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**NEW MEWS HOUSE, REAR ALBERT PUB, LONDON**

**Construction Management Plan**

**NEW MEWS HOUSE, REAR ALBERT PUB,  
LONDON  
Construction Management Plan**

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**Date:** October 2014

**NEW MEWS HOUSE, REAR ALBERT PUB, LONDON  
Construction Management Plan**

# NEW MEWS HOUSE, REAR ALBERT PUB, LONDON

## Construction Management Plan

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### Registration of Amendments

Revision	Amendment Details	Revision Prepared By	Revision Approved By

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## 1.0 INTRODUCTION

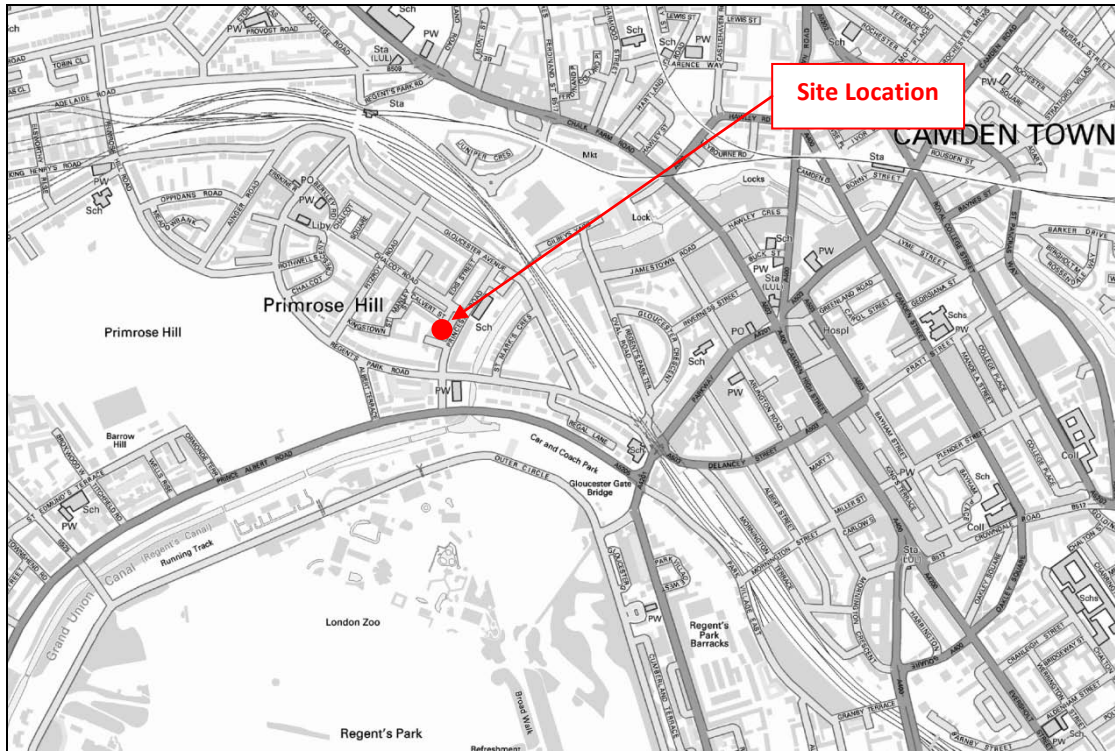
- 1.1 Create Consulting Engineers Ltd (Create) has been commissioned by Brooks/Murray Architects, on behalf of Ironrock Ltd (the Client), to prepare a Construction Management Plan (CMP) in support of a Site located at The Albert, 11 Princess Road, London NW1 8JR (the Site) in the London Borough of Camden.
- 1.2 The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this 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.
- 1.3 The Site has recently been granted a separate planning consent (ref. 2014/2533/P), as part of which a legal agreement pursuant to Section 106 of the Town and Country Planning Act 1990 (as amended) stipulated the preparation, submission and agreement of a Construction Management Plan for the Site. This document has been prepared with reference to those requirements to ensure compliance.
- 1.4 The Site is situated in an area of moderate public transport accessibility with a PTAL rating of 3 ("Moderate"). St Pancras International Station is 5.5km (approx. 30 minute walk) from the Site.
- 1.5 Camden Town and Mornington Crescent Underground Stations are 0.96km (11 minute walk) and 1.3km (15 minute walk) respectively from the Site.

### Current Site Use

- 1.6 The Site currently comprises an existing three storey building that is currently used as a public house with residential accommodation above.
- 1.7 The building occupies the corner plot at the junction of Princess Road and Kingstown Street. The Site is located within a predominantly residential area.

### Proposed Development

- 1.8 The proposal includes the demolition of the existing low level structures to the rear of the site. The new development will comprise of the creation of one residential unit in the garden of the current Albert Pub. The proposed unit will be recessed making use of a basement level with sunken garden.



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**Figure 1.1: Site Location**

- 1.9 The proposed development will face on to Kingstown Street, with the main access to the building on the south-west side.
- 1.10 The development is expected to commence in early 2015 and is anticipated to finish within a 12 month period.

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## 2.0 PURPOSE AND SCOPE OF PLAN

- 2.1 This Construction Management Plan (CMP) provides the procedures to be followed by the management, contractors and subcontractors. If Contractors, and sub-contractors, do not comply then they will be banned from the Site. The applicant has confirmed that this requirement will be written in to all sub-contractors' orders.
- 2.2 This Construction Management Plan (CMP) provides the procedures to be followed by the management, contractors and subcontractors.
- 2.3 This document will help the developer and local authority planning officials comply with:
- London Borough of Camden, Camden Planning Guidance 6 (Amenity): Section 8 Construction Management Plans;
  - The Traffic Management Act and the London Plan; and
  - The London Freight Plan.
- 2.4 The document will demonstrate how construction materials can be delivered, and waste removed, in a safe, efficient and environmentally-friendly way. In addition, it will consider where deliveries could be reduced, re-timed or consolidated during busy periods.
- 2.5 This document will assess the impact of the construction upon the surrounding public roads and footpaths, and explain the arrangements for ensuring that the workforce and public remain safe throughout the project.
- 2.6 Work will not commence until all appropriate signs, devices and barricades are in place and in accordance with the requirements of the CMP.
- 2.7 This plan will be reviewed through the on-going monitoring strategy, to ensure that it remains relevant to the identified matters as the project progresses. This will be in conjunction with the Council, local parties (school, church etc.) and local residents. If required, a local working group may be established to deal with potential issues as they arise.
- 2.8 Opportunities for advertising local employment opportunities will be sought where possible.
- 2.9 It is noted that there is potential for a number of pupils to travel to school on foot. Dialogue will be maintained, where required, with the relevant establishments to ensure pupil/parent/staff safety is maintained throughout the process.
- 2.10 A copy of this plan will be forwarded, as required, to relevant third-parties to ensure they are aware of the works and so they can inform their staff, visitors etc.

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### 3.0 EXISTING CONDITIONS

- 3.1 The Site is bordered by Princess Road to the east and Kingstown Street to the south; the remaining boundaries are with the residential premises around the Site.
- 3.2 Access to the Site will be directly from Kingstown Street from Princess Road; Princess Road itself connects with A5205 Prince Albert Road and Gloucester Avenue. The A5205 provides the most practicable connections to the London road network. It is proposed that construction traffic will avoid residential streets wherever possible.
- 3.3 The A5205 Prince Albert Road is a borough-maintained road and hosts a mix of advisory and mandatory cycle lanes along its length. Whilst acknowledging the cycle routes, this alignment provides the widest carriageway environment to safely accommodate construction vehicles.
- 3.4 The A5205 at its eastern extent is designated a Borough Distributor Road within Camden; to the east it becomes the responsibility of Westminster where it provides connections to the Transport for London Road Network (e.g. A5205, A41 etc.).
- 3.5 Princess Road, located to the south-east of the Site, comprises three storey residential buildings of similar style and construction to those throughout the Primrose Hill area.
- 3.6 The area is covered by Controlled Parking Zone (CPZ) CA-J active between:
- Monday to Friday – 8.30am to 6.30pm.
- 3.7 Double yellow lines (loading permitted) are in place along both frontages of the Site. There are limited options for turning vehicles (other than private car) on Kingstown Street; construction traffic will be prevented from using the private turning head.
- 3.8 The section of Princess Road in the immediate vicinity of the Site will be subject to a borough-wide 20mph speed limit.
- 3.9 The roads in the immediate vicinity of the Site form part of the London Lorry Control Scheme (LLCS). The Excluded Road Network (ERN) restricts the movement of HGVs in London at night and weekends.
- 3.10 Enforced by the London Councils, it applies to vehicles weighing more than 18 tonnes. It aims to limit noise pollution in residential areas. Restrictions apply between:
- 21:00 to 07:00, Monday to Saturday;
  - 13:00 Saturdays to 07:00 Mondays.

- 3.11 It is possible operate a vehicle over 18 tonnes within the restricted area or outside the ERN during restricted times. Permission is free; applications in writing must be made to:

London Lorry Control Scheme  
59½ Southwark Street  
London  
SE1 0AL

- 3.12 Pedestrian footways along Princess Road are typically 2.0m wide. Pedestrian access will be maintained at all times.
- 3.13 Princess Road is one-way northbound with contra-flow cycling permitted for much of its length. The existing traffic restrictions will be obeyed during the construction phase.
- 3.14 Banksmen will be prominent at all times during construction operations to control construction vehicle movements in order to maintain safety of residents and other users of the highway environment.



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## 4.0 STAKEHOLDER CONSULTATION

4.1 Consultations with LB Camden (LBC) and local residents/ businesses have been carried out to establish their initial concerns.

4.2 Liaison will be maintained throughout the construction process.

### Local Resident & Businesses

4.3 The Applicant organised a consultation event at the Site on Thursday 2<sup>nd</sup> October 2014 at which future aspirations for the Site were presented. The event coordinators were Curtin & Co. The event took place between the hours of 4pm and 8pm. Invitations were hand delivered to some 450 local premises in advance of the event.

4.4 A specific question relating to construction was asked as part the exhibition – this sought to make best use of the liaison with the local population. As such, the responses received for the main exhibition can be used here. The question asked was:

*“The below map shows the proposed vehicle routes for the construction period which will be discussed with the Council. Working hours will be specified by the Council and delivery hours will respect morning and evening travel periods, including the school run. All waste would be kept on-site and transferred directly into recently arrived vehicles. Temporary parking suspensions or road closures are not anticipated. Do you have any views on the construction management plan for the Albert?”*

4.5 Overall, the exhibition was attended by 55 individuals, with 21 feedback forms submitted at the exhibition. It is noted from the Curtin & Co report that a further three forms were returned after the event, bring the total to 24 formal responses (a 47% response rate).

4.6 The summarised comments received with regard to potential construction works at this Site include:

- *“...concern over additional traffic during the construction phases causing dangers for school children in the local area, as well as additional traffic and parking issues once the dwelling house is completed.”*
- *“If you win planning permission please factor in the local school (Primrose Hill, Princess Road) and Auden Place Nursery (Auden Place, access via Manley Street and Kingstown Street) and ensure your lorries etc. are only used outside of pick-up/drop-off times for the children, otherwise it will be extremely dangerous! Also most tenants in Auden Place were not informed of this meeting or consultation process”*
- *“How will this interact with the proposed building work for HS2? What about school runs, dog walking and general standard of living for people living in the area?”*
- *“Provided schools access is provided safely – no objections”*

- *“A CMP should involve receiving Council updates to locals and monthly local resident meeting with the developer”*
- *“Seems well thought out within limitations of its remit (does not take into account its effects on pub-goers re garden) if you want to really see the effect, put up a structure that really shows in 3D its effect on the garden”*

4.7 The Curtin & Co report concludes the responses to the construction impacts question with the following summary:

*“10 of the 24 respondents either submitted no comments on this question or stated that they were satisfied with the construction management plan outlined. Those that expressed concerns did so for a variety of reasons, including:*

- *The additional construction work in the area to the HS2 project;*
- *Skepticism that construction vehicles would not be restricted in reality to the stated time periods;*
- *Noise and dust from construction; and*
- *An emphasis on maintaining safe access and travel for parents collecting and dropping off children from local primary schools.”*

4.8 Whilst the Applicant has considered these issues as part of developing options for the Site, the above feedback is noted and has been incorporated in this CMP.

#### **London Borough of Camden**

##### *Initial Feedback*

4.9 LB Camden will receive this preliminary CMP and be invited to visit the Site with the design team. This will ensure that the proposals developed in this document are achievable and thus agreeable with the Council.

4.10 The Council will also be presented with the feedback received from the local residents and businesses which has been reviewed and incorporated in to the Draft CMP.

4.11 This section will be expanded further once the Council have provided comments. The comments received and actions taken will be presented.

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## 5.0 DESIGN AND STRATEGY

- 5.1 The Site is located within a predominantly residential environment, with the Primrose Hill Primary School located to the north of the site. In the interests of public safety and avoiding any disruption to the local area, the method and route of deliveries to Site will be controlled in agreement with the relevant authorities.
- 5.2 The CMP will be reviewed and the formal monitoring regime established to ensure all appropriate measures are put in place. Risks will be identified, scheduled, assessed and managed.
- 5.3 The complaints procedure will be formalised and circulated to local parties and the Council, reinforced (if required) through a local working group. Consideration will be given to other developments with regard to potential coordination of deliveries (subject to timely feedback from the Council).
- 5.4 This will be regularly reviewed as part of the Site Manager's responsibility. Details will be made available to the Council and local parties as required.
- 5.5 Wherever possible, and especially for vehicles over 3.5 tonnes, drivers will be required to be accredited with the Fleet Operator Recognition Scheme (FORS), Bronze Level. Drivers will have undertaken cycle awareness training and vehicles associated with the development will:
- Need to have sideguards fitted (unless demonstrably unable to do so);
  - Have close proximity warning systems fitted, external warning devices, rear facing CCTV camera (or Fresnel Lens);
  - Have a Class VI mirror;
  - Have prominent signage warning cyclists of the dangers of 'undertaking' on the inside of such vehicles.

### Design

- 5.6 The turning movements of all site clearance, construction and delivery vehicles will be accommodated within Kingstown Street and would manoeuvre in and out of this site successfully via the agreed access arrangements. To this effect, the appended drawings show the swept path manoeuvres of the following vehicles:
- Construction Large Tipper;
  - Concrete Vehicle.

- 
- 5.7 Due to possible damage or impact on the state of the carriageway, roll-on roll-off skips are not to be placed on the public highway. All deliveries and collections will be scheduled to avoid domestic and commercial waste collections.
- 5.8 The current parking in the vicinity of the Site will be maintained where possible but this may, however, be affected as necessary to correspond with periods of construction activity. The applicant will seek the necessary suspensions in good time with the Council as required.
- 5.9 The drawing also shows that there is enough space along the highway adjacent to the Site for other vehicles to pass by safely, however, it is noted that Banksmen will provide assistance, especially when vehicles are servicing the Site.
- 5.10 The majority of deliveries will take place from Kingstown Street with vehicles reversing from Princess Road (under Banksmen supervision) and exiting in forward gear to Princess Road.
- 5.11 Wherever possible material will be stored on site or will be delivered on a Just-In-Time basis. Waste will be managed in an equivalent manner: stored on site and transferred to called-in vehicles.
- 5.12 It is proposed to keep the southern footway of Kingstown Street open at all times, especially when deliveries are not occurring. Traffic management barriers will be in place to demarcate the delivery areas and to segregate them from traffic.
- 5.13 Construction vehicles will only access the Site from A5205 Prince Albert Road, then Albert Terrace/Regents Park Road. Vehicles will be required to manoeuvre within the extent of Kingstown Road whilst supported by Banksmen.
- 5.14 Exiting vehicles will obey the current traffic management restrictions in place, and are currently proposed to exit via Princess Road/Gloucester Avenue/Fitzroy Road/Regents Park Road/Princess Road (south) to A5205.
- 5.15 The applicant notes that the Council may require alternative routes and will engage fully with the Council to minimise potential disturbance to residents.
- 5.16 Initially waste will be stored within the Site's boundary and transferred to a waiting vehicle (within the Site) during the working day – the typical loading time is 5-10 minutes and Banksmen will manage pedestrian movements. Pedestrians may be diverted to the alternate footway, or temporarily held back, if necessary using fully compliant temporary traffic management measures.
- 5.17 Due to possible damage or impact on the state of the carriageway, roll on roll off skips will not to be placed on the public highway. All deliveries and collections will be scheduled to avoid existing domestic and commercial waste collections (see Section 4 – Operational Frequency).

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- 5.18 An unobstructed roadway width will remain wherever possible. This should be sufficient to allow for unobstructed two way operation in accordance with DfT “*Safety at street works and road works*”.
- 5.19 The amount of construction traffic and the level of disturbance to the public will be kept to a minimum – this will be continually reviewed through the monitoring process.
- 5.20 Vehicles are only allowed to stop at the Site to load/unload of goods/materials or actively engaged on construction activity.
- 5.21 Visits by the professional supervision, and other parties involved in the project (i.e. consultants in charge of the Project Management, H&S, Building Control etc.) will be required to travel via public transport where possible, or to park in public car parks if car use is essential. They will not be permitted to use the on-street parking supply.
- 5.22 It is anticipated that Banksmen will provide assistance to other road users on in the vicinity of the Site to enable them to pass by safely, especially when vehicles are servicing the Site.
- 5.23 All deliveries and collection of site rubbish (wait and load lorries) will be planned to take place outside both the morning and afternoon peak hours and will be limited between 10:00 and 15:00, also to avoid potential conflicts with school operations.
- 5.24 Delivery and removal should not take longer than 20-30 minutes and deliveries will be co-ordinated by the Site Manager to prevent multiple traffic movements during the same period and reduce congestion during the busy hours.
- 5.25 ‘Special’ deliveries (including outsize materials etc.) will take longer but will be programmed specifically – and notified to locals parties. All deliveries and collections will be scheduled to avoid domestic and commercial waste collections (see Section 4 – Operational Frequency).
- 5.26 Part of the premises within the Site’s boundary not affected by the construction work are to be allocated for the use of the contractor to provide site office facilities, welfare facilities including WC, changing rooms, showers, as well as for the temporary storage of materials on-site and overnight storage of construction plant.
- 5.27 For construction traffic, the route indicated below must be followed, presented in order. The route has been identified to reduce the time spent on residential roads and to optimize the use to wider carriageways.
- 5.28 The junctions on the approach routes have been the subject of traffic management measures so vehicle speeds will be kept to a minimum:

### Inbound

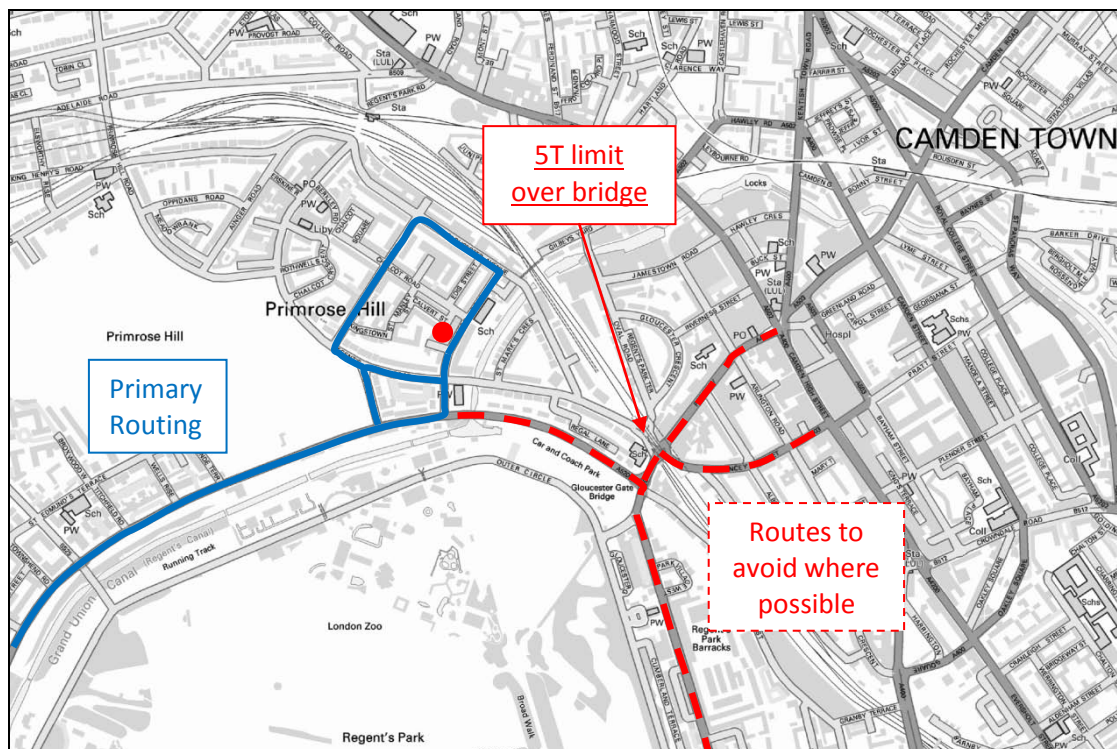
- A5205 Prince Albert Road (typically from A41 Finchley Road, TLRN);
- Albert Terrace (northbound);
- Regent's Park Road (eastbound, slow speeds over traffic management);
- Princess Road (northbound, possible temporary holding area outside The Albert whilst delivery notes checked etc.);
- Kingstown Road (reverse from Princess Road).

### Outbound

- Princess Road (northbound);
- Gloucester Avenue (westbound);
- Fitzroy Avenue (southbound);
- Regent's Park Road (eastbound);
- Princess Road south (southbound);
- Prince Albert Road (westbound to A41 Finchley Road, TLRN)

5.29 The Contractors will subscribe to the Considerate Contractors Scheme (reinforced through the Code for Sustainable Homes compliance) and will also adhere to the Council's Control of Pollution Noise from Demolition and Construction Codes of Practice (March 2004).

5.30 This information will be issued to all organisations accessing the Site; failure to comply will result in the contractor, or sub-contractor, being banned from the Site. Figure 4.1 below presents the preferred routing (blue) described above which must be followed. The alternative routes (not preferred) are shown in red.



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**Figure 4.1: Typical Vehicle Routing**

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### **Road Trip Reduction**

- 5.31 Where possible, measures will be taken to pre-fabricate elements of the building off-site in order to reduce the number of deliveries to Site.
- 5.32 Certain construction periods will be more intensive than others and will result in more frequent deliveries/collections. These include excavation waste and concrete deliveries.
- 5.33 Through consultation with local parties and the Council, the Site Manager will agree the schedules to notify residents, schools etc. whilst seeking to minimise the overall impact to them, in line with the monitoring and complaints procedures. This may include liaison with other developments to seek to schedule coordinated deliveries.
- 5.34 Weather conditions may affect the works programme and therefore impact on the delivery schedules. Regular monitoring of the weather forecasts will be carried out and the implications circulated to local parties via the monitoring procedures.
- 5.35 Construction staff will be encouraged to travel to the Site by sustainable mode of transport and will not be permitted to park on-site, unless strictly necessary. Public car parks are located away from the Site in the vicinity of Camden Town Station.
- 5.36 Deliveries will be monitored and reviewed on a regular basis, ensuring domestic and commercial waste collections are unimpeded (liaison with the Council etc. will be maintained). Vehicles must not wait in the area before or after making deliveries / collections. Deliveries are required to be Just-In-Time (JIT).
- 5.37 Deliveries and collections must take place between 10:00 and 15:00 to avoid potential conflict with local residents, schools etc. Clear and sustained dialogue will be maintained with local schools, and other affected parties throughout the works.
- 5.38 In the (unlikely) event of temporary Traffic Management Orders (including road closures) being required, the applicant will ensure adequate liaison takes place with the relevant Council Officers in good time.

### **Waste**

- 5.39 The Applicant will follow the principles of a Site Waste Management Plan (SWMP) in accordance with BRE SMARTWaste or similar.
- 5.40 Through careful design and specification, the amount of waste will be reduced on site such as off-site manufacturing, the factory cutting of plasterboard and the reduction of packaging by specification.

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- 5.41 The plan would ensure that waste production is minimised and that recycling and re-use is maximised through monitoring and recording. Strategies including just-in-time deliveries and suitable storage of materials prior to use will also be applied to prevent spoiling. The scheduled domestic and commercial collections will be reviewed with the Council etc. and will be unimpeded by the Site's activities.
- 5.42 The Site Manager and the nominated waste contractor will be responsible for maintaining and updating the plan, through the monitoring procedure.
- 5.43 The destination of all waste or other materials removed from the Site will be notified by the Site Manager for approval. Loads will only be deposited at authorised waste treatment and disposal sites. Waste may be collated into skips and then be separated off-site, or separated at source.
- 5.44 Materials access and muck-away would be via the property frontage of the Site, supported by Banksmen where appropriate.
- 5.45 The applicant confirms that vehicle wheel washing facilities will be provided. It should be noted that adjoining roads will also be swept daily, over and above the benefits of the wheel washing facilities proposed on the Site. No waste will be flushed in to gullies.
- 5.46 Existing roadside waste collections will be maintained throughout the works.

### **Control and Management of Dust/Air Quality & Noise**

#### Dust/Air Quality

- 5.47 Potentially significant air quality impacts during the construction phase are associated with dust generating activities in close proximity to potentially sensitive receptors.
- 5.48 Appropriate site management practices will manage the possible impacts including the potential for localised air quality impact from dust, site plant and vehicle emissions during the works.
- 5.49 Guidance within the London Councils '*The Control Of Dust and Emissions From Construction and Demolition*' has been, and shall be followed in order to reduce the impact of construction activities on air quality.
- 5.50 There are a number of mitigation measures that can be employed to lessen the nuisance and human-health impacts of the dust and particulates generated during construction activities and in this case, sheeting of lorries and damping down would be employed as appropriate.



5.51 Construction dust usually responds well to these measures as long as a co-ordinated Management Plan is implemented. A comprehensive list of measures is as follows:

- Use of water spraying, especially on access roads, in order to reduce dust generation, as and when conditions dictate;
- Effective wheel/body washing facilities to be provided and used as necessary;
- A road sweeper to be readily available whenever the need for road cleaning arises; Dampening of exposed soil and material stockpiles, where necessary;
- Consideration will be given to wind speed and direction prior to conducting dust generating activities to determine the potential for dust nuisance to occur and avoid such activities during periods of high or gusty winds;
- Stockpiles of soil and materials should be located as far as possible from sensitive receptors, taking account of prevailing wind directions;
- Windbreak netting should be positioned, where possible, around material stockpiles and vehicle loading /unloading areas;
- Completed earthworks should be covered or vegetated as soon as possible;
- Ensuring that all construction plant and equipment is regularly maintained in good working order;
- Vehicles carrying waste material off-site to be sheeted;
- Under no circumstances should fires be allowed on site; and
- Special provisions will apply for any materials containing asbestos, as appropriate. The safety method statement should outline the control measures necessary to minimise the risks to an acceptable level, and all statutory notices will be placed with the Health and Safety Executive (HSE).

5.52 Where activities are likely to cause disturbance to local sensitive receptors, dust monitoring should take place at most affected facades. However this is considered very unlikely to be required at this Site.

5.53 All contractors and sub contractors will also be required to go beyond best practice site management as defined by the Considerate Constructors scheme.

### **Noise**

5.54 Measures may be required to protect the workers on Site and suppress noise generated on the Site during the construction phase. Consequently, all sources of noise arising from the construction should be identified and assessed.

5.55 Mitigation measures will include the following where possible:

- Good public relations with the adjacent residents/workers, including timely warning/notice of likely periods of noisy activities;

- Where possible, “silenced” plant and equipment to be used;
- Workers using “noisy” plant should be trained and provided with ear protection;
- Where vehicles are standing for a significant period of time, their engines to be switched off;
- Screening around those parts of the Site where activities are likely to generate noise;
- Location of noise generating plant at a low level and as distant as possible from sensitive receptor;
- Acoustic enclosures to be fitted where possible to suppress noisy equipment;
- Plant to operate at low speeds, where possible, and incorporate automatic low speed idling;
- Location of site entrances and exits to prevent the need for vehicles to reverse and also minimise impacts upon sensitive receptors;
- All plant to be properly maintained (greased, blown silencers replaced, saws kept sharpened, teeth set and blades flat, worn bearings replaced, etc);
- Consideration to be given to temporary screening or enclosures for static noisy plant to reduce noise emissions and plant should be certified to meet any relevant EC Directive standards; and
- All contractors to be made familiar with the guidance in BS 5228 (Parts 1 and 2) which should form a pre-requisite of their appointment.

### **Operational Frequency**

- 5.56 A member of the management team will be appointed to manage all Site deliveries using a booking in system. All subcontractors will be required to book in their deliveries in advance and will be allocated a time slot accordingly; these will then be marked up on a board in the Site office.
- 5.57 Specialist deliveries are to be planned in advance, with risk assessments and method statements prepared. The applicant will arrange for sufficient liaison to take place with the Council’s Network Management Team.
- 5.58 It is anticipated that the impact of deliveries will be minimised by taking place between 10:00 and 15:00. This is intended to minimise the implications on the school and other affected parties.
- 5.59 Residential waste collections take place each week – collected by waste staff and vehicles. Information will be circulated to suppliers, collectors and visitors to ensure domestic/commercial collections are maintained and not compromised (responsibility of the Site Manager).

- 5.60 There will be a strict time slot allocation scheme in place for deliveries. When each delivery arrives, the delivery driver will phone the Site foreman in advance. Vehicles not complying with the allocation scheme will be refused (exiting around via the designated route). Non-compliance will result in the contractor, or sub-contractor, being banned from the Site.

### **Monitoring**

- 5.61 Processes will be subject to ongoing reviews to confirm that the measures implemented comply with the CMP requirements.
- 5.62 In the event of complaints being raised by local parties, organisations etc, the Site Manager will be the designated single point of contact.
- 5.63 If complaints are raised and issued through the Council, the relevant Officers will liaise with the Site Manager – all complaints will be logged, reviewed and acted upon. If complaints are issued directly to the Site Manager, they will also be logged, reviewed and acted upon, and circulated to the Council for information. The outcome of the complaints procedures will be notified to all relevant parties.
- 5.64 Contact details for the contractor's Site Manager will be shown below, and will be circulated to all local parties, once their appointment has been confirmed.

<b>Primary Contact (Site Manager)</b>	<b>Secondary Contact</b>
<b>Name:</b>	<b>Name:</b>
<b>Mobile:</b>	<b>Mobile:</b>
<b>Company:</b>	<b>Company:</b>
<b>Address:</b>	<b>Address:</b>
<b>E-mail:</b>	<b>E-mail:</b>

**Table 5.1: Contact Details**

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## 6.0 PEDESTRIAN, CYCLE AND LORRY MOVEMENT

6.1 All temporary traffic management measures will conform to Chapter 8 of the Traffic Signs Manual and the Red Book.

### **Pedestrian Movement**

6.2 Any obstructions on the footway will be well guarded by continuous barriers, with the addition of warning lights at nights. When deliveries arrive, the pedestrian route will be diverted onto the opposite footway, when necessary.

6.3 Ramps will be provided to safely allow wheelchair and scooter users to move between the footways. Ramps will have a slip resistant surface and should slope gently to enable users to negotiate it without difficulty.

6.4 When possible, the layout will include a platform at kerb level which would allow wheelchair and scooter users to turn through 90° before descending the ramp. Temporary pedestrian routes will be a minimum of 1.8m wide where possible (and not <1m wide if unforeseen events occur).

6.5 Clear signage will be erected highlighting any risks including plant, vehicles and general health and safety to pedestrians.

6.6 Banksmen will guide pedestrians, particularly during deliveries to the Site between the vehicle and barriers.

6.7 In order to avoid the potential for conflict between pedestrians and deliveries, deliveries will be restricted to 10:00 and 15:00, with consideration given to minimising delivery movements around 12:00 – 12.30 (or equivalent).

6.8 The carriageway will not be blocked during deliveries and collections, unless a Temporary Road Closure is in operation. These measures will be used as necessary.

6.9 Site management will conduct routine daily and weekly checks to ensure the safety and security of pedestrians around the Site are maintained. This will form part of the overall monitoring strategy, reporting to the Council and local parties as necessary.

6.10 The contractor's procedure for governing the interaction of pedestrians and deliveries will be presented in more detail in this section.

6.11 It is not anticipated that cycle movements will be disrupted as storage and works are expected to take place within the Site boundary.

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### **Cycle Movements**

- 6.12 It is not anticipated that cycle movements will be disrupted as storage and works are expected to take place within the Site boundary.
- 6.13 There are two-way facilities for cyclists in the area which will remain unaffected by the works. Information on these will be passed onto staff and other Site visitors. The use of Kingstown Street ensures the residential traffic of the wider area will be unaffected.

### **Lorry Movements**

- 6.14 Deliveries and collections must follow the vehicle routing identified above. If deliveries etc. arrive without a pre-booked slot, they will be refused and will exit the area via Princess Road.
- 6.15 The use of other residential streets in the area by construction lorries will not be permitted.
- 6.16 The smallest practicable vehicle size will be used where possible, including non-articulated vehicles.
- 6.17 All movements will accord with LBC's guidance and will ensure the carriageway remains open at all times (unless subject to a Temporary Road Closure).
- 6.18 Notifications and applications to the Council if additional traffic management measures are required will take in good time, allowing 2+ weeks where possible.
- 6.19 Wheel washing facilities will be used at the vehicle site exit to ensure that mud and debris deposits onto the public road are minimised as much as possible. In addition, no concrete will be washed in to highway gullies.

### **Control of Dirt and Dust on the Public Highway**

- 6.20 Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. The contractor will make provision to minimise this problem.
- 6.21 In the early stages of the project, when demolition and ground works are being carried out, wheel washers will be used to wash down all vehicles that enter/leave the construction site.
- 6.22 The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (subject to discharge consent).

6.23 Muck away lorries will be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

### **Health and Safety Issues**

6.24 A detailed health and safety plan will be prepared by the contractor. It must deal with the issues presented below.

6.25 Adequate welfare facilities must be provided and kept well maintained and clean. A section of the existing building not currently being worked on is to be allocated for welfare facilities at all stages of the works. Welfare facilities are to include a W.C., washing facilities, clothes storage, etc.

6.26 All temporary works must be carefully designed, constructed and inspected to ensure the stability of the structure during all stages of the construction.

6.27 A detailed method statement and sequence of works must be adhered to in connection with any proposed structural works. All specified temporary propping must be provided as per the agreed design.

6.28 Adequate emergency procedures will be developed and put in place.

6.29 There is a risk associated with working in the vicinity of underground services to include damage to existing services, electrocution, gas, explosion/fire, release of sewer gases and contamination of water supplies. Private services will be identified and adequately marked, isolated and secured during the construction.

6.30 Standard procedures should be used for safe loading and unloading of goods and staff must be adequately trained for safe manual handling of materials and goods.

6.31 In addition, staff should be trained to safely use and maintain tools, hoists and other machinery. Dangerous parts must be guarded (e.g. gears and chain drives). Adequate overnight storage will be provided to prevent theft and damage.

6.32 Access on Site:

- Safe and adequate access will be provided to all parts of the Site, and the Site must be kept tidy.
- The Site must be adequately protected by barriers to prevent access (either accidental or deliberate).
- When the work has stopped for a day, the Site must be secured, all ladders and access must be removed, the plant must be immobilised, and all hazardous materials must be safely stored.

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6.33 Loading and unloading goods and traffic management:

- There is a risk to both the workers and general public/pedestrians associated with loading and unloading goods.
- A temporary exclusion zone must be set-up and a method of loading/unloading must be prepared.
- Adequate safety footwear and gloves must be utilized.
- Traffic management measures have been addressed in the previous chapters.

6.34 Emissions and Hazardous substances:

- The Site must be kept well ventilated to prevent the build-up of hazardous gasses.
- Provide a suitable ventilation system.
- Only electrical plant should be utilised on-site.

6.35 Smoking and other ignition sources:

- Will be banned in areas where gases or flammable liquids are stored or used, and also prohibited within the building.
- Suitable fire extinguishers and fire blankets must be easily accessible and properly maintained.

6.36 Fire:

- To prevent burns or smoke inhalation injuries, adequate procedures must be put into place.
- Reduce the quantity of flammable materials, liquids and gases kept on site to a minimum, and store these properly.
- Flammable gas cylinders must be properly maintained, and always be returned to a ventilated store at the end of the shift and valves should be checked.

6.37 Noise:

- Measures may be required to protect the workers on Site.
- All sources of noise should be identified and assessed.
- Workers using such plant should be trained and provided with ear protection.
- Investigate measures of reducing the amount of noise produced by existing plant, or consider replacing noisy plant.
- Vehicle engines will be turned off when possible and the use of vehicles' horns will be permitted only when absolutely necessary.

6.38 Hazardous substances:

- Such as asbestos, lead, solvents, paints, cement and silica dust must be identified at an early stage, and these should be adequately cared for and used in a safe manner.

6.39 Health and Safety Plan:

- Must describe the appropriate procedures for emergencies and for reporting accidents.
- All staff must be trained to know their role in the event of emergency.
- First aid provisions should be adequate to meet all normal risks.

6.40 Suitable persons should be employed to work on site and must possess adequate training and experience for the job, and all staff and subcontractors should receive adequate health and safety training and be provided with the required safety equipment.

**Measures to Reduce the Impact of the Site**

6.41 A communication process with the local community will take place throughout the duration of the project.

6.42 Before work commences, letters will be sent out to the neighbours, including the local schools, informing them of what will be happening and providing contact names and telephone numbers.

6.43 Regular communications will be maintained with affected neighbours regarding site activity, deliveries and traffic. Should there be any complaints, local residents will be able to call personally to the site offices. A record will be kept of all comments/complaints.

6.44 Other points that the applicant will action:

- Ensure that site lighting does not affect neighbours.
- Encourage operatives not to leave site in their dirty work clothes.
- Register the project with the Considerate Constructors Scheme.
- Provide ID cards/badges for all operatives.



## 7.0 VEHICLE TYPES

7.1 The specific proportion of vehicles will vary over the construction period but will include the following:

- Piling rig;
- Digger;
- Concrete lorries;
- Waste vehicles where necessary;
- 8 wheel rigid tippers;
- LGV and limited numbers of rigid HGVs (numbers subject to material sources).

7.2 The table below summarises the anticipated schedule of muck-away vehicles – this shows the likely variations owing to weather conditions on the works. A similar profile would be in place for concrete deliveries.

Day	No. Loads (Dry Weather)	No. Loads (Wet Weather)
1	5-10	1-5
2	5-10	1-5
3	5-10	1-5
4	5-10	1-5
5	5-10	1-5
6	5-10	1-5
7	5-10	1-5
8	5-10	1-5
9	5-10	1-5
10	-	1-5
11	-	1-5
12	-	1-5
13	-	1-5
14	-	1-5
15	-	1-5
16	-	1-5
17	-	1-5

**Table 7.1: Anticipated Indicative Schedule of Muck-Away and/or Concrete Vehicles**

7.3 Concrete deliveries are on a just in time basis and will typically vary between 1 and 5 visits per day, depending on the construction programme.

7.4 As with all other aspects, these will be subject to approval by the Council's Planning Department in addition to Highways and Licensing.

## 8.0 POTENTIAL IMPACTS ON AIR QUALITY

- 8.1 Impacts on air quality from the proposed development can occur both during construction and operation. During construction there is the potential for emissions of dust to cause annoyance.
- 8.2 The development is in a residential area with a number of residential properties that border the Site.
- 8.3 The Institute of Air Quality Management (IAQM) published guidance on how to assess impacts of emissions of dust from demolition and construction sites <sup>(1)</sup>.
- 8.4 This guidance has been followed in Table 8.1 which shows the steps undertaken to determine the risk of dust from construction giving rise to annoyance.

Step	Outcome
	Construction
<b>Step 1:</b> Need for Detailed Assessment	Detailed assessment required due to proximity of sensitive receptors within 350 m
<b>Step 2:</b> Assess the Risk of Dust Effect	High risk site due to receptors within 20 m
<b>Step 3:</b> Identify the Need for Site-Specific Mitigation	Mitigation measures detailed in the GLA best practice guidance for High Risk will be followed
<b>Step 4:</b> Define Effects and their Significance	Slight Adverse impact (following mitigation)

**Table 8.1: IAQM Dust Risk Assessment Methodology**

- 8.5 Given the close proximity of sensitive receptors, the risk of dust annoyance occurring during construction is considered to be high, although with the implementation of appropriate mitigation measures the significance of the impacts is only slight.

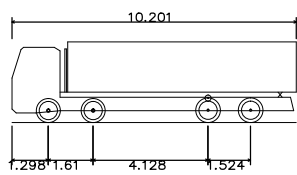
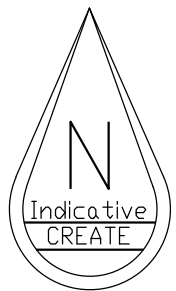
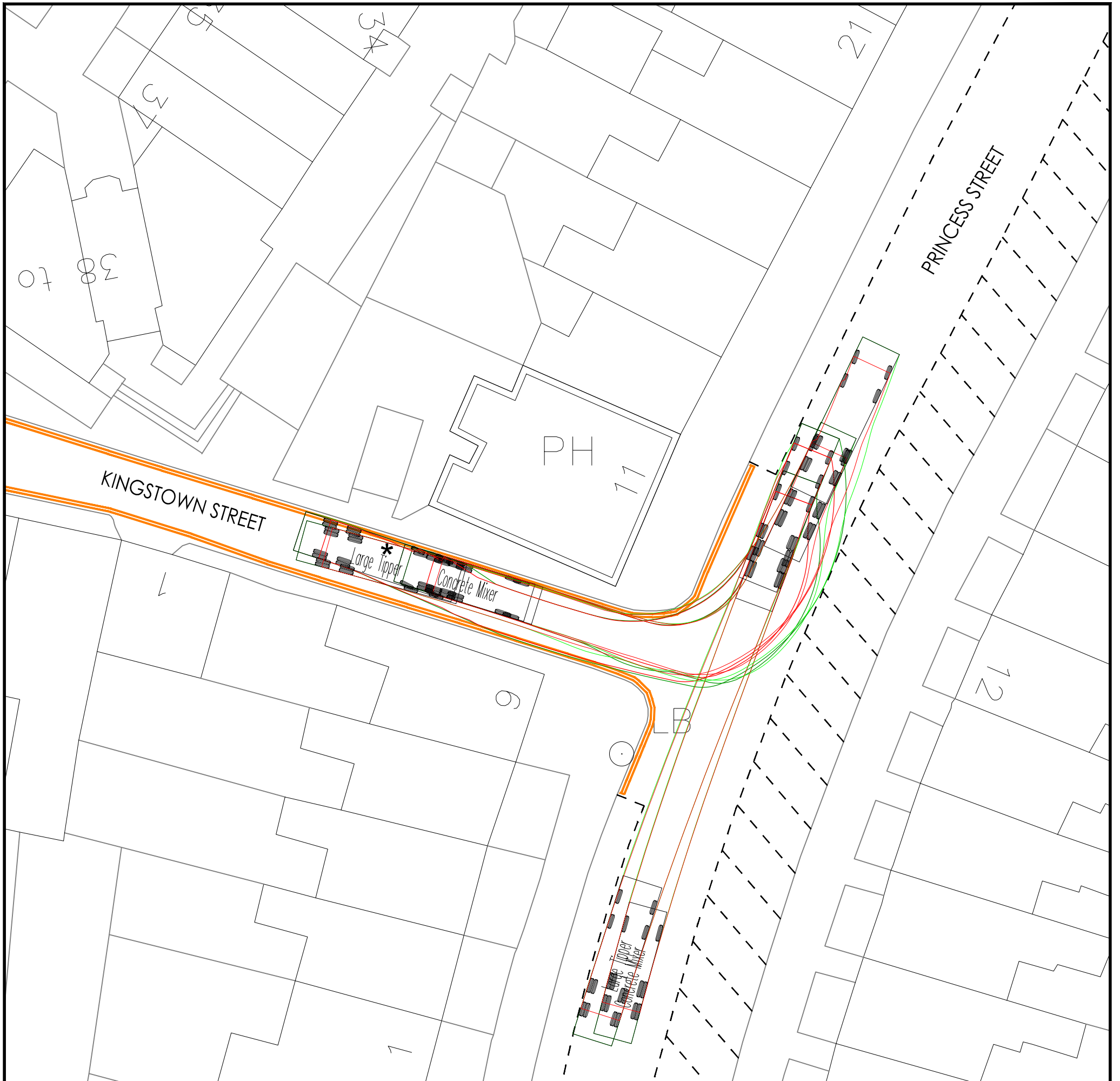
(1) IAQM (January 2012) Guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance

**9.0 DISCLAIMER**

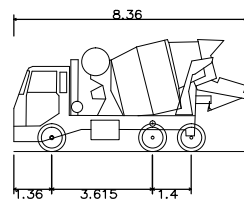
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# **APPENDICES**

# APPENDIX A



Large Tipper  
 Overall Length 10.201m  
 Overall Width 2.500m  
 Overall Body Height 2.893m  
 Min Body Ground Clearance 0.343m  
 Max Track Width 2.500m  
 Lock to Lock Time 6.00s  
 Kerb to Kerb Turning Radius 11.550m



Concrete Mixer  
 Overall Length 8.360m  
 Overall Width 2.390m  
 Overall Body Height 4.027m  
 Min Body Ground Clearance 0.358m  
 Max Track Width 2.413m  
 Lock to Lock Time 6.00s  
 Kerb to Kerb Turning Radius 8.210m

PROJECT ALBERT PUB PRIMROSE HILL	DATE 10.06.14	DRAWING STATUS INFORMATION	
	SCALE(S) 1:250	DESIGNED MDA	DRAWN MDA
DRAWING TITLE PROPOSED CONSTRUCTION INDICATIVE VEHICLE TRACK RUNS	CHECKED MP	APPROVED MP	
	JOB No 678		
CLIENT BROOKS MURRAY ARCHITECTS	DRAWING No 03/001	REVISION	



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**NOTES:**

- DRAWING IS BASED ON ORDNANCE SURVEY MAPPING
  - ALL MEASUREMENTS ARE IN METRES
- \* MAIN ACCESS POINT FOR CONSTRUCTION VEHICLES

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