

**London Buildings  
Highgate Ltd**

**30A HIGHGATE ROAD  
CAMDEN**

**Construction Management  
Statement**

**October 2011**

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## FIGURES

Figure 1 - Site Location

## **1 INTRODUCTION**

- 1.1 TTP Consulting has been appointed by London Buildings Highgate Ltd in relation to the proposed development at 30A Highgate Road, within the London Borough of Camden (LB Camden). This Construction Management Statement (CMS) has been prepared to support a planning application for a residential development of 9 units, supported by 593sq m (GIA) of B1 use.
- 1.2 This CMS seeks to outline how traffic will be managed during the construction period and has been prepared with experience gained through the preparation of similar documents prepared in relation to other developments in the Borough and, following feedback received from the LB Camden during pre-application discussions.
- 1.3 The construction process in broad terms comprises the demolition of existing structures on the site to facilitate the building of the proposed residential and commercial units, at a height of two-three storeys.
- 1.4 The site location is shown at **Figure 1**.

### **Purpose of the CMS**

- 1.5 The principle purpose of the CMS is to outline how the construction process will be managed / controlled, so as to minimise traffic disruption arising from the work and to ensure the safety of all users in the vicinity of the site. This Statement has been prepared in consideration of the Council's requirements for Construction Traffic Management Plans for new developments in the Borough.
- 1.6 It has also been prepared with the benefit of a detailed site visit and with an understanding of the location of the site and surrounding area.

## 2 SCOPE & STRUCTURE

2.1 This Statement takes into account some of the Council's standard requirements for a report of this nature, which are listed below for ease of reference:

- The access arrangements for vehicles;
- Proposed routes of vehicles to and from the site;
- Parking and loading arrangement of vehicles and delivery of materials and plant to the site;
- Details of how pedestrian and cyclist safety will be maintained, including any arrangements with Banksmen;
- Proposed start and end dates for each phase of construction;
- Details of how traffic associated with the development will be managed; and,
- Details of any other measures designed to reduce the impact of the construction period on the surrounding area.

### **3 CONSTRUCTION TRAFFIC MANAGEMENT**

#### **Access Arrangements for Vehicles**

- 3.1 All vehicular access / egress to the site will be provided at the site frontage from Highgate Road. The routes to be used in the immediate vicinity of the site are set out below.

#### **Access Route**

- 3.2 All construction traffic will arrive in the area along the B158 Highgate Road via the A400 Kentish Town Road / Fortess Road. Vehicles will then enter the site at its southern end using the existing vehicular access, which is located south of Burghley Road immediately adjacent to Kentish Town Fire Station. Construction traffic will also exit the site using the existing access.
- 3.3 All personnel responsible for delivering material to the site and / or transporting material away from the site will be advised in writing of the proposed / agreed vehicular access route.
- 3.4 No vehicles will be permitted to reverse out of the site onto the public highway, and banksmen will be employed to manage / control safe and efficient vehicle movements into and out of the site during all periods of operation.

#### **Vehicle Size and Schedule of Use**

##### **Vehicle Size**

- 3.5 The type of vehicle that will be able to enter the site will be limited by the restricted width of the access road. The existing site is currently served by rigid lorries and it is therefore envisaged that construction vehicle equivalents will also be able to access the site.
- 3.6 Contractors will be informed of the restricted access prior to the start of the construction period to ensure that only vehicles of a suitable size are used to serve the site.

##### **Schedule of Use**

- 3.7 The proposed construction traffic arrival / departure schedule will be achieved by utilising a system where drivers will call ahead to the duty Banksman en route to the site to confirm / establish if they are clear to arrive. Vehicle arrivals will be staggered so that, other than in unforeseen circumstances, drivers will be able to proceed directly to the site without the need to wait off-site.
- 3.8 All vehicles will be stationed at their depots and will not be permitted to remain on site overnight.

### **Parking and Loading Arrangements**

- 3.9 As stated above, vehicle arrivals will be staggered to prevent congestion on site. Should a situation arise whereby there is not sufficient space to accommodate a vehicle on site, it will be directed to an appropriate designated waiting area nearby.
- 3.10 All vehicles will arrive and depart in forward gear where possible. In the event a vehicle is required to reverse into the site, the operation would be supervised by a Banksman.
- 3.11 Access to the site will be kept open (under supervision) throughout the working day, in order to allow vehicles to enter the site without the need to wait on the public highway beforehand.
- 3.12 A Banksman will supervise all arrivals and departures of vehicles and, where necessary, vehicles will undergo a wheel wash before leaving the site to minimise mud being deposited on the public highway. In addition, the road outside the site will be swept if required.

### **Pedestrian and Cyclist Safety**

- 3.13 Construction traffic poses a potential risk to pedestrian and cyclist safety, particularly when entering and exiting the site / loading area. Vulnerable road users' safety will be ensured by the use of a banksman during all periods of operation at the site. Professional banksmen will supervise all arrivals and departures of construction traffic.

### **Proposed Start and End Dates for Each Phase of Construction**

- 3.14 The whole construction process is scheduled to be undertaken within a 50 week programme, as follows:
- Site Preparation and Substructure Works from week 1 to week 8
  - Superstructure Works from week 9 to week 20
  - Remaining Construction Works from week 21 to week 40
  - External Works from week 41 to week 50
- 3.15 The construction process would be preceded by a separate demolition period of 4 weeks.

## **4 OTHER ISSUES**

### **General**

- 4.1 Publically accessible information will be made available in the immediate vicinity of the site prior to the start of the construction programme detailing the scope of the project and the contact details for the Contractor and the Site Manager, who can be contacted in the event there are any concerns or difficulties.
- 4.2 Throughout the construction period, information will continue to be provided / updated so that people living in the immediate vicinity of the site are aware of the construction programme as a whole. The Contractor and Site Manager would also continue to be contactable throughout the duration of the construction period.

### **Considerate Constructors Scheme**

- 4.3 The Considerate Constructors Scheme was set up in 1997 to improve the image of the construction industry. The Developer is willing to commit to the Scheme as part of the construction process in order to mitigate the impact of the construction works on the surrounding area.
- 4.4 Part of the Considerate Constructors Scheme involves publicising information about its attached Code of Practice. This will be displayed on site alongside other useful information as detailed above.

### **Developer Obligation**

- 4.5 This Statement will be subject to review during the course of the construction process and in the event that the Council (acting reasonably) considers it necessary to materially modify the Plan, the Developer will incorporate any such changes, following a written request.

## **FIGURES**





30A Highgate Road, London

London Buildings Highgate Ltd

Site Location Plan

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