

City Airport Development Programme (CADP1)

Condition 60: Use of the River Thames for Construction



1	INTRODUCTION.....	1
2	PROCUREMENT	2
2.1	Request for Proposal / Invite to Tender	2
2.2	Tender Evaluation	3
2.3	Contract Award.....	4
2.4	Final strategy.....	4
3	CONSTRUCTION	6
3.1	Approach to CADP	6
3.2	Logistics	6
3.3	Consultation and Further Work	11
4	CONFIRMATION OF METHODOLOGY TO DELIVER STRATEGY	11
5	CONCLUSIONS.....	11
	Appendix 1 – RFP Piling and Decking	
	Appendix 2 – Logistics Route	
	Appendix 3 – Compound Layout.....	
	Appendix 4 – Example Barge & Tug Register	

1 Introduction

- 1.1 The City Airport Development Programme (CADP1) planning application (13/01228/FUL) was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry which was held in March/April 2016.
- 1.2 Condition 60 requires that:

'Development shall not commence until there has been submitted to the local planning authority for approval in writing a strategy that seeks to maximise the use of the River Thames and other waterways for the transport of construction and waste materials to and/or from the Airport'

Reason: To ensure the development accords with the aims and objectives of promoting the use of sustainable use of transport.
- 1.3 This strategy has been prepared to satisfy the requirements of condition 60 and has been informed by strategies adopted on other similar major infrastructure schemes (e.g. Thames Tideway Tunnel, Northern Line Extension and Crossrail) all of which seek, where possible, to use the River Thames for the transport of construction and waste materials.
- 1.4 The specific construction methodology, logistical and financial conditions, the availability of waste facilities during the works and the commercial relationships any prospective Contractor has with third party materials suppliers and waste management businesses will all influence the feasibility of certain options for utilising the River Thames.
- 1.5 This strategy does not seek to set out in detail the precise logistics of using the River Thames, which will be determined by individual Contractor(s) once appointed. However, at pre-tender stage and through pre-contract negotiations LCA will require bidders to consider the benefits (time, cost &/or logistics) of and maximise the use of the River Thames.

2 Procurement

2.1.1 The following section describes the procurement steps LCA shall undertake for all contracts from identifying potential bidders through to awarding the contracts. The steps in order are:

- **Request for Proposal (RFP):** The tender process where bidders are requested to provide information on the scope of works. The RFP will contain questions which will be scored as part of the evaluation;
- **Tender Evaluation:** Evaluation of the RFP submissions and scoring the RFP questions; and
- **Contract Award:** Award of contract to the bidder that scored highest on the tender evaluation i.e. not just the lowest bidder.

2.1 Request for Proposal (RFP)

2.1.2 In line with EU procurement guidelines, LCA will procure the services of their Contractors through a competitive tender process; the key steps of which are described below. To ensure 'the most economically advantageous' bidder is awarded the work, and not just the lowest price, each bidders response will be assessed and marked against a number of questions and criteria. The RFP is a suite of documents that include:

- The scope of works for the project with key deliverables;
- Health and Safety pre-construction information;
- The contract strategy;
- Project constraints; and
- The tender evaluation and scoring questions and weighting.

2.1.3 **Table 2.1** below shows an example of the scoring matrix that will be contained within the tender evaluation and scoring questions on all RFPs. There is a 40/60% split between 'Technical' and 'Commercial'. The percentage split will be tailored on each RFP depending on the type of contract being let:

- 4.2 Pass / Fail for Health and Safety; if the bidders receive a Fail they will be automatically disqualified from further evaluation;
- 4.3 and 4.4 Programme and Methodology; Combined this is referred to as the 'Technical' submission; and
- 4.4 Commercial; price and any incentives.

Discipline	Weighted Score	% Weighting
4.2 Health & Safety	Pass / Fail	Pass / Fail
4.3 Programme	40	16%
4.3 Methodology	60	24%
4.4 Commercial	150	60%

Table 2.1: Example Scoring

2.1.4 Within the 'Programme' and 'Methodology' categories there will be a number of questions, each of which will be weighted depending on many factors including the value of the contract, the complexity, constraints and risks. **Table 2.2** below lists indicatively the topics where specific questions will be asked.

Section	Title
Programme	
4.3.1	Programme
4.3.2	Narrative supporting the programme
Methodology	
4.3.3	Project Execution Plan
4.3.4	Construction Methodology
4.3.5	Design Management and Coordination
4.3.6	CV's and Organisation Chart (total of A, B & C)
4.3.7	Subcontractors and/or Consultants

Table 2.2: RFP By Topic

2.1.5 Within the RFP's, bidders will be asked how they propose to **maximise the River Thames, KGV Dock and/or other waterways** specifically for the Project Execution Plan (4.3.3) and Construction Methodology (4.3.4). Although the scoring for each RFP will be tailored based on factors such as contract type, construction activity, value and risk profile, all will include the following scored questions:

- The bidder shall provide a comprehensive summary level Project Execution Plan describing the proposed methodology for (inter alia) logistics of site delivery/removals and using the River Thames;
- The bidder shall provide a suitable level of detail in explanation of their construction methodology, safety plan, commensurate with the complexity and value of the contract works, taking account of the restrictions placed on construction by the environment of a live airport. They should also take into account the planning conditions appropriate to the works (including Condition 60 Use of the River Thames). If the bidder identifies use of the River Thames for logistics they shall provide details on:
 - Schedules (volumes and weights) of materials and plant to be transported on the River Thames and other waterways;
 - An estimate of barge movements, including haul routes and cycle times;
 - Methodology for compliance with RoDMA and Port of London Authority (PLA) procedures; and
 - Procedures for managing health, safety and environmental impact.

2.1.6 The RFP for the Piling and Decking works showing the scoring regime has been included in **Appendix 1**. In this example the scoring for the Project Execution Plan (Section 4.2.5) and Construction Methodology (Section 4.2.6) makes reference to construction and logistics methodology and how the Contractor shall maximise the use of the River Thames. Combined (4.2.5 and 4.2.6) weighting for these two questions makes up 45% of the overall 'Technical' mark.

2.2 Tender Evaluation

2.2.1 Following the submission of the RFP's the LCA project team shall undertake an evaluation of the bidder submissions. As noted in Section 2.2 various components of the tender will be assessed against specific topics and scored on the quality and relevance of the information provided. Scoring in this way ensures quantitative assessment and impartiality of scoring.

2.2.2 Bidders demonstrating a robust methodology to maximise the use of the River Thames will receive a higher overall score in the Technical section.

2.3 Contract Award

2.3.1 The contract shall be awarded to the bidder that achieves the highest overall tender evaluation score. Scoring in this way ensures impartiality and the successful bidder/supplier is one that scores the

highest across the board and not just on either price or a single question/section. This is industry recognised practice.

- 2.3.2 Within the contract documents the preferred bidders tender strategy for utilising the River Thames KGV dock and other waterways (if applicable) shall be incorporated in the final works contract. This will ensure that the successful bidder is contractually obligated to undertake the works in accordance with the agreed strategy.

2.4 Final strategy

- 2.4.1 Once the preferred supplier has been appointed for a specific contract, and where relevant, prior to the commencement of that contract, the strategy for managing movements along the River Thames and other waterways will be agreed with RoDMA and the Port of London Authority (PLA). It is essential that any restrictions and approval processes imposed by these bodies on the movement of barges and other vessels are fully understood, so that the successful Contractor is able to incorporate these requirements into their final methodology. This final methodology will then be submitted to LBN for information.
- 2.4.2 LCA will engage with RoDMA and the PLA in advance of the Request For Proposal / Tendering process to capture their key requirements and communicate this through the supply chain during the procurement process. Throughout the duration of the works, the successful Contractor shall be required to demonstrate compliance with these requirements.
- 2.4.3 Any deviation from the strategy will be agreed with LCA project team, and the reasons and any relevant mitigating actions for this deviation will be recorded and discussed with LBN at regular interface meetings.

3 Construction

3.1 Approach to CADP

3.1.1 The CADP construction programme will likely be sub-divided into individual contracts based on a number of factors including geographical location, discipline specialism, complexity, programme phasing and value. The list below is an indication of the contracts within the CADP programme which could, in some capacity, use the River Thames for bringing in and removal of material:

- Western Energy Centre (WEC) construction;
- Western Terminal Extension (WTE);
- Dock Piling;
- Dock beam and decking installation;
- Arrivals Building and East Pier;
- Eastern Energy Centre (EEC) construction;
- Forecourt area remodelling; and
- Car parking facilities.

3.1.2 As described in Section 2, these contracts will be subject to the tender assessment process which will include a weighted score for maximising the use of the River Thames.

3.2 Logistics

3.2.1 Due to the proximity of the Airport to KGV Dock, and the connection of the Dock to the River Thames via openable lock gates at its eastern end, it is considered feasible for barges to transport materials to and from the river using 'Route 1' shown in orange in **Figure 1** below (see also **Appendix 2**). This figure replicates the route options diagram contained in Chapter 6 of the UES. Barges could travel upstream (westwards) or downstream (eastwards) depending on the material being transported.

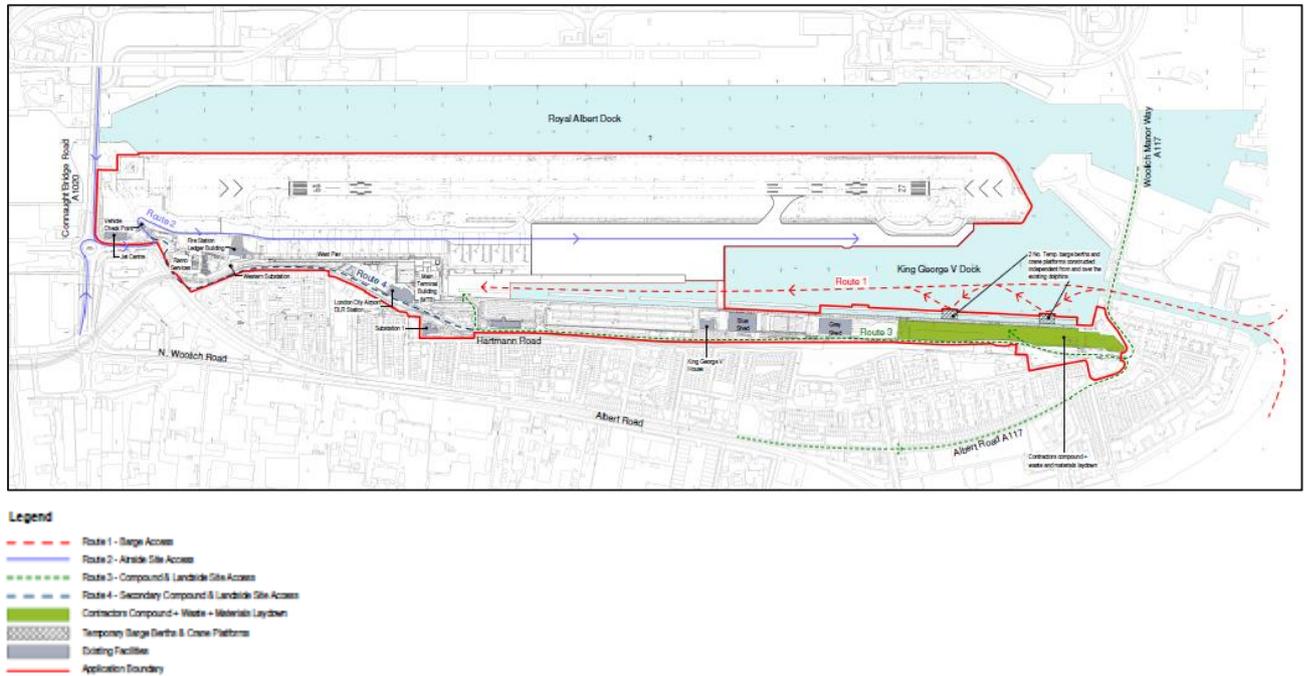


Figure 1 – Logistics route for barges

3.2.2 LCA will develop a Construction Logistics Plan (CLP) in line with TfL's guidance for traffic movements under their urban planning and construction policies. The purpose of the CLP is to identify and assess the most appropriate methods of freight movement and ensure a distribution network which minimises congestion, ensures the safe passage of goods and mitigates its environmental impact.

3.2.3 Contained within the CLP will be specific details on:

- Size and nature of the development;
- Details of any parking constraints near the site;
- Details of site access, including public transport, cycling and footways;
- Any changes to services during the construction phase;
- Works programme showing indicative dates for each stage of construction;
- Overview of the stages of construction;
- Access arrangements for vehicles and barges and contingency access plans;
- Details of any parking bays to be suspended to allow access for large construction vehicles;
- Proposed vehicle and barge routes;
- Parking, loading and unloading arrangements;
- Special measures to address any site access and exit issues;

- Details of storage for plant and materials;
- Details of how traffic (both internal LCY campus and on the wider highway network) will be managed at each phase of development;
- Type of construction vehicles needed, and when;
- Parking arrangements for delivery vehicles including holding areas (off and on-site); and
- Pedestrian, cyclist, bus and general traffic considerations.

3.2.4 In relation to the tender and procurement process, the Contractors will be requested to provide a robust logistics schedule which will include the materials they intend to bring in via barge (incl. the number of barge movements) vs. the materials they propose to bring by road (incl. number of haulage movements). They will also be required to provide:

- A calculation of their 'waste away' volumes for the works;
- The mechanism for removal of waste;
- Their proposed waste processing plant location; the location of their project worksites; and
- How they intend to move materials from the laydown/compound area to the worksite.

3.2.5 As described in Section 2, a higher score will be awarded to the Contractors who can demonstrate the maximisation of the waterways in a succinct and holistic strategy.

Contractor's Compound & Laydown

3.2.6 Recognising LBN's expectation for the construction of CADP to prioritise the use of River Thames and dock area and thereby minimise the amount of additional traffic (heavy and abnormal loads) on the local network, an area for on/off barge loading berths will be provided within the Contractors Compound, details of which have been provided under condition 96. This arrangement is illustrated on **Figure 2** below (see also **Appendix 3**). This area will be available for all of the projects as listed above and will be the main compound and laydown area for all appointed Contractors.

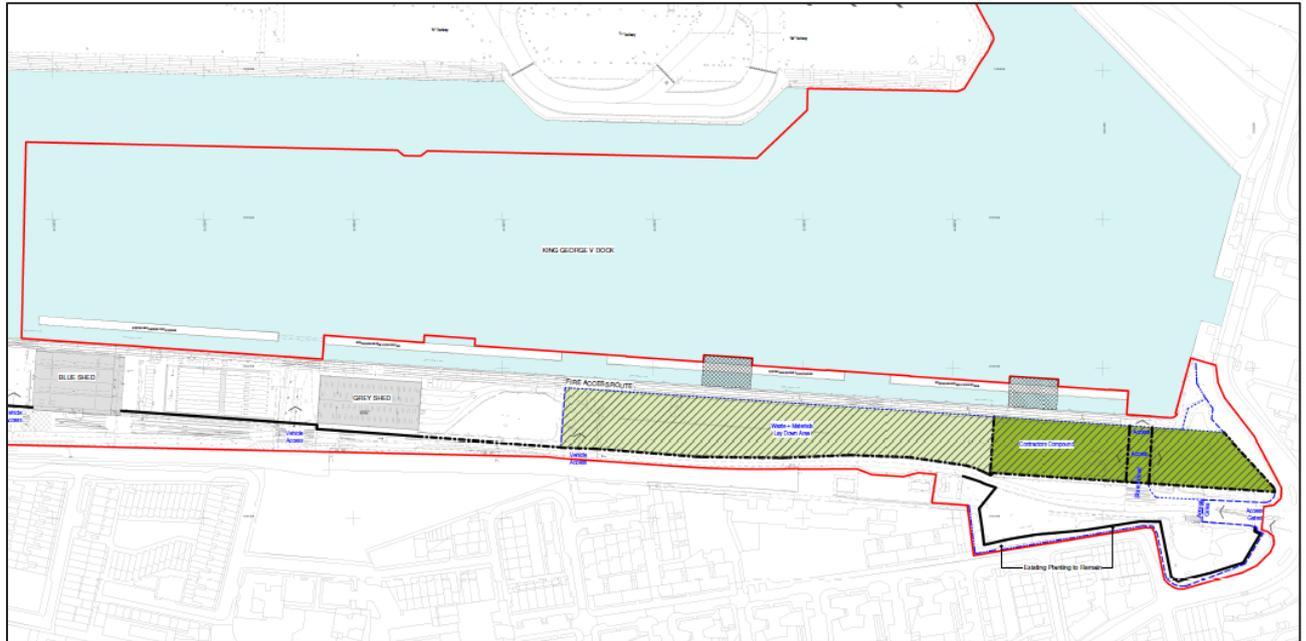


Figure 2 – Contractors compound and barge berth locations

Delivery of Materials

3.2.7 Delivery of materials to the CADP project will provide the primary opportunity for using the River Thames and other waterways. A typical barge has a tonnage capacity of 180t vs. the weight capacity of:

- A typical 2 axle tractor with open trailer (20.3t)¹
- A typical 3 axle tractor with open trailer (28.1t)¹
- An 8 wheel rigid tipper (20t)²

3.2.8 There are three main activities that could utilise delivery of materials by barge, these are:

Piling

- Delivery of steel castings approximately 1027 n°, 1200mm wide by approximately 12 metres long; and
- Delivery of rebar steel to reinforce piles.

Deck Beams

- Delivery of rebar steel to reinforce beams; and

¹ Tata steel technical information sheet - axle weights and load distribution

² Midland quarry products vehicle data information

- Timber to manufacture case moulds for beams (should this occur onsite).

Other Construction Materials

- Pre-cast concrete for structures;
- Rebar steel for poured concrete works;
- Structural steel;
- Cladding and glazing; and
- M&E equipment and materials.

Removal of Materials

- 3.2.9 Removal of scrap materials and spoil from the construction works will also provide an opportunity to use the River Thames for transportation off site to waste treatment sites. The precise quantity of such waste arising from the Interim Works has not yet been calculated as this will require the input of the appointed Contractors. However, Chapter 15 of the UES provided an indicative inventory of such waste for the CADP project as a whole. This included direct construction waste and waste from the demolition of existing structures (e.g. concrete, tarmac, wood, off-cuts etc.).
- 3.2.10 Inert demolition waste and materials such as broken-out concrete and tarmac will be stockpiled for as short a period of time as possible before removal for re-use, recycling or disposal off-site.
- 3.2.11 LCA has increased the size of the construction compound area from that shown in UES in order to accommodate the movement of materials (into and out of) the dock and construction areas. The larger area will also enable the appointed Contractors to segregate waste materials in bulk prior to being loaded onto barges and transported off site to appropriate waste treatment and recycling facilities. This 'at source' waste segregation not only maximises the use of the River Thames but reduces the environmental impact by lessening the need for the recipients of the waste to re-categorise the material and transport it elsewhere. The process will also facilitate appropriate on-site segregation and testing for contaminants, as and when required. If the waste is found to be contaminated with any hazardous compounds it will be disposed of at a licensed landfill in the Thames Estuary or elsewhere (to be confirmed by the Contractor). This will ensure the appointed Contractors comply with relevant legislation.

Transportation of Materials to Worksites

- 3.2.12 KGV Dock will also be used for transporting materials and equipment from the construction compound area to the immediate area of the active works, thus reducing road movements along Hartmann Road.
- 3.2.13 A schedule of typical barges used on the River Thames with their capacities and dimensions has been included in **Appendix 4**.

3.3 Consultation and Further Work

- 3.3.1 The procedure for managing deliveries and removal of material undertaken by river will be discussed with the Royal Docks Management Authority (RoDMA) and the Port of London Authority (PLA).
- 3.3.2 Throughout the life of the CADP project, LCA will continually review and assess opportunities to maximise the use of the River Thames and it is expected that regular meetings between LCA, RoDMA, PLA and LBN will occur during which opportunities for materials logistics using the River Thames will be discussed and methodologies refined.

4 Confirmation of Methodology to deliver the Strategy

- 4.1 Following the appointment of the various Contractors, the CLP shall be submitted to LBN for information.
- 4.2 All appointed contractors will be required by LCA to monitor and report the movement of all materials to and from the construction site by both road (HGV) and the Thames (barges). The statistics will be used to determine the number of HGV's taken off the roads and inform follow-on logistic strategies. LCA will report annually to LBN the equivalent number of HGVs taken off local roads by using the Thames instead. This would be done as part of the Annual Performance Report.
- 4.3 Whilst LCA are committed to maximising the use of the Thames and reduce road movements, annual performance will fluctuate depending on the phase of the programme and the type construction works being undertaken.

5 Conclusions

- 5.1 This strategy will be implemented via specific obligations contained in the tender & contract specifications for each relevant contract. In particular, this will focus on tendering bidders demonstrating their methodology of transporting materials by river and the tender evaluation process will favour those suppliers able to maximise this mode of transport (and the associated benefits).

COMMERCIAL IN CONFIDENCE

This is an extract from the full document. The works are currently out to tender and commercially sensitive information has been removed.

London City Airport Limited

Project Title

Piling and Deck Works

**Contract Ref No:
A400-05-K-CON-00001**

Request for Proposal

**Latest return date and time is:
12.00 GMT 2 FEB 2017**

TABLE OF CONTENTS

1	INTRODUCTION	5
1.1	Introduction to the documents.....	5
1.2	Our Business	5
1.3	Scope of Works Summary	5
1.4	Terminology	5
2	INSTRUCTIONS TO TENDERER.....	5
2.1	Request for Proposal Document	5
2.2	Request for Proposal (RFP) Closing Time	5
2.3	Method of Submission of Proposal.....	5
2.4	Late Proposals.....	5
2.5	Request for Clarification.....	5
2.6	Variations to the RFP	5
2.7	Request for Proposal Programme.....	5
3	REQUEST FOR PROPOSAL: REQUIREMENTS AND AGREEMENTS	5
3.1	LCY's Contact Officer	5
3.2	Tender Validity Period.....	5
3.3	Form of Tender	5
3.4	Exceptions, modifications and deviations	5
3.6	Terms and Conditions.....	5
3.7	Acknowledgement and Agreement	5
3.8	Laws and Regulations.....	5
3.9	Clarifications required by the Tenderer	5
3.10	Subconsultants / Subcontractors.....	5
3.11	Media Enquiries	5
3.12	Conduct of the Tenderer	5
3.13	No obligation to enter into an Agreement	5
4	REQUEST FOR PROPOSAL REQUIREMENTS AND EVALUATION	5
4.1	Evaluation Methodology and weighting.....	5
4.2	Programme and Technical Requirements	7
4.3	Commercial Requirements.....	13
4.4	Tenderer Presentation	13

5 APPENDICES

5.1 Form of Tender comprising:

5.1.1 Part 1 – Offer

Request for Proposal for Piling and Deck Works

5.1.2 Part 2

Certificate of Bona Fide Tender

5.2 Not Used

5.3 Draft Contract comprising:

Form of Agreement

Schedule A – Contract Data (Part 1 and 2)

Schedule B – Conditions of Contract

Schedule C – Bill of Quantities and Pricing Information

Schedule D – Works Information

Schedule D1 – General

D.1.10 Project Description

D.1.11 Provision Content and Use of Documents

D.1.12 Scope of Works

D.1.13 Specific Constraints on the Method, Order and Timing of the *works*

D.1.14 Utility Apparatus

D.1.15 Setting Out

D.1.16 Consents

D.1.17 Contractor Designed Work

D.1.18 Traffic Management

D.1.19 Public Relations

D.1.20 Not Used

D.1.21 Records to be provided by the *Contractor*

D.1.22 Management and Administration of the *works*

D.1.23 Security

D.1.24 Construction Facilities and Support Services to be Provided by the
Contractor/Employer

D.1.25 Labour Relations and Code of Practice

D.1.26 Work by Others with whom the *Contractor* Shares the Site

D.1.27 Document Control

D.1.28 Insurance

D.1.29 Health and Safety Requirements

D.1.30 Quality Assurance Requirements

D.1.31 Environmental Requirements

Schedule D2 – Drawing and Data List

Schedule D3 – Specifications

Schedule E – Site Information

Schedule F – Risk Register

Schedule G – Employer Provided Insurance Policy

Schedule H – London City Airport Limited Byelaws

Schedule I – Pro-forma Security Documents

Performance Bond, Subcontractor Collateral Warranty

4 REQUEST FOR PROPOSAL REQUIREMENTS AND EVALUATION

4.1 Evaluation Methodology and weighting.

The Tenderer is advised that LCY's objective in evaluating tenders is to select the most economically advantageous Tender.

The Tender assessment may include a presentation if required. The Programme and Technical information will be assessed in parallel with the Commercial information.

The Tender contents and the components assessment process is described below:-

1. The Programme and Technical information will be assessed in accordance with Sections 4.2, with a Programme and Technical score calculated in accordance with paragraph 4 below, to give a score out of 100.

Tenders that receive a score of less than 60 for the Programme and Technical section will be excluded from further consideration.

2. The Commercial information will be assessed in accordance with Section 4.3, with a Commercial score calculated in accordance with paragraph 4 below, to give a score out of 150.

The scores from 1) Programme and Technical and 2) Commercial will be added together to give a combined score out of 250.

3. The Tenderer with the highest score, and those within 25 of that score, may be invited to give a presentation followed by an interview.

This presentation / interview will be marked out of 25 and the score added to the combined Programme & Technical and Commercial score from 2 above.

The most economically advantageous Tender will be that achieving the highest score out of **270** (or **250** in the event that a presentation / interview is not held).

The Tender components to be taken into consideration in the evaluation and the associated marking and weighting are described below.

All components are marked either Pass / Fail, or out of 10 as follows:

0 – 1 Marks	Question not answered left blank or no appropriate evidence given.
2 – 3 Marks	Minimum information provided, statements vague or unclear as to relevance.
4 – 5 Marks	Some information, partially complete, relevant and/or satisfactory.
6 – 7Marks	Information reasonably complete, relevant and satisfactory.
8 – 9 Marks	Information mostly complete, relevant and satisfactory.
10 Marks	Answered fully, relevant and completely satisfactory.

The marks for the individual components are then weighted, as shown in Sections 4.2 and 4.3, to provide a score for each component/ requirement.

4. Each Tenderer will be scored by the LCY Tender evaluation team. Each team member will mark each question or requirement from 0 to 10, or, where applicable, by Pass / Fail. The mark will then be applied to the identified weighting for each question using the following formula. Weighting divided by a factor of 10 multiplied by the score awarded (0-10) as per the following example;

No	Question	Weighting	Score between 0 -10	Mark
4.2.	Programme & Technical requirements	100		
4.2.1 (B)	Narrative supporting Programme	15		

4.2.2 (B)	Key Supply Chain Narrative	5		
4.2.3 (A)	Organisation Chart	5		
4.2.3 (B)	Employee's CV's demonstrating relevant experience	5		
4.2.3 (C)	Staff Resources Schedule	5		
4.2.3 (D)	Tenderer Experience	10		
4.2.4	Project Specific Execution Plan	25		
4.2.6 (A)	Construction Method Statement	20		
4.2.6 (E)	Handover Process Plan	5		
4.2.6 (F)	Zero Defects Management Plan	5		
Total				

The marks awarded by each evaluation team member will be averaged by adding the marks awarded and then dividing the marks by the number of evaluators on the evaluation team. The averaged mark generated will provide a final score.

The following sections provide a breakdown of the information requested and the evaluation criteria and weighting associated with each item.

Tenders that receive one or more “**Fails**”, i.e. do not provide a satisfactory answer to a Pass / Fail question, do not provide a completed form or suitable evidence where requested, or receive a score of less than 6 of 10 available marks for an individual question, may be excluded from further consideration.

4.2 Programme and Technical Requirements

The following Tender components and requirements must be provided in the Tender. The total score available for the Programme and Technical Requirements = 100

4.2.1 Programme

A Programme which details all the activities required to achieve the delivery of the works by the required completion date. The Programme is to be fully logic linked, showing activities, durations, float, risk allowances and to be submitted in soft copy Primavera P6 format.

The Programme is to be supported by narrative that describes the sequencing, indicative resources, logic, assumptions, constraints and opportunities integrated into the programme including detail of construction phasing.

The construction programme and supporting narrative must demonstrate compliance with the Works Information.

Evaluation Criteria are:

- A) Programme demonstrating compliance with the Works Information

Marked as	Pass/Fail
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- B) Narrative supporting the programme

Marked as:	0 - 10
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Weighting for the above is:	15
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4.2.2 Proposed Sub-contractors and/or consultants

The Tenderer is to list all proposed subcontractors and/or consultants. Details shall be provided of their proposed scope of works and details of their previous experience on similar projects.

As a minimum details must be provided for:

- Proposed Piling sub-contractor (if any)
- Proposed Deck and Beam sub-contractor (if any),
- Proposed Precast Concrete sub-contractor (if any),
- Proposed Services sub-contractor (if any)

and must include the specific experience relevant to similar works in a marine or airport environment of each sub-contractor giving a description of each project and its value over the last 5 years.

Marked as:

Pass / Fail

(B) Supply Chain

Provide suitable narrative to demonstrate the capability and relevant experience of proposed key supply chain. The Criteria for assessment will include the key members of the supply chain, their relevant experience and their availability.

As a minimum, details must be provided for:

- Proposed Concrete Supplier
- Proposed Steelwork including pile sleeves (if any),
- Proposed Precast Concrete supplier (if not a subcontractor),

Marked as:

0 - 10

Weighting for the above is:

5

4.2.3 CV's and Organisation Chart

Organisation Chart detailing the delivery team, corporate sponsors and identifying key personnel, and their location and role within the overall management team and site team. Summarised CV's of no more than two (2) pages are to be included for all key people including at least those below, showing up to date experience (applicable to this project). CV's should be representative of the capability and experience required to fit the role. The key individuals (or their equivalents) to be identified as a minimum in the organisation chart are:

- Manager /Director with overall responsibility for the contract
- Senior Site Representative for the works
- Construction Project Manager Days/Nights
- Planner
- Quality, Health & Safety, Environmental Manager(s)
- Traffic and Logistics Specialist

- etc

LCY would expect the above people, as a minimum, to be named as key people within Contract Data, Part two – Data provided by the Contractor.

A) Organisation chart with specific resources and management

Marked as: 0 - 10
Weighting for the above is: 5

B) Employee's CV's demonstrating relevant experience

Marked as: 0 - 10
Weighting for the above is: 5

C) Staff Resource Schedule

Provide the planned resource allocations in detail to ensure the provision, and ensuring, of quality on site operations is clearly evident to the tender assessors. This is to be submitted in provided pro forma schedule. This will be assessed against LCY benchmark requirement and scored in relation.

Marked as: 0 - 10
Weighting for the above is: 5

D) Tenderer's Experience Statement

Evidence showing the Tenderer's experience in performance of similar size and scope in projects over the last five years. Tenderers should at a minimum include the project descriptions relevant to this project specifically in airport and marine environments, location, overall CAPEX, and whether these were completed on time and to budget. Contact details of Referee's on any selected two projects should be furnished.

Tenderers should additionally list any similar scope awarded contracts that will run over the next two years and their anticipated value.

Marked as: 0 - 10
Weighting for the above is: 10

4.2.4 Project Specific Project Execution Plan

Comprehensive summary level PEP describing the proposed methodology for project set up, construction of the works, including materials, logistics of site delivery, access, safeguarding, identification of services, phasing, safety, stand unavailability and effective coordination / liaison with Airfield Ops and completion methodology including provision of all documents.

Marked as: 0 - 10
Weighting for the above is: 25

4.2.5 Emergency Response

A comprehensive description of the methodology for responding to any emergencies, which must include interfaces with airfield operations and potential impact on Airport operations that occur outside the Contractor's working possession periods, to minimise the potential impact to operation of the airport.

Marked as: Pass / Fail

4.2.6 Construction Methodology

The Tenderer is to provide a suitable level of detail in explanation of their construction methodology, safety plan, commensurate with the complexity and value of the Contract works, taking account of the restrictions placed on construction by the environment of a live airport. They should also take into account the planning conditions appropriate to the works in particular 37,38,60,70,82,83, although all attached conditions should be considered during the tender.

In particular the tender will be assessed on the maximum use of the river Thames for site logistics.

The methodology must reflect an absolute understanding of the design elements and provide a design solution response which accurately reflects the design intent. It should explain the proposed of manner of construction and explain the logic for the approach taken.

The construction methodology must demonstrate compliance with the Works Information.

Evaluation Criteria are:

A) Construction Method Statement;

Describe proposals of the project specific construction methodology, including - reference to the constraints of construction works both airside and landside, and the interface between. This should demonstrate a clear understanding of each key stage from mobilisation, site establishment, logistics, construction etc. through to handover, with full descriptions of how and sequence of the works will be executed. Also describe the methods employed for conformity to the outlined methodology.

Marked as:

0 - 10

Weighting for the above is:

20

B) Site establishment and Segregation Proposals

Describe proposals for site establishment, including accommodation requirements, lay down areas, plant locality, and the like. Proposals should also include narrative of segregation between restricted access areas and accessible areas.

If applicable details should be provided for:

- Proposed site compound area
- Proposed site welfare facilities
- Proposed extent of site hoarding.
- Proposed methodology for segregation of the works specifically with regard to airside operations.

Marked as:

Pass / Fail

C) Traffic management & Material delivery management plan;

Describe proposals for the management of traffic within site constraints and of egress from site both airside and landside; to include, as a minimum, travel plan and route plan and identification of route via Land or Water. In addition provide

detailed descriptive plan for the delivery of materials to site and the general access of site traffic within a restricted area.

Marked as:

Pass / Fail

- D) Site Security and Landside / Airside Interface management plan;
Demonstrate experience in successful management of security within a restricted zone or security facility, providing two examples. Also describe how you intend to manage the interface between landside and airside areas successfully in compliance with LCY policies. Provide a Contract Security Plan.

Marked as:

Pass / Fail

- E) Handover Process plan;
Describe proposal for project specific Handover Process including references sectional completion, key date for access, Operational Readiness integration and handover documentation.

Marked as:

0 - 10

Weighting for the above is:

5

- F) Zero Defects management plan;
Describe proposal for project specific Zero Defects at hand over Management plan with narrative of how you plan to achieve the LCY Zero defects goal.

Marked as:

0 - 10

Weighting for the above is:

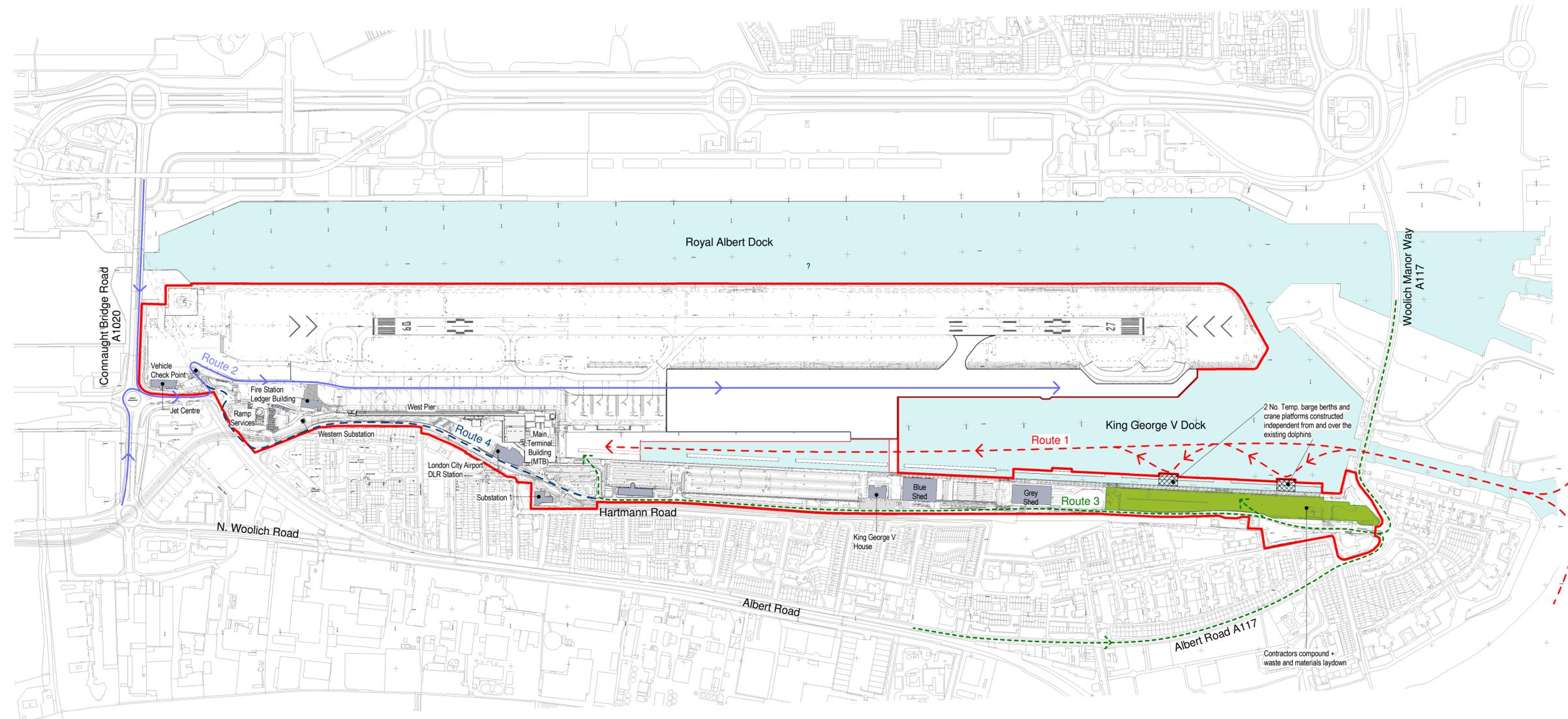
5

4.3 Commercial Requirements
The total score available for the Commercial Requirements = 150

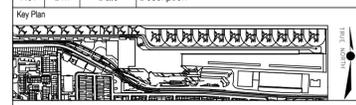
4.4 Tenderer Presentation
Following evaluation of the Tender responses LCY may require any or all of the Tenderers to make a formal presentation to LCY.

Note:
Contractors are responsible for the verification of all dimensions on site and the architect is to be informed of any discrepancy. Do not scale from this drawing. Use figured dimensions only. This drawing may contain Ordnance Survey Mastermap and Flaster data. © Crown Copyright and database right 2013. Ordnance Survey Licence number 10006119.
Read in conjunction with relevant specification clauses and other consultants drawings and specifications.
This drawing shows the general principles of design intent. The contractor is required to survey and take relevant dimensions and produce workshop drawings for fabrication and construction. Invasive survey subsequent to demolition may be required to inform the design.

- Legend**
- Route 1 - Barge Access
 - Route 2 - Airstide Site Access
 - Route 3 - Compound & Landside Site Access
 - Route 4 - Secondary Compound & Landside Site Access
 - Contractors Compound + Waste + Materials Laydown
 - Temporary Barge Berths & Crane Platforms
 - Existing Facilities
 - Application Boundary



1	MDS	14/02/2017	For Information
Rev	Dm	Date	Description



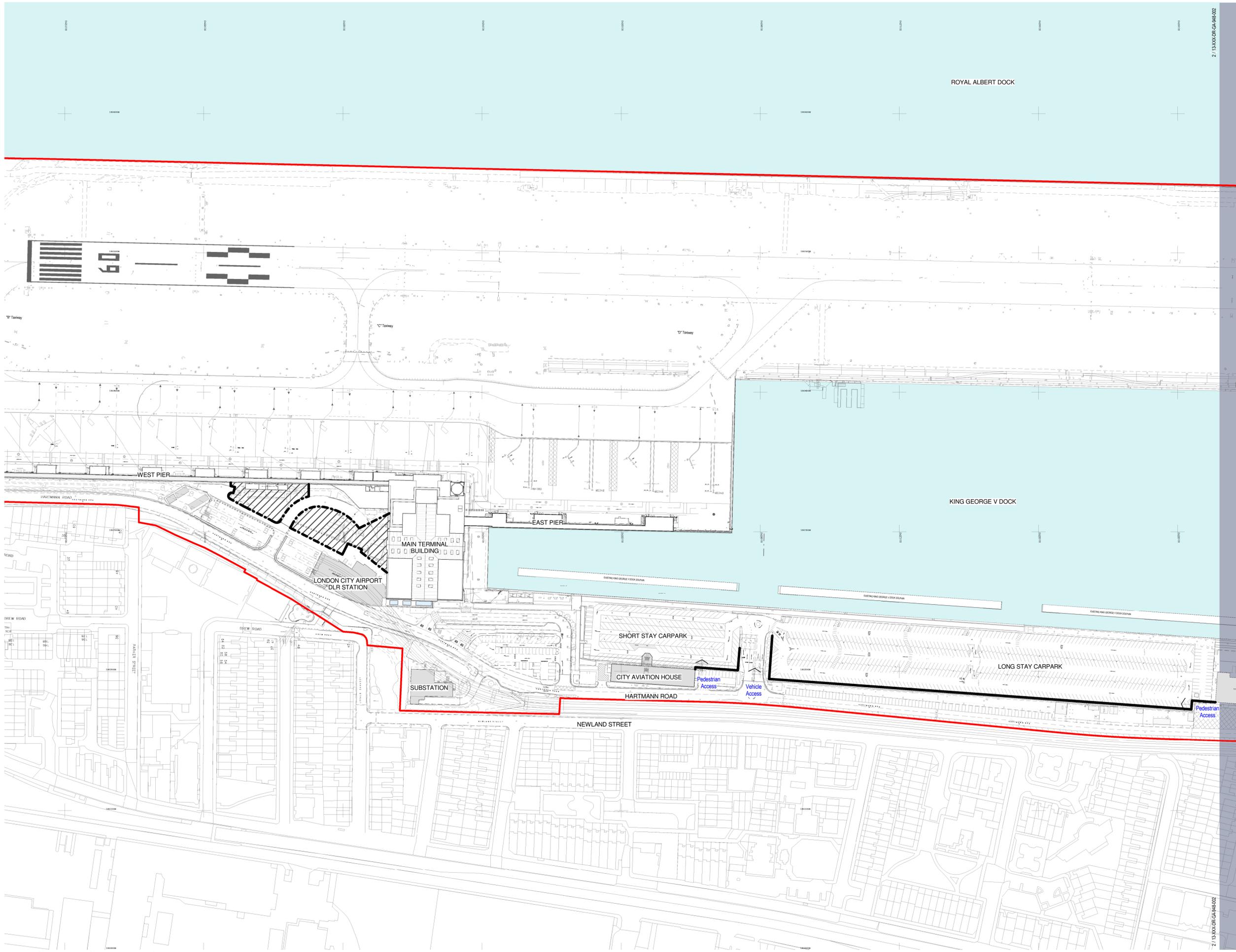
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Title
CADP Site Wide Construction Access Routes

Project Name CADP		Originators Job No. 5077	
Client London City Airport		Discipline Architecture	
Drawing Originator Pascall+Watson	Purpose of Issue For Information		
Drawn By MS	Checked By SW	Approved By MN	Scale @ A1 1 : 4000
Proj Code A400PAW	Disc A	Zone 13XXXDR	Level GA
Dwg Series Number 948-011	Rev 01	Status S2	

1 Sitewide Schematic Layout of Contractors Facilities and Access
1 : 4000



Note:
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Read in conjunction with relevant specification clauses and other consultants drawings and specifications.
This drawing shows the general principles of design intent. The contractor is required to survey and take relevant dimensions and produce workshop drawings for fabrication and construction. Invasive survey subsequent to demolition may be required to inform the design.

- Legend**
- Proposed Construction Compounds
Total Area: 0.2548 hectares
 - Proposed Construction Compound Timber Hoarding and Noise Barrier - 3 metres
 - Application Boundary

Rev	Dm	Date	Description
B	MDS	02/12/2016	For Approval
A	MDS	25/10/2016	For Planning Approval

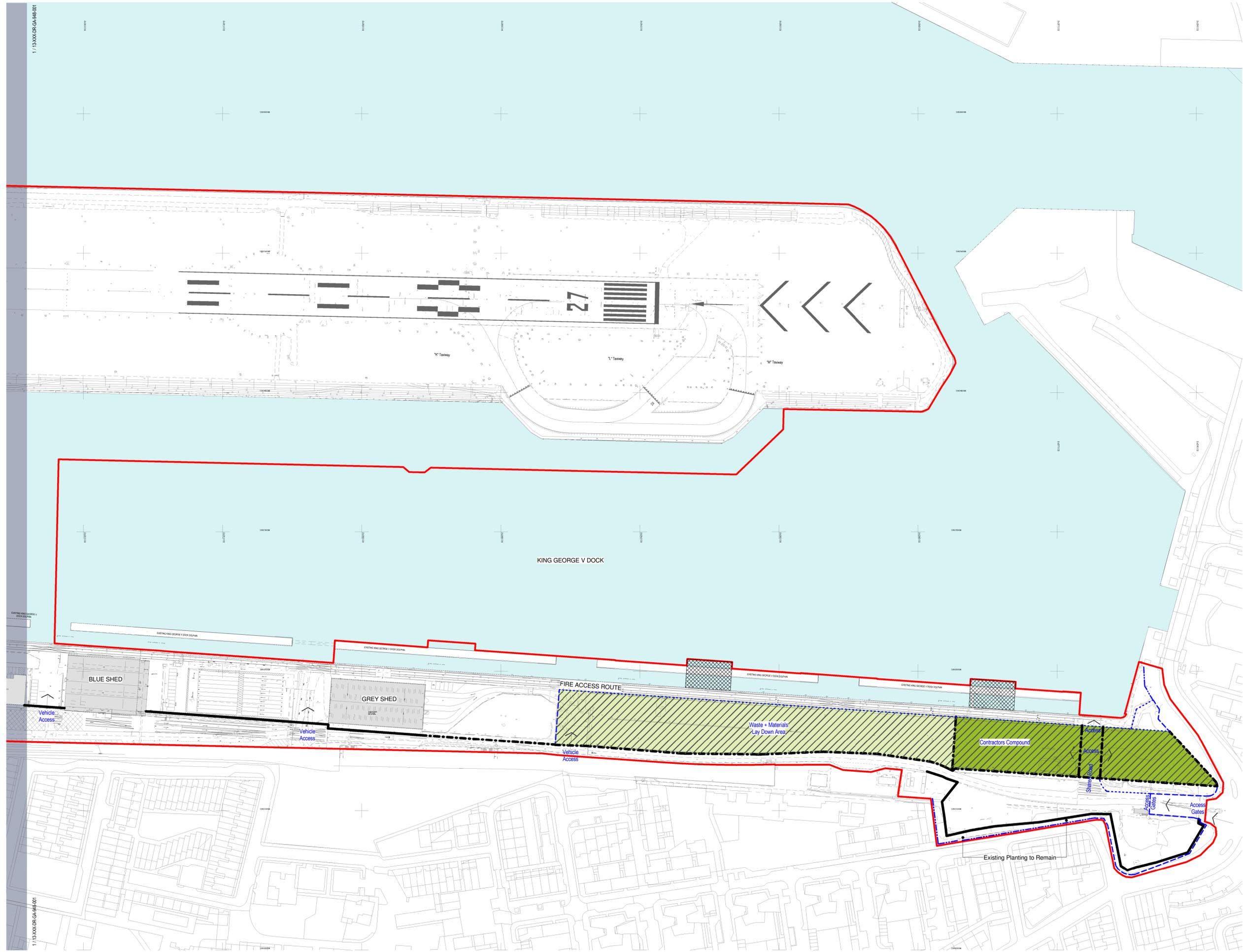


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Title
**CADP Figure 2
Construction Compound &
Details
Pre-Commencement Cond. 96**

Project Name CADP		Originators Job No. 5077	
Client London City Airport		Discipline Architecture	
Drawn By MS	Checked By TA	Approved By MN	Purpose of Issue For Approval
Scale @ A1 1 : 1250			
Proj Code A400PAW	Disc A	Zone 13XXXDR	Level GA
Dwg Series/Number 948-001	Rev BS3		

1/13XXXDRGA94801



Note:
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Read in conjunction with relevant specification clauses and other consultants drawings and specifications.
This drawing shows the general principles of design intent. The contractor is required to survey and take relevant dimensions and produce workshop drawings for fabrication and construction. Invasive survey subsequent to demolition may be required to inform the design.

- Legend**
- Proposed Construction Compounds
Total Area: 1.6721 hectares
 - Indicative Contractors Compound
Area: 0.6424 hectares
 - Indicative Waste & Materials Lay Down Area
Area: 1.0297 hectares
 - Temporary Barge Berths & Crane Platforms
 - Existing Timber Palisade
 - Existing Metal Palisade
 - Proposed Mesh Fence
 - Proposed Construction Noise Barrier - 3 metres
 - Proposed Construction Compound Timber Hoarding and Noise Barrier - 3 metres
 - Application Boundary

Key Plan

Rev	Dm	Date	Description
C	MDS	02/12/2016	For Approval
B	MDS	10/11/2016	For Planning Approval
A	MDS	25/10/2016	For Planning Approval



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Title
**CADP Figure 1
Construction Compound &
Details
Pre-Commencement Cond. 96**

Project Name CADP		Originators Job No. 5077
Client London City Airport		Discipline Architecture
Drawn By MS	Checked By TA	Approved By MN
Scale @ A1 1 : 1250	Purpose of Issue For Approval	
Prog Code A400PAW	Disc A	Zone 13XXXDR
Level GA	Type 948-002	Subtype CS3

Tug and Barge Register

<u>Barge Name</u>	Length Overall	Breadth	Moulded Depth	Loaded Draught	Hold Length	Hold Width	Hold Cubic Capacity	Carrying Capacity
ALAN BENNETT	76.50m	10.96m	4.50m	3.10m	66.00m	9.00m	2500 cubic m	1740 tonnes
GORDON BENNETT	71.03m	10.43m	3.50m	3.10m	66.00m	9.00m	2000 cubic m	1250 tonnes
GREY FOX	33.50m	7.92m	3.00m	2.00m	23.46m	5.94m	420 cubic m	600 tonnes
JASMIJN	38.18m	11.00m	5.90m	2.80m	34.00m	9.50m	1615 cubic m	1000 tonnes
OUR DANIEL	38.25m	11.00m	5.90m	3.27m	34.00m	9.50m	1615 cubic m	1000 tonnes
OUR DUNCAN	38.25m	11.00m	5.90m	3.27m	34.00m	9.50m	1615 cubic m	1000 tonnes
OUR DOMINIC	38.25m	11.00m	5.90m	3.27m	34.00m	9.50m	1615 cubic m	1000 tonnes
OUR FRANKIE	71.03m	10.43m	3.50m	3.10m	66.00m	9.00m	2000 cubic m	1250 tonnes
<u>Olympic Class Barges</u>								
PATRICIA BRENT	25.76m	7.29m	2.85m	1.20m	18.48m	2.85m	110 cubic m	100 tonnes
URSULA KATHERINE	28.65m	7.29m	2.85m	1.90m	24.60m	6.36m	450 cubic m	250 tonnes
<u>Push/Pull Tugs</u>								
STEVEN B	23.37m	5.70m	2.20m	2.20m				
SEA CHALLENGE II	22.79m	7.10m	3.60m	3.20m				
<u>Dumb Barges</u>								
Tidy Thames III	26.20m	5.16m		1.68m	19.36m	3.75m		
Tidy Thames IV	26.30m	5.50m		1.72m	20.12m	4.10m		