

Construction Management and Logistics Plan

Extension and change of use of existing building

Raglan House, 1 Raglan Street

London NW5 3DB

Raglan House Limited

16 September 2019

CHASSAY
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Introduction

This is a proposal for the site known as Raglan House, 1 Raglan Street, Kentish Town, London NW5 3DB.

The proposed works include extension and change of use of existing day centre (Use Class D1) to create 6 (3 x 2 bed and 3 x 3-bed) residential dwellings (Use Class C3) comprising the demolition of the existing first floor conservatory and new first floor extension; two storey extension onto Anglers Lane; conversion and extension of the roof space including introduction of new dormer windows in the front and rear elevations; insertion of new doorways at ground floor level and associated minor alterations to the railings.

The original building was constructed in 1937 for St Pancras Borough Council to provide a mother and baby clinic/ward and was then converted to a care services facility in the 1970s. The building has undergone a number of alterations and extensions to meet the varying needs of the different uses of the building overtime.

The access to the site is approached from Holmes Road to Raglan Street or via Princes of Wales Road and Anglers Lane to Raglan Street.

This Construction Management & Logistics Plan (CMLP) is designed to minimise the impact of the proposed construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The agreed contents of the CMLP must be complied with unless otherwise agreed with the council. The Project Manager shall work with the council to review the CMLP should any problems arise in relation to the construction of the development.

Any future revised plan must be approved by the council and complied with thereafter.

Planning for construction is necessarily broad at this stage, and may be subject to modification during the detailed construction design stage. For this reason, the construction in the preliminary construction programme is based on experience in relation to other development sites of a similar size and nature, and the best judgement of the construction experts.

Section 2 Programme of Works

It is anticipated that the development programme duration is:

Enabling Works & Demolition

- Start date: To be confirmed
- Duration: 6 weeks
- Completion date: To be confirmed

Main Contract Works

- Start date: To be confirmed
- Duration: 52 weeks
- Completion date: To be confirmed

Section 3 Hours of Works

It is anticipated that the core working hours for demolition and construction will be as set out below:

Monday to Friday :	0800 to 1800 hours
Saturdays :	0800 to 1300 hours
Sundays or Public Holidays :	No Working

Banksman will also be provided during the course of the project to ensure that all construction or delivery vehicles is maintained and prevented at all time from causing obstructions. He will also be responsible for the coordination and control of all aspects of material deliveries and movement.

Section 4 Size of Vehicles

Consideration has been given to the types of delivery vehicles that are likely to be used during the construction works to deliver materials to and from the site. These include:

- Skip lorries, these will include roll on/roll off skips for demolition and removal of debris (approximate size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approximate size 7m long and 2.4m wide).
- Ready mix concrete lorries (approximate size 8.25m long and 2.5m wide)
- Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks and blocks, timber, roofing materials, plasterboard, joinery, etc. (approximate size 8.5m long and 2.45m long)
- Articulated lorries, for delivery of pre-cast concrete units and other large components.

The projected vehicle movements are approximately 5 per day during the enabling works and 15-20 per day during the main contract works period.

Section 5 Access Arrangements for Vehicles

The access routes to and from the development site will be agreed with Camden Council prior to initiation of the construction programme. It is anticipated that the strategic road network will be used as far as possible for this purpose.

The only main access road will be Raglan Street on a two ways traffic system entering from Holmes Road or Anglers Lane and exiting to Kentish Town Road. It is anticipated that most construction and delivery vehicles are achievable from the Holmes Road to Raglan Street and this will be coordinated to avoid the AM and PM peak periods. There are no known other major developments in the area or on route that are likely to affect the traffic volumes in the vicinity of the site.

Loading and unloading of materials and equipment will occur at the front of the site.

All construction and delivery vehicles will get to the site under guides of banksman from Holmes Road then into the site. Vehicles will exit the site towards Anglers Lane and come off Kentish Town Road (A400).

To further minimise the likelihood of congestion, strict monitoring and control of all vehicles entering Raglan Street will be maintained including:

- The setting of specific delivery dates and collection times, where feasible;
- Consolidation of deliveries where feasible;
- A system of 'just in time' deliveries;
- The requirement for authorisation when visiting the site via vehicles; and
- Pedestrian access around the site perimeter will be safely maintained.

It is not anticipated that any obstruction of pedestrian movements will take place other than during access or egress from the site of delivery vehicles, in which case a banksman will be dedicated to managing pedestrian movements during this process, ensuring the pedestrians are held until safe passage in front of the site entrance gates is available.

Section 6 Storage of Plant and Materials

There will be no storage of plant or materials on any area of the public highway. On site storage will be limited. Scheduling and programming of materials delivery will reduce the amount of storage.

Fixed plant and machinery equipment and temporary offices will be located to limit environmental impacts, as far as reasonably practicable and having due regard to neighbouring accommodation as far as allowed by the constraints of the site.

The following actions will be implemented to ensure that the site is well maintained and to reduce the risk of injury:

- When not in use, Plant will be stored and secured to ensure no unauthorised use. Where necessary, keys will be kept in a secure place by the Site Manager
- All Plant to be stored securely on site and not on Public Highway
- Only trained and competent people to use plant
- When in use, all vehicular plant to adhere to traffic management plan
- All materials deliveries to be within prescribed work hours (See Section 3)
- When necessary, a banksman will monitor deliveries on Public Highway
- All materials to be stored and contained within the site boundary
- Where necessary and appropriate, materials to be stored in lockable containers
- Where appropriate, no materials to be left out at the end of the day
- Wherever possible, waste construction materials will be re-cycled

Section 7 Hoardings

As far as reasonably practicable the visual intrusion of construction site on nearby residents and user of local facilities and amenities will be contained and limited.

The hoardings will be in accordance with the following principles:

- The standard hoarding will be of suitable height, generally plywood faced timber framed hoarding suitably painted in red.
- The hoarding will be increased in height and possibly altered in form to enhance acoustic or visual considerations for specific locations.
- Suitable measures will be used for tree protection if necessary.
- Where reasonable practicable existing walls, fences, hedges and earth banks will be retained.
- Notices will be displayed on all site boundaries to warn of hazards on site such as deep excavations, construction access, etc.
- Appropriate sight lines/visibility displays will be maintained to ensure safety of both vehicles and pedestrians.

Section 8 Lighting

Residents and other sensitive receptors that may experience a nuisance by light. Where appropriate, measures will be implemented to reduce obtrusive light.

Where possible a daylight only construction schedule will be adopted to minimise adverse lighting. It is unavoidable that construction works may require work during the hours of darkness in consideration of shorter daylight availability during winter months.

Where appropriate the following measures will be considered for implementation:

- Dim or switch off lights where it is safe to do so
- Use specifically designed equipment
- Position lights sensibly

Section 9 Waste Management

We will implement two systems for the removal of waste on the site;

- A system of central rubbish skips, which will be removed from site on a regular basis.
- Trade Contractors will provide smaller wheeled bins for use at the workstation. They will be required to deposit their rubbish utilising the smaller bins to transport rubbish from the work place to the central skips.

A separate waste management company may be employed to remove rubbish from site and to sort and recycle waste using their own licensed waste transfer station facilities.

Section 10 Dust and Debris

The site will be kept clean and tidy at all times and in accordance with any statutory requirements. Vehicle wheels will be checked on exiting the site area to ensure their cleanliness.

Dust caused by work and demolitions in particular will be suppressed by use of sprayed water and during sweeping up of the work areas water will also be used to suppress dust.

The access roads and pavement surrounding the site will be kept clear of materials and waste and regularly swept clean.

Overall it is not anticipated that this project will generate significant dust other than during the demolition of the existing building.

We will use temporary dust screens and debris netting wherever possible to ensure that dust contamination is kept to an absolute minimum. This will be monitored by the Project Manager at all times.

We will have a banksman on site at all times to oversee vehicle arrival and exits with a broom and shovel, we will have a road sweeper to ensure that in the event of any materials getting onto the access road they are removed immediately.

In addition, we will insist on any and all excavated material being taken from site will be fully sheeted before transporting to prevent accidental deposits of any mud en route to waste management facilities.

Section 11 Health and Safety

During the Pre-commencement phases of the project, a Health and Safety Officer will be appointed to supervise all Health and Safety issues, and a full risk analysis will be undertaken to ensure safe means of access will be provided at all times, safe construction operations are adopted and proper health and welfare facilities are included on-site.

Emergency arrangements and fire plan will be designed and implemented and updated as works progress. We will have segregated emergency assembly points and will operate a management system for monitoring the safety systems and inspections. Emergency services have access from the access road from Camden Mews.

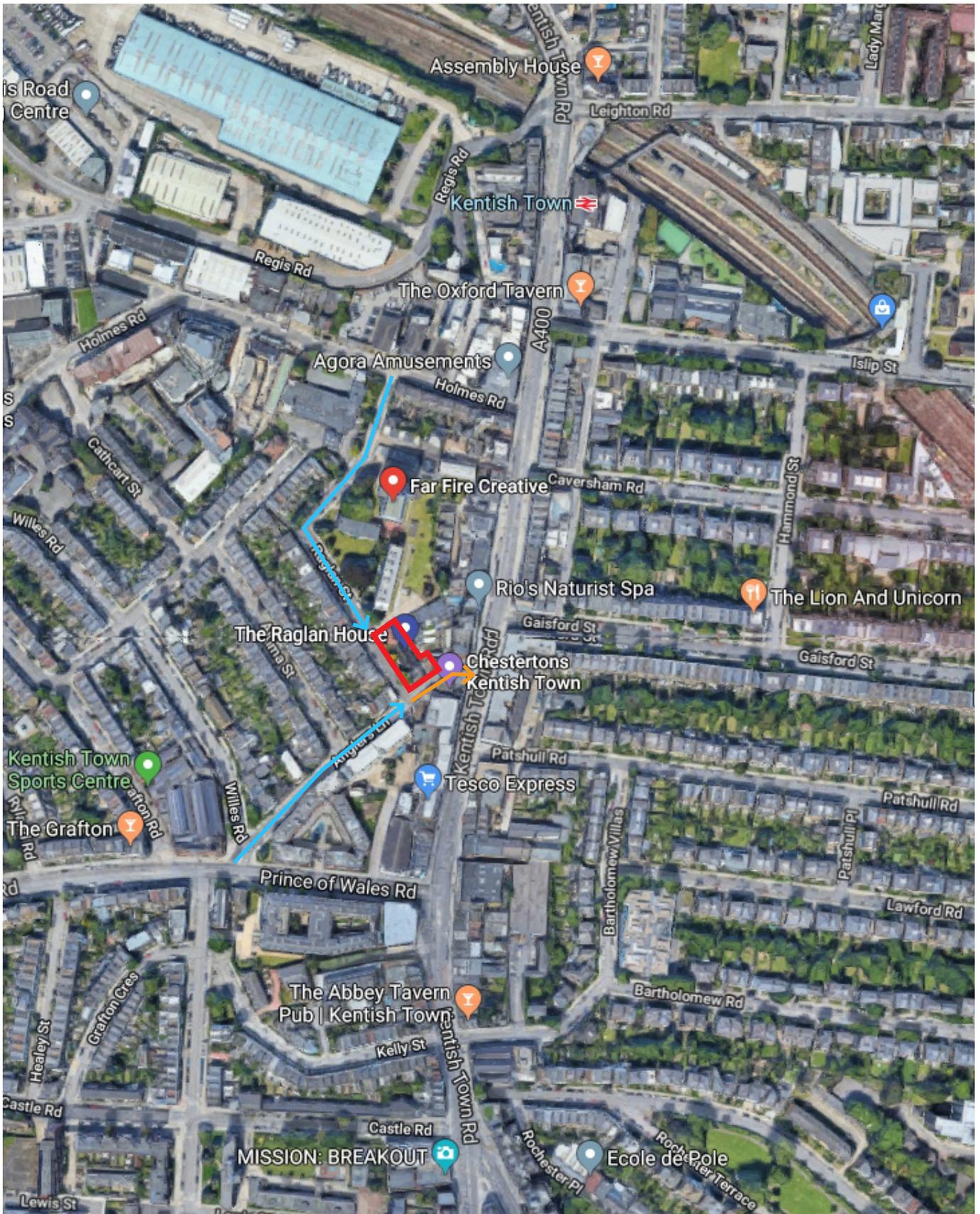
All sites are subject to independent site safety checks, inspection and reports by our independent site safety inspectors and advisors.

Section 12 Site Security

Site security will be coordinated by the contractor and Project Manager and will ensure the site will remain secure at all times.

The entrance gates to the site will be closed during all operations and padlocked and chained up at the close of works each day.

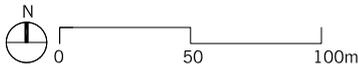
Workers on site will be encouraged to adhere to a non smoking environment but smoking shelters will be provided. Bad language or shouting of any sort will not be tolerated and any reports of this would be dealt with immediately.



The Site

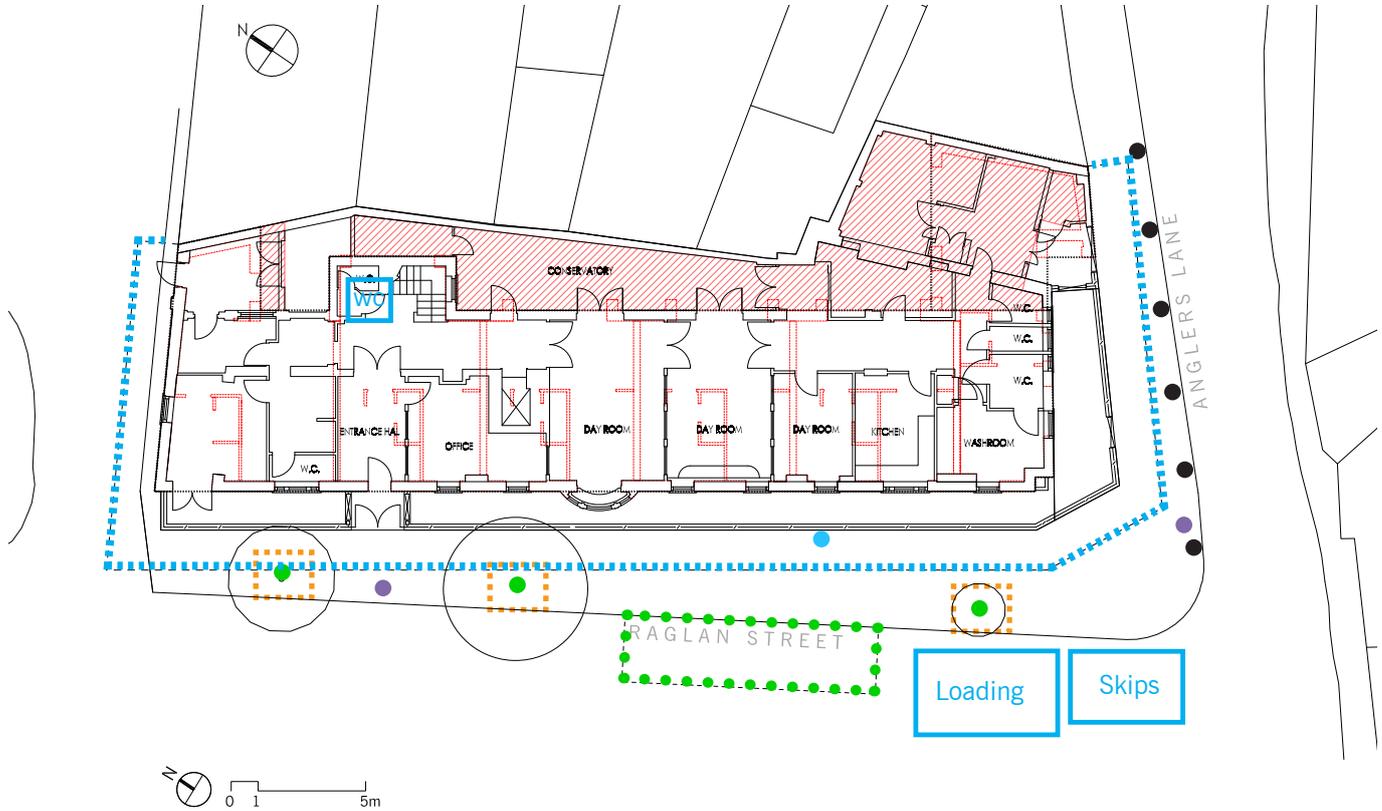
→ Traffic IN

→ Traffic OUT



Site Logistics Plan - Demolition Phase -

Raglan House, 1 Raglan Street, Kentish Town
London NW5 3DB

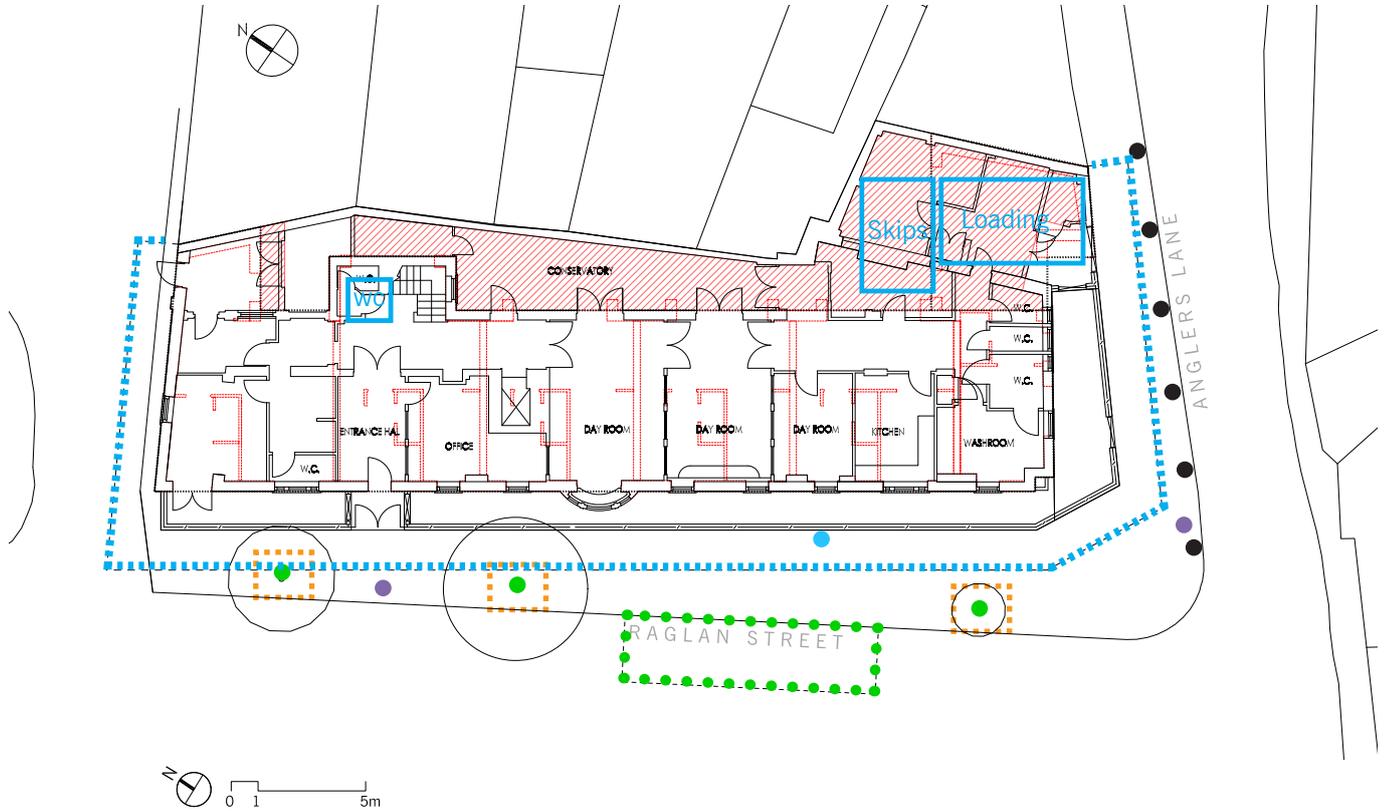


Key

- The Site
- Proposed Development
- Hoarding Line
- Tree Protection
- Existing Trees
- Existing Lamp Post
- Existing Signage Post
- Existing Bollard
- Existing Covered Cycle Storage
- Existing Building to be Demolished
- Existing Building to be Retained

Site Logistics Plan - Conversion & Extension Phase -

Raglan House, 1 Raglan Street, Kentish Town
 London NW5 3DB



Key

- The Site
- Proposed Development
- Hoarding Line
- Tree Protection
- Existing Trees
- Existing Lamp Post
- Existing Signage Post
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- Existing Building to be Demolished
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