our Community Involvement Manager; Tessa Shelley will be committed to developing a comprehensive consultation strategy with LB Camden Development Team/Design Team.

Tessa will be assisted in the management of the design process consultation, with support from dedicated Resident Liaison Officer (RLO) and input from our Design Manager and Project Manager.

A stakeholder mapping will be carried out at the start of the project. This will be used to identify groups and individuals to invite to join a Community Liaison Group. Membership to this group will also be advertised through a Project Newsletter distributed to the immediate area surrounding the project and a Project notice board, ideally on a prominent part of the existing building on the Bacton Low Rise estate.

This will also be supported by a comprehensive e-media package including a project specific web page, Twitter feed, facebook page and active links to stakeholder's websites and blogs.

Once established, the Community Liaison Group will meet at key stages through the development of the project, working to inform and influence the design, implementation and management proposals. The first meeting will begin with a Walk & Talk around the site to identify key issues, constraints and opportunities. Further meetings will assess the emerging options/designs, with a final meeting to view the draft proposals.

Project Newsletters and updates for the notice board will follow and report on the Liaison Group findings and project development.

We will focus on both on-site and off-site residents (neighbours), as well as local community groups and stakeholders.

**Stakeholder Mapping**

We will build upon the groups identified through a comprehensive stakeholder mapping exercise. From a brief desktop exercise, we have identified the list below. This is by far an extensive list which can only be created through joint working

with multiple LB Camden departments and Bacton Low Rise Residents Group during the design stage of the procurement process.

- Bacton Low Rise Residents Association
- St Martins C of E Church
- Gospel Oak Neighbourhood Action Group
- LB Camden Development Forum
- Queens Crescent Community Association
- Adjacent Neighbours bordering the site.
- French School (L'ile aux Enfants) Management
- Sanctuary House Management.
- Gospel Oak Health Clinic Haverstock Road.
- Gospel Oak Nursery Centre Haverstock Road.
- Wellesley Road Elderly Person's Home
- Wendling Estate Residents Association
- Visits will also take place to a number of schools within the vicinity of the site namely, Fleet Primary School, St Dominic's Roman Catholic Primary School.

**School Visits**

During the length of the project, we will maintain regular contact with all 3rd party stakeholders, along with all the schools that are within the scheme's proximity. There are a number of great opportunities we will look to put into effect including:

- We will provide regular school safety talks with local schools, for all ages as young as three.
- We will provide regular engagement sessions with colleges regarding Construction safety – we encourage projects based around the site/construction of Bacton Low Rise, inviting them to visit site as part of their project with the support from on-site management staff.
- We will offer support to local schools and colleges in certain areas of expertise which they may be studying, i.e. environmental, business, Project Management etc.
- We will be supporting local safety campaigns and linking this with the local schools to raise awareness (i.e. Road Safety Week, attached doc email).
- We will facilitate Career Fairs – at a minimum twice a year.
- We will consult with a representative core group from various schools regarding specific elements of the scheme, i.e. construction traffic (Getting their buy in).

Subject to granted permission by the Head Teacher/School Manager, we will visit schools on a regular basis to tell them what we are doing on the site, advise them on all H&S matters relating to construction sites, along with the dangers of entering on to building sites. We will also hold competitions, with prizes, based on what is happening to and around the progress of the new development in their area.

We will host a series of '**Meet the Contractor'** event, where we highlight key health and safety matters; discuss requirements for newsletters and bulletins including up-to-date progress; impart key information about the project and provide contact details for the construction team; give notifications of any temporary road closures or diversions within the area; discuss requirements for School Safety Talks with the Considerate Constructor's Ivor Goodsite, highlighting the dangers of building sites and how to stay safe; liaise regarding any learning opportunities that we could facilitate during the construction period.

**Disruption**

Our approach to maintaining good relations with residents and neighbours of the scheme is part of the culture within Rydon. We take a proactive stance on informing people affected by the project through signage, multi media platforms and face to face communication through planning, pre construction and the build process itself.

The need is to promote open and honest dialogue with residents and stakeholders about construction impacts, whist clearly outlining how noise and dust mitigation will be handled, along with the benefits to local economy, training and employment opportunities.

Once we are active on site, we will make sure working time and noise restrictions are strictly adhered to. We will always ensure our staff and suppliers keep all access roads clear and never use other peoples parking areas. We will also keep the transference of noise and dust to an absolute minimum. We have a number of best practice policies in place, which have been referred to throughout this document.

We will ensure everyone on our site adheres to these and that a every person who comes into contact with any of our representatives is treated with respect and good manners. Whenever possible, we will create a fully enclosed site, however we are still aware of the need to minimise the impact on residents and the local neighbourhood. To control this we will; Attach debris netting to all scaffold elevations; Keep windows to existing block closed wherever possible to minimise noise from works; Use industry leading low decibel hand tools and heavy equipment; Only conduct machine or tool operations between the hours of 8.30 – 5.30; Only work on weekdays; Operate wheel washing facilities at the entrance/exit to minimise dirt transference; Only schedule deliveries between 8.30 -5.30 avoiding school runs where possible; If required, create elevated debris hoarding to perimeter brick walls, to reduce dust transference to neighbouring properties.

## 4.6 Travel Plan

Worker's vehicles will not be allowed on to the site except where required for deliveries of goods and tools.

The surrounding Controlled Parking Zone which has controls in place 08:30 to 18:30 Monday to Friday will limit the potential for parking to take place on the roads surrounding the site. Parking on the adjacent estate roads will also be monitored and contractors will be informed that they should not park on these roads.

To minimise the potential impact of construction workers travelling to the area, a Travel Plan will be implemented to promote and encourage the use of sustainable mode of travel to and from the site and minimise the use of private cars.

The Travel Plan will take the form of a leaflet that will include details of local public transport services and promote walking and cycling. It will be ensured that secure areas to park cycles are available within each site for the duration of the works.

The sites have a Public Transport Accessibility Level of 2/3, indicating a reasonable level of accessibility.

The C11 Archway to Brent Cross, 24 Hampstead Heath to Pimlico and 46 Lancaster Gate to St Bartolomew's Hospital bus services are available within the PTAL 640m walk distance cut off. These bus services offer interchange with a number of underground and rail stations.

The Gospel Oak railway station is also within reasonable walking distance of the site. The station is on the North London Line (NLL) and is also the western passenger terminus of the Gospel Oak to Barking Line.

Given the above rail and bus services, public transport is a viable mode of transport to the sites for construction staff and any visitors to the site.

# SECTION 5

# 5.0 Proposed Mitigation Measures

**General**

Proposed highway mitigation measures are detailed in this section.

**Signage Strategy**

Once agreed with the London Borough of Camden a clear signage strategy will be developed and implemented to direct all construction traffic along the correct routes avoiding any confusion on which routes should be taken.

**London Borough of Camden Highways Agreements.**

Any proposed parking suspensions, temporary road closures, scaffold and hoarding licences and highway works will require discussions and agreement with the London Borough of Camden and local stakeholders.

**The following Parking Bay Suspensions will apply to the following Phase's**

**Phase 1 (DHO Site)**

- 8 number car parking spaces in Graton Road (opposite Cressfield Crescent) to allow holding area for delivery vehicles.
- Suspension of 5 car parking spaces in Vicar's Road either side and opposite Weddington Road to allow turning areas for construction vehicles to and from site.

**Phase 2 (BLR Site)**

- Suspension of 6 number car parking spaces adjacent to and opposite the two site entrances in Wellesley Road.
- Suspension of 6 car parking spaces in Haverstock Road.

**Phase 3 (BLR Site)**

- Suspension of 6 number car parking spaces in Haverstock Road.
- Allocated area in private road opposite Bacton High Rise Block for the unloading of vehicles.

## 5.1 Considerate Contractors Scheme (CCS)

We recognise the importance of achieving the highest level of workmanship throughout the process, and our inspection and test plans utilised at all key stages, will ensure these levels are maintained throughout. We will register the project with the CCS and set ourselves a minimum target of 35 (based on the new scoring system introduced in 2012).

All works will be carried out in line with the Rydon Quality Assurance procedures, which are ISO 9001 accredited and in line with the Code for Considerate Constructors.

Rydon is a member of the Considerate Constructors Scheme, which is voluntary and adopted by many construction companies throughout the UK. The scheme is an independent organisation whose aim is to improve the image of construction.

Sites are encouraged to present an image of competent management, efficiency, awareness of local environmental issues and above all be neighbourly and this way every site would become a positive advertisement for the industry.

Sites are visited by monitors to check that sites comply with the Code of Practice, highlight areas where improvements can be made, provide suggestions on how to improve and praise sites when they achieve standards beyond industry requirements.

There are Considerate Constructors notices on both entrances to site and all staff are encouraged to take the time to read the "Code of Considerate Practice".

Anyone requiring further information on the scheme should ask at the Site Office.

## 5.2 DHO/BLR Emergency Access Strategy

On Phase 1, 2 and 3 sites there will be dedicated fire assembly and first aid areas for Operatives / management in the event of an accident or fire.

**Phase 1**

Site emergency vehicles coming to site will do so from Grafton Road or Vicar's Road and enter the site through the vehicle access gates located in Grafton or Vicar's Road.

**Phase 2 and Phase 3**

On each site there will be a pair of vehicle gates along with a designated area for emergency vehicles to enter and park on site.

Their route to the site will either be from Grafton road along Vicar's Road in to the site, or coming from Malden Road, in to Wellesley Road in to the site; their exit from site will be by using the same routes.

Prior to works commencing on site meetings will take place with all three main emergency authorise to inform them of the project and in doing so agree on the routes they will take in the event of an emergency on site.

Displayed in the site offices and canteen with be a map and directions of the nearest hospital along with all relevant phone numbers.

# SECTION 6

## 6.0 Summary

This Construction Management Plan (CMP) relates to the proposed redevelopment of the DHO and BLR sites in Gospel Oak. The purpose of the CMP is to ensure that the impact of the demolition and construction works to all three phases on the local residents, neighbours and 3rd party stakeholders and the immediate highway network is kept to the absolute minimum.

The plan seeks to address all those concerns expressed by vested interested parties within the BLR estate and the neighbouring areas.

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of Development. Any future revised plan must be approved by the Council and applied thereafter.