Comstruction Management Plan

11-13 St. Pancras Way, London NW1 0PT
UNITE Group PLC/RG Group
25 March 2011

Travis Perkins

The heart of student living

UNITE

Unite – Travis Perkins

Draft Construction Management Plan Rev A.

March 2011

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Draft Construction Management Plan (CMP)

This Draft Construction Management Plan (CMP) outlines the general principles for the control of traffic associated with RG Group construction activities. Hi-lighted sections are intended to be developed to identify the specific risks for individual projects. These risks generate actions reducing their impacts with the aim of providing a safe working environment.

RG shall regularly update their CMP as the construction method is developed and vehicle movement requirements are identified in detail. It is the responsibility of the construction manager to control pedestrians, vehicles and plant that are present on the site.

Poorly managed vehicle and pedestrian traffic on site can have serious consequences both for employees and the general public. The HSE requires that traffic management plans are prepared as part of the construction phase plan (as in the CDM regulations April 6 2007) Failure to safely plan vehicle and pedestrian movements on site can result in accidents, prosecutions, heavy fines and a damaged reputation.

The site is on St Pancras way NW1 0PT. The site, comprising two sheds and three areas of hardstanding is owned and in use by Travis Perkins. The is has external cladding that requires removal and a concrete structure to be demolished . There are residential buildings to the north, south and west of the site.

The construction is a student accommodation, medium rise with a maximum of up to 10 stories above. There will also be a new substation to construct.

The construction of the 564 bed student accommodation and class A commercial unit to the basement which is intended to be TP warehouse. The lifts, stair cores and riser core are of reinforced concrete construction. The majority of the student rooms will modular with en-suite bathrooms manufactured in the UK and delivered to site.

The elevations are a mixture of traditional brick / render and cladding. The access to these areas is by scaffold platform. Due to accessibility on site scaffold platform is the only suitable option for access around the external envelope.

DURATION OF WORKS

The programme of the works for Unite Travis Perkins is:

Site Enabling: 6 Weeks Commencing TBC

Construction phase 74 Weeks Commencing TBC

PHASES OF WORKS

- Enabling to include demolition of existing structure to level ground
- Ground works to include drainage ,Piling and foundations. (use of heavy plant)
- Concrete core construction to 3 lift shafts/ staircases
- Off site manufactured pods use of tower cranes pods / truck to deliver to site)
- Cladding and roofing works carried out off scaffold.
- M & E fitout
- General fitout (general deliveries, relatively low volumes of material due to off site manufacture)
- Commissioning (minor impact on traffic)

NOTE: All operatives will be required to produce the relevant training certificates or the relevant license which allows them to operate plant on or off site where their activities are employed. Banks men will also be required for all vehicle movements.

PART A - OFF SITE CONSIDERATIONS

The Travis perkins site boundary has an interface with the public on all four of its four elevations (North, South, East and West). The North, south and west elevations borders private property (see appendix A for the proposed site plan and boundary layout in red).

In order to interface with the flow of pedestrians and vehicles in the least obtrusive manner, the following areas have been identified for action and explanation.

1) Establishment of safe access and egress to / from the site
2) Interface with bus route and cycle lanes
3) Use of residential roadways and footpaths
4) Anticipated vehicle movements

The above off site considerations will be explained in detail below, with actions to be undertaken in order to minimise the impact on the local transport network.

1) Establishment of safe access and egress to / from the site

The site entrance is located along St Pancras way, which can be approached from two (2) directions, either Pratt St or Crowndale Road.

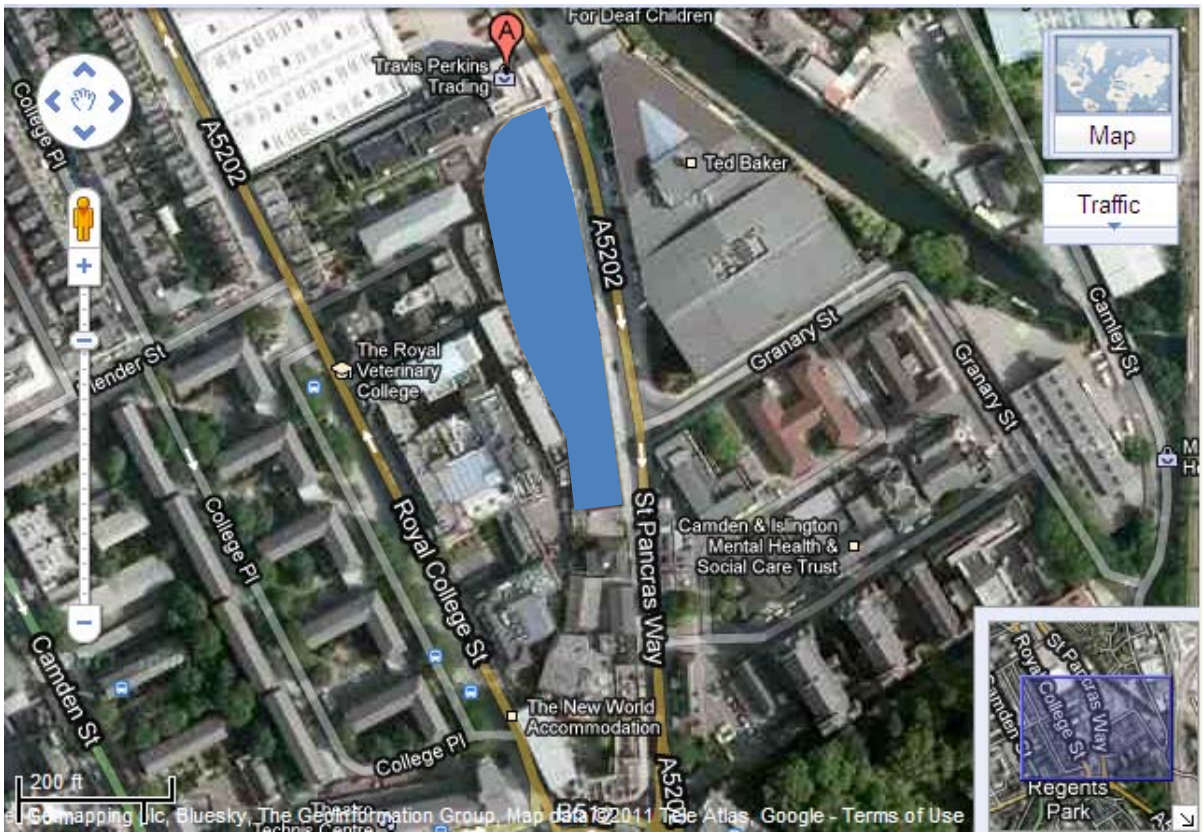
St Pancras Way is a one way single carriageway accessed from Pratt St, intermittent cycle path and pedestrian footpaths.

The footpaths are approximately 2.50 to 3.00m in width offering good visibility in both directions to vehicles joining the carriageway from adjacent roads.

In order to facilitate the safe access and egress RG Group will establish a combined '***entry and exit road'*** to and from the site.

This access and egress point will be via St Pancras Way which is an existing roadway which leads up to the site boundary.

The photograph below shows the site and access from St Pancras way.



Photograph demonstrates the width and depth of the access road with good visibility due to radius kerb lines when entering from or into St Pancras way.

As and when required, RG will employ a road sweeper to remove any excess material generated from the site deposited onto the carriageway.

As a general principle RG will take all measures to stop vehicles backing out on to St Pancras Way. Only when absolutely necessary will reversing being allowed. Reversing will only be facilitated by a trained banks man.

There is sufficient distance within the site to allow a queuing system inside the boundary. Therefore, muck away wagons and concrete deliveries will not be required to queue on St Pancras Way thus avoiding the back up of traffic causing congestion.

2. Bus route and cycle Lane

St Pancras Way is a designated bus route and as such site activities must not adversely impact upon the free flow of traffic past the site.

The site hoarding line and access gate on St Pancras Way are to be set back to allow the full length of a delivery vehicle to park at the site gates and not protrude into the carriageway. Red & White barriers will mark out the delivery route for incoming site traffic along St Pancras.

The hoarding line to St Pancras Way is to be illuminated with bulkhead lighting and positioned along the kerb line from the one end and return in up to the site entrance. The hoarding line will be agreed with Islington Council Street Works section.

This action will impact upon the pedestrian footpath. The following actions will be undertaken to manage the impact on traffic to St Pancras Way.

a) Pedestrian footpath – A 900mm wide temporary footpath is to be created within St Pancras way. The footpath will be protected by red and white heavy duty blocks and an 1100mm handrail to the full extent of the diversion as shown on the site logistics plan. The footpath will be illuminated to improve the visual aspect for both pedestrians and motorists.

   Temporary ramps will be installed to provide access for wheel chair users and persons with restricted mobility.

   The pedestrian route along St Pancras Way will cease prior to arrival of the site boundary to the opposite side of the road. Signs will clearly mark safe access to adjacent pedestrian walkways.

b) Where plant or traffic is manoeuvred onto St Pancras Way, Banks men will be in place to manage the flow of traffic to prevent incidents from occurring.

3. Use of local roads and emergency access

The North elevation of the site borders residential (Beaumont Court student accommodation) with no vehicular access.

Access to site can be gained via Pratt Street Road down St Pancras Way past the site entrance, and exited by turning right out onto crowndale rd.

4 Anticipated vehicle movements

During the ***'enabling phase'*** we anticipate the following main activities:

- Demolition
- Bulk dig
- Preparation of ground for site setup

Anticipated vehicular movements:

Removal of materials off site average of 20 movements per day with a peak of 30 per day.

Contractors visits to site:

Visiting site management and client team 10 vehicle movements (we anticipate most personnel to arrive via underground trains).

RG will encourage all visiting personnel to utilise public transport.

During the '***construction phase'*** we anticipate the following main activities:

- Bulk shift of demolition of material
- Long vehicles associated with modular delivery
- Crane lifts associated with materials delivery (all on site, no requirement for road closures)
- Concrete deliveries for foundation, slab and structural core constructions
- Installation of elevations
- Plant lifts
- Deliveries of materials for fit out

Contractors visits to site: 20 vehicle movements (we anticipate most personnel to arrive via underground trains). RG will stipulate within all trade contractor pre-commencement agreements that parking for operatives in and around the site will not be permitted. The use of public transport to and from the site will be encouraged.

Materials to site average of 100/day with a peak of 150/day

PART B – ON SITE CONSIDERATIONS

All drivers entering the site will be required to sign in at the security point and the registration logged. (They will be required to wear PPE including hi visibility jackets, hard hats, protective footwear and gloves)

Pedestrians can only enter the site at one location at the security point. They will be segregated from the vehicles where possible with separate walkways. If crossovers are required they should be clearly marked.

Enabling Phase

The main activities at this phase are demolition and removal and strip out of existing materials with the structure.

An initial site investigation showed there were no modifications required to the adjacent public roads to enable long load access and there are no overhead cables which require protection or warning poles. The availability of a large site area negates the need for an off site staging area.

The main items of plant include during this phase will be excavators for ground preparations. These will be kept within the site boundary and will only come in to contact with the public highway during mobilisation and demobilisation. Where possible RG will be using material generated by the demolition for a piling mat for the crane base to reduce the number of vehicular movements off site during this phase.

Construction phase

The construction phase of the works employs most of the resources and requires the highest level of co-ordination. At design phase Unite have recognized the need to reduce the impact on the local environment. As a result, traffic to site is reduced by using pre-fabricated elements such as modular constructed, bathrooms, bedrooms, kitchens and corridors in order to reduce the number of traffic movements. As a result of a large volume of offsite manufacture we will reduce the amount of total deliveries significantly.

During the construction phase a number of risks are present, the key risks associated with this project are:

1) Loading and storage areas

All materials will be unloaded in compliance with WAH. (Working at height regulations)

Loading platforms will be constructed so the materials can be distrubted to the relevant levels on arrival to site.

Loading of bulk materials

Where possible bulk items such as steel re bar will be delivery directly to the point of construction assembly (Using a system of Just in time JIT delivery).Areas will be phased in accordance with the construction programme and contractors will be given demarcated areas to carry out their work activity. Other contractors will not be permitted in those areas.

Where crane lifts are required the contractors are required to show evidence of lifting calculations in their method and risk assessments.

General deliveries

All contractors will have secure units (containers) for their deliveries which will be separate from the bulk delivery area.

Movement of materials on site

Where materials are to be double handled from the site compound to the building RG Group will provide a segregated loading bay on each level of the building. This will be accessed by the onsite crane. Between floors goods will be moved via an external hoist facility.

2) Segregation of site traffic, mobile plant and pedestrians

As a general principle on site management steps will be employed to avoid the cross-over of site activities in relation to pedestrians and traffic. Physical barriers will be utilized to segregate off site pedestrians from vehicles.

Pedestrian and vehicle access to this area of the site will be separate from the delivery of bulk materials.

Access to the bulk delivery area will be segregated from pedestrian walkways. All personnel will be required to sign in and be inducted.

There will be a dedicated pedestrian route from the contractor welfare facilities to the main construction area. This will be segregated with a physical barrier.

In locations where on site pedestrian routes are crossed by construction vehicular site traffic a clear crossing point will be visibly marked with flag poles on either side. Pedestrians take priority over vehicles. Signage will communicate this message.

Areas where heavy lifting with the use of mobile or tracked cranes occurs an exclusion zone will be put in place. Only authorised Personnel will be able to gain access to those areas. This will be policed by the contractor responsible for the lifts.

Pedestrian and traffic flow routes should have clear signs showing demarcation lines.

3) Signage.

Signage will be used to control the speed and direction and movement of traffic. All vehicles will be required to not exceed the speed limit of 5 miles per hour. Flags will be used at pedestrian crossing points where construction site traffic and pedestrians come into contact.

A one way system will be put in place on site to avoid backing out on to public roads.

4) Controlled access of visitors to site

All visitors to site will be required to sign in at the security point and will be required to undertake the site induction and wear PPE once on site.

A computerised site ingress and egress log will be maintained along with the registration details of all delivery / collection vehicles.

5) Lighting to site

The site compound will be lit in the hours between dawn and dusk as will pedestrian access routes. Trade contractors will provide task lighting for specific tasks as and when required.

6) Off site co-ordination

A) Parking restrictions

Contractors will be discouraged from parking within the local authority and private bays surrounding the site.

B) Signage

The entrance / exit to the site will be clearly marked with RG / Unite project livery. Considerate Constructors award scheme will be in place with contact numbers for the key construction management personal listed.

C) Hoarding

RG has applied to hoard off the entrance to the site off St Pancras Way. This hoarding will be illuminated either side for pedestrian access.

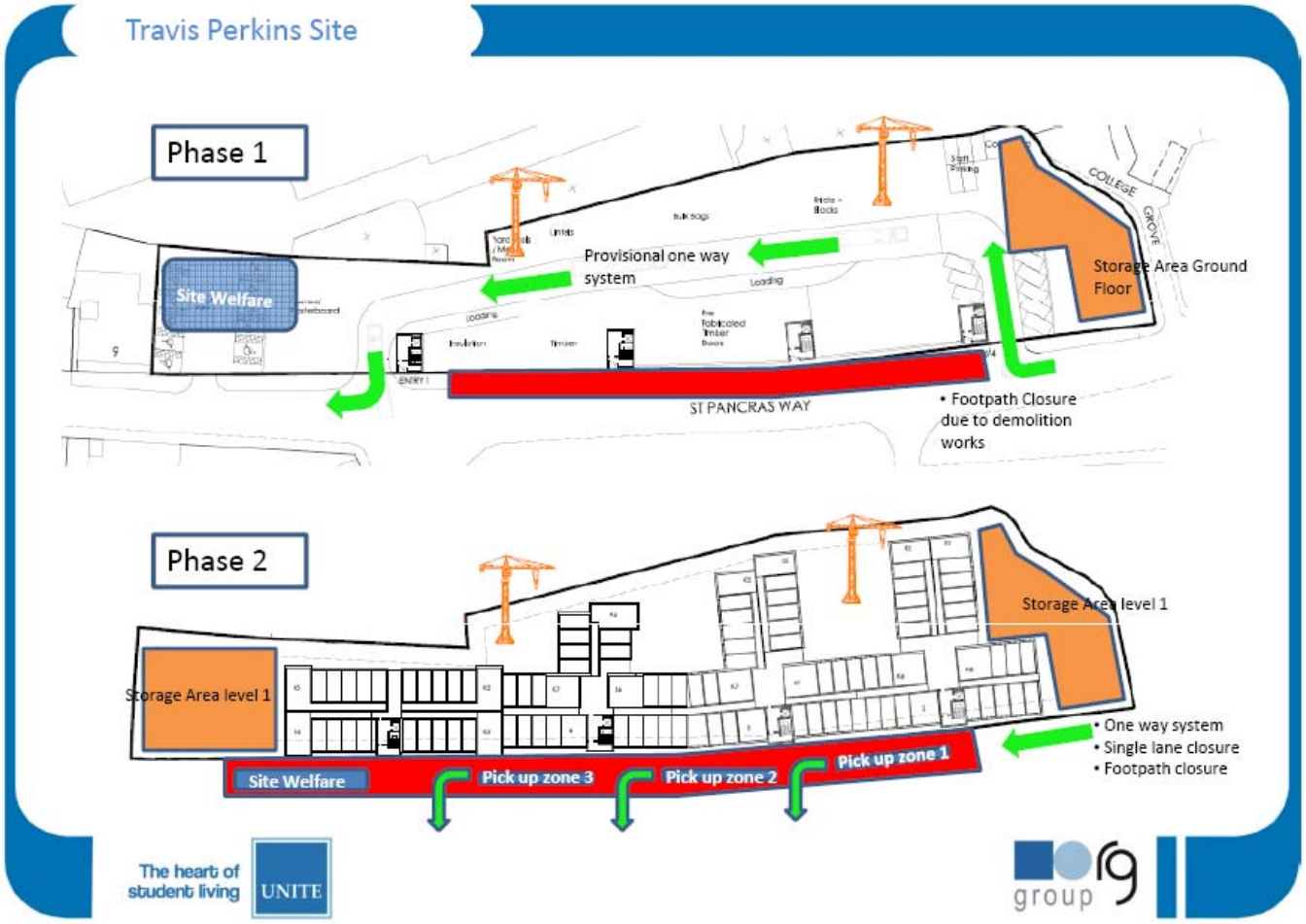
D) Stats

D) PPE

Hi visibility clothing, protective boots, hard hats and gloves should be worn at all times on site.

7) Cross reference to Construction Phase plan

This document forms part of a suite of documents under the Construction phase plan and should be read in conjunction with those referenced.


Travis Perkins Site
Phase 1
Site Welfare
Provisional one way system
Storage Area Ground Floor
COLLEGE GROVE
ST PANCRAS WAY
• Footpath Closure due to demolition works
Phase 2
Storage Area level 1
Storage Area level 1
• One way system
• Single lane closure
• Footpath closure
Site Welfare
Pick up zone 3
Pick up zone 2
Pick up zone 1
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