

MALDEN ROAD, KENTISH TOWN

LAND AT MALDEN ROAD, KENTISH TOWN, CAMDEN

OUTLINE CONSTRUCTION MANAGEMENT PLAN – MARCH 2016

1. Introduction

- 1.1 COTTEE Transport Planning (CTP) are instructed to prepare an outline Construction Management Plan (CMP). The purpose of the CMP is to set out objectives in terms of commitment to best practise, details of vehicle routes, access and initial vehicle numbers associated with construction requirements to redevelop the site for residential use.
- 1.2 This outline CMP is subject to planning approval and at the appropriate time once a construction company is appointed, a detailed CMP will be prepared and submitted to Camden Council (CC) and Transport for London (TfL) for their agreement as appropriate.
- 1.3 This CMP has been prepared in accordance with TfL's Construction Logistics Plan Guidance For Developers and TfL's best practise guidance contained within their document entitled 'Building a better future: Construction Logistics Plans'.
- 1.4 The CMP is required in relation to a proposal for 9 residential units.

2. Site Location and Access Arrangements

- 2.1 The site occupies land on the west side of Malden Road to the north of the signal controlled junction with Prince of Wales Road, and shares its boundaries with the Fiddler's Elbow public house and residential property to the south, and residential properties to the north and west. The residential property to the north also includes ground floor commercial / retail premises. Immediately west of the site is a children's play area.
- 2.2 Prince of Wales Road is an east – west distributor road providing access to the A400 (Kentish Town Road) to the east and the A502 (Haverstock Hill) to the west. Kentish Town Road forms part of the Strategic Road Network as identified in the Camden Local Development Framework (LDF).
- 2.3 The site is located within the Camden Council Controlled Parking Zone (CPZ) West Kentish Town CA – L (Outer) with parking restrictions between the hours of 0830 – 1830 Monday – Friday. To the south of the site, Prince of Wales Road forms the northern boundary of the Camden Town NW CPZ which is in operation 0830 – 2300 Monday – Friday and 0930 – 2300 Saturday – Sunday.

Public Transport

- 2.4 The site is well located in regards to public transport. The nearest bus stops are located within 40m of the site on Malden Road and Prince of Wales Road, with further bus services available from stops on

Chalk Farm Road within a 475m walk of the site. A table indicating daytime bus routes and frequencies for services available within the vicinity of the site is provided below:

Service	Route	Midweek Frequency
24	Grosvenor Road – Royal Free Hospital	5 – 8 mins
27	Chiswick Business Park – Chalk Farm Morrisons	6 – 10 mins
31	Bayham Street – White City Bus Station	4 – 8 mins
46	Lancaster Gate Station – St Bartholomew's Hosp	9 – 12 mins
168	Royal Free Hospital – Dunton Road	6 – 9 mins
393	Clapton Pond – Chalk Farm Morrisons	10 – 13 mins

Source - <http://www.tfl.gov.uk/buses>

- 2.5 The 6 bus services operating in the vicinity of the site provide up to 60 buses per hour Monday – Friday, 52 buses per hour on Saturday and 41 buses per hour on Sunday.
- 2.6 Chalk Farm Underground station is within a 360m walk distance to the south west of the site. The station is on the Northern Line with services between Edgware and Morden / Kennington. There are around 23 trains available per hour Monday – Friday.
- 2.7 To the east of the site and within a 330m walk distance, Kentish Town West station provides access to London Overground services. The station is on the line between Clapham Junction / Richmond and Stratford, with around 6 trains per Monday – Friday.

Pedestrians / Cyclists

- 2.8 There are currently pedestrian access points at the north-west and south-west corners of the site. Malden Road has a good standard of footways on both sides of the road. Pedestrian crossing facilities in the vicinity of the site are excellent with traffic signal controlled crossing phases at the adjacent junction and a number of zebra and pedestrian refuge crossings along the length of Malden Road heading north. The site is in a close proximity to a number of shops to the east and north.
- 2.9 Malden Road is identified as a quieter route recommended by other cyclists within the London Cycle Network Guides (LCNG) and has on-street cycle lanes in both directions. There are also advanced stop facilities on all arms of the Malden Road / Prince of Wales Road / Malden Crescent traffic signal controlled junction. The site is well located for cycle use with Malden Crescent and Prince of Wales Road also identified within the LCNG as quieter recommended routes, connecting the site to a signed route to the east on Grafton Road. The site is well located for access to the wider cycle network.

2.10 There are Santander Cycle Hire bikes located to the south of the site with the closest docking station provided on Castlehaven Road, Camden Town with the provision of 25 cycles within a 675m walk distance of the site.

3. CMP Objectives

3.1 CMPs developed through the planning process aim to support sustainable development. This outline CMP and the detailed CMP will therefore seek to achieve the following objectives:

- Demonstrate that construction materials can be delivered, and waste removed, in a safe, efficient and environmentally friendly way;
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during peak periods;
- Help cut congestion on London's roads and ease pressure on the environment;
- Improve the reliability of deliveries to the site; and
- Reduce freight operator's fuel costs.

3.2 This CMP will ensure that construction and servicing to the development can be carried out efficiently whilst, minimising negative impacts on the local highway network; residents; commercial occupiers and the environment within and surrounding the site.

3.3 In accordance with TfL best practice the detailed CMP will demonstrate the following management measures and initiatives:

- Design;
- Procurement Strategy;
- Operational Efficiency;
- Waste Management; and
- Road Trip Reduction.

Design

3.4 Provision will be made within future contractual arrangements relating to:

- The onsite delivery and collection points of each construction phase of the development;
- Swept path analysis showing how freight vehicles will access the site;
- Risk assessment of the loading points.

3.5 Other design factors will include the following:

- Security measures, CCTV, barrier control and advance booking system; and
- Arrangements for special deliveries, such as Abnormal Indivisible and perishable loads.

Procurement Strategy

3.6 The procurement process will identify the contractor's awareness of all vehicle activity within the site, its impacts and appropriate measures to reduce it. This will be undertaken by the site management.

- 3.7 A strategy will demonstrate a commitment to safer, more efficient and more environmentally friendly distribution by contracting operator's registered with a best practice scheme, such as Freight Operator Recognition Scheme (FORS).
- 3.8 Contractors will need to demonstrate that they are able to source items locally or from the same supplier, to reduce the number of deliveries required.

Operational Efficiency

- 3.9 A restriction on peak hour deliveries will be encouraged to avoid non-essential deliveries during these periods. The site location ensures that deliveries will not present a significant impact on the local highway.
- 3.10 A noise abatement strategy will also be in place for out of hours deliveries, whereby service vehicles would be instructed by the management office to turn off their engines once parked within servicing bays, for the duration of servicing activity.

Delivery Plan

- 3.11 The following initiatives will be developed by the contractor:
- A plan informing freight operators where they can legally collect from and deliver to the site; and
 - A vehicle booking / management system will be encouraged for the development.

4. CMP Monitoring and Review

- 4.1 A programme of monitoring and review will be implemented to ensure the objectives of the CMP are being achieved.
- 4.2 The principal contractor will be responsible for the monitoring and review of construction activity to the site. This will provide the opportunity for construction operations and procedures on the site to be reviewed and new management measures to be implemented if necessary to achieve the objectives of the CMP. This information will be made available upon request of the local authority.

5. Phasing, Routing, Parking, Construction Traffic & Scope of Detailed CMP

- 5.1 Construction will likely consist of a number of phases. Details of the construction programme and phasing will be provided within the detailed CMP once a contractor has been appointed as appropriate.
- 5.2 All construction traffic will access the site using principal routes locally.
- 5.3 All deliveries will be pre-arranged and booked as part of the efficient operation of construction work. This will mean that vehicles will not have to wait prior to entering the site.
- 5.4 The construction routes discussed within this CMP avoid using minor roads specifically avoiding residential roads wherever possible.
- 5.5 Large or exceptional loads will be subject to specific guidance and permits, for example through the Construction and Use (C&U) regulations 1986.

5.6 Initial indicative information on potential construction traffic is set out below, however full details will be provided within the detailed CMP.

- Groundworks (16 weeks) – between 2-3 HGVs per day
- Construction (49 weeks) – between 1-2 HGVs per day

5.7 The following is a list of information which will be provided / available as part of the detailed CMP:

- Full construction works programme;
- Access Arrangements;
- Details of on-site parking requirements;
- Hours of operation;
- Detailed vehicle routes;
- Type, number and frequency of construction vehicles for each development phase;
- Parking, loading and unloading arrangements;
- Swept path analysis;
- Special measures to address any site access and exit issues;
- Details of storage for plant and materials;
- Details of Traffic management at each phase of development;
- Details on waste minimisation.

5.8 The above list is not exhaustive and will be reviewed in consultation with TfL and CC by the contractor as part of preparing the detailed CMP.

6. Summary and Conclusions

6.1 This outline CMP has been prepared in support of the planning application for redevelopment of land at Malden Road, Kentish Town, London.

6.2 This document has been prepared in accordance with TfL best practice and CMP guidance documents. The document outlines the key considerations and best practice that will be developed further as part of a detailed CMP which will be completed by the appointed contractor subject to planning permission being granted.

6.3 It is considered that the above demonstrates key commitments, objectives and best practice in managing, planning and ensuring construction site efficiencies and therefore meets TfL's requirement for a CMP to be prepared as part of the planning process.