

4.0 Access Arrangements to the Site

- 1 All pedestrian and vehicular access to the site will be from Hampstead Lane.
- 2 All deliveries are to be made via the manned security gates at the entrance to Courtenay Avenue.
- 3 Pedestrian access will be via the manned security centre at the top of Courtenay Avenue (signing in will be required).
- 4 A maximum speed limits down Compton Avenue of 5mph will be observed.
- 5 During the construction works all unauthorised people will be excluded from entering the site. A sign to this effect will be erected at the site entrance and on the security fencing. All other visitors must report to the site office which is clearly marked in order to gain entry and be briefed on safety issues relevant to this project by the Site Manager who will be on site whenever this project is open.
- 6 During working hours, the main entrance will remain shut with the exception of when taking in deliveries.
- 7 When the site is vacant the site entrance shall be closed and locked.
- 8 Where vehicles enter through the site gate, pedestrians will be held behind barriers by traffic marshals to prevent injury to them until it is safe for them to pass.
- 9 Signage will be attached to the outer hoarding illustrating instructions.
- 10 The road surface will be kept clean and tidy at all times and will be regularly swept and jet washed as necessary.
- 11 Delivery routes have been outlined as shown in section **4.4** during periods of relatively high vehicle numbers they will be managed to ensure only one vehicle will be on site at any one time.

4.1 Parking

Owing to the narrow site frontage and confined working space there will be no onsite parking of any vehicles. Contractors vehicles will be allowed onsite to drop off plant, equipment and materials but all vehicles will be parked off-site. **Hampstead Lane** is the closest available off street parking.

4.2 Material delivery, Loading and unloading

- 1 All excavated materials will be removed by Rigid lorries which will have access to the wheel washing area designated.
- 2 When Concrete pours are being carried out at the front entrance a banksman will control traffic movements on Compton Ave / Hampstead Lane.
- 3 General control of disposable waste will be by means of skips, which will be placed within the contractors designated site compound area. All contractors will be responsible for placing waste within these skips and the JBS is responsible for the removal and replacement of skips when required.
- 4 All subcontractors will be required to produce a procurement schedule for their materials which will be monitored at their weekly or fortnightly meetings and must book delivery slots with our traffic controller.
- 5 Materials will be procured via suppliers nearest to the site. This will enable deliveries to be coordinated to ensure there is access for these vehicles before leaving the yard to make the delivery. The site manager will be responsible for co-ordinating deliveries & ensure that set – delivery times are followed.
- 6 “Just in Time” scheduling of deliveries where possible will minimize storage capacity required, double handling and congestion around the site.
- 7 Where “Just in Time” deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones to particular trades. Detailed plans of the site will be drawn up outlining areas available for moving and storing materials during the various stages of the contract.
- 8 No materials will be stored outside of the hoarding in the road there will be no welfare facilities outside of the site boundary.
- 9 Spoil will be loaded on to the lorries via excavators/ conveyors into waiting lorries, and will be checked and fully sheeted before leaving the site.
- 10 All vehicles will be loaded/ unloaded from within the site boundaries.

4.3 Delivery Procedures

- 1 All delivery vehicles will drive with caution when within the site boundary/ premises.

- 2 Delivery vehicles will arrive to the holding Point at the top of Compton Ave, a trained traffic marshals (identified with an orange high visibility vests) at which point a JBS Banksman will guide the delivery vehicle to the Site unloading Area where they will arrange coordination of vehicles entering the site, on site activity and the exiting of the site.
- 3 Any deliveries to the site will be planned to ease the immediate congestion in Compton Ave. The dwell time at the site for the delivery vehicles will be to a maximum of 60 minutes depending on the material being delivered. However, concrete Lorries might be on site for around 45 minutes and Lorries delivering steelwork might be on site for up to 2 hours.
- 4 Large deliveries will be reversed into site.
- 5 The unloading area will be segregated from operatives.
- 6 Delivery vehicles will be controlled to ensure that unloading only takes place within designated times and in the correct location.
- 7 All delivery companies with vehicles type A or B (See section **4.1** under appendices) will receive written documentation including a map giving the route to site along with their **SITE ACCESS & DELIVERY RULES**.
- 8 The delivery companies' driver will be instructed to telephone the site manager 30 minutes then 10 minutes in advance to ensure they can gain access and that **TRAFFIC MARSHALS** are in place at the entrance to Compton Avenue to escort the vehicle type A or B by guiding it into the unloading area on site and that the site is clear and ready to receive the delivery.
- 9 The delivery companies will have at least two site contact numbers to ensure they are able to contact the site. In the event they are not able to contact the site, the written instructions provided will advise them to pull over and wait at a distance from the site.
- 10 The delivery companies with vehicles types A or B will be instructed to access the site in accordance with **The Delivery Route Plan**.
- 11 Delivery companies will be instructed that there is to be **NO ACCESS FROM ANY OTHER ROUTE**.
- 12 The site manager will ensure that only one lorry is ever called to site, planning deliveries accordingly and will ensure that the lorry is dispatched to site, as above, as quickly as possible.
- 13 The delivery companies will have a set delivery time, to work to on the basis of only one vehicle at the site at any one time and no waiting in roads in the surrounding area. Out

of sequence vehicle or vehicles arriving at the wrong time will be advised by telephone to park away from the site, in a safe area out of the surrounding area.

14 The delivery times will be restricted to 09:00 -17:00 Monday to Friday and 09:00 - 12:00 Saturday.

15 No deliveries will be allowed to conflict with refuse collections vehicles liaison will take place with waste authorities.

16 Priority will be given to residents vehicles, delivery vehicles will be moved as required to facilitate residents access.

17 The Traffic Management for the works will be undertaken by the following personnel:

-		
TBA	- Resident Site Manager (TBA Construction)	Tel: TBA
TBA	- Resident Site Manager	Tel: TBA
TBA	- Construction Manager	Tel: TBA

4.5 Delivery Routes

Heavy Goods Vehicles approaching the Site would arrive via the A1, Turn down into The Bishops Avenue then turn left at the traffic lights towards Hampstead Lane followed by a left turn into Compton Avenue.

On leaving the site, Heavy Goods Vehicles would turn right from Compton Avenue into Hampstead Lane, then right again at the traffic lights into the Bishops Avenue at the end of which they join the A1.

The journey from Compton Avenue to the A1 is around 1.5 miles long and is estimated to take around five minutes' drive.

Both the relevant sections of Hampstead Lane and The Bishops Avenue are sufficiently wide for HG Vehicles and both roads have minimal pedestrian traffic and there are no schools or sensitive areas on this particular route.

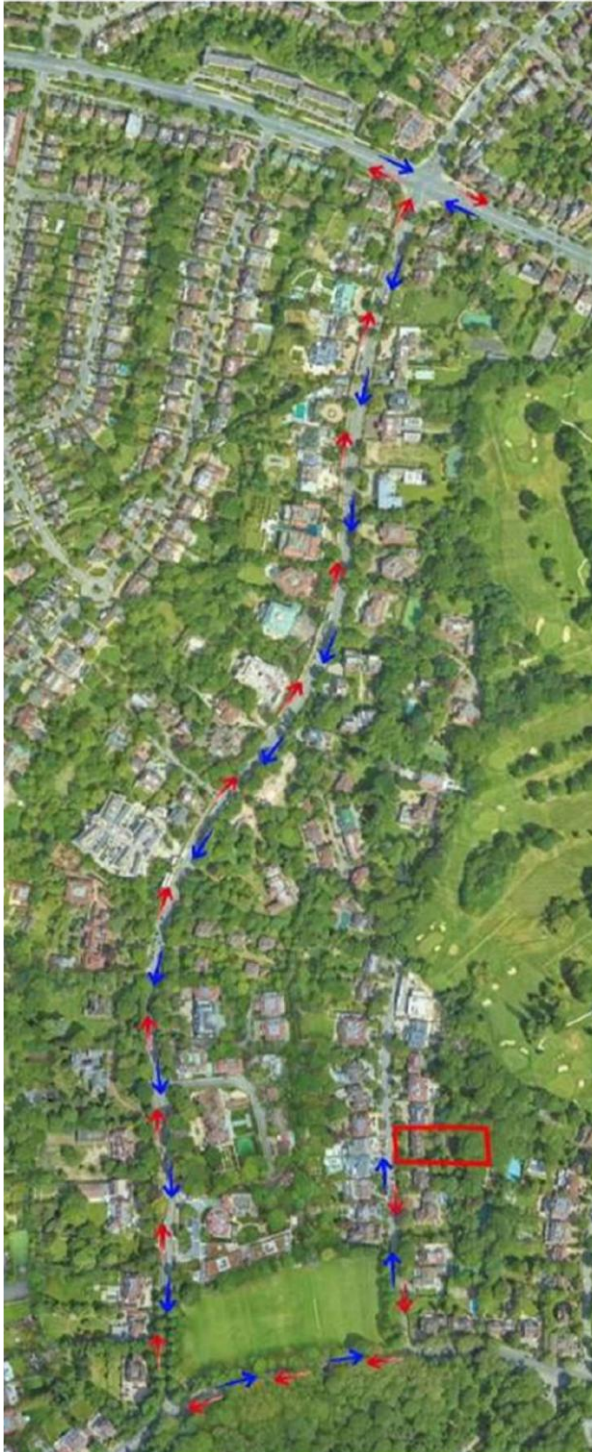
There is currently a number of active building site on The Bishops Avenue which is anticipated to have significant vehicle movement. Arrangement will be made to coordinate during phases 1 of the project.

There is a school playing field at the entrance to Compton Avenue, however, this area will be marshalled when deliveries arrive and the site would have been notified in advance of their arrival.

DELIVERY ROUTE PLAN

Access and Egress Route from/to the A1 (further onto A406-M25-M1) from/to Compton avenue.

NOTE: This route has been selected to avoid passing any schools or sensitive areas.



4.6 Deliveries: Numbers, Sizes and Types

The number and size of vehicle to service the site have been estimated as follows:

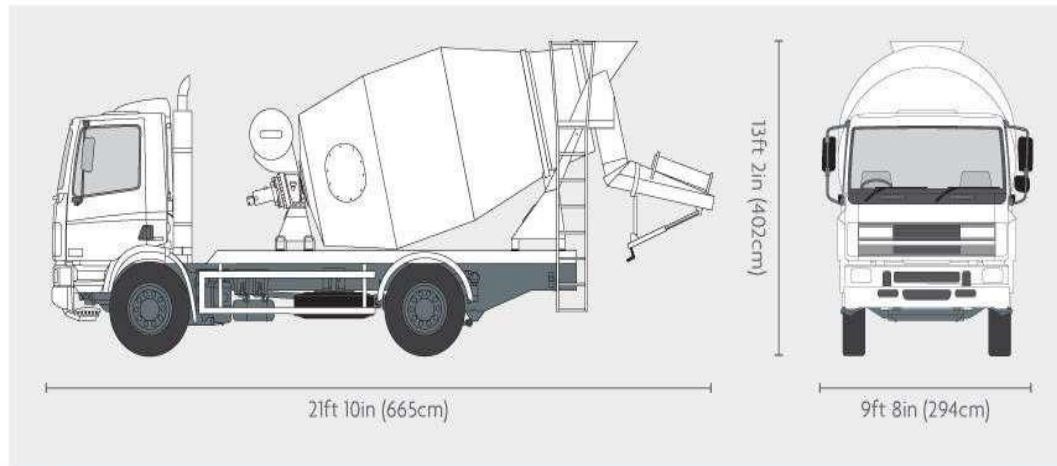
DELIVERY SCHEDULE

Work Phase	Duration weeks	Total No of Vehicles per day	Vehicles Type & Numbers per day			Approx Loading/ Unloading time
Phase 1	23 wks		A	B	C	
Site Setup	2 wks	2 Vehicle Per day		1	1	20 minutes
Piling	6 wks	4 Vehicles per day	3			60 minutes
					1	20 minutes
Basement Excavation	7 wks	11 Vehicles per day	11			30 minutes
Phase 2	25 wks					
Forming the Sub & Super-structure						
Forming the RC Frame	25 wks	12 Vehicles per day (on a concrete pour day) 2 concrete pour days a week	10			30 minutes
				1	1	20 minutes
		2 Vehicles per day on an average day (no concrete pour)		1		20 minutes
					1	20 minutes
Forming the roof structure	2 wks	2 Vehicles per day	1			60 minutes
				1		20 minutes
					1	20 minutes

5.0 APPENDICES

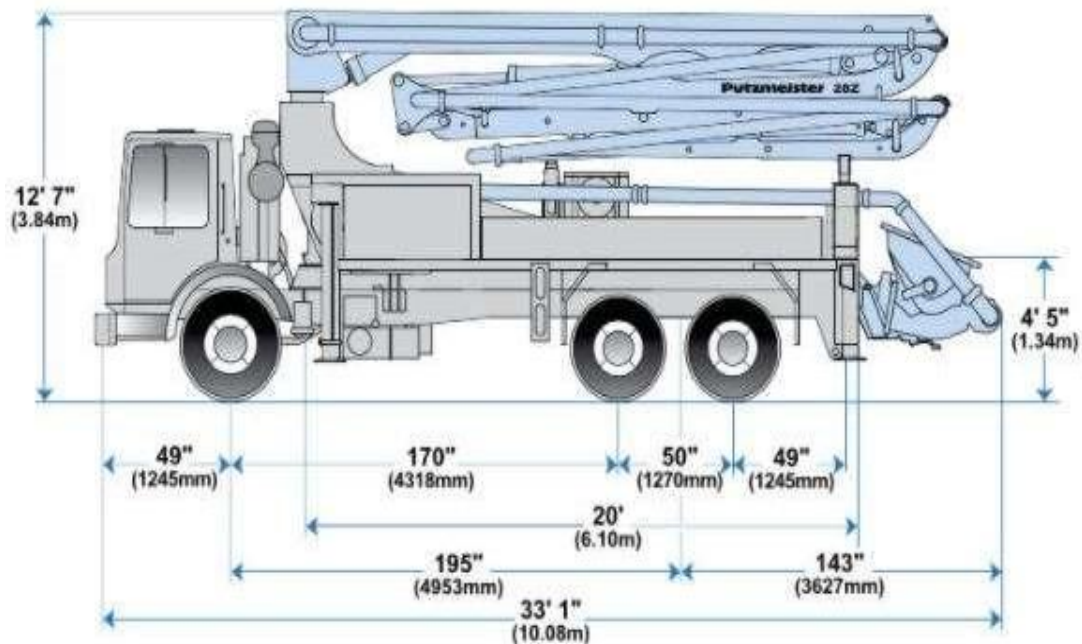
5.1 Vehicle Types

Vehicle Type A: Standard Ready-mix concrete truck



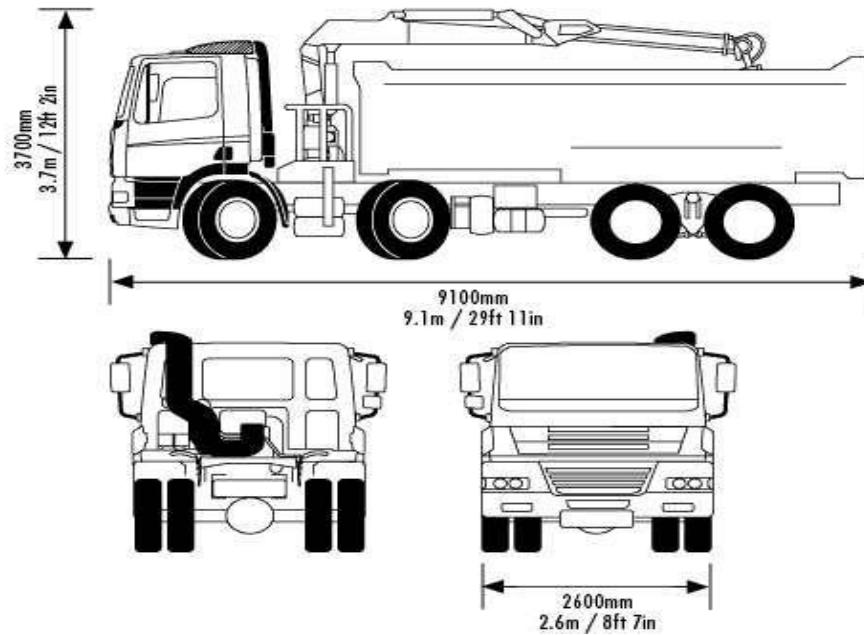
Max Gross Weight: 18 Tonnes Width: 9ft 8in (294cm) Length: 21ft 10in (665cm) Height: 13ft 2in (402cm)

Vehicle Type A: Standard Concrete pumping truck

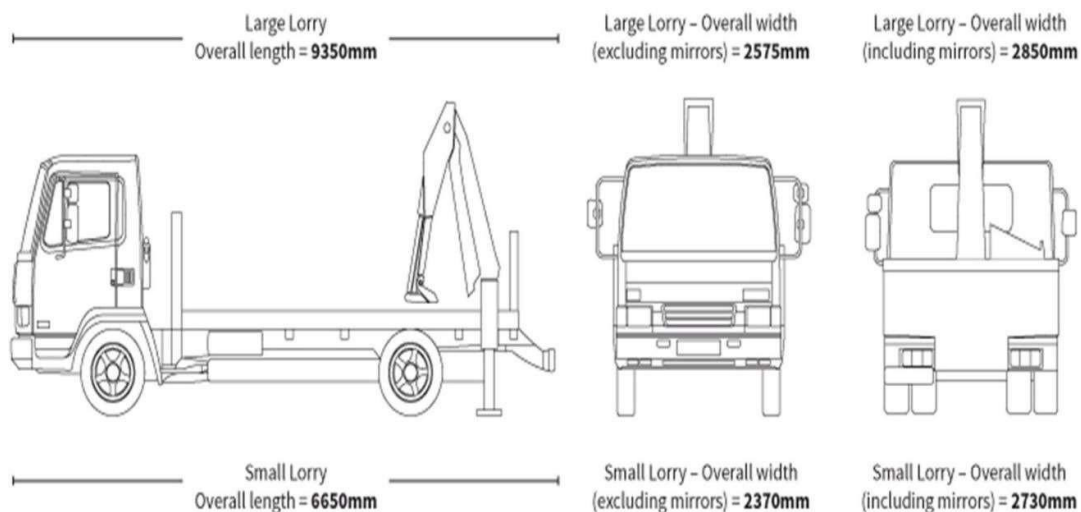


Vehicle Type A: Standard Concrete pumping truck

8 Wheel Grab Truck Specification

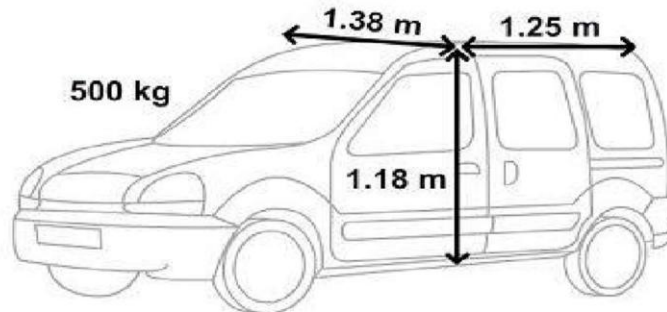


Vehicle Type: B Standard flat-bed HIAB delivery lorry

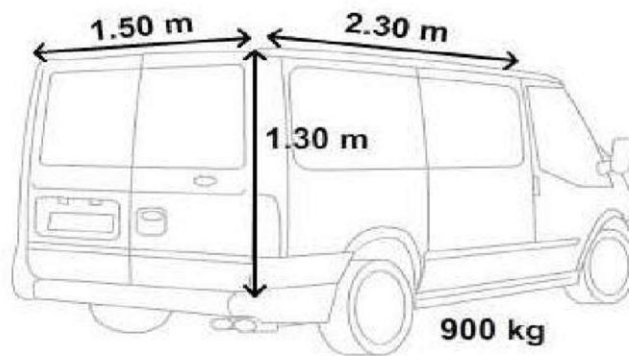


Vehicles Type: C Support Vehicles

Small Vans



Standard Transit Van



Long Wheel Base Transit Van

