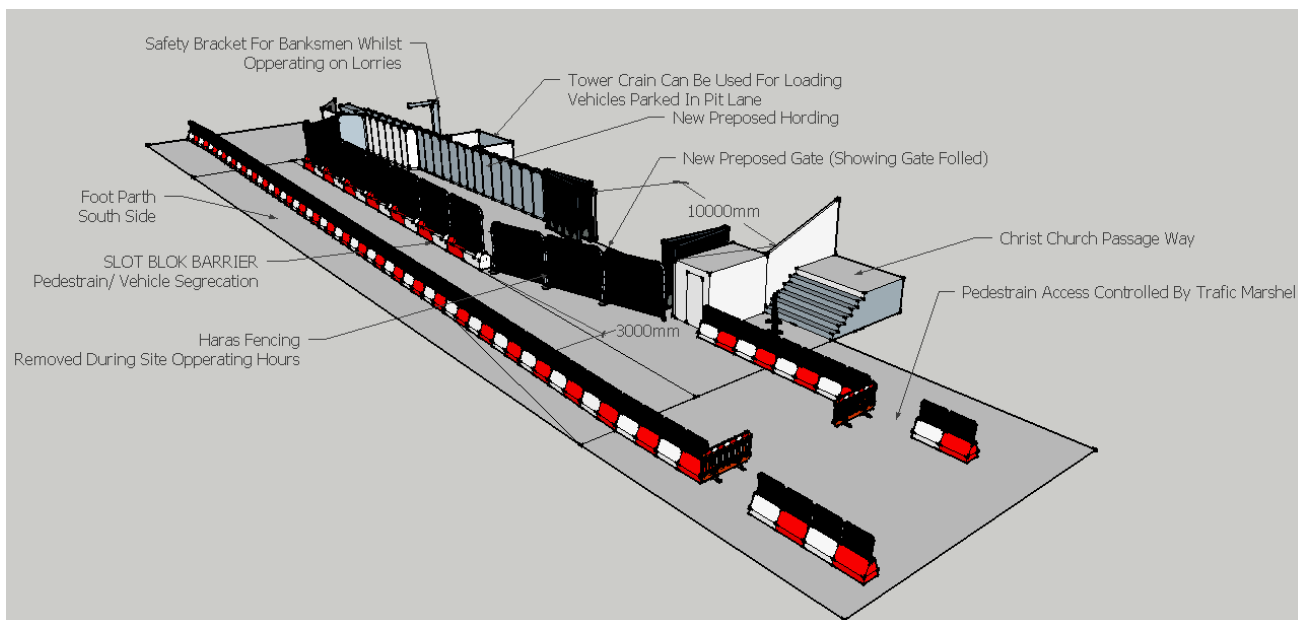


Addendum to Section 5 Transport, of the revision 6, final version, of the Construction Management Plan, dated August 2016, for the project known as 29 New End, New Nurses Home, Hampstead. NW3 1JD

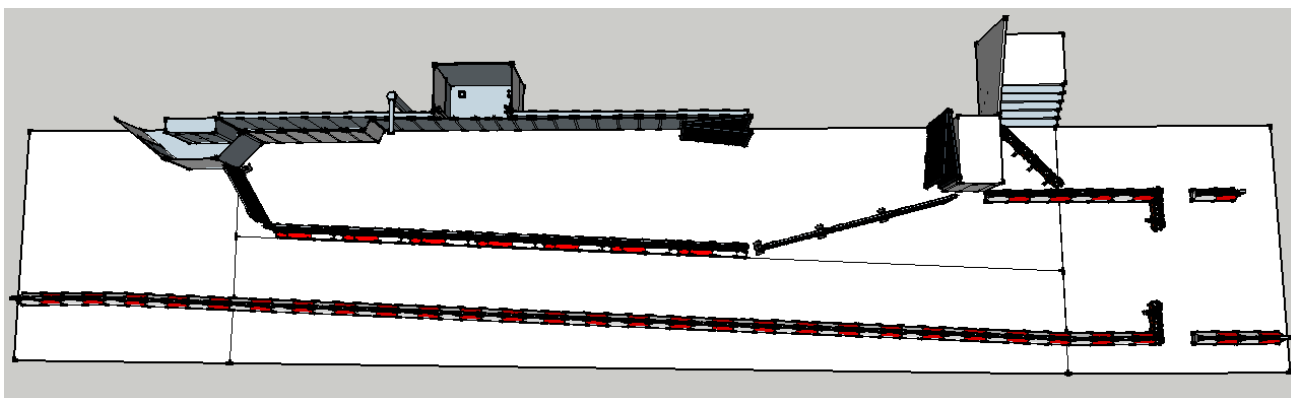
Date 10-1-18

Further to on-going reviews of the site logistics and traffic movements, the Blenheim House Team have discussed, and agreed with Camden Council Highways, the introduction of an unloading zone or pit lane, for the parking of, and unloading/loading of construction vehicles by use of the site tower crane, whilst maintaining general public vehicle access past the site activities.



(Detailed view of the pit lane and road management)

Please note that the green arrows represent the flow of site traffic and the blue arrows represent the flow of civilian traffic, it should also be noted that the site traffic will be reversed back up New End road to leave the site thus the green arrow pointing back up new end road.



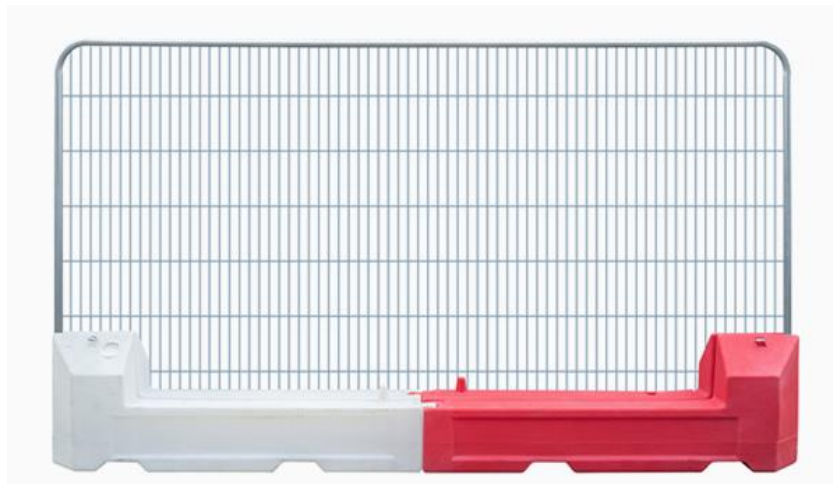
(Birds eye view of the pit lane)

The pit lane has been incorporated using the public footpath to the North side of New End. Public furniture has been removed by the Local Authority, and concrete has been laid, as a temporary protective surface, over the sub-surface of the footpath to protect public utilities under.

Tarmac will be used and incorporated to link the footpath to the public highway and to raise levels accordingly to allow delivery vehicles to drive from the highway onto the footway without causing damage to road kerbs etc.

The works have also maintained the rain water gutters to ensure surface water can run to the highway gullies to prevent flooding.

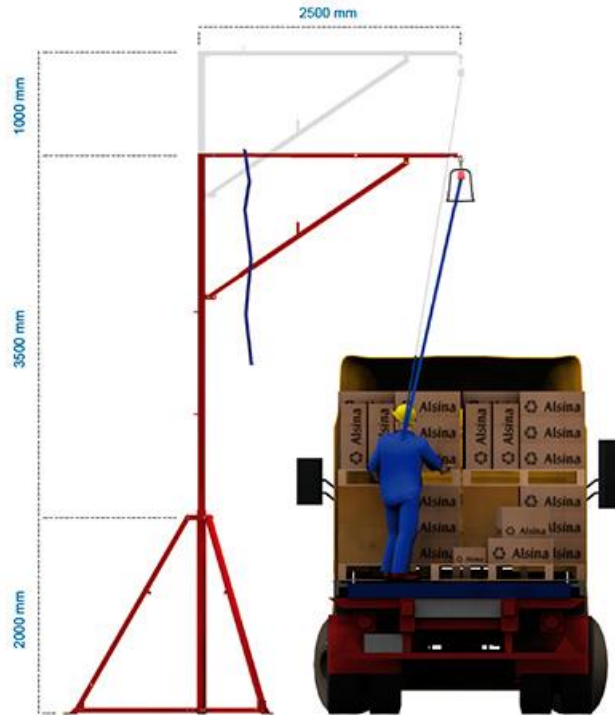
Protective chapter 8 barriers will be located to the centre of New End and will incorporate a haras type fencing, to segregate the public highway from the unloading zone. Lockable access points at the west and east ends of these barriers will facilitate the access for delivery vehicles to drive from New End directly into the unloading zone. This will allow the unloading of these delivery vehicles whilst still maintaining an unobstructed 3.25m wide single carriageway for other through traffic traveling from New End to New End square and beyond.



(Chapter 8 barrier or slot block barrier)

The chapter 8 barriers will be lit at night and appropriate signage will be installed to advise third parties of the reduced width as they access past the pit lane.

During the unloading operations, all operatives needing to access the beds of the delivery vehicles will be at all times connected by use of a fall arrest system incorporating harnesses and retractable running lines attached to a “alsipercha” bracket which will project from the site into the unloading area.



("alsipercha" bracket)

All deliveries will be booked via the Blenheim House craneage and delivery schedule which will be updated daily and posted on the notice boards and logged at street level for review by all interested parties.

Access and egress routes to and from site are unchanged from those that are already identified within the body of the main plan.

Delivery volumes have not changed from those estimated quantities already identified within the Plan.