



CONSTRUCTION MANAGEMENT PLAN

For

QCCA

170 Weedington Road

London

NW5 4NU

May 2014

Rev. E

Registered Office:

13-14 Gelliwastad Rd, Pontypridd, CF37 2BW

Company Number: 7340750

Offices:

St Paul, Minnesota, USA - Guelph, Ontario, Canada - Beijing, China

Email: sbritz@yeadonairdomes.co.uk - Website: www.yeadonairdomes.co.uk - www.yeadondomes.com

1) Description of the Site

This Construction Management Plan has been produced by Yeadon Air Domes for the construction of new Air Inflated Dome with associated work at QCCA 170 Weedington Road, London, NW5 4NU.

The proposed works includes the following:

The project entails the construction of a new Air Inflated Dome sports facility comprising the stripping out/grubbing up of the existing external walled area comprising an all purpose basket ball court/play court, toddler play area, raised seating area, steps, grass mounds, play equipment, paved and tarmac areas and dwarf walls etc. Modifications to the existing external metal stairs, construction of new badminton courts, construction of the new air dome and associated services installations. In addition the existing metal escape stairs from the first floor will be re-configured.

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the council. The Project Manager, Sean Britz shall work with the council to review the 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.

The following strategy has therefore been compiled by the contracting team who will be undertaking the project.

2) Proposed Programme

Enabling works

Commence: 2 June 2014

Duration: 2 weeks

Main Contract Works

Commence: 16 June 2014

Duration: 12 weeks

3) Proposed Hours in Which Vehicles Will Arrive and Depart

In general the hours in which vehicles will arrive and depart will coincide with site hours which are 8.00am to 6.00pm Monday to Friday and 8.00am to 1.00pm on Saturdays. However the following restrictions will apply;

- a) Peak network times
- b) School times – 8am to 9.15am and 3.15pm to 4pm
- c) Friday prayer times
- d) Market times

Local roads leading to and from the existing centre are very narrow, making large deliveries difficult. In addition, the construction access route will need to be monitored. Site parking will not be permitted in the immediate vicinity of the centre.

The construction site plan highlights the following:

- a. Traffic routes. (As indicated on the aerial photo)
- b. Storage area. (Marked Blue on the Site Plan)
- c. Site boundary. (Marked Red on the Site Plan)
- d. Site accommodation. (Marked Black on the Site Plan)



Yeadon Airdomes will consult with the centre and its staff before finalising the proposals. Contact details and out of hours phone numbers will be displayed during the construction period.

4) The Access Arrangements for Vehicles

When vehicles are entering or leaving the site, these will be supervised by our banksman.

The general public/pedestrians will have right of way along the pathways that surround the site. And warning and information signage will be positioned to alert the public of the construction activities.

The construction site gates will be kept closed and monitored by our gateman, only when deliveries are made to the site will they be opened to allow vehicles onto the site, at which time barriers will be put across the pavement to prevent access by pedestrians. These barriers will be manned by our gateman.

Should there be any complaints arising from the works, local residents will be able to call personally to the site offices. Any residents visiting site to raise a complaint will be requested to sign-in and our gateman will escort the visitor to the site offices.

Our Project Manager, Sean Britz will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

Deliveries will be brought into the site compound under supervision where they will be off loaded and stored in the area marked Blue on the Site Plan. All orders will note these restrictions, specify maximum vehicle size, and include our site phone number to confirm arrival before entering the access road.



Furthermore, Drivers will be advised to call our Project Manager, Sean Britz before entering Queen's Crescent to avoid heavy goods vehicles crossing one another on this busy road.

On exiting site, vehicles will be marshalled down to Queen's Crescent to avoid going up Weedington Road towards Vicars Road as this junction is very narrow especially when cars are parked on both sides of these roads.

There will be some large deliveries, such as concrete, and collections such as muck away, but these will be well planned in advance and outside the peak time. It may be necessary to request that residents do not park in the road on specific occasions.

In all cases, access/egress for delivery and removal of materials will be planned, scheduled and coordinated by our logistics manager and all vehicle movement both on and around the site will be controlled by competent and certified banksmen.

5) Proposed Routes for Vehicles

All deliveries will come via Prince of Wales Road and continue on the Malden Road B517, turn onto Queen's Crescent, and then take a left onto Weedington Road, as indicated on the attached TLRN map.

No Construction vehicles movement will take place via Grafton Road.

A strict delivery procedure will be implemented to ensure that Weedington Road and Queen's Crescent are not overrun with site and delivery vehicles. Our banksmen will ensure that traffic flow on both roads is maintained at all times. On Market days i.e., Thursdays and Saturdays, and prayer days i.e., Fridays afternoon, there will be no deliveries or collections.



Our Project Manager, Sean Britz will liaise with QCCA and make sure the above is implemented.

Day to day operations and deliveries of smaller vehicles the routes will be the same, however a gateman will control access and egress through the main entrance gates into the secure site compound. This will be the case throughout the construction period.

Details of agreed access/egress routes will be issued to all our suppliers and subcontractors. This will be policed as far as practical but it must be recognised that we have no jurisdiction over the vehicles once they have left our site.

Drivers will however be advised to use Haverstock Hill (A502) over Finchley Road (A41) in this context as there is no left turn available from Adelaide Road (B509) onto Chalk Farm Road.

Any parking bays that may need to be closed off will be carried out by Yeadon Airdomes with full consultation with Camden Council/appropriate neighbours. The general public/pedestrians will have right of way along the pathways that surround the site. The construction site gates will be kept closed and monitored by site security, only when deliveries are made to the site will they be opened to allow vehicles onto the site, at which time barriers will be put across the pavement to prevent access by pedestrians. These barriers will be manned by our site security.

The Project Manager, Sean Britz will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that any debris is kept clear of the Public Highway.

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6) Size of Vehicles

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 demolition works (approx. size 7.5m long and 2.4m wide) and standard 8 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).
- Muck away lorries. (approx. size 8.25m long and 2.45m wide).

The projected vehicle movements are approximately 3-5 per day.

7) Parking and Loading Arrangements

A strict delivery procedure will be implemented to ensure that Weedington Road and Queens Crescent 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 will also be controlled by our road marshals. They will be responsible for the control and coordination of all aspects of material deliveries and movement.

Vehicles will pull into the site for unloading wherever possible.

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 preorder meeting that the surrounding area is for resident parking only. All Sub-contractors will be encouraged to use public transport.



8) Parking Bay Suspension and Temporary Traffic Management Orders

Suspension of resident parking bays will be kept to an absolute minimum. YAD have already applied for one bay to be suspended to allow the loading and the offloading as per the attached marked up plan. Please also see attached photographs of the parking bay.

9) Details of How Pedestrian and Cyclist Safety Will be Maintained

When vehicles are entering or leaving the site, these will be supervised by our road marshals. Where vehicle are unloading in Weedington Road, this will be supervised by our road marshals.

The general public/pedestrians will have right of way along the pathways in front of the site. The construction site gates will be kept closed and monitored by site security, only when deliveries are made to the site will they be opened to allow vehicles onto the site, at which time barriers will be put across the pavement to prevent access by pedestrians. These barriers will be manned by our site security. All delivery vehicles will be supervised/controlled by a banksman.

The Project Manager, Sean Britz will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that any debris is kept clear of the pavements.

With regard to cyclist safety any delivery vehicle parked within the loading area will be coned off to direct the cyclist around the lorry.

Should there be any complaints arising from the works, local residents will be able to call personally to the site offices. Any residents visiting site to raise a complaint will be requested to sign-in and our security guard will escort the visitor to the site offices.



Our Project Manager, Sean Britz will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

10) Control of Dirt and Dust on the Public Highway

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

Throughout the construction process, all vehicles entering the site will be limited to the existing hard standing area, so there will be no mud on wheels. Site operatives will ensure that wheels are cleaned before the vehicles leave site.

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.

11) Control of Dirt and Dust on Site

Effective preventative maintenance will be employed on all aspects of the construction works including all plant, vehicles, and the equipment concerned with the control of emissions to air.

YAD will identify all the dusty operations and establish the best available techniques are required to control dust emissions. When this is not practicable emissions should be controlled at source. Raw materials will be covered with tarpaulin sheets, spillage will be avoided as far as practical, and maintaining high standards of internal and external housekeeping

Operations are likely to produce dust during the construction process. YAD are fully aware of their obligation in protecting operatives and the neighbouring public. To this end, dust will be controlled with the use of water from an existing water supply within the existing building. A fine spray of water will be applied to the dust source as required.

Wherever possible, YAD will avoid work that creates dust during periods of high-wind. Dust screens will be erected if the need arise.

When working in a dusty environment, all operatives must wear suitable dust masks (Minimum FFP2), protective eyewear and gloves.

When loading away or moving materials using mechanical means, the material will be well soaked with water in advance of the operation. This will allow the water to soak through the material thoroughly. A fine spray of water will also be applied during the loading process.

Throughout the works, all areas including vehicular routes will be swept clear wherever possible to limit the source of dust.

Site will be kept clean and tidy at all time to prevent any dust or other light debris from being blown around. Again water spray will be used as necessary.

12) Control of Noise on Site

YAD will endeavour that subcontractors uses the quietest and newest vehicles/plant machinery at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise (including

vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

We shall carry out prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the Construction Management Plan.

Noise attenuation screening to be used if deemed appropriate and noise monitoring will be carried out at the start and at regular intervals during each task period.

Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the problem or the complaint and to check that Best Practicable Means are being used to control the noise.

Also noise will be kept to a minimum at all times, by implementing the following measures:

- Restricting working hours to 08:00 to 18:00, Monday to Friday and 08:00 to 13:00 on Saturday.
- Keep voices and conversation outside the site perimeter to a minimum and low in volume.
- No banging of doors, gates, scaffolding, or other objects.
- No machinery starting up on site before the designated start times
- No engines left running on vehicles waiting to enter the site
- Using low impact and low volume machinery and tools where possible

13) Rodent Control

At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal)).

14) Site Compound

Site accommodation will comprise of 1 x office unit, 1 x welfare with drying facilities, 1 x wc unit and 1 x lockable storage units. These units will be small enough to be taken through the narrow entrance access with a forklift. Temporary utilities will be taken from the existing building supplies.

The site boundary (shown red) will be fully secured at all time.

15) Details of Consultation with local Businesses or Neighbours

As individual citizens, as a company and in partnership with London Borough of Camden and our supply chain, we will take due care of the community and environment within which we will be working.

The site team will have direct responsibility for fostering good community relations with all neighbouring residents and businesses. From the start of this project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Representative).

This single point of contact will be established for all liaison with the general public.

We will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process. Part of the process will be the inclusion of regular



Newsletters keeping our neighbours up to date with what has and will happen on site.

We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times.

Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details. The regular newsletters will also highlight the key personnel and their contact details. In the event of a complaint the Community Liaison Manager will respond by return or as soon as they can. All complaints will be logged, all actions tracked and each item closed out to the satisfactory agreement of all parties.

Prior to any person being allowed on site they have to go through a Health, Safety and Environment Project Induction which amongst others, will highlight the requirements set out in the Considerate Constructors Scheme and in YAD's own project procedures.

16) Working Group and Community Liaison

The communication process with the local community has already started and a series of open meetings will be held throughout the duration of the project. Please see attached information regarding the consultation carried out at Weedington Road.

YAD will 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.

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.

Occupiers in the vicinity who may be affected by these works will 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

A working group will be established to conduct these further meetings.

Before work commences we will send out letters to the neighbours informing them of what will be happening and giving them our contact name and telephone number. This will include a 24hr emergency hotline.

We will also maintain full and regular communications with affected neighbours regarding site activity, deliveries and traffic.

Should there be any complaints, as we have stated earlier, local residents will be able to call personally to the site offices. A record will be kept of all comments/complaints.

Other points that we will action:

- Ensure that site lighting does not affect neighbours.
- Provide viewing apertures in the hoardings.
- We will ensure that our workforce maintain a respectable standard of dress code.
- Encourage operatives not to leave site in their dirty work clothes.
- Register the project with the Considerate Constructors Scheme.



17) Considerate Constructor Scheme

YAD are members of the Considerate Constructors Scheme. The scheme promotes observance of a good neighbourly approach when building operations are in progress. They carry out regular inspections and grades contractors how well they perform. YAD generally achieves a 'very good site' rating.

18) Details of Any Other Construction Sites in the local Area

- Contractor: Kier London Ltd.
Site: Wellesley Road
Contact: Trevor Davidson Tel No: 07807 966327
- Contractor: Rydon
Site: Vicars Road
Contact: Max Clarke Tel No: 07824 372224

The nature of our work is somewhat different to that been carried out at Wellesley Road or Vicars Road, and therefore YAD Do not envisage a major effect by having other construction site close to ours.

Over the 14 weeks period of our project, vehicle movement is anticipated to be no more than 40 vehicles, giving an average of 0.57 Vehicle per day.

19) Targeting Zero Non-Hazardous Waste to Landfill

As part of our environmental approach we seek to source materials from local companies provided that specification requirements and costs are met.

20) Fuel Consumption

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

21) Waste Management

Our approach to the treatment of waste is to carry out the followings;

- Ensuring the site is kept clean and safe.
- The collection of waste from a central point.
- Segregation of waste on site.

Our operatives will ensure that all access routes, fire escapes are swept and kept clear of debris on a regular basis to maintain high standards of health and safety on the project. All general areas of the project will be swept clean on a daily basis.

Sub-contractors will be responsible for removing waste emanating from their works to a central point on site.

22) Construction Vehicles

All contractors and sub-contractors operating large vehicles over 3.5 tonnes must meet all of the following conditions:-

- 1) Operators must be a member of TfL's Fleet Operator Recognition Scheme or similar at the Bronze level.
- 2) All drivers must have undertake cycle awareness training such as the Safe Urban Driver module through FORS or similar.
- 3) All vehicles associated with the construction of the Development must:
 - i. Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
 - ii. Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
 - iii. Have a Class VI Mirror
 - iv. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.



23) The Construction Learning Experience

‘Safety’ – ‘sites should not endanger any person’ whilst working in a busy environment ensuring the Health and Safety of everyone, including visitors at all times is our number one priority. Instrumental to the success of this project is effective communication between Yeadon Air Domes and all other parties concerned.

Registered Office:

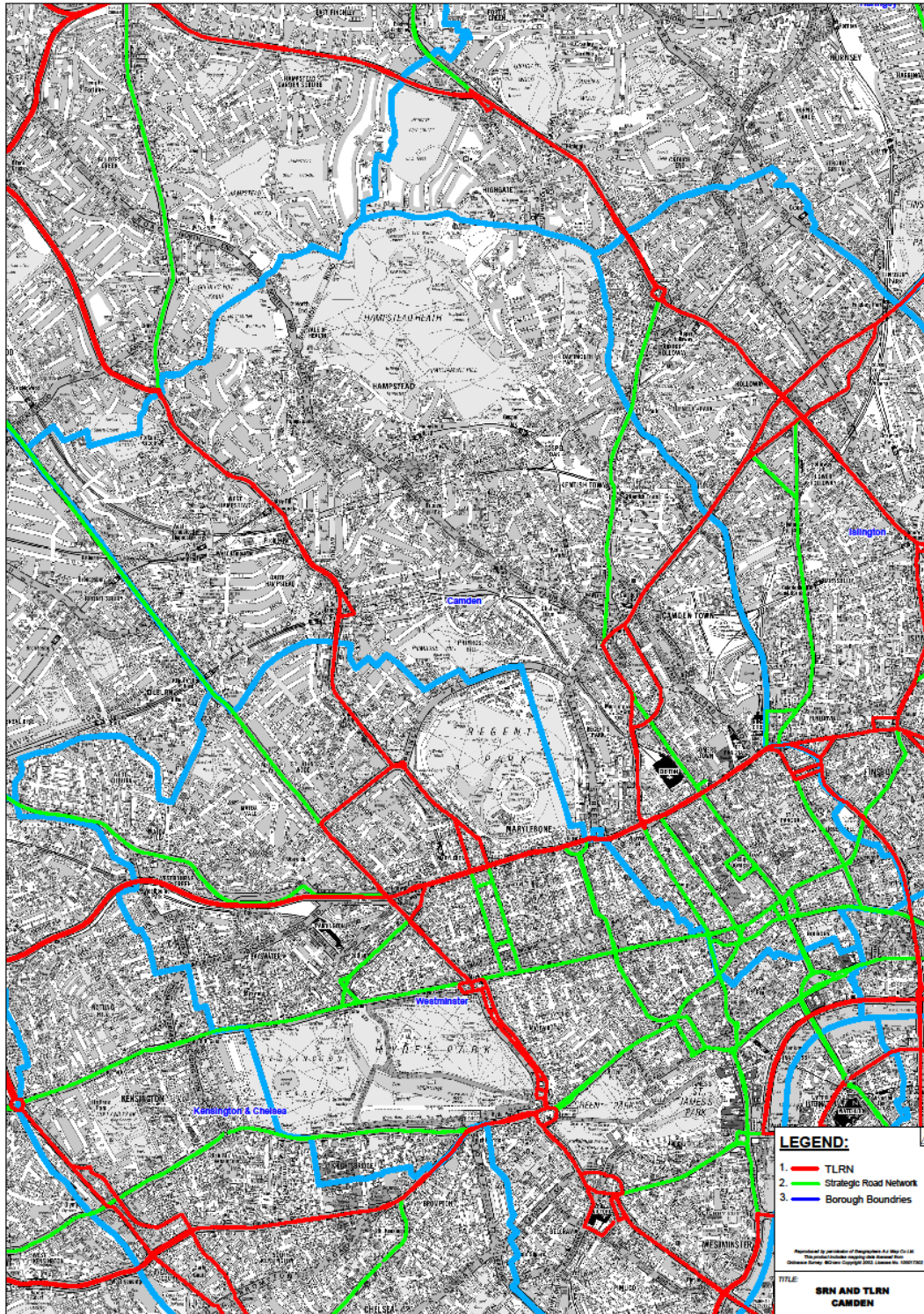
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Weedington Location Plan



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Photo of Parking Bay to be suspended



Weedington Road Play Centre Consultation Summary
Carried out by QCCA

Responses received between 04/11/13 and 12/11/13

Total number of responses: 155

