

Construction Management Plan

pro forma v2.0

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Review

For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	<i>(attach appendix if necessary)</i>
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

● INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance ([CPG](#) [6: Amenity](#) and [CPG](#) [8: Planning Obligations](#)).

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

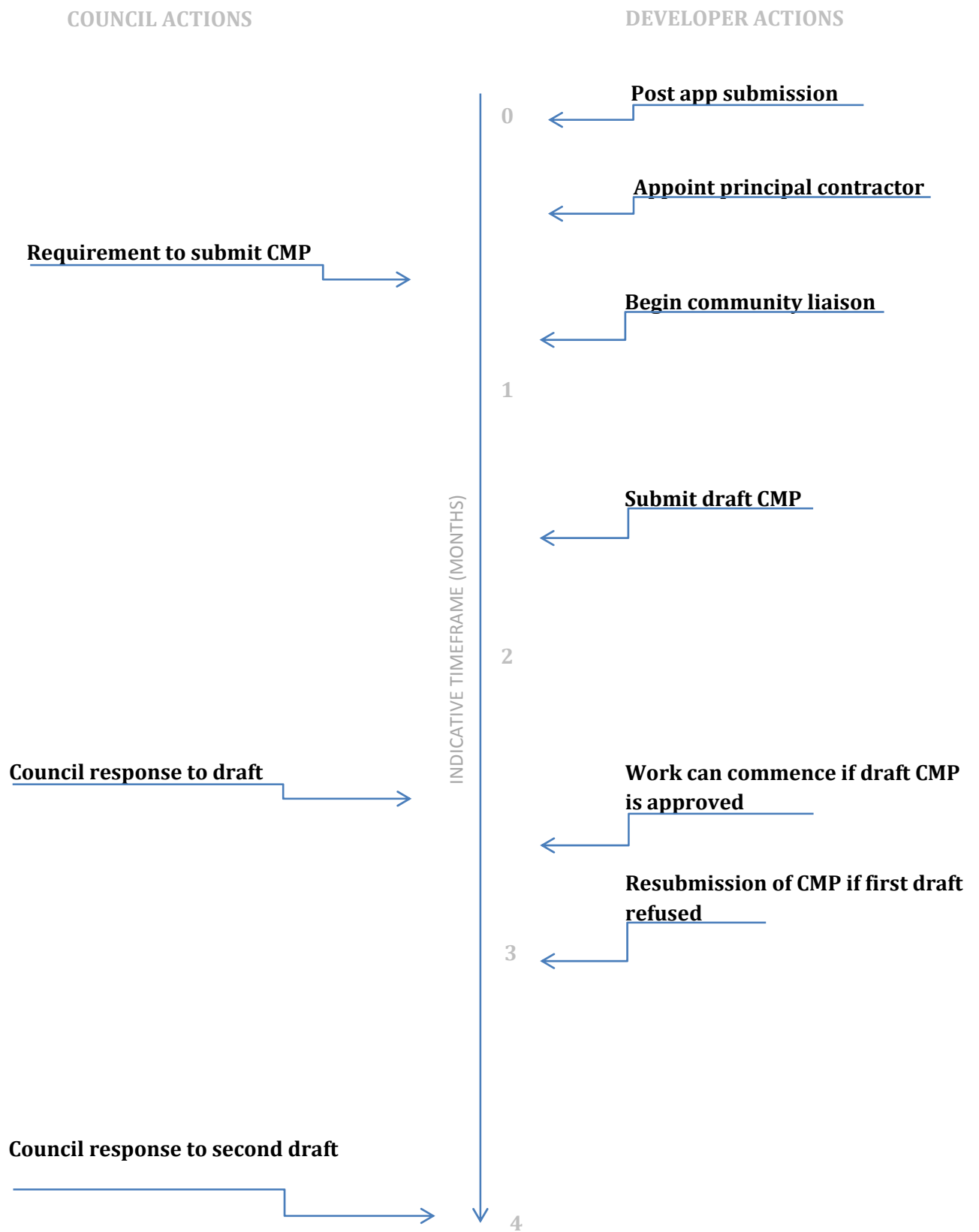
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe



Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: Great Ormond Street Hospital, VCB Building, London, WC1N 3JH

Planning ref: 2015/5353/P

Type of CMP - Section 106 planning obligation/Major sites framework:

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

Name: David Holby

Job Title: Senior Project Manager

Address: Balfour Beatty Construction, 5 Churchill Place, Canary Wharf, London E14 5HU

Email: dholby@balfourbeatty.co.uk

Phone: 07801 460 635

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Bob Belzko

Job Title: Project Manager

Address: Balfour Beatty Construction, 5 Churchill Place, Canary Wharf, London E14 5HU

Email: dholby@balfourbeatty.co.uk

Phone: 07801 460 604

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3.

Name: Louisa Desborough, Communications Project Manager, Redevelopment
Address: Great Ormond Street Hospital for Children NHS Foundation Trust, Barclay House, Level 4, 37 Queen Square, London, WC1N 3BH
Email: louisa.desborough@gosh.nhs.uk
Phone: 020 7813 8456

5. Please provide full contact details of the person responsible for community liaison/dealing with any complaints from local residents and businesses if different from question 3. In the case of **Community Investment Programme (CIP)**, please provide contact details of the responsible Camden officer.

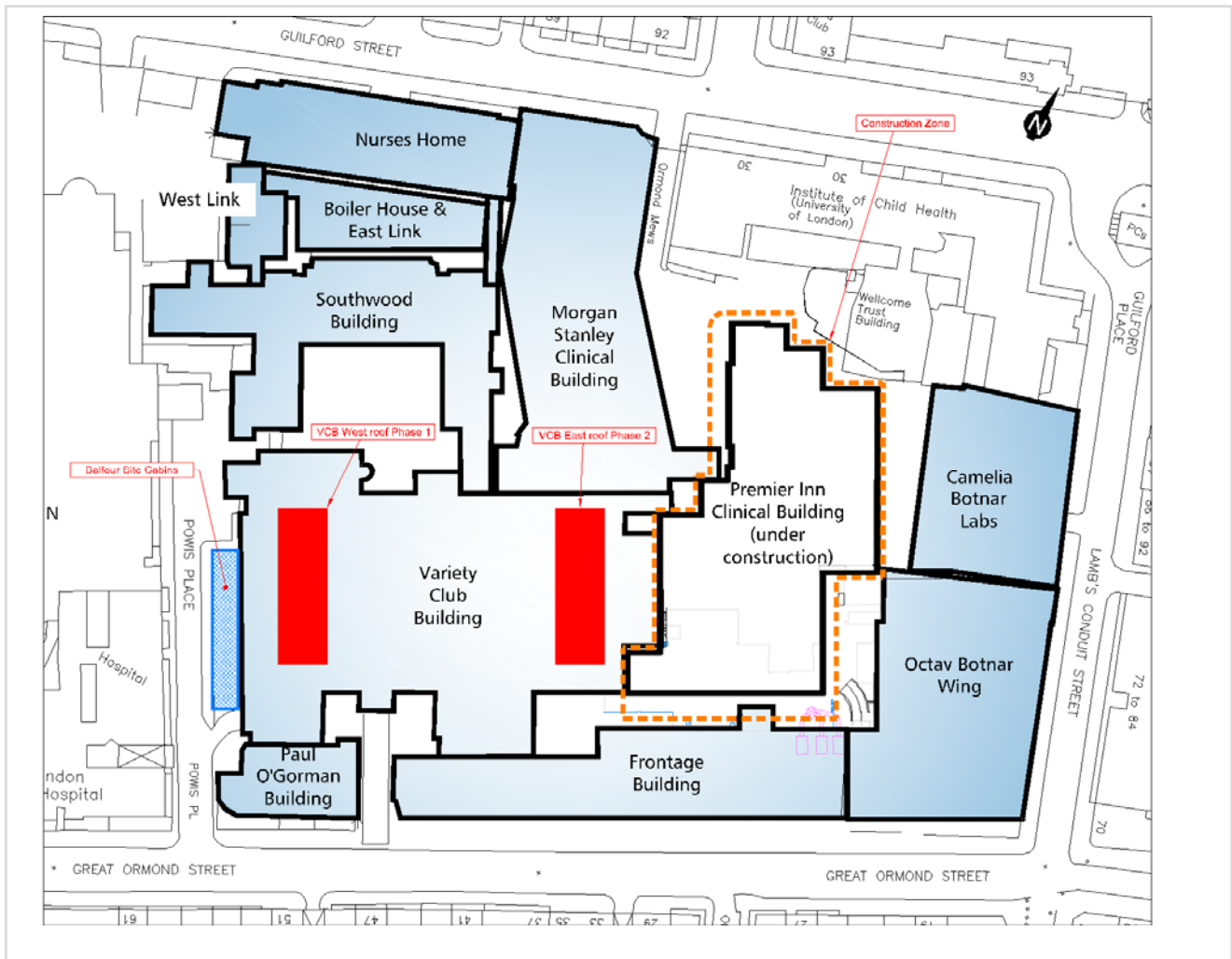
Name: Louisa Desborough, Communications Project Manager, Redevelopment
Address: Great Ormond Street Hospital for Children NHS Foundation Trust, Barclay House, Level 4, 37 Queen Square, London, WC1N 3BH
Email: louisa.desborough@gosh.nhs.uk
Phone: 020 7813 8456

6. 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: Andy Bowler
Job Title: Director of Operations
Address: Balfour Beatty Construction, 5 Churchill Place, Canary Wharf, London E14 5HU
Email: abowler@balfourbeatty.co.uk
Phone: 020 7963 2243 M: 07801 460749

Site

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



Our existing chiller plant is an essential part of the hospital's infrastructure, required to counteract heat produced by powerful hospital equipment to maintain optimum temperature in ward and clinical environments and to meet the refrigeration demands of our extensive clinical and research activities.

The combined effect of a necessary increase in clinical activity, the installation of substantial new diagnostic equipment gifted through our charity and the upcoming opening of the Premier Inn Clinical Building has created a significant shortfall in refrigeration capacity. This

situation is time-sensitive, as an additional chiller plant with approximately 3MW capacity will be required before the new building can become operational.

The application site is the east and west roofs of the Variety Club Building sited within the wider complex of buildings which forms the GOSH campus. The site is not directly visible from the surrounding streets to the north, east or south. Directly west of the site lies Powis Place, a small private access road between the GOSH estate and the National Hospital building which fronts on to Queen Square. From this street the Variety Club Building's west roof is clearly visible. Owing to this access road, glimpsed views of the site are possible from Great Ormond Street itself.

The Variety Club Building is located behind the hospital's frontage buildings on Great Ormond Street and was constructed in the early 1990s to provide a new main entrance, operating theatres, specialist ward space and support services. It rises to six/part seven storeys and the seventh storey consists of plant rooms on the east and west ends of the roof. The building is of a light brick and metal construction, with light blue features at parapet level.

There is existing equipment and associated pipework on the east roof, which will be added to. There is a screen which does not completely screen the existing equipment. No equipment of plant exists on the west roof.

The application proposes the installation of new chiller plant equipment to be located on the roof of the Variety Club Building. The plant proposed on the western roof is new, and will also contain a new electricity substation. There is some existing plant equipment on the east roof which will be added to.

New support structure will be sited above the existing roof parapet in order to clear the existing plant on the roof. The new structure will support the chiller plant equipment, ancillary plant and a new acoustic plant screen for both roofs. A solid acoustic enclosure is proposed for both roofs.

It is proposed to locate 2x1MW air cooled chillers on the east roof of the Variety Club Building, in addition to two existing chiller units. A further 2x500kW standard air cooled chillers are proposed on the west roof. Collectively the plant will meet the existing 3MW cooling shortfall across the GOSH campus.

Currently, the west roof has no plant located on it with limited access provided by a narrow access servicing ladder. In addition to the acoustic and visual screen, it is proposed to install new steelwork support structures, access decking and new water pipe work to the west roof to facilitate the operation of the chiller units.

Refer to the Design and Access Statement and Planning Statement available at

<http://camdocs.camden.gov.uk/webdrawer/webdrawer.dll/webdrawer/rec/5352603/view/Design%20&%20Access%20Statement.PDF>

2. 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 west roof of the VCB building is situated adjacent to Powis Place which is a shared private road between the National Hospital and Great Ormond St Hospital. Powis Place is the main ambulance drop-off road for both hospitals.

Works consist of:

- Installation of new plant deck to the level 7 west roof deck
- Installation of 2 x new Daikin 1MW chillers
- Installation of new Package substation (1 x 1000 MVA transformer)
- Installation of new interconnecting pipework to the east roof chilled water connections
- Installation of new acoustic louvres around the west & east roof plant decks
- Installation of general power and lighting to the west roof deck

Main issues and challenges

The following issues and challenges will be subject to mitigation plans and monitored via a Project Board led by the Director of Redevelopment and established monthly meetings with the project manager and key stakeholders:

- **Minimising local traffic impacts:** Site access is via Powis Place, with all deliveries pre-booked and parking up in an allocated space within Powis Place on the GOSH side of the road. However, close collaboration will be required with patient transport and estates and facilities departments within GOSH and the National Hospital to ensure free movement of vehicles within Powis Place, thereby ensuring site traffic is kept off Great Ormond Street at all times.
- **Managing impact on adjacent facilities:** No significant issues with dust or noise are expected but this will be monitored by regular liaison with staff in adjacent areas. A small amount of screening will be put in place to ensure privacy and dignity of our patients. Some stages of the programme will require closure of the Japanese Garden, an area supplied for staff and patients for quiet contemplation.

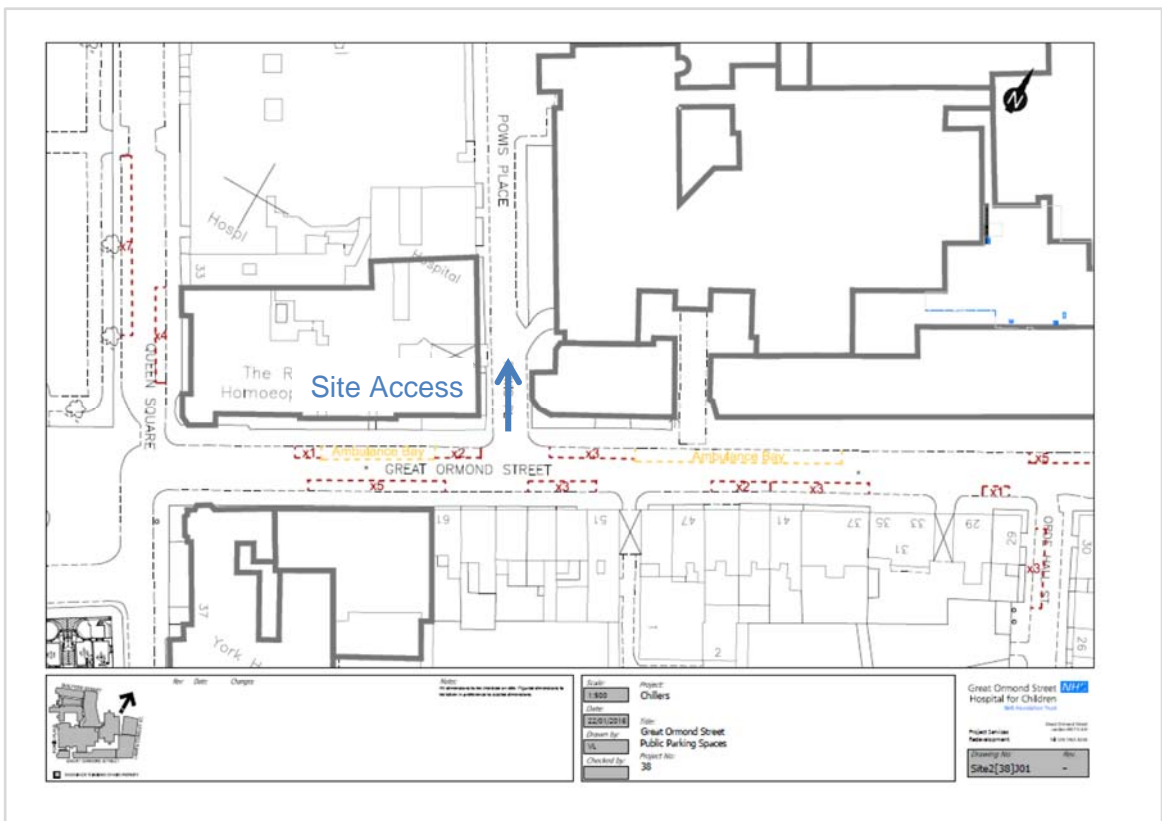
GOSH has a well-developed stakeholder engagement operation run from the Redevelopment directorate and supporting Patient Advice/Liaison and Communications services which will manage any impact on patients, families and staff. A stakeholder communications plan is in development which will use tried and tested channels from face-to-face engagement to advertising and digital communications.

Managing impact on residential properties owned by Great Ormond St in Powis Place: Impacts will be communicated via the GOSH Redevelopment Residents' Liaison Group and Redevelopment communications team. Complaints are handled by a dedicated email redemption.feedback@gosh.nhs.uk which is advertised across the site.

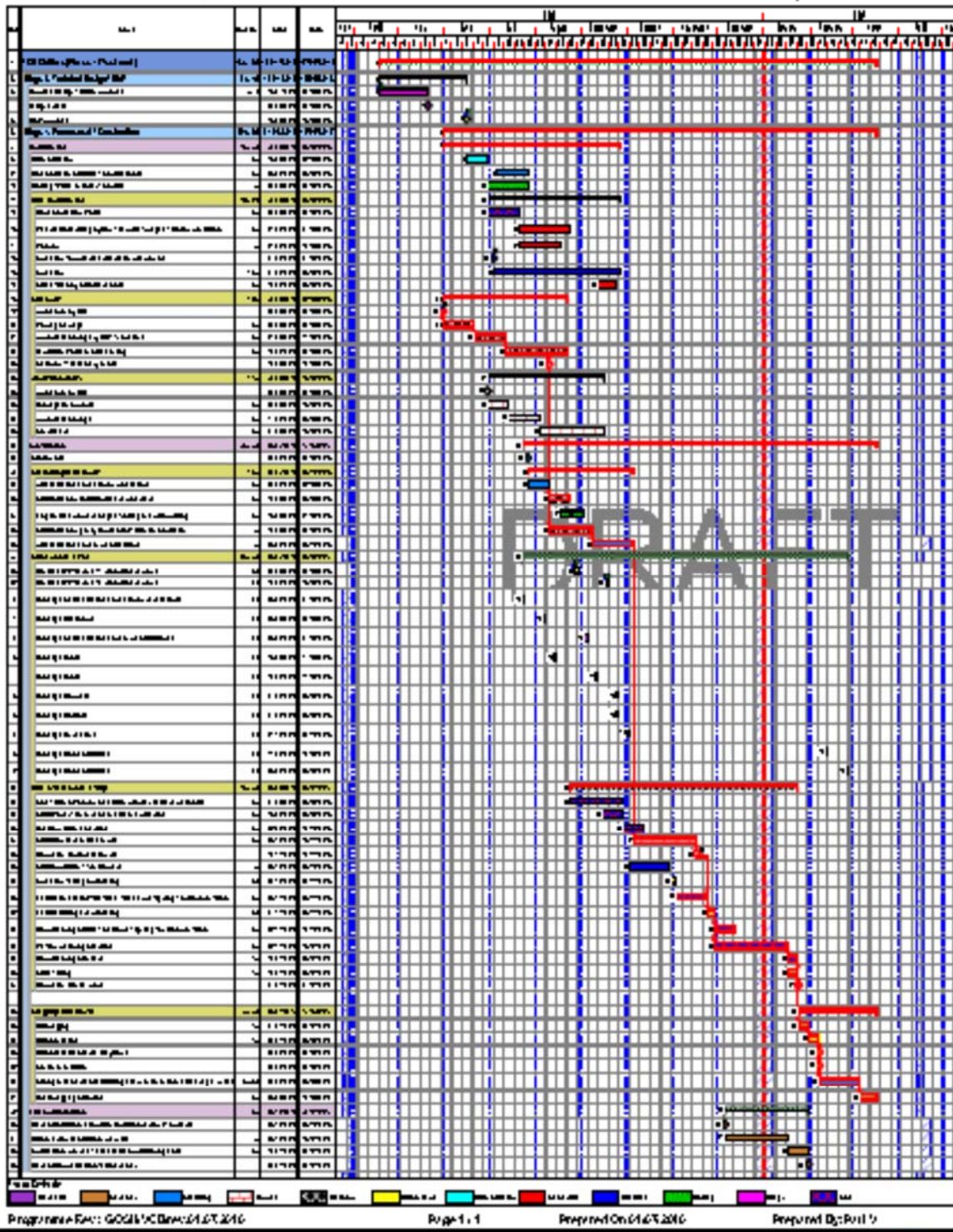
3. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

- Residential properties owned by Great Ormond Street Children’s Charity in Powis Place
- The National Hospital for Neurology and Neurosurgery in Powis Place
- Clinical and administrative facilities within Great Ormond Street Hospital

4. 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.



5. 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 ideal).



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

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

08:00 – 18:00 Monday – Friday

08:00 – 13:00 Saturday

We anticipate a number of large plant/vehicle deliveries and will seek dispensation for delivery at a time to minimise impact on local traffic during peak times. Each application will be made on its own merit in discussion with the local authority.

7. 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.

None required.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

1. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

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 them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

The refurbishment works at GOSH have been on-going for over eight years and regular meetings between GOSH and local residents have been undertaken by GOSH over this period.

GOSH hosts a Redevelopment Residents' Liaison Group which meets every 8 weeks and is our main forum of consultation with residents. The meetings are chaired by a local resident and attended by GOSH's Director and Deputy Director of Redevelopment, Project Managers for our major phases of Redevelopment, our main contractors and the National Hospital.

Minutes of each meeting, information/notices affecting local people and GOSH Redevelopment newsletters are disseminated to the group regularly between meetings by email and post. Membership includes local residents, businesses and community organisations (including residents' associations), landlords and their agents and ward councillors.

The GOSH Redevelopment Residents' Liaison Group were informed of the project scope and timescales during the week commencing 8th February 2016. An update will be provided at the next meeting in April 2016, which we plan to advertise in advance with a residents' newsletter indicating the scope and timescale for the works.

The National Hospital attends our residents' liaison group meetings and has also been consulted separately.

GOSH staff at various levels and within various departments were consulted as the project was scoped and developed to minimise impacts on staff, patient and families.

2. Construction Working Group

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, the way in which 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.

Consultation with our residents is on-going via our Redevelopment Resident's Liaison Group.

Advance notifications are created for any works affecting local residents, the National Hospital or the GOSH community. These will be raised at established meetings with colleagues at GOSH and the National and sent through our well established stakeholder communications channels, which include via email to our database of stakeholders, the GOSH staff e-newsletter, and the hospital magazine.

We will also flyer affected residences directly as required to ensure notifications are received and employ posters/notices through the hospital buildings.

We have a dedicated email address for concerns, comments or complaints on the Redevelopment programme, which is advertised across all our communications: redvelopment.feedback@gosh.nhs.uk

The effectiveness of the stakeholder engagement programme will be tracked through the Project Board.

3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', 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](#)".

Considerate Contractors Scheme – Site ref No 95609

Works will follow the 'Guide for Contractors Working in Camden' and be incorporated into our Project management Plan.

4. Neighbouring sites

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. The council can advise on this if necessary.

Construction is currently taking place within Queens Square to other adjacent hospitals:

- UCLH Royal London Hospital for Integrated Medicine (RLHIM)
Contractor Overbury; Undertaking a basement refurbishment.
- UCLH National Hospital for Neurology and Neurosurgery (NHNN)
Contractor Quinn; Undertaking Lift refurbishment.

The chiller construction works at GOSH are confined to Powis Place, with all deliveries pre-booked and parking up in an allocated space within Powis Place on the GOSH side of the road. No deliveries are made before 08:00hrs.



GOSH Redevelopment Phase 2B is ongoing until 2017, with main site access to the north of the GOSH site off Guilford Street. Main contractor Skanska is also occupying on the south east of the GOSH site (Octav Botnar Yard) and an adjacent suspended parking bay on Great Ormond Street. The project involves the demolition and redevelopment of the top four floors of the hospital's Cardiac Wing, with Skanska overseeing design, construction and fit-out.

GOSH is also planning to commence basement box works in March/April 2016 at 20 Guilford Street to create the Zayed Centre for Research into Rare Disease in Children – Redevelopment Phase 3. This project is subject to Camden's approval of a Construction Management Plan, submitted week commencing 8th February 2016. The site is to the West of Guilford Street opposite Coram Fields and the traffic management plan prohibits the use of Lamb's Conduit Street/Great Ormond Street.

Any impacts on the local road network caused by GOSH Redevelopment are monitored at regular meetings between GOSH contractors, project managers Gardiner and Theobald and the GOSH Redevelopment directorate. They are also informed by our active Residents' Liaison Group.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#) and details of the monitoring process are available [here](#).

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Please refer to the CLOCS Overview and Monitoring Overview documents which give a breakdown of requirements.

CLOCS Considerations

1. Name of Principal contractor:

Balfour Beatty Construction Services UK
5 Churchill Place, Canary Wharf, London E14 5HU
020 7216 6800

2. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

All suppliers form part of the Balfour Beatty approved supply chain and are fully compliant to the various company requirements when making deliveries to the GOSH site.

Balfour Beatty abides by the CLOCS Standard and sets requirements within procurement/contractual processes for its contractors and suppliers to do the same.

A traffic management plan is in place and is covered under a separate Balfour Beatty Project management plan. Further information on the plant vehicle and people interface is included below in section 6b.

The traffic management plan includes measures to ensure driver compliance including a comprehensive induction and the appointment of logistics/traffic marshal to supervise traffic movements off the public highways and into Powis Place.

The Site Team has elected Project Manager Bob Belzko as CLOCS champion who will be in charge of following the CLOCS standard via the use of the CLOCS Manager Too.

Audits will be carried out by the CLOCS champion to demonstrate compliance as per the guideline set in the CLOCS guide

Bob Belzko Project Manager


Email: bbelzko@balfourbeatty.co.uk

Tel: (M) 07801 460 604

Balfour Beatty have undertaken projects for GOSH over the past 8 years and are familiar with the road layout and local sensitivities.

3. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers for the VCB Chiller Project:

	David Holby, [Job Title] Senior Projects Manager
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Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

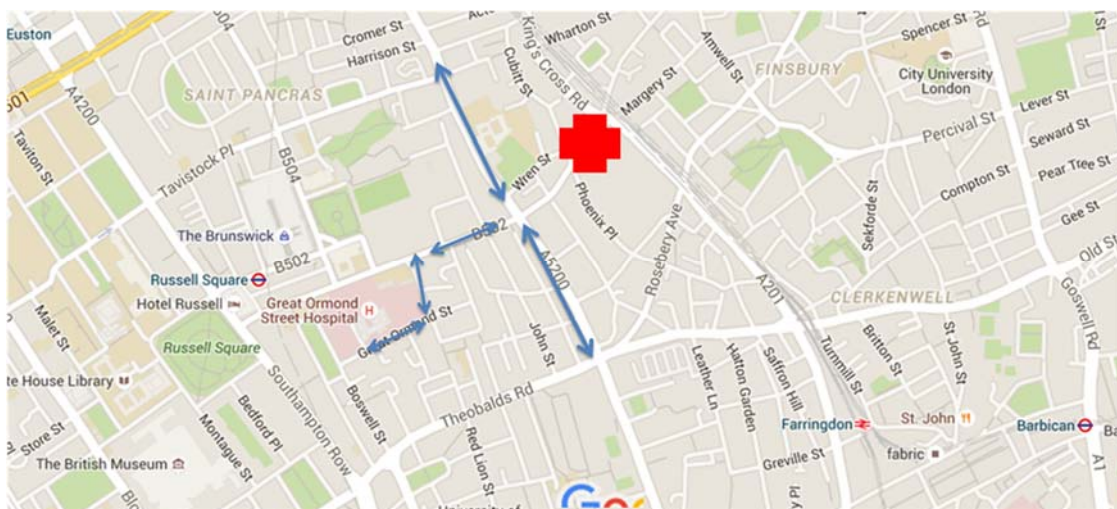
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

4. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.”* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network \(TLRN\)](#).



Site deliveries will be on Powis Place. Lorries will only be able to access the site loading bay from the East, via Gray's Inn Road (A5200). Due to width restriction in Calthorpe Street, delivery trucks cannot access directly from Farringdon Road (A201)

Exit from the site will be back the way you came following the arrows West on Great Ormond Street.

The area crossed in red indicates the route not to be used for lorry access and egress.

There have been some complaints made by local residents and businesses about construction traffic at the corner of Guilford Street and Gray's Inn Road. Camden Council and GOSH have both engaged with the local residents concerning this particular intersection and at the time of this CMP, development solutions are being sought to improve traffic in this particular area.

A traffic marshal will be present and visible for the duration of the VBC Chiller Works at the entrance to Powis Place off Great Ormond Street for both normal working hours and at all times during craneage operations including any weekends.

b. Please 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.

The works at Great Ormond Street Hospital are part of an on-going framework of redevelopment that has been undertaken at GOSH by Balfour Beatty for the past 8 years.

Balfour Beatty have used the same supply chains and specialists to undertake these works during this period to retain the valuable knowledge of what working at GOSH is like including the restrictions and requirements needed to enable minimal disruption to the adjacent areas. Access and egress routes to and from site will be issued to all subcontractors in accordance with the traffic route diagram shown above in Section 4 page 21.

This knowledge is carried forward for each project undertaken and included in comprehensive induction briefings. All companies undertaking deliveries to site and from site will be supplied with a logistics plan with designated routes, restrictions and speed limits and special considerations on vulnerable road users. There is a contractual obligation on suppliers and subcontractors to abide by the requirements outlined in the traffic management plan.

GOSH has worked in partnership with Camden on a behaviour change campaign last year to cut the numbers of vehicles to the site and to improve the local air quality. As part of the project marketing material, patient information and our website were updated with high-impact messaging encouraging the use of public transport (or local car parks where this is not possible).

Impact data from surveys undertaken with 150 patients in February 2015 and repeated in February 2016 indicates:

- A 5 per cent reduction in the percentage of patient families using their car to travel to GOSH
- An increase in the percentage of patient families choosing sustainable transport to travel to GOSH from a train station – with walking up by 8 per cent, public transport use up 9 per cent, and taxi use down by 15 per cent

This work has been picked up by a traffic management working group which will be implementing further changes to ensure that traffic to the GOSH site is co-ordinated and

5. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

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. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites

with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. 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.

- Small rigid vehicles only are permitted to deliver at GOSH due to the restricted access into Powis Place; vans and flat-bed lorries only permitted
- 12 yard Skip lorries are exchanged on a daily basis or as and when required
- Mobile cranes (sized accordingly for use in Powis Place and the required load requirements) are expected to be used during this contract and would carry out these works at weekends to minimise disruption to the local area and adjacent hospitals.
- Deliveries are pre-arranged with the site managers
- Ambulances always have right of way and any deliveries must wait until ambulances have accessed or egressed the road
- Deliveries are to be pre-arranged with site and restricted to times between 0930 to 1630 hrs on Monday to Friday and between 0800 to 1300 hrs on Saturday.
- All vehicles must switch off their engines during the delivery
- All vehicles are only to park in the designated bay at the start of Powis Place adjacent the Balfour Beatty site cabins

b. Please provide details of other developments in the local area or on the route.

Other construction works (not Balfour Beatty) are taking place in Queens Square and in the neighbouring area.

Construction is currently taking place within Queens Square to other adjacent hospitals:

- UCLH Royal London Hospital for Integrated Medicine (RLHIM)
Contractor Overbury; Undertaking a basement refurbishment.
- UCLH National Hospital for Neurology and Neurosurgery (NHNN)
Contractor Quinn; Undertaking Lift refurbishment.

GOSH Redevelopment Phase 2B is ongoing until 2017, with main site access to the north of the GOSH site off Guilford Street. Main contractor Skanska is also occupying on the south east of the GOSH site (Octav Botnar Yard) and an adjacent suspended parking bay on Great Ormond Street. The project involves the demolition and redevelopment of the top four floors of the hospital's Cardiac Wing, with Skanska overseeing design, construction and fit-out.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

- The works at Great Ormond Street Hospital are part of an on-going framework of redevelopment that has been undertaken at GOSH by Balfour Beatty for the past eight years
- Balfour Beatty have used the same supply chains and specialists to undertake these works during this period to retain the valuable knowledge of what working at GOSH is like including all of the restrictions and requirements needed to enable minimal disruption to the adjacent areas
- This knowledge is carried forward for each project undertaken
- All deliveries are booked in advance to meet the timetable required to support the project programme (attached in Site section 5 page 12). All supply chain members will be issued with a logistic plan as per attached in Site Traffic, Section 4, page 21.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

Off street holding areas are not anticipated under this contract. As large deliveries will be planned well in advance and delivered directly to Powis Place as per Section C above.

Some parking bay suspensions may be required to facilitate access into Powis Place from Great Ormond Street by the mobile crane company. We are currently forecasting ten separate crane lifts including one in Great Ormond Street. All lifts will be undertaken at weekends subject to liaison with and approval by Camden Council.

Where parking bay suspensions are required the project team will consult with the local authority on the optimum timing and duration to minimise impacts on the local road network and pedestrian movements.

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

All materials are delivered as and when required and are pre-booked with the site managers to ensure that they do not clash with other deliveries.

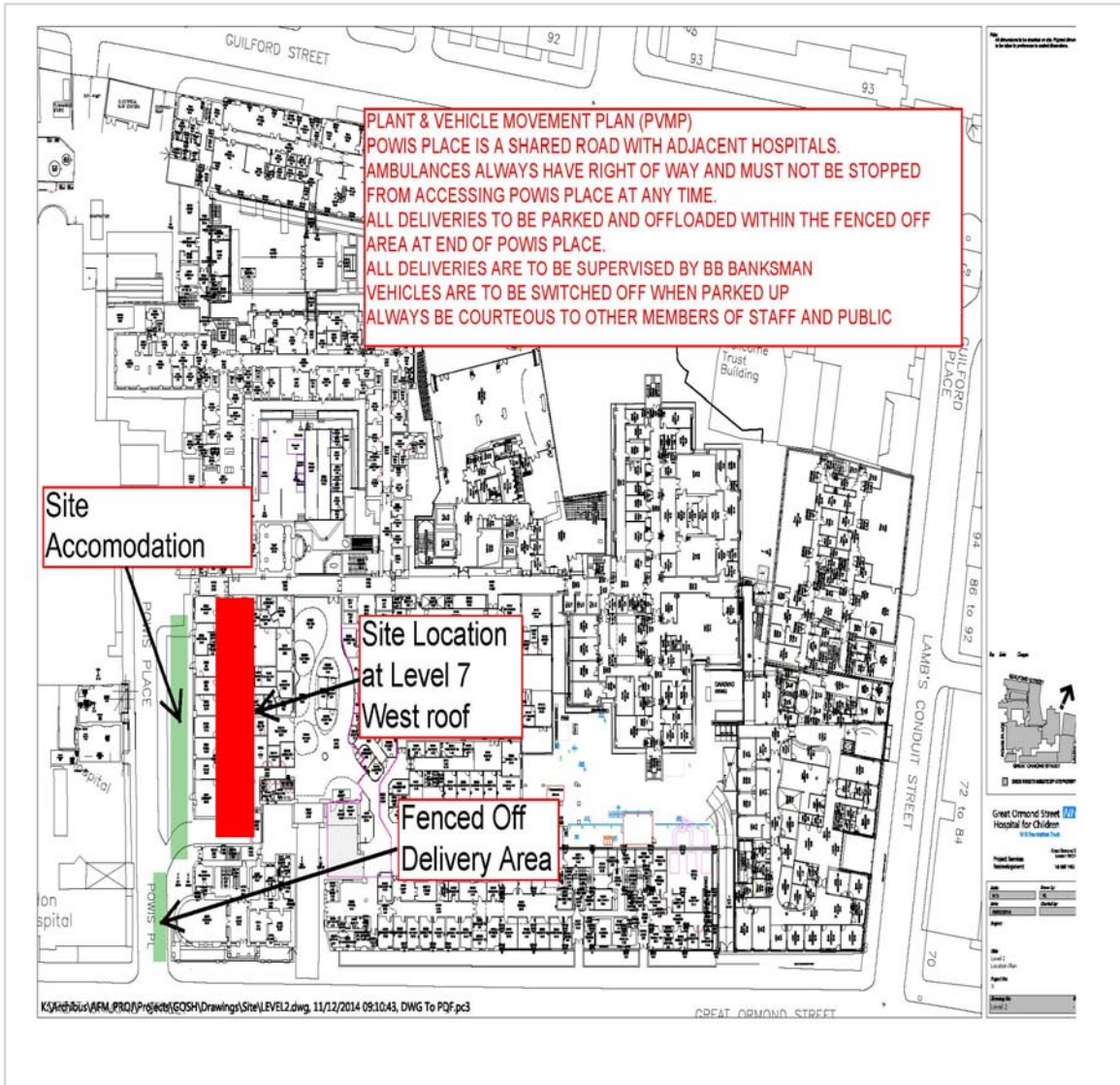
Subject to approvals, large deliveries such as scaffold and steelwork and crane lifts would be delivered and carried out on a Saturday to minimise the disruption within Powis Place.

Similar projects have been undertaken successfully at GOSH for the past eight years in close collaboration with the adjacent hospitals.

6. Site access and egress: *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

- a. Please detail the proposed access and egress routes to and from the site



b. Please describe how the access and egress arrangements for construction vehicles will be managed.

See embedded Plant, vehicle and pedestrian management plan.



VCB Chillers PVPMP
 plan Oct 15. pdf

c. 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).

Please see section 6b.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

None required.

7. Vehicle loading and unloading: *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.” (P19, 3.4.4)*

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

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. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

Please see sections 6a and 6b.

Highway interventions

8. Parking bay suspensions and temporary traffic management orders

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

Information regarding parking suspensions can be found [here](#).

Some parking bay suspensions may be required to facilitate access into Powis Place from Great Ormond Street by the mobile crane company. We are currently forecasting ten separate crane lifts including one in Great Ormond Street. All lifts will be undertaken at weekends subject to liaison with and approval by Camden Council.

Where parking bay suspensions are required the project team will consult with the local authority on the optimum timing and duration to minimise impacts on the local road network and pedestrian movements.

Application for these parking suspensions will be made by the appointed crane company as part of their packaged works.

9. Scaled drawings of highway works

Please note that 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 that includes the extent of any 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.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

No additional highway works are required to undertake this project.

All works will take place from Powis Place, a private road.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Powis Place entrance will be cordoned off during all Crane lifts with temporary Heras type fencing and GOSH security will be in attendance to ensure no illegal parking takes place.

The entire Powis Place road would be surrounded by Heras fencing to ensure no access into the loading and lifting zones is possible by members of public or staff of any hospital.

The pedestrian footpath would be maintained at all times to ensure visitors and residents can access and egress their properties.

10. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

During our planned Powis Place weekend closures all ambulance traffic would be re-directed to the entrance at either Great Ormond Street or to the front of the adjacent hospitals in Queens Square.

Adjacent hospitals would be pre notified of this arrangement to ensure agreement by all parties and long lead times for staff, volunteer, patient and family notifications.

11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered; these include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

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.

A secure hoarding will generally be required to the site boundary with a lockable access

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Please see sections 6a, 6b & 9b.

Access to adjacent hospitals public footpaths will not be affected by these works.

Powis Place entrance will be cordoned off during all Crane lifts with temporary Heras type fencing and GOSH security will be in attendance to ensure no illegal parking takes place.

The entire Powis Place road would be surrounded by Heras fencing to ensure no access into the loading and lifting zones is possible by members of public or staff of any hospital.

The pedestrian footpath would be maintained at all times to ensure visitors and residents can access and egress their properties.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

Not applicable to this project.

SYMBOL IS FOR INTERNAL USE

Environment

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

1. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are to be carried out.

The works on this VCB Chillers project are not considered to be "noisy operations".

Lifting of chillers, electrical substation, scaffolding, steel gantry and acoustic louvres to the roof of the VCB building will be carried out by mobile crane parked in Powis Place. After the initial setup of the crane in Powis Place where some diesel engine noise is generated, works to raise these all of the items are all quiet operations.

Deliveries and lifting of these large elements are all planned to take place at weekends when Powis Place is a lot quieter to general traffic and pedestrians.

2. 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.

Noise surveys have been undertaken by BDP design consultants and form part of the submitted planning application for this project.

3. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

All works are predicted to be under 80db at their noisiest periods (i.e. crane lifts)

Vibration levels are not anticipated to cause any problems to the adjoining buildings or properties. Regardless, any issues with noise and vibration will be closely monitored by GOSH staff because the works are taking place within a live hospital environment where any significant disturbance would have a negative impact on the comfort and recovery of sick children.

Any issues reported with noise or vibration would result in immediate work stoppages being instructed by the client.

4. 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.

Not applicable to this project.

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

We do not consider noise and vibration to be a factor applicable to this project.

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

Due to the nature of this project dusty activities are not anticipated.

Installation of Scaffold, Steelwork, Acoustic louvres, Plant and equipment are being undertaken.

7. 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.

Not applicable to this project

8. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

None anticipated for this project that will require monitoring.

9. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage 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. Please attach the risk assessment as an appendix if not completed at the planning application stage.

Submitted

10. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 9 have been addressed by completing the [GLA mitigation measures checklist](#). Please attach this as an appendix.

Submitted

11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these 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.

None anticipated for this project that will require monitoring.

12. 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 present copies of receipts (if work undertaken).

Regular site welfare carried out on a daily basis to ensure vermin are not encouraged within the hospital grounds.

All staff are required to consume food at designated site welfare facility or external to GOSH/National Hospital sites.

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

Balfour Beatty have worked at GOSH for 8 years and have worked within the VCB building on numerous occasions.

Samples of suspected materials (ACM'S) have been undertaken over the years and all results have come back as negative.

The VCB building was constructed from 1985.

14. 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.

All personnel working at GOSH undergo a full site induction which explains the code of conduct expected when working at GOSH

All specialists have been working at GOSH for up to 8 years and are fully aware of the requirement for best behaviour and the use of appropriate language.

2 way radios are used to communicate between the crane operator and the banksman to avoid the need for shouting during crane lifts.

Whilst staff and operatives will be encouraged to use local area facilities (shops and restaurants) Balfour Beatty have a policy that PPE is not to be worn off site during breaks or when travelling to and from their place of work.

 SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by 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 in writing 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: 21/12/15.....

Print Name: David Holby

Position: Senior Project Manager

Please submit to: planningobligations@camden.gov.uk

End of form