

# Construction Management Plan

pro forma v2.1

Parliament Hill, William Ellis & LaSwap Re-development

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
09/05/2016	1	Riona Magennis

## Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Produced by
26/07/2016		Odyssey Markides

Drawing 16-171-101: Local Highway Network,

Drawing 16-171-004: HGV Access to the Site

Drawing 16-171-005: HGV Egress from the site

Drawing 16-171-102: 19m Mobile Crane Swept Path Analysis PHE

Drawing 16-171-103: 15.4m Articulated Lorry Tracking PHE

Drawing 16-171-111: Large Tipper Truck WES

Drawing 16-171-113: 15.4m Articulated Lorry Tracking PHE

Drawing 16-171-114: 10m Large Tipper PHE

Appendix A – Utilities Summary

Appendix B – Site Logistics Plan

Appendix C - Proposed Hoarding

Appendix D – Noise Survey

Appendix E - Questions 36-38 Dust and Emissions Air Quality Report

Appendix F – Pest Control Report

Appendix G – Asbestos Surveys

Appendix H - Farrans Construction Associate CCS Membership

# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance ([CPG](#) [6: Amenity](#) and [CPG](#) [8: Planning Obligations](#)).

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

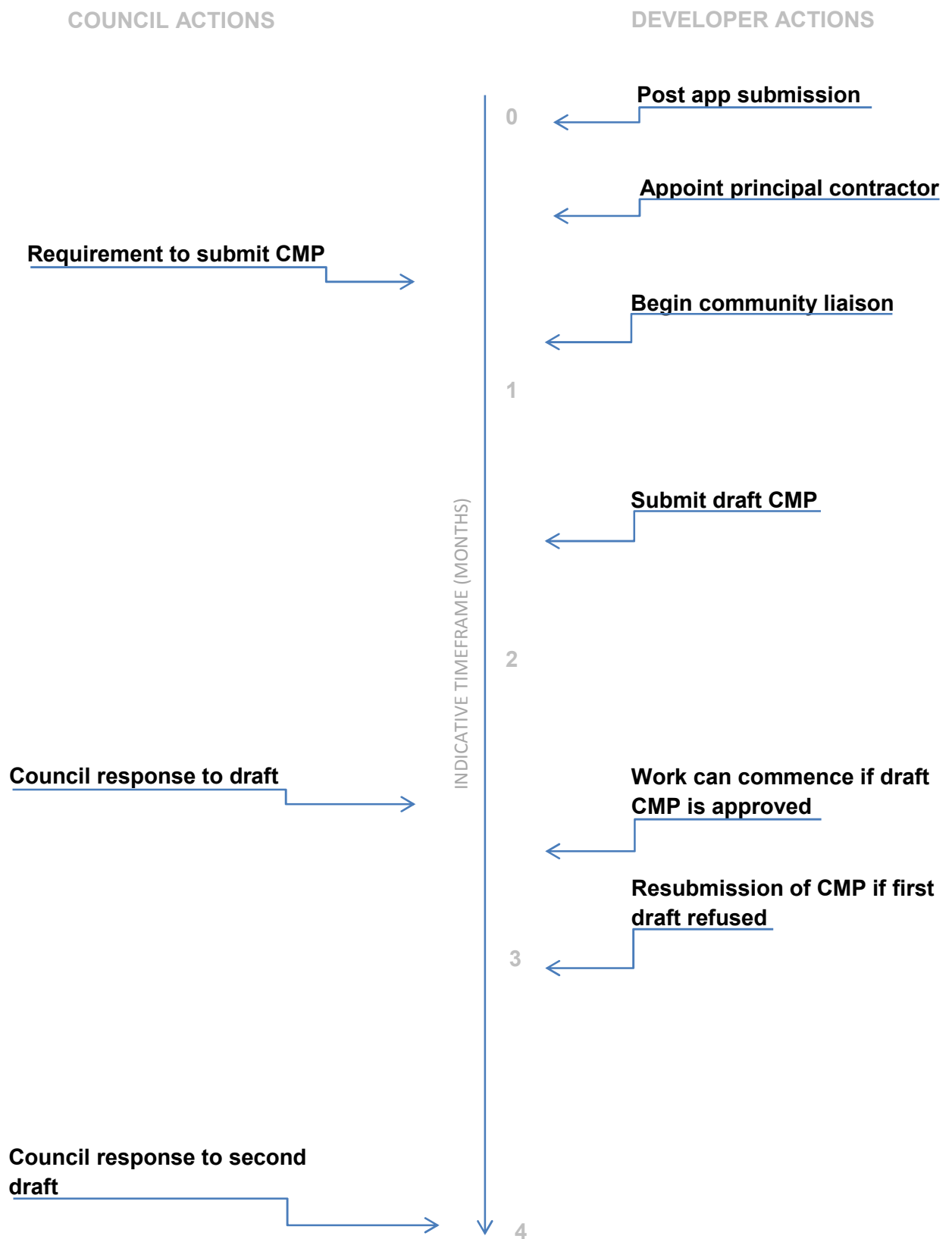
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

# Timeframe



# Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: Parliament Hill School, Highgate Road, London, NW5 1RL

Planning ref: 2014/7683/P

Type of CMP: Major Sites Framework - Planning Condition Number 28

2. Please provide contact details for the person responsible for submitting the CMP.

Name: Ríona Magennis

Address: Farrans Construction, 99 Kingsway, Dunmurry, Belfast BT17 9NU

Email: [rmagennis@farrans.com](mailto:rmagennis@farrans.com)

Phone: 07867 521240

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Kai Barnes

Address: Farrans Construction, 99 Kingsway, Dunmurry, Belfast BT17 9NU

Email: [kbarnes@farrans.com](mailto:kbarnes@farrans.com)

Phone: 07710379754



4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

**Camden Officer – CIP Officer**

Name: Genny Fernandes

Address: Camden Council, 5PS, Kings Cross, London

Email: Fernandes, Genny <Genny.Fernandes@camden.gov.uk>

Phone: 020 7974 8517

**Main Contractor Community Engagement Manager**

Name: Brigid McGuigan

Address: Farrans Construction, 99 Kingsway, Dunmurry, Belfast BT17 9NU

Email: bmcguigan@farrans.com

Phone: 07901 711131

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Glenn Gilmore (Contracts Manager)

Address: Farrans Construction, 99 Kingsway, Dunmurry, Belfast BT17 9NU

Email: ggilmore@farrans.com

Phone: 07771 964149

# Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

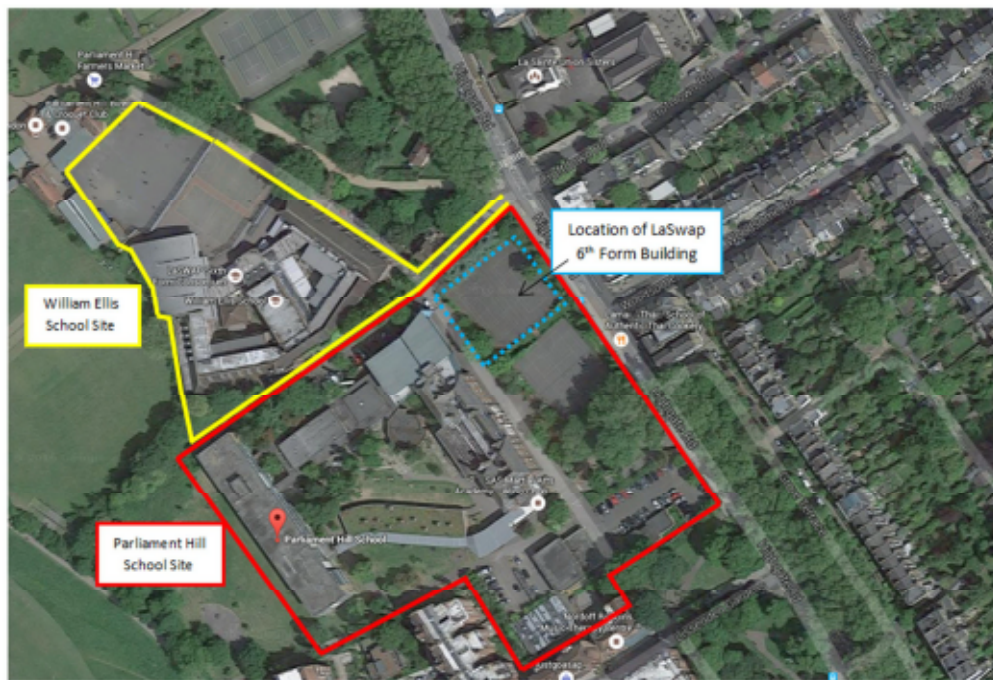


Photo 1 – Outline Plan of Site showing Parliament Hill, William Ellis & Location of the LaSwap 6<sup>th</sup> Form Building

The proposed development will be part New Build and part Remodelling and Refurbishment of PHS and WES, along with the development of a new building for the LaSwap sixth form consortium on PHS's site. The redevelopment is funded under the London Borough of Camden's (LBC) Community Investment Programme (CIP).

Parliament Hill School is a 6FE all girls community school located between Highgate Road and Hampstead Heath in the London Borough of Camden. There are 900 students in years 7-11 and 365 students in years 12-13. William Ellis School lies adjacent to PHS and is a 4FE, voluntary-aided, non-denominational comprehensive school for boys. There are 600 students in years 7-11 and 250 students in yrs 12-13. Both of the Schools are part of the LaSwap sixth form consortium, which also includes La Sainte Union School and Acland Burghley School.

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

Parliament Hill School is a local authority-maintained secondary school, serving girls aged 11-16 years. William Ellis School is a Voluntary-Aided secondary school supported by a charitable foundation and teaches boys aged 11-16. The schools have a joint co-educational sixth form which operates as part of the La Swap sixth form consortium in Camden, in partnership with La Sainte Union and Acland Burghley. Together Parliament Hill and William Ellis cater for a total of 2160 students in the Highgate community with the majority of families living within a mile of the site.

Parliament Hill and William Ellis Schools consist of buildings dating from 1906 to more recent 21st century additions. Improvements to both sites are required not only for maintenance of the fabric of the buildings, but also to ensure adequate accommodation is available to meet the changing needs of the secondary curriculum. The school buildings on this site are a key contributor to the success of the educational provision in the Highgate community and while they still facilitate good standards of teaching and learning, they do not represent an educational environment fit for the developing curriculum.

New build elements of the scheme include:

- New 1 Storey LaSwap 6<sup>th</sup> Form Building
- New 3 Storey PHS Ribbon Building which will include a link onto the Morant Existing Building in the location of their existing courtyard building
- New 2 Storey William Ellis Extension
- New 1 Storey Dining Hall on PHS site in the location of their existing dining hall

Planning permission for the project was granted in June 2015 under the reference of **2014/7683/P**.

Demolitions are due to occur in the Summer 2016 in order to accommodate construction to commence September 2016 (Programme to be confirmed)

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

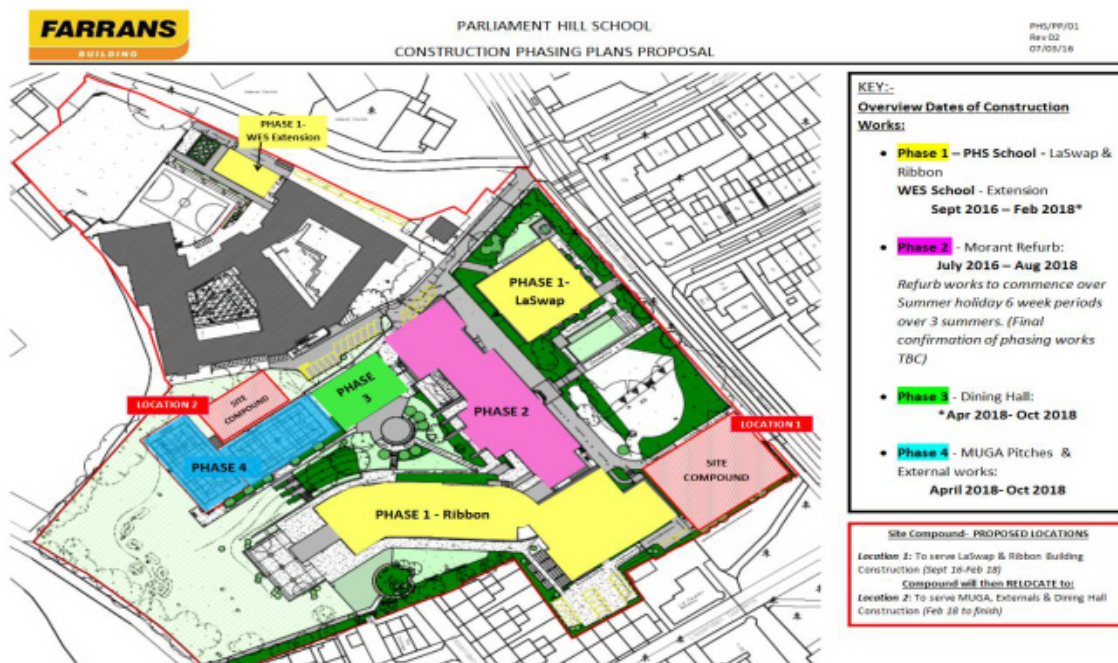
Residents and or/businesses of:

- Lissenden Gardens
- Clevedon Mansions
- Grove Terrace
- Highgate Road (opposite the site)

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Please see attached **Drawing 16-171-101**

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).



11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

Confirmed.

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

Please refer to **Appendix A**

# Community Liaison

**A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.**

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

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## Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

**The Council can advise on this if necessary.**

## 13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP.**

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

1. **Monday 13<sup>th</sup> June 2016**: 6-7pm, Town Hall Committee Room 3 – Briefing to Ward Councillors Sally Gimson, Sian Berry & Oliver Lewis.
2. **Monday 20<sup>th</sup> June 2016**, 5-7pm, Parliament Hill School – Information Event - Community Drop In Night – organised by Camden Council to highlight the changes of the scheme from the previous planning approval through the use of an MMA and discussion of enabling works of the site including Demolition, temporary car parks and site works. 350 local residents invited from Lissenden Gardens and Dartmouth Park CA. approx.. attendance 20.

2 attendees from Farrans Construction detailed out the main changes to the scheme but also discussed construction management issues and these were illustrated on A1 boards. List of local residents that received the invite can be found by contacting London Borough of Camden (LBC). GSS Architecture were also present to discuss design elements of the scheme.

Camden council recorded the names & addresses of all those who attended. Representatives from Camden Council at this meeting were:

- Tim Rushforth – Project Manager
  - Kate Cornwall Jones – Senior Development Manager
  - Louise Trewavas- Project & Stakeholder Engagement
3. **Wednesday 22<sup>nd</sup> June 2016, 4-6pm**, Hampstead Heath, Bob Warnock & Declan Gallagher to discuss scheme in general, their involvement in liaison group and arrangements around temporary staff car parking in the Lido Car park which has now been agreed by LBC.

#### 14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

Once Farrans Construction are in contract for the works, a newsletter/letter drop will take place highlighting key start dates, site managers details and also details of our community engagement team. This will include photo, email and telephone details of each member of staff involved for this aspect of the project. The newsletter will be updated and distributed on a regular basis informing the local residents of any upcoming key/major construction activities and the timeframe in which they expected to last.

On the front of the hoarding, the site managers details including name and phone number will also be erected during the duration of the works.

##### LBC Input:

1. The need to form a joint Contractor/Community Liaison Group (CCLG) has been widely discussed and most recently agreed at the School Governor Steering Group meeting on 14<sup>th</sup> July 2016.
2. It has been agreed that this meeting will be inaugurated as soon as a start date for demolition has been set with the main Contractor, and that the first meeting will take place before any demolition starts on site.
3. The meetings will run on a regular basis, at approximate intervals of one month, and at the agreement of all attendees.
4. The meetings will be held at Parliament Hill School, and at a time of day that enables the greatest ease of attendance by all members.
5. The Group will be made up of the following – 1) representatives from both Parliament Hill School and William Ellis School, 2) representatives from Camden's Project Team, who will Chair and minute the meetings, 3) local Ward Councillors, 4) representatives from Hampstead Heath, 5) representatives from Lissenden Gardens Residents' Association, 6) representatives from Dartmouth Park CA Residents' Association, 7) representatives from the Main Contractor.



## 15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

Farrans will enrol this scheme in the CCS and measures will be put in place to follow the initiatives set out by this scheme. Farrans are currently an 'Associate Member' of the Considerate Constructors Scheme with other schemes achieving Beyond Compliance. See below more information on our current status & what our CEM will carry out:

The scheme's registration certificate will be sent to LBC when the scheme is registered. Currently Farrans Construction do not have a firm start date so the project will only be registered when Farrans start on site. Appendix H shows the associate membership level that Farrans hold.

## 16 Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

Council to Advise

# Transport

**This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.**

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.**

## CLOCS Considerations

17. Name of Principal contractor:

Farrans Construction trading as a division of Northstone (NI) Ltd

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

Requirement to abide by the CLOCS Standard will be a pre-requisite for all contractors and suppliers as confirmed by Steve Cardno, LBC on 1<sup>st</sup> August 2016. Farrans will appoint a CLOCS champion and will responsible for setting up and monitoring the CLOCS standard via the use of the CLOCS manager tool for this site.

Audits will be carried out by the CLOCS champion to demonstrate compliance as per the guidelines set in the CLOCS guide managing driver training and licensing.

**Camden to send through guidelines/advice on CLOCS.**

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Confirmed

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

**20. Traffic routing:** *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.”* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](#) (TLRN).

Please refer to **Drawing 16-171-005A** and **Drawing 16-171-004A** for proposed Heavy Goods Vehicle access and egress routes at the site and wider highway network.

b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

All major deliveries will be managed and co-ordinated by key members of our site team. Weekly Delivery Schedules will be agreed with Supply Chain to ensure main routes do not become congested with 'waiting' vehicles. The delivery schedules will take account of peak traffic times on and around the site and delivery times will need to be limited to ensure deliveries do not arrive at school day start & end times. Traffic marshals will control the movement of lorries in and around the site

Delivery restrictions will be implemented to account for the start/end of the school day to minimise interfaces with pupils entering/leaving school. Deliveries will not be allowed to enter site **during term time** from:

- 8.15am to 9am
- 3.00pm to 3.30pm

**All deliveries will be given prior notification of the time restrictions when an order/delivery is scheduled during term time. Any delivery that arrives within the above hours will be sent away. During our market test, this has also been highlighted in all packages sent out for pricing.**

**21. Control of site traffic, particularly at peak hours:** *"Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries" (P20, 3.4.6)*

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

It is anticipated that the following vehicles would be utilised during all phases of the construction works:

- Small skip lorry – 6.26m in length;
- Concrete mixer – 8.36m in length;
- Rigid truck – 13.5m in length;
- Large tipper – 10.2m in length;
- Low Loader -17.9m in length;

Demolition Phase vehicles:

- Large Tipper - crushed material

Piling:

- Low Loader (piling rig delivery- 17.9m in length)

Cranage:

- Mobile Crane – LaSwap Modular Build – 19.0m in length
- Mobile Crane(s) to erect Luffing/Tower Cranes.

It is reasonably assumed that the maximum number of heavy vehicles would not exceed 15 HGVs per day during the peak periods of the construction phase. These vehicles would include tipper-type vehicles, delivery and concrete mixer trucks. The number of heavy vehicles accessing the site is expected to be considerably less during the demolition and fit out phases.

In view of the strict management of construction vehicle activity at the site it is considered unlikely that more than one large vehicle would access the site simultaneously. Site management will detail out delivery slots to all subcontractors/suppliers once on site. Vehicles/suppliers will need to adhere to the delivery slots given. This will be detailed out and forecasted deliveries will be scheduled in.

b. Please provide details of other developments in the local area or on the route.

Mixed Use Residential Development: Swains Lane junction with Highgate Road planning reference 2013/6674/P

**Council to advise on others**

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Pre-arranged delivery times will be set by the site manager and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any one time. The site manager will detail out weekly deliveries so all the site team are aware of what will be arriving. The above requirement will form part of all contract documentation with suppliers. In view of the above procedure, no 'wider' off-site vehicle holding areas are proposed in association with the proposed works. It has previously been discussed that the site will make sufficient/ suitable provision in the event that more than one (large) vehicle simultaneously attends. This situation is however not expected to regularly occur owing to strict management of arrivals. Fully trained and competent Traffic Marshalls (TM's) will be in attendance at all times to coordinate deliveries. Traffic Marshalls will be instructed to turn away any un-scheduled delivery, with follow-up contact by the logistics manager to the delivery company involved to ensure adherence to contracts.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Please review the answer at 21e).

It is highly likely than no holding areas are required throughout the duration of the construction period. However if this situation changes the Council will be notified immediately.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

The site manager, and by delegation the site foreman, will take ownership of the final/ approved CMP and will ultimately be responsible for implementing the measures set out therein. The Contractor will contact Camden Highways Officers prior to commencement of works to agree any final matters relating to the Construction Management strategy.

*Vehicle Call Up Procedure/ Vehicle Holding Areas*

Pre-arranged delivery times will be set by the site manager and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any one time. The above requirement will form part of all contract documentation with suppliers. In view of the above procedure, no 'wider' off-site vehicle holding areas are proposed in association with the proposed works.

*Co-ordination with Other Construction Activity*

The site manager will liaise with Camden council officers when notified of other local construction activity for the purpose of liaising with those sites on matters relating to construction activity (including vehicle movements). Camden Council should inform the Site Manager of any other construction activity in the vicinity of the site.

*Co-ordination with Domestic Waste Collections*

The LB Camden's website states that domestic rubbish and recycling collection activity in the vicinity of the site takes place on Mondays. The Contractor, all sub-contractors and suppliers will be made aware of the existing collection activity and will ensure that waste collection vehicles are not unduly obstructed by the construction works. To this end, priority will be given by banksmen to waste collection vehicles where relevant.

*Wheel Washing*

A wheel washing facility will, in accordance with good practice, be provided at the site for use throughout the construction period. Any mud or debris that might find their way onto the public highways will be removed by a dedicated member of the Contractor's staff.