Construction Management Plan

Camden

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Queries: planningobligations@camden.gov.uk

CONSTRUCTION MANAGEMENT PLAN

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

Site Address: 79 Fitzjohns Ave, Hampstead NW3 6PA

Planning application reference: 2014/7851/P

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: Matt Ayers – Senior Project Manager

Address: Astral House
ImperialWay
Watford
Hertfordshire
WD24 4WW

Tel: 0 1923 233433 Head Office

Email: matt.ayers@vinciconstruction.co.uk

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name:	Matt Ayers – Senior Project Manager
Address:	Astral House ImperialWay Watford Hertfordshire WD24 4WW
Tel:	0 1923 233433 Head Office
Email:	matt.ayers@vinciconstruction.co.uk

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name:	Matt Ayers – Senior Project Manager
Address:	Astral House ImperialWay Watford Hertfordshire WD24 4WW
Tel:	0 1923 233433 Head Office or Mobile 07775 703435
Email:	matt.ayers@vinciconstruction.co.uk

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Investment Programme (CIP), please provide contact details of the responsible Camden officer.

Name:	Matt Ayers – Senior Project Manager
Address:	Astral House ImperialWay Watford Hertfordshire WD24 4WW
Tel:	0 1923 233433 Head Office or Mobile 07775 703435
Email:	matt.ayers@vinciconstruction.co.uk

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name:	Matt Ayers – Senior Project Manager
Address:	Astral House ImperialWay Watford Hertfordshire WD24 4WW
Tel:	0 1923 233433 Head Office or Mobile 07775 703435
Email:	matt.ayers@vinciconstruction.co.uk

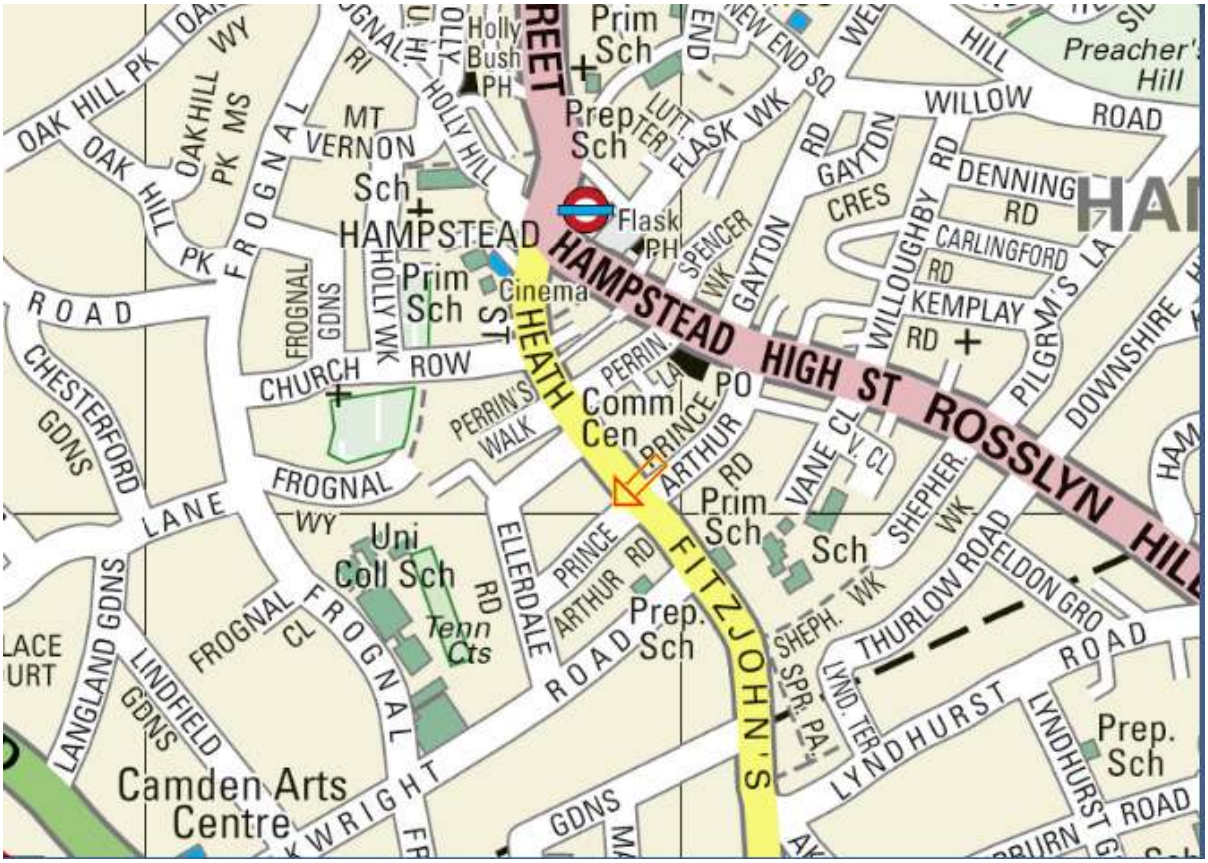
Q7. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

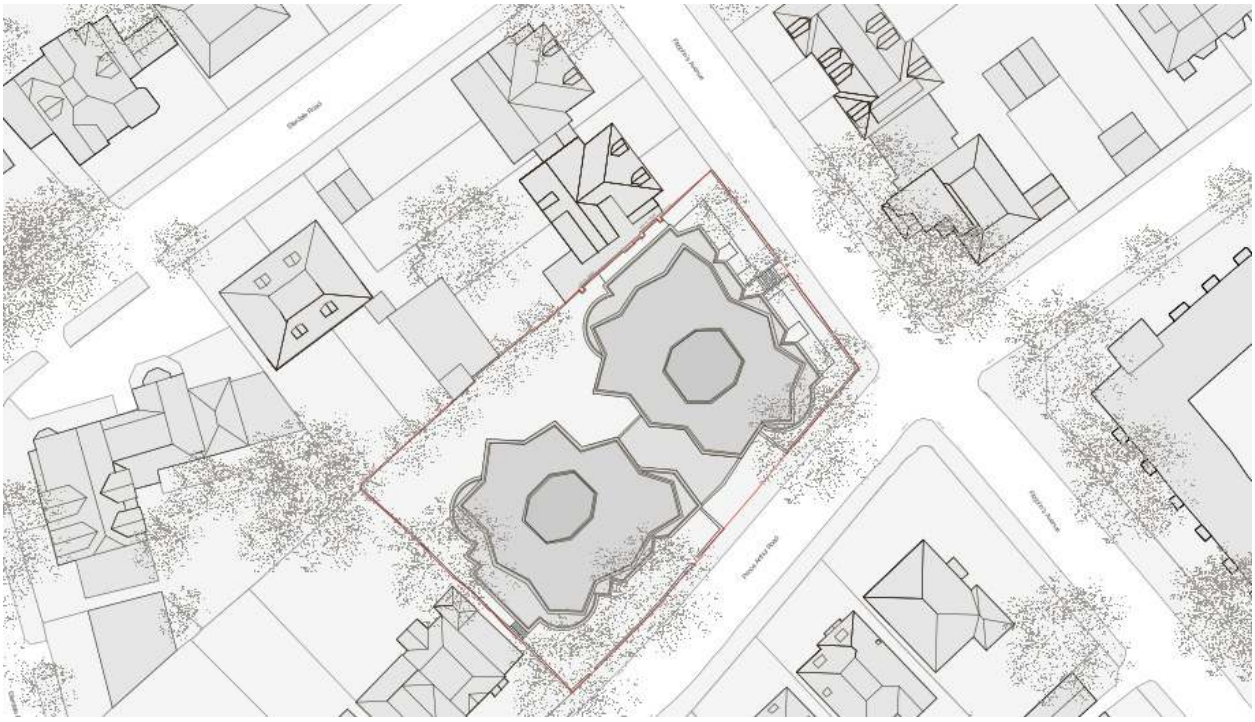
Name:	Matt Ayers – Senior Project Manager
Address:	Astral House ImperialWay Watford Hertfordshire WD24 4WW
Tel:	0 1923 233433 Head Office or Mobile 07775 703435
Email:	matt.ayers@vinciconstruction.co.uk

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The site is 79 Fitzjohn's Avenue, London NW3 6PA. The proposal is for the demolition and redevelopment of the existing unoccupied hostel "Arthur West House" followed by construction of 33 apartments for older persons.





The site is located within the London Borough of Camden on the corner of Prince Arthur Road and B511 Fitzjohn's Avenue, Hampstead NW3 and approximately 3-4 minutes' walk to the south of Hampstead Underground Station and is within a conservation area.

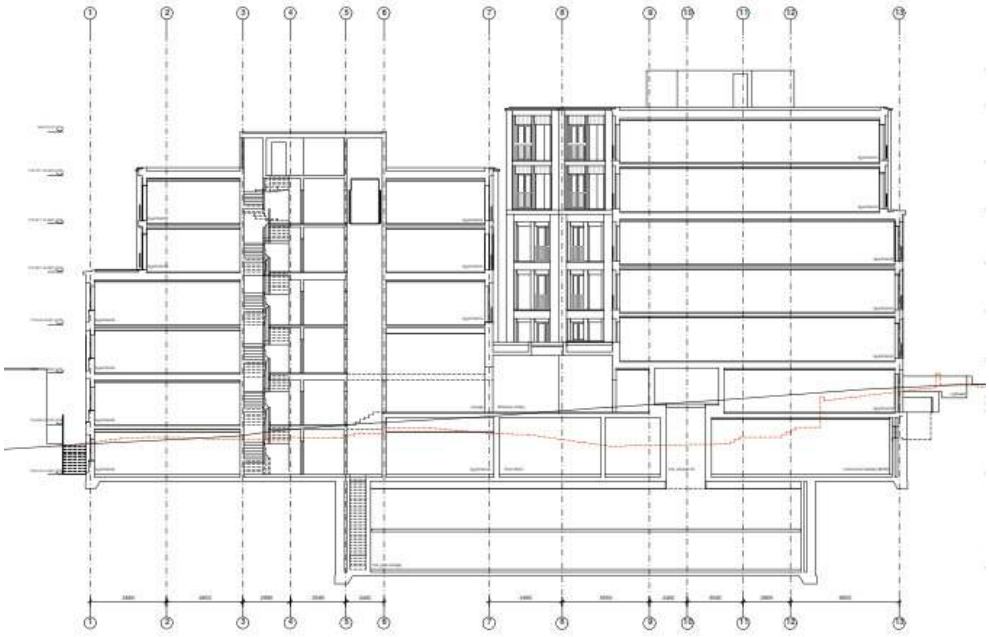
Q9. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

The proposal is for the demolition and redevelopment of the existing unoccupied hostel "Arthur West House" followed by construction of 33 apartments for older persons.
This CMP solely deals with the new construction works as the demolition works is dealt within a demolition construction plan (the work is carried out by another contractor).

The new building, is based on two independent, but interconnected, irregular shaped blocks. The highest is 5 storeys above ground level and the lowest is 4 storeys; both with 2 levels below (a lower ground floor and a basement car park).

The development proposal is to deliver a community, which supports a range of living accommodation and facilities for the care and well-being of older people including:

- A mix of two bed apartments.
- A health and well-being facility.
- Shared communal facilities, including a delicatessen restaurant, communal lounges, gym, treatment rooms, guest suite and activity rooms.
- A communal garden.
- Staff and concierge facilities.
- A basement car storage facility for up to 33 cars.



The scheme involves :

Demolition of an existing hostel building (Class: Sui Generis) to provide 7,257 sqm (GIA) of self-contained accommodation for older people (Class: Sui Generis) comprising a mix of two bedroom apartments and associated communal facilities, including a restaurant, a health and well being facility, a gym, treatment rooms, communal lounges, guest suite and associated staff facilities. Basement level car storage, cycle and mobility scooter parking for occupants, visitors and staff and a communal garden.

The value of the new works is estimated to be approximately £22+ million.

The works are within a residential area and the challenges include appeasing the neighbouring residents of the local area during the construction process.

Q10. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

Plan view of area detailing local residential properties

View of properties directly opposite on Prince Arthur Road

List of surrounding residential properties:

81 -87 Fitzjohns Avenue (immediate residential neighbours on the same side of the road)

102 Fitzjohns Avenue (Henderson Court) -112 Fitzjohns Avenue; residential properties on the opposite side of the road.

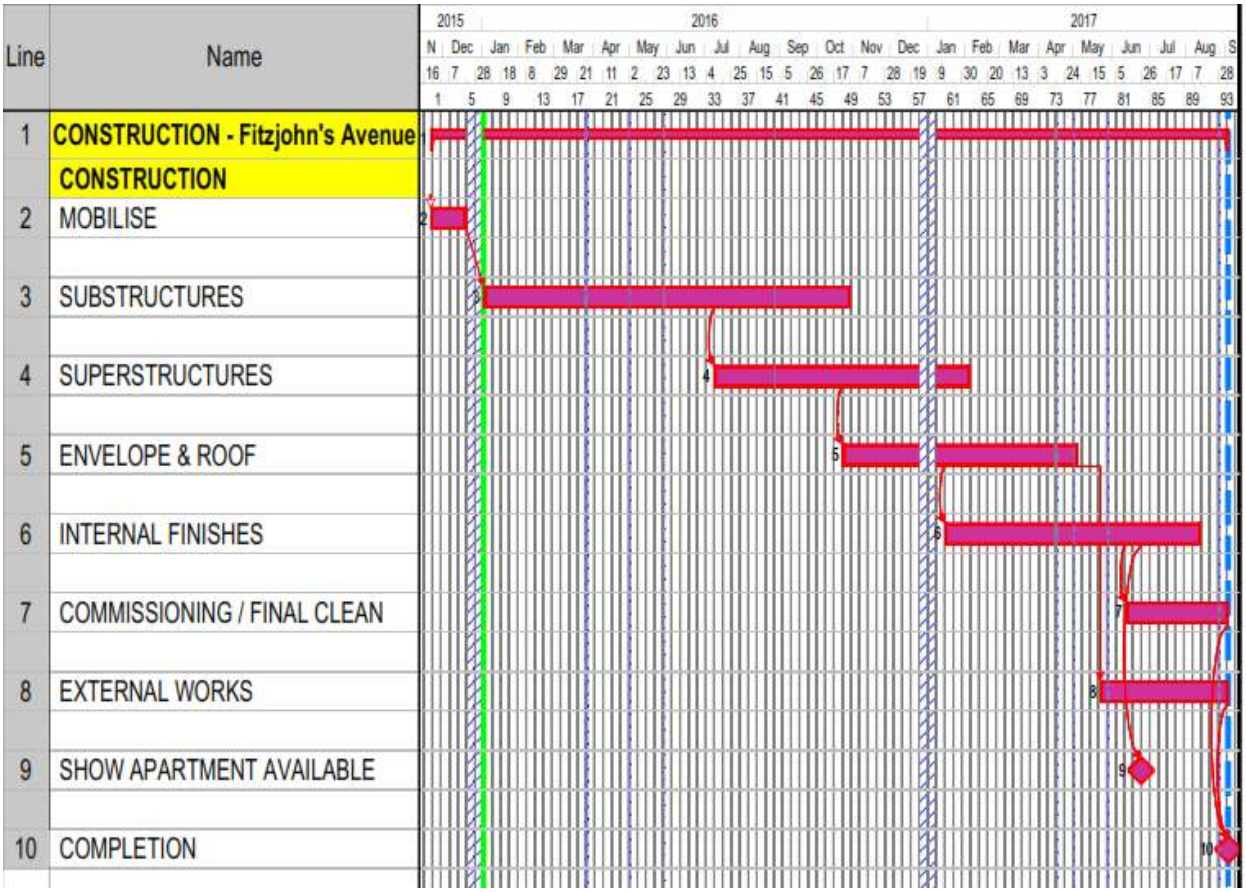
16 Prince Arthur Road – (Neighbouring residential site on same side of road)

1-13 Prince Arthur Road – (All residential properties; opposite side of road)

Q11. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Existing and Proposed Arrangements are appended to this document at **Appendix A**.

Q12. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be useful).



Anticipated Start Date of Construction: November 2015
Anticipated Completion Date: September 2017
Duration: Approximately 89 weeks

Q13. Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

General working hours are confirmed as 8.00am to 6pm on Monday to Friday
8.00am to 1.00pm on Saturdays

The only exception to the above times may be if the local highways authorities insist that some large lifting operations (e.g. erection of the tower crane utilising a mobile crane) shall be carried out under a full road closure on a Sunday.

Should this be the case, Vinci will notify all residents in advance and keep disruption to a minimum.

Q14. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT. etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

Initial discussions and applications are being made currently by the Client's mechanical and electrical services Consultant – Max Fordham. At this time, timings and scopes are being developed and shall be advised in due course, however it is currently proposed that the existing drainage connections are utilised, a new electrical sub-station and connections are to be made, no gas services are to be provided and a new communications

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

Confirmed – Please refer to the demolition management plan

Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the *Guide for Contractors Working in Camden*). Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.

In general, the hours in which vehicles will arrive and depart will coincide with site hours which are 8.00am to 6.00pm in the evening, however we shall endeavour to limit construction vehicle movements between 9.30am to 3.00pm on weekdays and between 8.00am and 1.00pm on Saturdays.

There will be occasions when heavy/wide loads will need to be delivered and removed from site outside of these hours. Such deliveries would be for piling rigs and tower cranes and a Vinci member of staff would be in attendance at all times.

On such occasions the local neighbours will be notified some 4-6 weeks earlier via a VINCI Newsletter. Any parking bays that may need to be closed off will be carried out by Vinci with full consultation with Camden/appropriate neighbours.

In cases where there is likely to be noisy work outside the standard hours for unavoidable reasons, the Environmental Health Team will need notice, in writing, at least two weeks beforehand :

Environmental Health Team

Culture and Environment Directorate
Town Hall
Argyle Street
London
WC1H 8EQ
Phone: 020 7974 2090
Fax: 020 7974 6955
E-mail: env.health@camden.gov.uk

We would include the nature and reason for the work and the proposed timetable.

The main types of work done outside normal hours that we would consider to be acceptable are:
a. Emergency work;
b. Work needed for immediate health and safety reasons;
c. Work which is likely to cause major disruption to traffic, and where the police or our Highways Officers decide it must take place at night or at a weekend; and
d. Railway work.

Construction vehicles will be managed and prevented from causing obstructions to the highway by implementing the following control measures:

- Appointment of a dedicated Logistics Team
- Use of road / traffic marshals
- Utilising an electronic 48hr advance delivery booking scheme
- Using holding zones if required
- Providing an off-loading zone on Prince Arthur Road

Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- Skip lorries. These will include roll on/roll off skips for major site clearance works (approx size 7.5m long and 2.4m wide) and standard 8-12 yard skips for waste (approx size 7m long and 2.4m wide.
- Ready mix concrete lorries. (approx size 8.25m long and 2.45m wide).
- Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx size 8.5m long and 2.45m wide.
- Rigids for delivery of pre cast concrete units and other cladding components.

The projected vehicle movements are approximately 15 – 20 per day during the main contract works period.

Dwell time at site will range from 10 minutes to 2 hours

Known developments in the area shall be reviewed prior to the works commencing early next year.

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

See attached logistics drawings which shall be developed over the next few months as the design and methodology is developed.

Expected structures include:

1. Temporary site accommodation gantry over the Fitzjohn's Avenue Public footpath
2. Scaffold fans to protect the public where scaffold is close to the footpath

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

See attached logistics drawings which shall be developed over the next few months as the design and methodology is developed.

All hoardings shall be installed in accordance with the London Borough of Camden's "Guide for Contractors Working In Camden"

Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). Use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

The site arrangement drawing is shown at **Appendix A.**

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

The proposed parking bay suspensions are shown within the proposed arrangement drawings at **Appendix B**.

Camden

Section 4 - Traffic Management for the Site

Q22. **Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.**

Safety of Public

The area surrounding the site is predominately residential with retail in close proximity in the local Hampstead CBD. Fitzjohn's Avenue is the main pedestrian routes which leads to the Hampstead town centre.

Pedestrians walking onto Prince Arthur Road will be encouraged to walk on the opposite south footpath managed by VINCI's Traffic Marshalls and the use of safety signage and temporary barriers (when appropriate).

The safety of pedestrians is to be protected at all times by effectively managing these pedestrian routes. This will be achieved by segregating and diverting pedestrians away from construction activities by installing barriers between the site and roadway, closure of the footpath on Prince Arthur Rd and the pedestrian walkway at the north of the site and a full width pedestrian gantry over Fitzjohn's Avenue.

Access, Gates And Fencing

Our access proposals are identified on our attached site layout/sequence drawings, these include vehicular gates in the location indicated on our site layout. Materials deliveries and site working hours will be in accordance with the details submitted on this CMP.

In order to provide and retain a secure site we expect the demolition contractor will erect solid timber/plywood hoardings in the locations indicated on our site layout drawing together with access gates and safety protection gantries.

The hoardings will be erected and finished professionally to VINCI corporate colours .

Site personnel will be inducted in our site offices, operatives/visitors that have successfully been through our induction process will be placed onto our security software and will have access through our site establishment for registration, and into the site welfare/office area from where once suitably attired so they may access site unescorted.

Our designated security operative/gateman will also ensure that only authorised vehicles access the site, and on completion of their business the entrance gates are closed pending the next delivery.

This set up described, prevents unauthorised entrance onto site yet ensures that members of the public, first time visitors, or new starters on site have safe access to our site management team at all times.

All vehicles wheels/chassis will be cleaned down by a hosing facility will be operated by the groundworks contractor prior to leaving the site, to remove surplus soil etc.

VCUK is an active Construction Logistics Cycle Safety Scheme (CLOCS) Champion, as a result the CLOCS standard sets out minimum conditions for the physical management of the project and standards which we expect our suppliers to achieve when delivering to our projects.

The aim of the CLOCS Scheme is to reduce the risk to vulnerable road users, such as cyclists, the blind, deaf or any vulnerable group of persons who are at an increased risk from road transport attending construction projects. The CLOCS standard achieves this through vehicle safeguards, effective planning and management of vehicle movements and driver training.

Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the Transport for London Road Network (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

Site vehicle delivery access

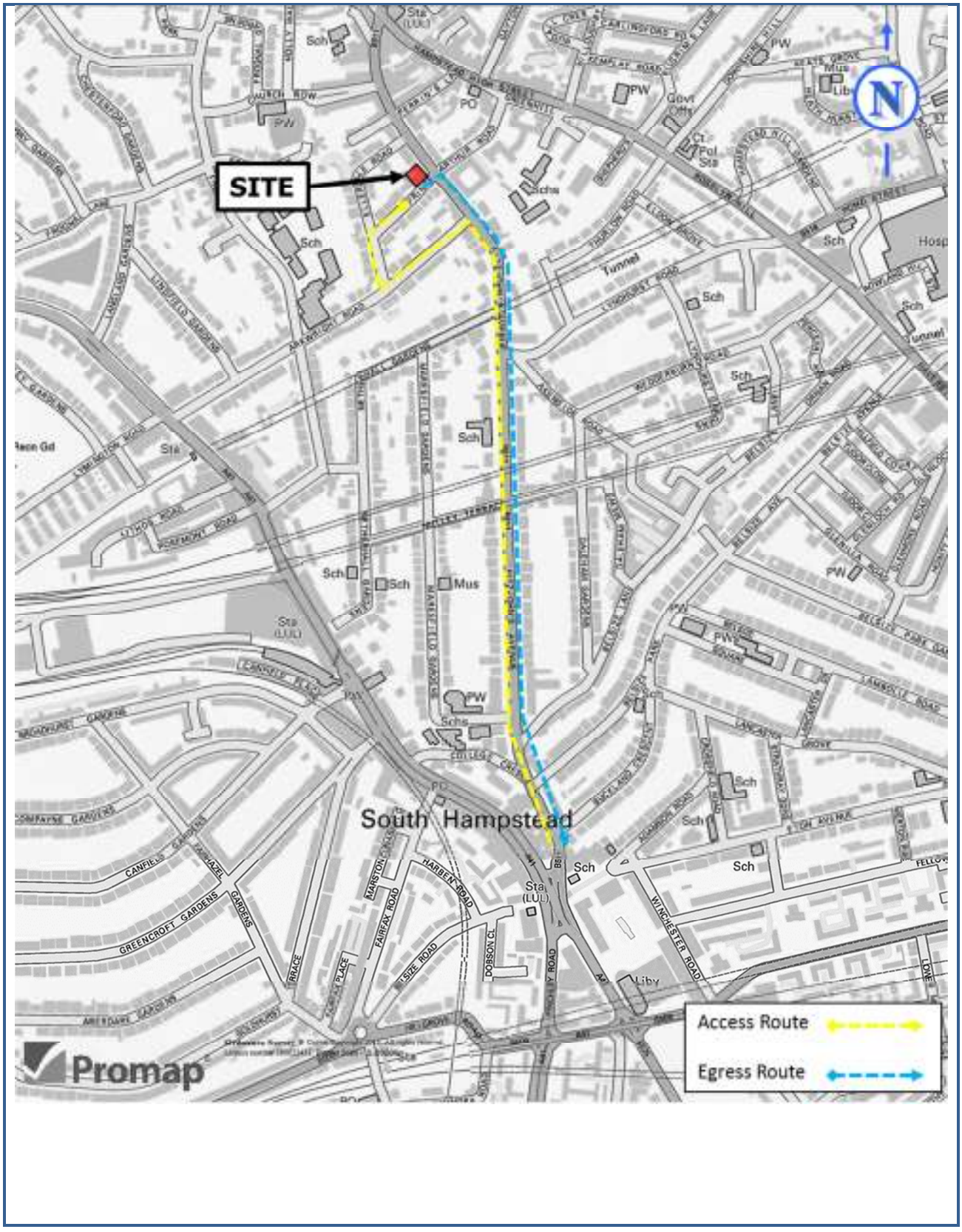
All vehicle routes will be agreed with the Council prior to the beginning of Construction works.

The following vehicle routes are proposed as these are considered most appropriate at this stage:

Access – A41 - Fitzjohn's Avenue – Arkwright Road – Ellerdale Road – Prince Arthur Road – Site

Egress – Site – Fitzjohn's Avenue – A41

The route will be instilled in all pre-contract interviews with our supply chain and also clarify this in all orders let.


SITE
N
South Hampstead
Access Route
Egress Route
Promap

Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

To meet this challenge of the site we would propose that VINCI appoints a competent Logistics Team that has considerable skill and experience with traffic management, plant and equipment movements, crane lifting requirements and material handling including storage. Traffic Marshalls would safely bank lorries and turn into the site. Warning signage would be displayed.

The construction works will generate a considerable amount of construction traffic. To limit disruption caused to neighbouring property owners and occupiers all project personnel and suppliers will receive a copy of, and will be required to comply with, a project specific Traffic Management Plan (TMP). The TMP will identify specific controls and management of the following:

- Absolute safety for all vehicular and pedestrian traffic.
- Maintain unrestricted access to local businesses and properties in the area.
- Minimise the impact of the construction process to the surrounding area.
- Maintain highway safety, particularly at unloading zones.
- Booking-in system for vehicle deliveries prior to arrival.
- Supervision at all times at street level during vehicle deliveries and unloading.
- Pedestrian gantry's (where applicable) over pavements to maintain footpath access and to provide public protection.
- Keeping Fitzjohns Ave and Prince Arthur Road clear at all times.
- Minimum requirements for the protection of cyclists

The key to efficient material/plant deliveries will be the effective management and coordination / timing of significant deliveries.

Deliveries will be co-ordinated to prevent queuing of vehicles adversely affecting traffic flow in and around the site area by use of the bespoke "Datascope" electronic delivery management system.

A strict delivery procedure will be implemented to ensure that Fitzjohn Ave and Prince Arthur Road are not overrun with site and delivery vehicles. Our road marshals will ensure that traffic flow on both streets is maintained at all times.

All subcontractors and suppliers will be required to give 48 hours notice of deliveries. The movement of materials, particularly in the main contract works stage, will also be controlled by our road marshalls. A Logistics Manager will be responsible for the control and coordination of all aspects of material deliveries and movement.

Vehicles will pull into the site off-loading zone for unloading.

A tower crane will be provided to facilitate easy and quick unloading of delivery vehicles.

The cranes will be up to 35m in radius, but the luffing jib will prevent the over sailing of adjacent properties.

Materials will be stored within the boundary of the site.

No parking will be permitted on site and all sub-contractors will be informed at the pre order meeting that the surrounding area is for resident parking only. All subcontractors will be encouraged to use public transport.

Q25. Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site.

The proposed arrangement drawing is shown at **Appendix A**.

Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Swept path analysis is provided at **Appendix B**.

Section 5 – Environmental Issues

To answer these sections please refer to the relevant sections of **Camden's Minimum Standards for Building Construction** (CMRBC).

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

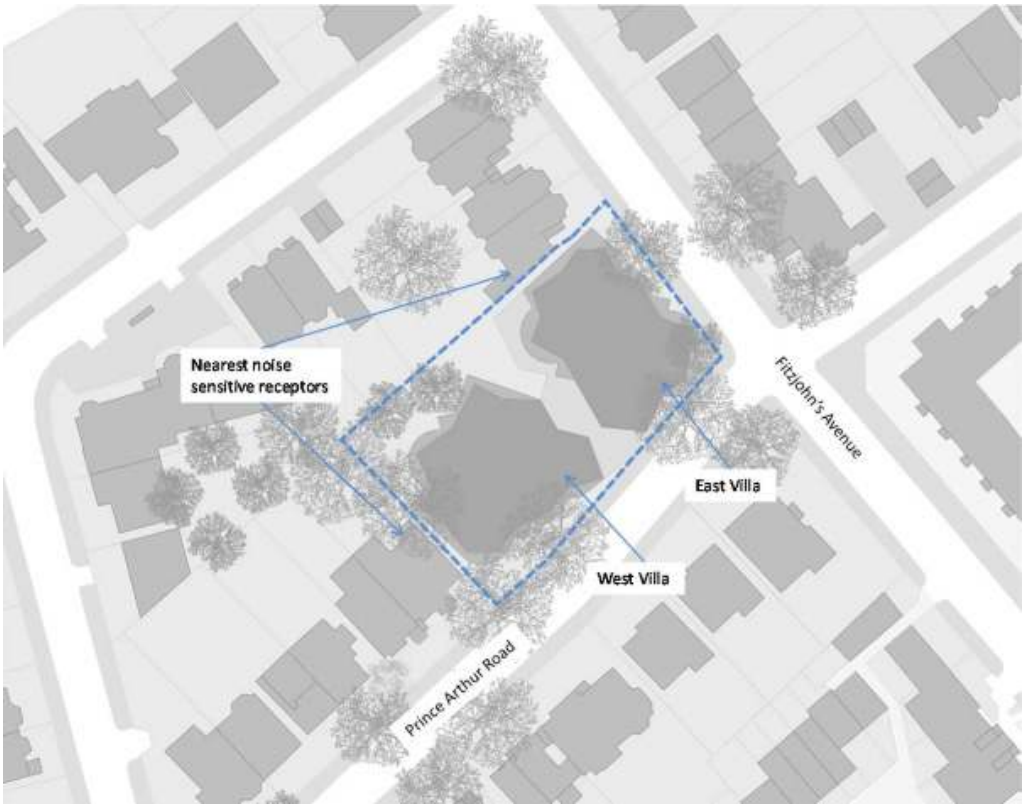
Our main control is through restricting the hours that noisy work is carried out from **08:00 until 18:00 Monday to Friday and 08:00 until 13:00 on Saturdays. No noisy works should be carried out on Sundays and Bank Holidays**.

In some circumstances it may however be necessary for noisy construction works to be carried out outside these hours. Such works may arise from emergency circumstances or the delivery of large plant and equipment where congestion and risks to safety prevent roads being used during working hours. The local authority and neighbors shall be informed of these exceptions in advance.

Vinci will do everything reasonably possible (using best practical means) to ensure noise from works within these hours is also kept to a minimum. This includes using well-maintained and silenced plant and equipment including compressors, generators and power tools.

Q28. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Max Fordham conducted a daytime noise survey at the site on Wednesday 13 August 2014 between 10am and noon.
Noise levels were measured at two locations: on Fitzjohn's Avenue (1) and on Prince Arthur Road (2).
A 48-hour measurement was made between Monday 22 and Wednesday 24 September 2014.
The microphone was positioned on the roof of the existing building overlooking Fitzjohn's Avenue (3).



Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

Max Fordham or an Environmental Consultant is to be appointed to provide, prior to construction commencing.

Q30. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Max Fordham or an Environmental Consultant is to be appointed to provide, prior to construction commencing.

Q31. Please provide evidence that staff have been trained on BS 5228:2009

To be provided ahead of commencement, when Vinci are contracted to design & build the project but all Management Staff will be trained in BS 5228:2009 prior to commencement.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Dealing with dust will be in the following fashion:

1. **Prevention**
2. **Suppression**
3. **Containment**

The RC frame will be constructed using ready mixed concrete to prevent dust from on-site mixing activities.

The façade brickwork mortar shall be delivered in sealed delivery vehicles and stored in sealed mortar silos. Refilling will be by sealed pipeline.

Internal fit-out activities will be carried out in a controlled fashion using plant that minimise air-bourne dust and will only be carried out once the façade is sealed and weather tight.

We will consider spraying a fine spray to suppress dust on the following:

- Unpaved areas that are subject to traffic or wind.
- Sand, spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials.

During the construction phase a fully sheeted scaffold shall be erected. Watering and dust prevention measures shall be put in place.

In addition to the those standards required for the CCS we will ensure all relevant Statutory Conditions and Codes of Practice will be implemented in connection with the control of dust, noise, vibration as well as the control and discharge of water from the site.

Q33. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. VINCI will make provision to minimise this problem.

In the early stages of the project when ground works are being carried out, wheel washers will be used to wash down all vehicles that enter/leave the construction site.

The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (subject to discharge consent).

We will also make provision for cleaning of the road if required by an approved road sweeper.

We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

We will consider spraying a fine spray to suppress dust on the following:

- Unpaved areas that are subject to traffic or wind.
- Sand, spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials.

Q34. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

The arrangements for monitoring of noise, vibration and dust levels shall be in accordance with BS 5228:2009.

Q35. Please confirm that a Risk Assessment has been undertaken in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence.

Such a risk assessment shall be carried out prior to commencement.

Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

Confirmed

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Confirmed

Q38. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and copies of receipts (if work undertaken).

Demolition works shall be completed once the site is occupied for construction works.

At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice by regular rubbish and waste clearance, sealing of any redundant drains with permanent concrete plugs or temporary drain bungs.

All food waste generated by site operatives will be placed into sealed wheelie bin containers.

Site Management will carry out regular checks for rodents and if any are located pest control specialists will be appointed immediately.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to Tfl best practice guidance and (CMRBC) sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

Within VINCI shall appoint a Logistics Manager to manage delivery traffic and minimise congestion.

The Logistics Manager will be responsible for the day to day management of all deliveries to the site. These will be booked in using a delivery schedule so as to prevent lorry congestion to the road network that surrounds the site. Should a lorry/vehicle arrive that has not been booked in, that lorry will be turned away.

Delivery vehicles will be brought onto site only via Prince Arthur Road keeping the busier Fitzjohns Ave free for general traffic movement.

We propose closing the Prince Arthur footpath fully and converting it into a temporary vehicle off-loading bay. This will maintain single file vehicle access along Prince Arthur Road and prevent any access congestion outside the neighbouring properties.

See diagram.

All deliveries shall be made from Prince Arthur Road.

Key vehicle off-load locations shall be on the development side of Prince Arthur Road.

Due to the busy nature of Fitzjohn's Avenue, the vehicular route will need to be heavily regulated and controlled throughout the build process.

To meet this challenge of the site we would propose that VINCI appoints a competent Logistics Team that has considerable skill and experience with traffic management, plant and equipment movements, crane lifting requirements and material handling including storage. Traffic Marshalls would safely bank lorries and turn into the site. Warning signage would be displayed.

The construction works will generate a considerable amount of construction traffic. To limit disruption caused to neighbouring property owners and occupiers all project personnel and suppliers will receive a copy of, and will be required to comply with, a project specific Traffic Management Plan (TMP). The TMP will identify specific controls and management of the following:

- Absolute safety for all vehicular and pedestrian traffic.
- Maintain unrestricted access to local businesses and properties in the area.
- Minimise the impact of the construction process to the surrounding area.
- Maintain highway safety, particularly at unloading zones.
- Booking-in system for vehicle deliveries prior to arrival.
- Supervision at all times at street level during vehicle deliveries and unloading.
- Pedestrian gantry's (where applicable) over pavements to maintain footpath access and to provide public protection.
- Keeping neighbouring roads clear at all times.
- Minimum requirements for the protection of cyclists

The key to efficient material/plant deliveries will be the effective management and coordination / timing of significant deliveries. Deliveries will be co-ordinated to prevent queuing of vehicles adversely affecting traffic flow in and around the site area by use of the bespoke "Datascope" electronic delivery management system.

In order to reduce traffic movements, we shall call off full loads whenever possible and only accept part loads when essential.

We shall encourage our sub-contractors to use public transport to travel to site.
We shall also inform potential subcontractors that parking is very restricted in the local area and that residents parking bays are not to be used.

Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

We will strive to procure local contractors for the project therefore minimising transport costs and impact on the local environment.

Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying it out.

Extensive discussions have been held with neighbours in respect of the development as a whole. An initial CMP was submitted with the planning application which has been developed further. Consultation with local residents, businesses, local groups and Councillors will be ongoing in respect of construction in regards to vehicle routes, programmes, suspensions, etc.

The Project Manger will regularly liaise with neighbours and provide updates on construction.

Initial meetings were held with residents during the week beginning the 6th July 2015. This discussed the proposed parking bay suspensions and vehicle access routes. As such the proposals have taken into consideration concerns over access to neighbouring properties, traffic flow congestion at the junction with Fitzjohn's Avenue and the vehicle routes using Ellerdale Road and Arkwright Road.

Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison will be advertised to the local community and how the community will be updated on the upcoming works i.e. in the form of a newsletter/ letter drop, or weekly drop in sessions for residents.

- VINCI shall keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

- At the site a Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

- All Contact Boards shall include the following:

  (a) The title 'Contact Board'

  (b) Name of the main contractor, address and person to whom correspondence should be addressed.

  (c) Name of the site manager.

  (d) Month and year of completion of works.

  (e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

- Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

- We shall ensure that a staffed telephone enquiry line is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to the Noise and Licensing Enforcement Team on 0207 974 4444.

- Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and make available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

- Should complaints be received concerning works/activities, then all works/activities being the cause of complaint must cease (Tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

The Construction Working Group which will be established as part of the development will be informed and updated of all construction activity. Resident meetings have already been held to discuss the construction proposals during the week beginning the 6th July 2015. Liaison and consultation with residents will continue throughout the programme.

Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – CLOCS scheme' that the project will be signed up to. Note, the CLOCS standard should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

The project will sign up to the Considerate Contractors Scheme. Vinci and the management proposed have received awards for their pro-active engagement on previous projects.

FORS and CLOCS standards will be adhered to.

VINCI will also adhere to the "Guide for Contractors Working in Camden" also referred to as "Camden's Con-

siderate Contractors Manual".

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Site rules will be enforced to ensure that smoking area provision is made and that bad language and shouting will not be tolerated.

The Site Management will adopt a yellow card 'warning' and red card 'removal from site' management system for all inducted operatives and staff.

Q45. Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site.

A plan will be provided of all existing and anticipated construction sites in the local area.

The Project Manager will seek to make contact with all relevant Project Managers of other local construction sites to discuss anticipated vehicle movements, routeing and timescales. Where possible, the Project Manager will co-ordinate deliveries and movements to minimise disruption to the local road network.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the CLOCS Standard

OPERATIONS:

- **Quality operation**: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
- **Collision reporting and analysis**: of any collision involving injury to persons, vehicles or property, ideally including use of the CLOCS Manager collision reporting tool.
- **Traffic routing**: any route specified by the client is adhered to unless otherwise specified.

i. **VEHICLES:**

- **Warning signage**: warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection**: fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation**: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings**: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. **DRIVERS:**

- **Training and development**: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing**: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan**: is in place and fully complied with – as per this document.

- **Suitability of site for vehicles fitted with safety equipment**: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress**: should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading**: vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing**: should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours**: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance**: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

Via careful placement of Sub-contract orders and the introduction of Site rules we confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the CLOCS Standard :

OPERATIONS:

- **Quality operation**: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
- **Collision reporting and analysis**: of any collision involving injury to persons, vehicles or property, ideally including use of the CLOCS Manager collision reporting tool.
- **Traffic routing**: any route specified by the client is adhered to unless otherwise specified.

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- **Vehicle manoeuvring warnings**: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

v. **DRIVERS:**

- **Training and development**: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing**: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

We have achieved bronze status as part of a high profile road safety scheme.

FORS is an accreditation scheme that aims to improve fleet activity throughout the UK. As a company with an extensive presence in the capital, the news is a significant milestone in our safety ambitions. We are also CLOCS (Construction Logistics and Cyclist Safety) champions taking a leading role in helping to ensure the safety of vulnerable road users.

The Transport for London sponsored initiative aims to achieve a united response to road safety and a change in the way the construction industry manages work related road risk.

We have gone further than other UK contractors in mandating the completion of Safe Urban Driver (SUD) training for all drivers of commercial vehicles.

We feel that if we apply our risk management principles with integrity, we are duty bound to address the risks to road users from our operations. We have adopted these standards across all construction and facili-

ties operations in VINCI. In a further measure we have introduced a Minimum Safety Standard addressing occupational road risk supported by a driver safety e-learning course that all business drivers must complete.

The safety and wellbeing of the general public who live and work within the vicinity of the project will be of paramount important to us during construction and our business systems are all tailored to ensure this.

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

Dedicated Logistics Manager

The site has challenging site logistics and we have allowed for a dedicated Logistics Site Manager during the construction phase.

The logistics manager is responsible for all aspects of the logistics supply chain, stores management, development and optimisation of site logistics solutions to meet the needs of the project. The logistics manager will be required to manage the movement of people, goods and equipment at the construction site and control site facilities management.

Key interfaces that the logistics manager must ensure early engagement with are: the project planner; the commercial managers procuring the works and the senior construction manager on the site. The construction logistics manager should ensure that the construction team is fully aware of logistics activities in support of the build program.

The construction logistic manager's responsibilities (with full support from the Senior Project Manager) will be:

Planning/programming

- Plan site set-up to move labour, plant, and materials around site efficiently (e.g. hoarding, gates, site accommodation, cranes, hoists, security, temporary services, material delivery and waste management strategy, catering).
- Plan internal and external logistics routes through the project phases focusing on separation of vehicles, machinery and people. Lay down areas and offloading points.
- Pre-plan the usage of key assets such as hoists to ensure planned assets meet the needs of the program.

Mobilisation

- To create a secure site
- Responsible for all traffic management internally and externally, weighbridges and road network cleanliness.
- Manage installation of site accommodation and manage these facilities
- Create operational procedures and method statements
- Organise site inductions, ensure induction records are securely stored.
- Create a schedule of logistics meetings and ensure logistics is represented at site meetings.

Supply chain management

- Describe the characteristics of the site, including site access /egress, storage capacity and arrangement by programme, labour, hoists, cranes etc
- Use the description to produce daily, weekly and long term movements plans
- Understand procurement arrangements
- Control materials in and out of site.
- Plan and integrate with key contractors to meet the needs of the planned programme and deconfliction of on-site space and time where appropriate.
- Assist in the evaluation of potential logistic suppliers and appropriate delivery management booking systems.
- Be capable of managing sub-contractors to deliver their package of goods or services
- Variation control and early communication of foreseeable change
- Commercial/contract basic understanding
- Utilise business management system procedures.
- Record-keeping and key performance indicator (KPI) production.

Programme support

- Embrace a delivery-focussed culture.
- Organise resources to enable contract deadlines to be achieved.
- Organise resources to work additional hours as required to meet project deadlines (e.g. extended site hours if required by client).
- Responsible for ensuring logistics activities are not a constraining factor on the program, where deemed unavoidable ensuring the issues are communicated in order that de-confliction can occur.

Safety

- Ensuring the organisation's safety policies are followed
- Creating of site-specific safety manual, ensure first aid cover and equipment is present
- Responsible for ensuring that material movement to and from the workface does not cause damage to the works, the workforce or the public.
- Complete safety inspections to company and client standards
- Ensure team has safety training to the company and client's standard programme.
- Create appropriate logistics awareness training and deliver to site workforce via presentation/TBTs as required.
- Manage and maintain visitor PPE stocks to an agreed number.
- Produce method statements, risk assessments ensure lifting plans are produced.
- Safeguard vulnerable road users from traffic and transport created by the site.

Fire

- Create, maintain and update the Site Emergency Plan (including the Site Fire Plan) reporting to the appointed site fire officer.
- Maintain fire points and all common life-saving equipment.

Site communications

- Create a system to communicate information around the site eg noticeboards, email distribution lists, monitor displays, web pages.
- Update site safety performance and key project indicators to pre-agreed frequency.
- Ensure local hospital data is regularly updated, communicated and routes are checked.
- Manage the 'near miss' returns and project suggestion box. Collate and issue to management team.

Signage

- Define and organise all site signage to the agreed corporate standard.
- Ensure that signage and signage symbols used are internationally recognised.
- Ensure additional languages are used in signage to ensure messages are understood.

Delivery management

- Select a delivery management technique, process and system.
- Provide logistics instruction to all project suppliers.
- Manage all movements to and from site and keeping associated records.
- Enforce the full use of the organisation's delivery management system.
- Plan to and maximise load capacity on all vehicles arriving at site were possible, ensure suppliers use appropriate vehicles for delivery.
- Ensure that drivers and vehicles meet the required standards before being accepted to site.

Vehicles, plant, equipment and vertical transport

- Specifying and managing plant and equipment.
- Maintain an asset register of all equipment.
- Ensure vehicles and plant are operated safely by trained personnel and in a legally compliant manner
- Ensure all equipment is inspected, maintained and tested to agreed frequencies
- Have a knowledge of hoists and cranes, and create and agree booking system to manage their capacity.

Security

- Manage guarding resource including rotas and contingency.
- Ensure compliance with the Private Security Industry Act (2001).
- Ensure adequate training has been provided and certification is valid.
- Actively police compliance with site rules.

Workforce

- Be capable of managing a team of operatives, including taking any necessary disciplinary action.
- Ensure supervisors provide and record 'Tool Box Talks' to workforce.
- Understand the roles of standard logistics operatives: labourer, waste operative, carpenter, hoist driver, handyman, traffic marshal, SIA guard.
- Ensure operatives are assured of their roles and responsibilities.
- Ensure competencies of own team are demonstrable.
- Recruitment of operatives.

Environmental

- Complete an environmental risk assessment.
- Create, maintain and regularly update the Site Waste Management Plan to ensure the safe and efficient removal of waste from the project.
- Update environmental reporting on site communications boards and other media.
- Ensure duty of care certificates from all contractors are kept as required by project director.
- Ensure Safety, Health and Environmental monitoring is completed.

The agreed contents of this Draft 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 the development. Any future revised plan must be approved by the Council and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

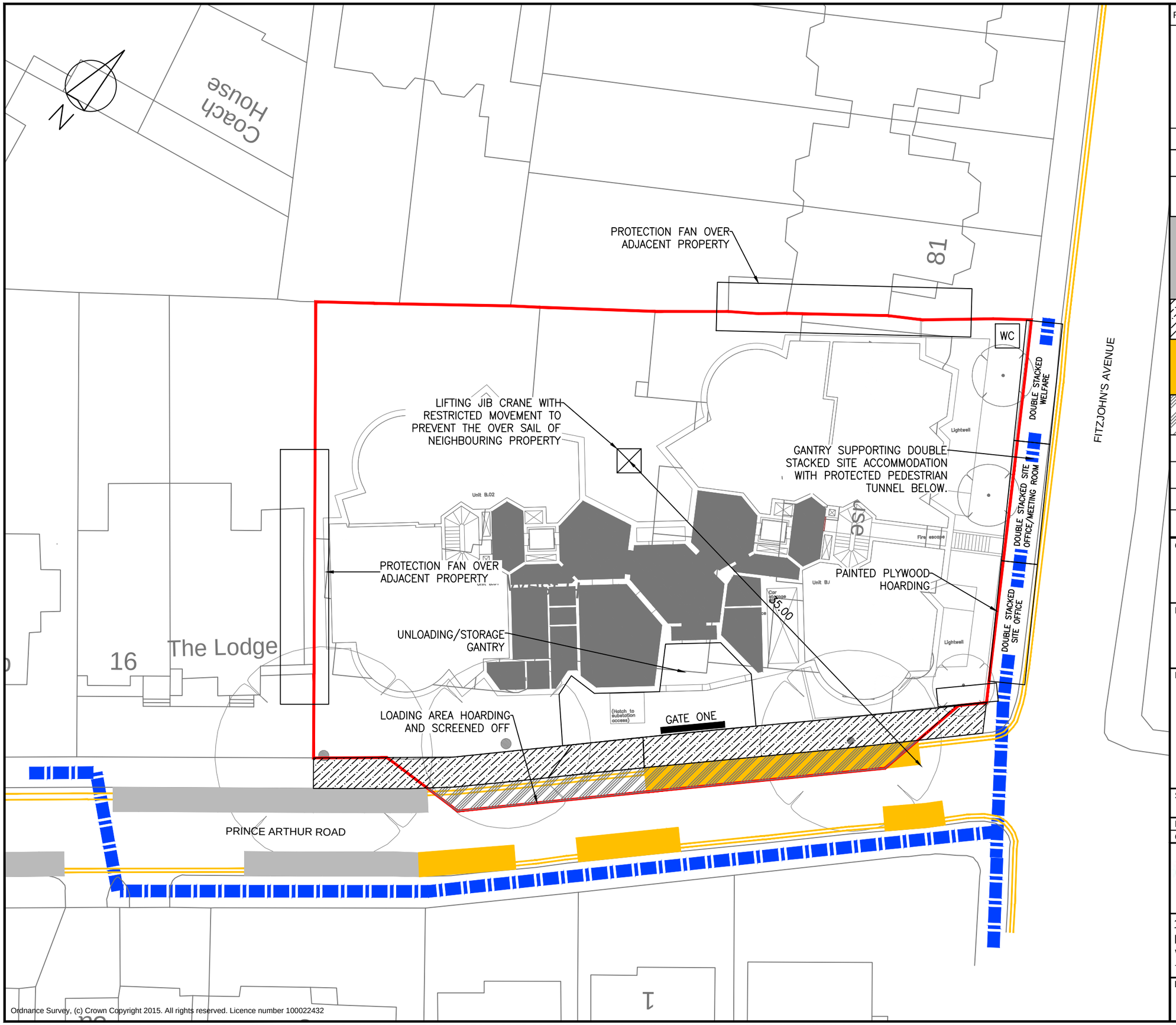
Signed: **Date:** 22 – June - 2015

Print Name: Matt Ayers **Position: Senior Project Manager**

Submit: planningobligations@camden.gov.uk

End of form

Appendix A



Rev	Details	Drawn	Checked	Date
A	Additional bays suspended	AS	DF	10.07.15

KEY:

	SITE BOUNDARY
	EXISTING DOUBLE YELLOW LINES
	RESIDENTIAL PERMIT HOLDERS ONLY MON - SAT ZONE CA-H 09:00 - 20:00
	SUSPENDED FOOTPATH FOR DURATION OF CONTRACT
	SUSPENDED PERMIT PARKING BAYS FOR DURATION OF CONTRACT
	LOADING / UNLOADING ZONE
	NEW PEDESTRIAN ROUTE

NOTES:

1. Do not scale from this drawing.

Client

Pegasuslife

Project

79 Fitzjohn's Avenue, London

Drawing Title

Construction Arrangement
Superstructures
/ Finishes Stage

Scale	N.T.S.	Size	A3
Drawn	AS	23.06.2015	
Checked	DF	23.06.2015	

ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2014-1955-DWG-107	A

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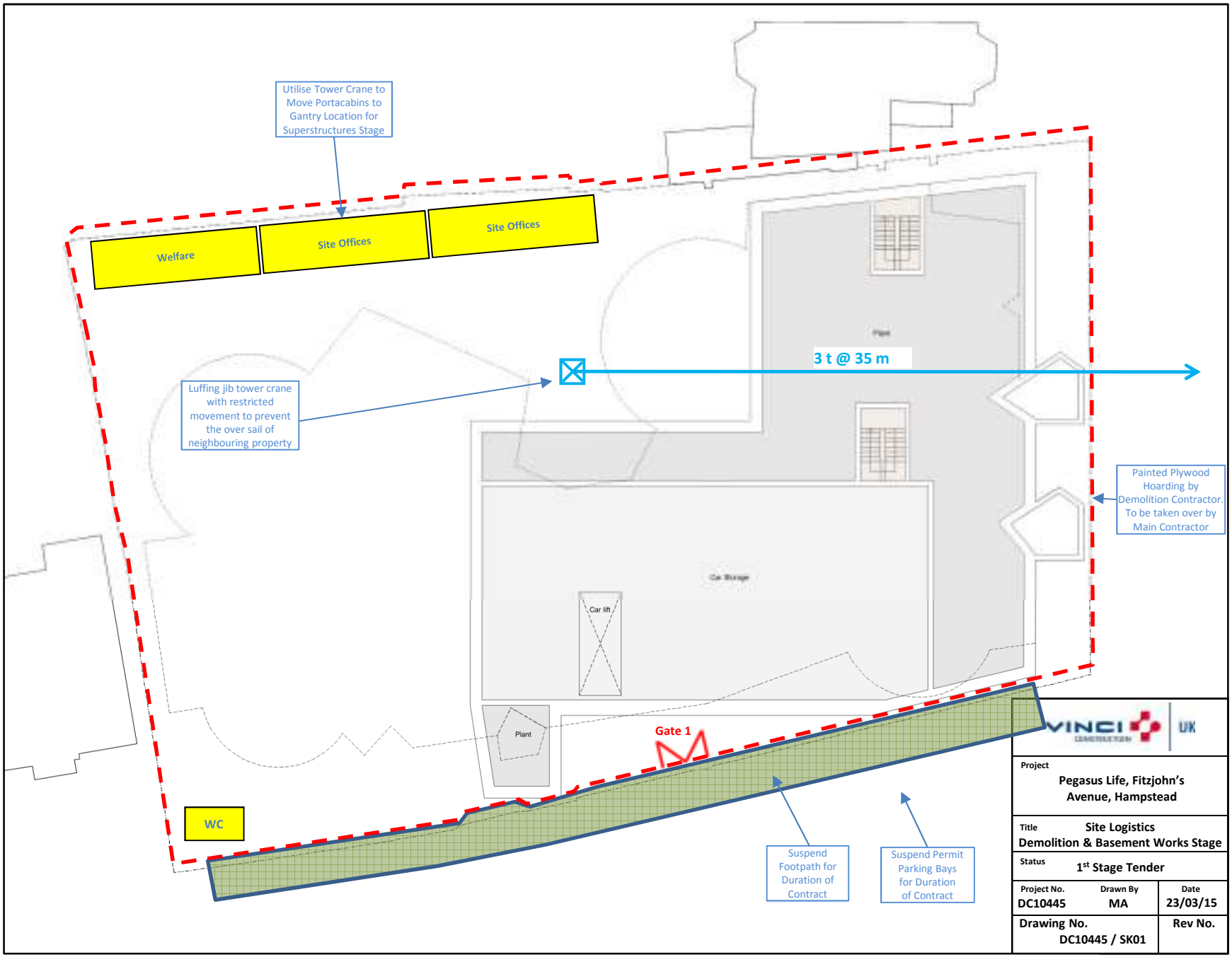
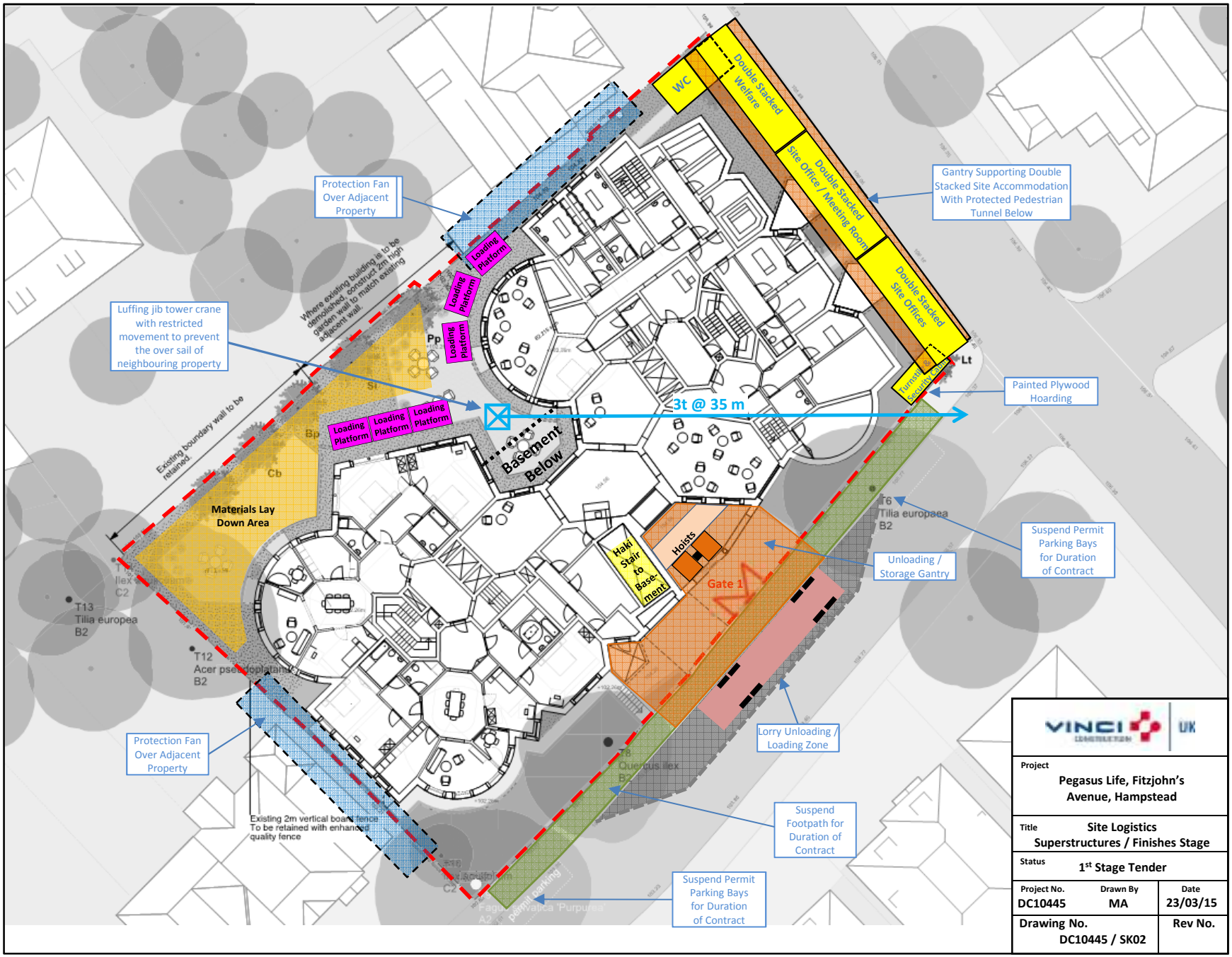


VINCI CONSTRUCTION UK

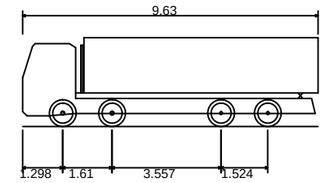
Project	Pegasus Life, Fitzjohn's Avenue, Hampstead
Title	Site Logistics Demolition & Basement Works Stage
Status	1st Stage Tender
Project No. / Drawn By / Date	DC10445 / MA / 23/03/15
Drawing No. / Rev No.	DC10445 / SK01 /


WC
Double Stacked Welfare
Site Office / Meeting Room
Double Stacked Site Offices
Gantry Supporting Double Stacked Site Accommodation With Protected Pedestrian Tunnel Below
Protection Fan Over Adjacent Property
Loading Platform
Where existing building is to be demolished, construct 2m high garden wall to match existing adjacent wall.
Luffing jib tower crane with restricted movement to prevent the over sail of neighbouring property
Existing boundary wall to be retained
Pp
Lt
Painted Plywood Hoarding
3t @ 35 m
Basement Below
Materials Lay Down Area
Cb
Bp
St
Hoists
Haki Stair to Base-ment
Gate 1
T6 Tilia europaea B2
Suspend Permit Parking Bays for Duration of Contract
Unloading / Storage Gantry
T13 Tilia europea B2
T12 Acer pseudoplatanus B2
Lorry Unloading / Loading Zone
Protection Fan Over Adjacent Property
Existing 2m vertical board fence To be retained with enhanced quality fence
Suspend Footpath for Duration of Contract
Suspend Permit Parking Bays for Duration of Contract
VINCI UK
Project
Pegasus Life, Fitzjohn's Avenue, Hampstead
Title
Site Logistics Superstructures / Finishes Stage
Status
1st Stage Tender
Project No.
DC10445
Drawn By
MA
Date
23/03/15
Drawing No.
DC10445 / SK02
Rev No.

Appendix B

Rev	Details	Drawn	Checked	Date
A	Additional bays suspended	AS	DF	10.07.15

VEHICLE DETAILS:



LARGE TIPPER

Overall Length	9.63m
Overall Width	2.50m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN RED
(design speed for all reverse movements - 2.5kph)

NOTES:

1. Do not scale from this drawing.

Client

Pegasuslife

Project

79 Fitzjohn's Avenue, London

Drawing Title

Swept Path Analysis using a Large Tipper

Scale	1:250	Size	A3
Drawn	AS	23.06.2015	
Checked	DF	23.06.2015	

ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2014-1955-DWG-108	A

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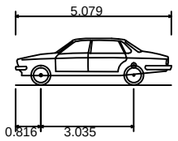
Rev	Details	Drawn	Checked	Date
A	Additional bays suspended	AS	DF	10.07.15

VEHICLE DETAILS:



LARGE CAR (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN RED
(design speed for all reverse movements - 2.5kph)

NOTES:

1. Do not scale from this drawing.

Client

Pegasuslife

Project

79 Fitzjohn's Avenue, London

Drawing Title

Swept Path Analysis using a Large Car passing a stationary Construction Vehicle

Scale	1:250	Size	A3
Drawn	AS	23.06.2015	
Checked	DF	23.06.2015	

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transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2014-1955-DWG-109	A

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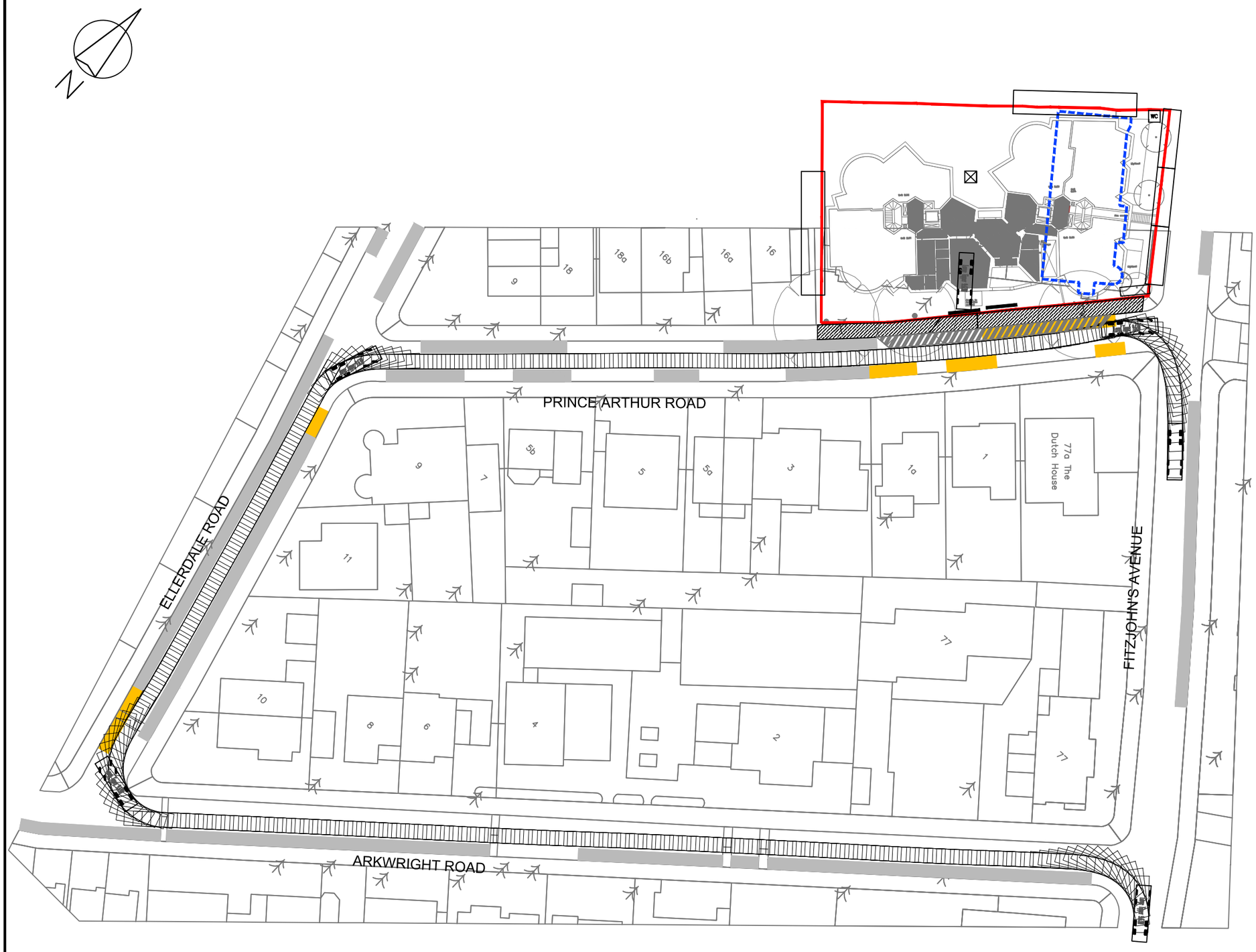
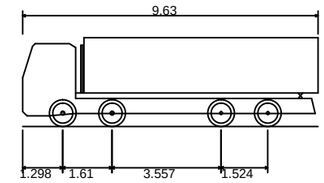


Rev	Details	Drawn	Checked	Date
A	Additional bays suspended	AS	DF	10.07.15

VEHICLE DETAILS:



LARGE TIPPER

Overall Length	9.63m
Overall Width	2.50m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN RED
(design speed for all reverse movements - 2.5kph)

1. Do not scale from this drawing.

Client
Pegasuslife

Project
79 Fitzjohn's Avenue, London

Drawing Title
Swept Path Analysis using a Large Tipper (Wider Road Network)

Scale	N.T.S.	Size	A3
Drawn	AS	06.07.2015	
Checked	DF	06.07.2015	

ttp consulting
transport planning specialists
111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2014-1955-DWG-110	A

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