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LONDON, NW3 5UL

OUTLINE CONSTRUCTION LOGISTICS PLAN

March 2015

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Ref: File path P:\ P1284 11 Rosslyn Hill Outline CMP March 2015

1.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by Andrew & Elizabeth Jeffreys in relation to proposals at 11 Rosslyn Hill, London, NW3 5UL. The local planning authority is the London Borough of Camden.
- 1.2 The site location is presented on a map in Figure 1 of this report; the application site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- 1.3 The site currently comprises of a single dwelling. The site occupies frontage onto Rosslyn Hill. The site has a single vehicle access onto Rosslyn Hill.
- 1.4 The proposal is to retain the existing building with an additional basement and ground floor development.
- 1.5 The proposed site plans are presented in Appendix B.
- 1.6 During the planning application consultation process the local planning authority has requested details in relation to the demolition and construction phases of the proposed development and its impact on the adjoining highway and neighbouring area.

Aims and Benefits of This Construction Logistics Plan

- 1.7 As set out in the 'London Freight Plan sustainable freight distribution: a plan for London' (TfL, 2007) document, the aims/benefits of Construction Logistics Plans are as follows:

The economy will benefit from an increase in legal loading and improvements in reliability resulting from fewer trips, a reduction in construction duration and illegal waiting at or near sites, and the promotion of off-peak and out-of-hours deliveries.

In terms of the environment, air quality impacts will be reduced by minimising site deliveries and using the most sustainable forms of freight available.

Society will be improved by reducing the number of casualties caused by freight vehicle accidents, by minimising congestion and deliveries, and by reducing theft through the use of consolidation centres.

This Construction Logistics Plan

- I.8 Chapter 2 of this Construction Logistics Plan report looks at policy and guidance to determine what the report should include, Chapter 3 deals with the site and anticipated construction vehicle issues.
- I.9 The applicant will not be instructing contractors until after the planning application has been determined. As such the information provided in this Construction Logistics Plan should be seen as preliminary and subject to contractor alterations.

2.0 POLICY CONTEXT

LB Camden

- 2.1 Policy relating to development and transport is set out in a range of publications from the London Borough of Camden. Policies relevant to the demolition and construction phases of the proposed development at 11 Rosslyn Hill are set out below.
- 2.2 The Camden Local Planning Guidance has been prepared in line with the policies of the Local Development Framework (LDF). Camden Planning Guidance covers a range of topics (such as design, housing, sustainability and planning obligations) and all of the sections should be read in conjunction with, and within the context of, Camden's other LDF documents.
- 2.3 Chapter 8 of the Camden Local Planning Guidance looks at the implementation of Construction Management Plans. Construction Management Plans are required for developments that are constrained or near valuable buildings or structures. It also notes that no development should damage nearby properties or neighbouring amenities.
- 2.4 The guidance relates to Core Strategy Policy CS5 Managing the impact of growth and development and policies DP20 Movement of goods and materials, and DP26 Managing the impact of development on occupiers and neighbours of the Camden Development Policies. These three policies are outlined below.

Policy CS5- of the Core Strategy Managing the impact of growth and development

"The Council will manage the impact of growth and development in Camden. We will ensure that development meets the full range of objectives of the Core Strategy and other Local Development Framework documents, with particular consideration given to:

a) Providing uses that meet the needs of Camden's population and contribute to the borough's London-wide role;

- b) Providing the infrastructure and facilities needed to support Camden's population and those who work in and visit the borough;*
- c) Providing sustainable buildings and spaces of the highest quality; and*
- d) Protecting and enhancing our environment and heritage and the amenity and quality of life of local communities. The Council will protect the amenity of Camden's residents and those working in and visiting the borough by:*
- e) Making sure that the impact of developments on their occupiers and neighbours is fully considered;*
- f) Seeking to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities; and f) requiring mitigation measures where necessary.*

Policy DP20- Movement of goods and materials

In order to minimise the movement of goods and materials by road the Council will:

- a) Expect development that would generate significant movement of goods or materials both during construction and in operation to minimise the movement of goods and materials by road, and consider the use of more sustainable alternatives such as rail and canal links;*
- b) Promote the development and use of freight consolidation facilities and other initiatives with potential to reduce the impact of goods vehicles, and encourage the use of cycle courier services for local deliveries; and*
- c) Seek to promote and protect facilities for the movement of goods by rail and water, including facilities for transfer between road, rail and canal. Minimising the impact of the movement of goods and materials by road The Council will expect development that would generate significant movement of goods or materials by road, both during construction and in operation, to:*
 - d) Be located close to the Transport for London Road Network or other Major Roads;*
 - e) Avoid any additional need for movement of vehicles over 7.5 tonnes in predominantly residential areas;*
 - f) Accommodate goods vehicles on site; and*
 - g) seek opportunities to minimise disruption for local communities through effective management, including through the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries.*

Policy DP26 - Managing the impact of development on occupiers and neighbours

The Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity. The factors we will consider include:

- a) Visual privacy and overlooking;*
- b) Overshadowing and outlook;*
- c) Sunlight, daylight and artificial light levels;*
- d) Noise and vibration levels;*
- e) Odour, fumes and dust;*
- f) Microclimate;*
- g) The inclusion of appropriate attenuation measures. We will also require developments to provide:*
- h) An acceptable standard of accommodation in terms of internal arrangements, dwelling and room sizes and amenity space;*
- i) Facilities for the storage, recycling and disposal of waste;*
- j) Facilities for bicycle storage; and*
- k) Outdoor space for private or communal amenity space, wherever practical*

Transport for London

- 2.5 As referenced in the above policy extracts, Transport for London (TfL) has developed a Construction Logistics Plan (CLP) guidance document to support sustainable construction practices in London. The document is designed to give specific help to transport planners and people working in the construction industry.
- 2.6 CLPs are an important management tool for planners, developers and those working in construction companies. They act as the catalyst for reducing the negative transport effects of construction work on local communities, residents, businesses and the environment.
- 2.7 There are two types of CLPs that are usually required to be submitted:

- *An outline CLP*

This type of CLP accompanies an associated application to a planning authority - either a Greater London local authority or Transport for London (TfL). It may be submitted earlier in the planning process during pre-application discussions. This CLP gives the planning authority an overview of the expected logistics activity during the construction project.

- *A detailed CLP*

This type of CLP goes to a planning authority at the post-granted discharge of conditions stage, and/or at the highways design stage.

- 2.8 The main difference between an outline CLP and a detailed CLP is the level of information provided. This will usually depend on the stage of the development plans.
- 2.9 An outline CLP should contain a summary of the main logistics issues expected during construction and make it clear what the developer intends to do. The detailed CLP requires further information about how the proposed activities will be organised and managed.
- 2.10 At the time of writing this report the development proposals at 11 Rosslyn Hill are under consideration by the local planning authority further to the submission of a full planning application.
- 2.11 The construction contractor has not been formally appointed however the detailed design has not been carried out therefore a significant amount of the detailed information regarding the demolition and construction phases of the proposals is not available.
- 2.12 Hence this is an outline CLP.

3.0 SITE INFORMATION

- 3.1 TfL's CLP guidance document states that it is good practice at the outline stage to provide information regarding the site and surroundings and details of the proposals such as: the location of the site, the size and nature of the development, details of any parking constraints near the site, details of site access, including public transport, cycling and footways, and any changes to services during the construction phase.

Site Address

- 3.2 The full address of the site is 11 Rosslyn Hill, London, NW3 5UL.

Development Proposals

- 3.3 As is mentioned in the introduction, the proposal is to retain the existing building with an additional basement and ground floor development

Local Transport Options

- 3.4 In terms of public transport, a total of five day time bus services with high hourly service frequencies operate from stops within 380 metres of the site. The closest of these stops is on Rosslyn Hill immediately to the front of the site.
- 3.5 Bus stops on Rosslyn Hill immediately outside the site serve bus routes 268, C11 and 168 these routes are available from the stop around 150 metres from the site outside the Royal Free Hospital.
- 3.6 A further bus stop to the west of the site on the B160 Winchester Road serves the 212 and W16 bus routes.
- 3.7 A map and details of local bus stops and services in proximity to the site is presented in Figure 2.

- 3.8 The nearest train station to the site is Hampstead Heath National Rail Station which is around 500 metres to the north east of the site; refer to Figure 2. The typical off-peak and on-peak service is four trains per hour in both directions (to Richmond, Stratford and Clapham Junction) throughout most of the day, including Sundays.
- 3.9 In addition to the Hampstead Heath National Rail Station the site is close to Hampstead tube station. Hampstead is on the Edgware branch of the Northern line, between Golders Green and Belsize Park stations. The station is on the boundary between travel card zone 2 and zone 3.
- 3.10 The walk routes to the nearby bus stops and train stations as referenced herein are very direct and straightforward. Footpaths within proximity to the site appear to be well lit, sufficiently wide and in a good state of repair.
- 3.11 A pedestrian crossing is provided to assist safe crossing on Rosslyn Hill immediately outside the site.
- 3.12 TfL's Cycle Guide 14 encompassing the area surrounding the application site has been assessed and it demonstrates that the site is well served by a mixture of signed and un-signed safe cycle routes.
- 3.13 The site is well connected by road. Rosslyn Hill runs directly to the Hampstead Hill to the north of the site which provides quick access to the A406 North Circular and the M1. Details of the routing of construction vehicles will be outlined in detail later in this report.

Parking Constraints

- 3.14 The roads in proximity to the site are within a controlled parking zone (CPZ). The roads surrounding the site are within the controlled parking zone CA-B. The restrictions enforced within this zone are resident permit holders only parking between 9am-6:30pm Monday to Friday and between 9:30am-1pm on Saturday.

- 3.15 A pelican crossing which is immediately adjacent to the site on Rosslyn Hill. Rosslyn Hill is part of TfL's Strategic Road Network.

Site Access

- 3.16 There is single vehicle access to the site; it is proposed to continue to provide the crossover on the site's Rosslyn Hill frontage in order that vehicles can access the site during the demolition and construction stages.

Programme

- 3.18 The scheme project engineers are Alan Baxter & Associates. At the time of writing the current construction programme indicates a construction start date of summer 2015 with the construction forecasted to take 7 month, this excludes the erection of the super structure.

Construction Workers

- 3.19 The tender documentation will specify that all vehicles operated by contractors and their subcontractor must be accommodated on site throughout construction. During construction works the site will provide the requisite off-street parking spaces to avoid overspill parking.

Construction / Delivery Hours

- 3.20 Construction work and deliveries will be within the "Guide for Contractors Working in Camden also referred to as "Camden's Considerate Contractor's Manual" (LB Camden) working hours modified to avoid school travel times as follows:

- 8am to 6pm Mondays to Fridays
- 8am and 1pm Saturdays

- 3.21 No construction works or deliveries will take place on Sundays or Bank or Public Holidays.
- 3.22 Additional measures will be put in place to ensure that sub contractors vehicles and deliveries do not occur during school pick-up and drop-off times. This will take the form of a 'manned barrier' at the entrance to Rosslyn Hill. Should vehicles' arrivals coincide with restricted hours they will be turned away and instructed to return within permitted hours.
- 3.23 Prospective contractors may make alternative proposals at tender stage subject to review by stakeholders and council approval.

Vehicle Access and Vehicle Access Hours

- 3.24 The number of construction trips per day will vary through the 7 month construction programme, and contractors will be required to provide monthly estimates of traffic as part of the tender documentation, and to agree site access arrangements with LB Camden.
- 3.25 It is anticipated that the largest construction vehicles needing to access the site will be rigid two axle roll-on-roll-off skip trucks. An example of this type of vehicle has been used in swept path analysis discussed later. Construction vehicles accessing the site will need to be confirmed at a later date by the appointed contractors.
- 3.26 As requested in TfL's 'Building a better future for freight: Construction Logistics Plans' the project contractors will be expected to:
- Keep construction vehicle trips to the site to a minimum by consolidating deliveries and by using a booking system
 - Restrict peak hour deliveries where possible
 - Use freight operators who are part of Freight Operators Recognition Scheme (FORS) where possible

Routes

- 3.27 To the east of the site Pond Street the B518, runs east-west will be the only route allowed to access the site. Vehicles will be able to exit the site onto Rosslyn Hill or carry straight onto Pond Street.

4.0 DEMOLITION & CONSTRUCTION DETAILS

- 4.1 TfL's Construction Logistics Plan guidance document states that 'the outline CLP should contain a summary of the main logistics issues expected during construction. It must be clear to the planning authority what the developer intends to do'.

Demolition

- 4.2 There are various stages of the demolition and construction.

Site set-up:-

- Lay anti-skid steel road plate over the pavement to protect from muck-away lorries entering the site.

Demolition:-

- Check site for any utilities running through the job-site and liaise with utility companies if required.
- Remove waste from site using muck away lorries between the hours of 08:00 and 18:00.
- Muck-away lorries to approach site from B518 Pond Street across Rosslyn Hill and straight into the site. Lorries will be guided in by a banks man taking into consideration the crossing.
- Lorries to drive straight into the site where they are loaded by diggers.
- Lorries to turn right or left when leaving the site along Rosslyn Hill on the A502 or straight across onto Pond Street.

Site Hoarding:-

- There will be no need for site hoarding as the construction work will take place further into the site.

- 4.3 Further information on the demolition plan including the projected number of daily/weekly vehicle trips associated with the muck-away lorries, the likely timeframe for completion of the demolition stage, and the hours of site

operation will be included in the detailed CLP when a construction company has been instructed.

- 4.4 In terms of the type of vehicles, the contractor expects rigid two axle roll-on-roll-off skip trucks will access the site during the demolition stage to take away waste materials. The key dimensions of the muck-away lorries is as follows:
- Length = 6528mm long
 - Width exc mirrors = 2495mm
 - Height = 2877mm
- 4.5 There are clearly constraints with regards to achieving vehicle access to the site and the contractor is prepared to manage these constraints safely and with as minimal disruption to the free-flow of traffic on the adjoining highway.
- 4.6 Figure 3 of this report presents AutoTrack generated vehicle swept paths of a tipper lorry accessing the site from the east via B518 Pond Street turning within the site and exiting back onto Rosslyn Hill. The tracking over runs an area where a basement will be formed however the proposed construction method is to construct a supported slab and remove soil from below this retaining the turning area.
- 4.7 The vehicle swept paths illustrate that the manoeuvres are achievable with the minimum number of manoeuvres. Banks men (LANTRA or similarly qualified) will be needed to control the flow of vehicle traffic as well as pedestrians whilst the muck-away lorry is in place.
- 4.8 The vehicle tracking diagrams demonstrates that it will not be necessary to suspend any of the nearby parking spaces during the demolition stage.
- 4.9 During the demolition stage vehicles will physically enter the site therefore a wheel-wash facility will be needed. In addition the contractor will assign workers to ensure pavements are cleaned and maintained accordingly throughout the build.

Construction

- 4.10 Detailed information concerning the construction methods and materials used for the new build are not in hand at the time of writing this outline CLP.
- 4.11 Full details including the hours of operation, duration of the construction process, and broad details of day-to-day deliveries of materials and equipment will be provided in the detailed CLP.
- 4.12 A material storage area will be allocated on the site.
- 4.13 Deliveries of construction materials will be made between the hours of 08:00 and 18:00 Monday to Friday and 8am to 1pm on Saturdays so as to minimise disruption to the free flow of traffic on Rosslyn Hill.
- 4.14 As will be the case during the demolition stage, the vehicles will enter the site from Rosslyn Hill during the construction stage. Deliveries of building materials will be transported to the site in a variety of different vehicles with these vehicles driving into the site from Pond Street.
- 4.15 As explained above, further information on day-to-day deliveries of materials and equipment will be provided in the detailed CLP.
- 4.16 Below is a summary of the construction programme for the site:
- Install piles to basements including double basement
 - Excavate to formation level of the basements and provide temporary propping to piled wall (Based on a top down sequence where a supported slab is formed and solid removed from underneath this allowing a turning area as shown to be maintained throughout basement excavation.)
 - Install drainage
 - Install drainage layer and blinding and void former
 - Cast basement slabs

- Excavate to the formation of the double basement, provide propping to walls and repeat steps above
- Construct lining walls and internal columns and walls
- Construct the pool tank
- Cast the basement roof slab
- Reinstate ground levels and landscaping

4.17 All demolition and construction related traffic will be routed to the site via Pond Street the B518.

4.18 The largest delivery vehicle will be a 7.5 tonne panel van.

4.19 Figure 4 of this report illustrates a 7.5 tonne panel van entering and exiting the site. Banks men would be required to control traffic on Rosslyn Hill to assist the driver in safely getting to the position shown on the diagram. For the panel van to safely turn within the site concrete panels will be laid over the underground piles to allow a vehicle to manoeuvre on the site.

4.20 The following chapter sets out preliminary traffic management details.

5.0 TRAFFIC MANAGEMENT

- 5.1 This section assesses how construction traffic will be managed in terms of volume of traffic, type of vehicles, routeing and other material considerations.

Volume & Type of Vehicles

- 5.2 Information on the volume of demolition and construction vehicles including the projected number of daily/weekly vehicle trips associated with the muck-away lorries and delivery lorries etc will be included in the detailed CLP.
- 5.3 As explained in the preceding chapter, the removal of waste from the site using muck-away lorries would be restricted to between 08:00 and 18:00 on weekdays and 08:00 to 13:00 on Saturdays.
- 5.4 The movement of demolition and construction related traffic will be managed so as to cause as minimal disruption as possible to free flowing traffic on Rosslyn Hill, and to local residents and businesses.
- 5.5 Details of the day-to-day deliveries of materials and equipment will be provided at the detailed CLP stage, however it is known at the time of writing this report that the largest construction related vehicles will be rigid roll on roll off skip lorry.

Vehicle Routeing

- 5.6 All demolition and construction related vehicles will be carefully routed so as to minimise disruption on the local and the wider highway network adjoining the site.
- 5.7 As illustrated in the preceding chapter, all large demolition and construction vehicles will need to approach the site from the east via Ponds Street B518 and then exit either to the north or south along Rosslyn Hill. This routeing plan will

be specified to all contractor and sub-contractor companies who will be involved in sending vehicles to the site.

- 5.8 A preliminary demolition/construction vehicle routeing plan is presented in Figure 5 of this report which illustrates the route large vehicles will take when accessing the site. A more detailed vehicle routeing plan could be produced when the locations of suppliers and contractors/sub-contractors depots is known in order that a full routeing strategy can be determined from origin to destination and vice versa.
- 5.9 TfL has produced a 'freight journey planner' tool on its website (<http://freightplanner.tfl.gov.uk/user/freightJourneyPlanner.php>), this tool will be used to ensure that the route vehicles take to and from the site is as efficient as possible whilst avoiding any unsuitable/restricted roads.

Vehicle Call-Up Procedure

- 5.10 It is proposed that the following vehicle call-up procedures will be in place at the development;
- Deliveries will be given set times to arrive.
 - Delivery instructions will be sent to all suppliers and contractors.
 - Trained site staff will assist when delivery vehicles are visiting the site, and parking on the highway adjacent to the site.
 - Banks men will ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are being loaded or unloaded.
 - A risk assessment for site transport safety will be prepared and submitted to the local planning authority.
 - The site telephone number will be given to Suppliers who must confirm site arrival time at least 20 minutes prior to arrival and only to approach site once confirmation that site is clear is received.

- 5.11 The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to / from the site.
- 5.12 Coordination of transport / deliveries and arrivals will be supervised by the site manager to ensure that the loading/collection area is clear of vehicles and materials before any subsequent lorry arrives.
- 5.13 Contractor workers will as far as possible be encouraged to arrive and leave the site by public transport.

Other Material Considerations

- 5.14 In order to ensure the effective and safe management of demolition and construction related vehicles throughout the build programme, the contractor will hire a suitable number of trained and designated banks men.
- 5.15 Banks men will be LANTRA or similarly qualified to carry out the traffic management procedures required during the works.
- 5.16 The contractor and any sub-contractors or other suppliers sending vehicles to and from the site will be members of the Fleet Operator Recognition Scheme (FORS). A brief introduction to FORS is presented below:

Fleet Operator Recognition Scheme (FORS)

FORS is a voluntary scheme set up by TfL. It aims to improve freight delivery in London by providing an industry quality and performance benchmark that encourages best practice. FORS increases professionalism among vehicle and fleet operators. Among the benefits are greater legal compliance, reduced supply chain disruption and improved occupational road safety.

- 5.17 Becoming FORS Bronze accredited means a contractor or subcontractor operating HGVs and/or fleets of vans has reached a set standard in the following areas:

- Drivers and driver management.
- Vehicle maintenance and fleet management.
- Transport operations.
- Supporting policies and procedures.

5.18 Main contractors to the development must show they and their suppliers are committed to safer and more efficient ways of working on site. This includes the use of vehicles. TfL recommends that within 90 days of an awarded contract, all contractors must have registered and gained FORS Bronze accreditation as a minimum standard. A list of FORS Bronze accredited companies can be found at www.fors-online.org.uk

5.19 Online delivery booking and tracking systems are the best way to record vehicle movements to and around a site. They are also a good way of controlling deliveries.

5.20 As is stipulated in TfL's Construction Logistics Plan guidance document, 'the minimum requirement is for the developer to use the free TfL online delivery booking and management system available on TfL's freight webpages'.

5.21 The contractor must also give the planning authority access to the data for monitoring and statistical analysis purposes.

5.22 Finally, a 'Contractor's handbook' will be prepared prior to any works commencing on the site. Copies of the handbook will be sent to all sub-contractors and key personnel on the site.

5.23 A well-planned handbook will support supervisors and managers in making sure the terms and conditions of the CLP are met by everyone working at the site. The handbook should include the following information:

- Communicate the aims and objectives common to all CLPs.
- Clearly explain all site-specific CLP agreements and methods of working.

- Sets out the main contractor's general practices and standards.
- A site map.
- Hours of site opening.
- Details of other related sites such as the consolidation centre.
- Health and safety information.
- The staff travel plan, or advice on how to get this information.
- Main contact details.

6.0 SITE WASTE MANAGEMENT PLAN

6.1 A report produced by the strategic commission in 2008 looked at how better to reuse and recycle construction waste. Below outlines the action plan relating to various areas of the construction process.

- *Demolition – unwanted material arising from the demolition or strip out of an existing structure.*
- *Excavation – unwanted material resulting from excavation activities such as a reduced level dig and site preparation and levelling, and the excavation of foundations, basements, tunnels, and service trenches, typically consisting of soils and stones.*
- *Construction (including refurbishment) – any other unwanted material produced at the construction site, which is not classified as Demolition or Excavation waste. This also includes packaging waste.*

6.2 Good practice waste minimisation & management (WMM) on construction, redevelopment & demolition) projects will help to reduce the vast quantities of construction waste going to landfill every year. More efficient use of materials will make a major contribution to reducing environmental impacts of construction including effects linked to depletion of resources & disposal.

6.3 Key features of Waste Minimisation Management include;

- Demolition – avoid the disposal of as much of the reusable materials as possible & maximise the use of reclaimed materials on site.
- Design solutions – over specification should be avoided & as much as possible should be reused or recycled. The building should be flexible with regards to future adaptations & the materials required.
- Logistics – this includes the use of just in time deliveries & improving the movement of materials to & within from the site alleviating storage & congestion.
- Modern Methods of Construction – improvements in the products & processes used in the construction industry, from innovative components used on site through to whole building systems

manufactured off site. In part this enables waste minimisation in the construction line where there is repeatability in the production line.

- Materials procurement – by ordering the correct amount at the right time surplus material is avoided, storage should be safe & secure to avoid weather damage or theft & take-back schemes should be set up so surplus materials are returned to the supplier rather than being left on site or disposed of.
- Packaging – use materials with minimal packaging & encourage take-back of the packaging or segregate it for re-use.

– Key features of a Site Waste Management Plan include;

- A person is identified as being responsible for the SWMP who may also be given responsibility for compliance with Duty of Care.
- A register is produced on a clearly set out form, of the likely types & quantities to be generated.
- Training is formalised for all personnel on site so waste awareness improves.
- All contractors must sign & agree to the SWMP.

Target recovery & recycling rates for each waste are identified, along with formal measurements to demonstrate compliance with the SWMP.

7.0 DEVELOPING & USING POLICIES

7.1 This section will, upon consent being granted and detailed design having been completed, confirm the proposed work programme and total timescale for the project, giving the duration of each major phase of the construction and the preferred start date.

7.2 Details of policies and procedures to be in place during the construction will be set out in the detailed CLP, including:

- Waste minimisation.
- Use of alternative modes of transport.
- Vehicle renewal replacement.
- Consolidation and/or collaboration and off-site fabrication.

7.3 The following chapter sets out the monitoring, compliance, reporting and review of the CLP throughout the demolition and construction programme.

8.0 MONITORING, COMPLIANCE, REPORTING & REVIEW

- 8.1 This outline CLP has been prepared for submission to the local planning authority, London Borough of Camden, in order to present initial information with regards to the proposed demolition and construction plan for the planned basement at 11 Rosslyn Hill, London, NW3 5UL.
- 8.2 Should the planning application be granted consent then it is expected that the local authority will request that a detailed Construction Management Plan be secured through a condition of consent.
- 8.3 The detailed CLP would need to be submitted to and approved in writing by the local Council prior to the commencement of any demolition or construction on the site. Once approved the CLP will form an enforceable document that the contractor has to adhere to, and would give the Council powers to monitor and enforce if necessary throughout the programme.
- 8.4 A CLP Coordinator will be formally appointed and details of this person will be provided in the detailed CLP report.
- 8.5 The CLP Coordinator will take responsibility for the day-to-day management of the CLP and is the first point of contact for site issues. They will help the development run smoothly by making sure each construction phase complies with the CLP. It is also the Coordinator's job to oversee the effectiveness of the CLP, and prepare regular updates to the planning authority when asked.
- 8.6 It will be the duty of the CLP Coordinator to respond to any questions or queries about the development and put in place any mitigation measures needed to resolve traffic issues connected with the construction work. An example of the duties a Coordinator may need to carry out is illustrated as follows:
- Remind contractors and subcontractors about designated routes to and from the site.

- Check vehicles arriving at site to make sure they meet the developer's safety requirements.
- Manage the delivery booking and scheduling tool that records deliveries

8.7 The planning authority will be responsible for monitoring the CLP, while the developer and their contractor will have responsibility for collecting data according to a schedule agreed between them and the planning authority. The LB Camden will nominate a person to be the contact for ongoing monitoring.

8.8 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.

9.0 CLP MANAGEMENT

- 9.1 The CLP will be managed through the appointment of a CLP Coordinator. As explained in the preceding chapter, a CLP Coordinator will be formally appointed and details of this person will be provided in the detailed CLP report.
- 9.2 At this stage the key contact details and people who have assisted in the preparation of this report is listed as follows:

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