**Feedback Template**

**Site:** **225 Kentish Town Road, London,NW5 2JU**

**Planning number:** **2017/4649/P**

**Date: 01st April 2019**

**Revision:**

Link to CMP: [https://portal-sharepoint.lbcamden.net/teams/IAG/CMPCommentsSheets/KPM%20Construction%20225%20Kentish%20Town%20Road%20NW5%202JU%20C\_1ra37mip.msg](https://portal-sharepoint.lbcamden.net/teams/IAG/CMPCommentsSheets/KPM%20Construction%20225%20Kentish%20Town%20Road%20NW5%202JU%20C_1ra37mip.msg%20)

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| **Community Liaison** | |
| **Question** | **Comments** |
|  | Consultation should have taken place prior to the submission of this CMP, as is yet to take place. Residents should be allowed 14 days to respond to the CMP once the letter drop has taken place. A letter drop was completed Friday 15th of March including an email to the local ward councillor, The CMP Draft B with amendments from the consultation was submitted to the London Borough of Camden on the 1st of April 2019. Details provided within ‘’CONSTRUCTION MANAGEMENT PLAN - COMMUNITY CONSULTATION 225 KENTISH TOWN ROAD’’ submitted as part of the CMP Draft submitted 1st of April 2019. |

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| **Transport: CLOCS** | |
| **Question** | **Comments** |
| Q13 | Please include detail that relates specifically to the requirement that all drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts. As per the CMP Draft B Question 15.a submitted vehicles over 3.5t will not be accepted for deliveries due to the area for loading/un-loading. Question 13 updated to include restriction of 3.5T vehicles.    Operators must be FORS accredited. FORS Silver operators should already be compliant with CLOCS. Where accredited to FORS Bronze level, written assurances must be sought that ensure that the above requirements are met. CMP Draft C updated to meet requirements outlined above, all purchase orders & sub-contract orders updated for associated project to reflect requirements. |

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| **Transport: Obs** | |
| **Question** | **Comments** |
|  | General point. It appears that an outdated version of the Council’s CMP pro-forma has been used.  Q11. Evidence of registration with the considerate constructors’ scheme is required. Considerate Constructors scheme site reference number included within CMP Draft C  Q14a. Please note that Anglers Lane is a one-way street and construction vehicles would not be able to enter from Kentish Town Road. Construction vehicles would need to enter Anglers Lane from Prince of Wales Road. Question 14a. update to note one-way street and direct traffic accordingly.  Q15a. Please see comments against Q14a. Question 15 updated to note one-way street along anglers lane.  Q15a. Construction vehicle movements will need to be scheduled to take place between 0930 and 1530 on Monday to Friday and between 0800 and 1300 hours on Saturdays. Question 15a updated to include times listed which will be noted on all purchase orders.  Q16. It is unclear how materials will be transferred between the vehicle delivery area on Raglan Street and the site (and vice versa). This should be discussed in the CMP. Question 16 updated to confirm details of transport of materials.  Q18. The scaffolding diagram suggests that the footway width would be narrowed to only 1,350 mm. This is extremely narrow for a busy town centre location directly adjacent to a pedestrian crossing. This raises serious concerns about pedestrian congestion and safety. The contractor should consider an alternative solution which maintains at least 1,800 mm of footway width for pedestrians (e.g. scaffold gantry across the entire footway). Noted, Pedestrians can pass underneath the scaffolding which allows a free passing width of 2000mm of the footway.  Q18. The scaffolding should include signs to say that LIDL remains open for business (as per the CMP consultation). Lidl confirmed they did not have issue with the scaffolding as it does not project over their building line or protrude over their signage after reviewing the scaffold drawing as discussed as part of the CMP consultation. Once the scaffold is erected signage will be reviewed and a Lidl sign can be installed if deemed necessary. We have agreed to install a Chestertons open as usual sign as part of CMP consultation.  Q18. The CMP should discuss the location where scaffolding is to be loaded and unloaded from. It is unclear if scaffolding will be transferred between the vehicle delivery area on Raglan Street and the site (and vice versa). This cannot take place from Kentish Town Road due to the pedestrian crossing and loading and unloading restrictions. Details added to Question 18.  General point. The public highway in the general vicinity of the site will need to be kept in a clean and tidy condition at all times. Noted, Comment added to Question 15a & Question 16. Tools box talks on maintaining the cleanness of the public highway and site entrance to be undertaken regularly on-site by the site manager. |

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| **Transport: Highways** | |
| **Question** | **Comments** |
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| **Transport: Parking** | |
| **Question** | **Comments** |
|  | None - jsm |

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| **Environmental Health** | |
| **Question** | **Comments** |
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| **Environmental Health: Sustainability** | |
| **Question** | **Comments** |
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