

Construction Management Plan

pro forma

Raglan House
1 Raglan Street
NW5 3DB
October 2020

VERSION 4

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
18/03/20	1	GUNN ASSOCIATES ARCHITECTS LTD
21/10/20	2	GUNN ASSOCIATES ARCHITECTS LTD
22/10/20	3	GUNN ASSOCIATES ARCHITECTS LTD
17/05/21	4	MEAD BUILDING CONTRACTORS LTD

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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 nature 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 the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during construction. 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 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 only provide the information requested that is relevant to a particular section.

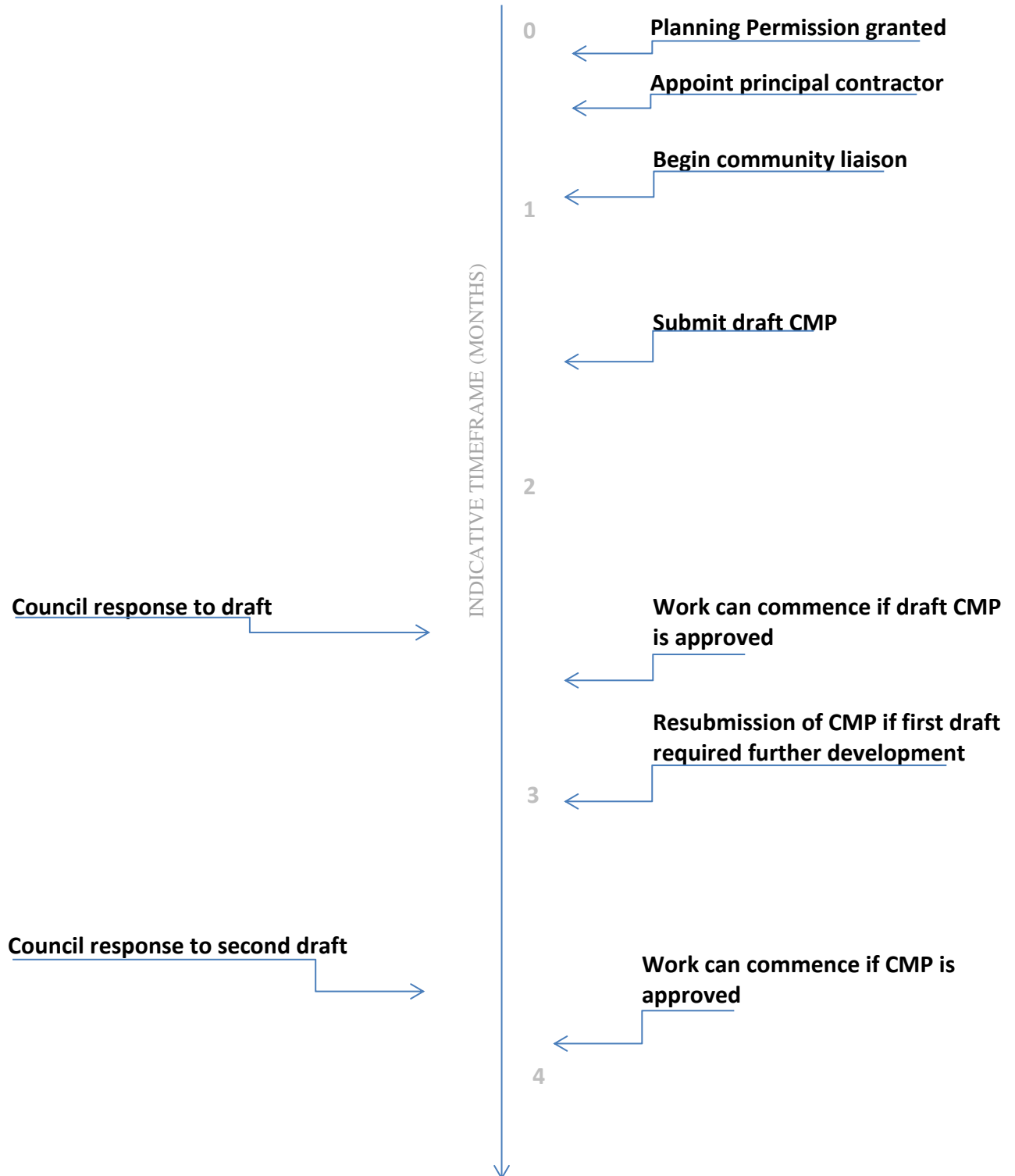
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: **Raglan House, 1 Raglan Street, London, NW5 3DB**
Planning reference number to which the CMP applies: 2019/4825/P

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

Name: JOSH WEAVER
Address: MEAD BUILDING CONTRACTORS LTD, UNIT 29, HEARLE WAY, HATFIELD, HERTS, AL10 9EW
Email: josh.w@mbc-group.co.uk
Phone: 07947 479 114

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: JOSH WEAVER
Address: MEAD BUILDING CONTRACTORS LTD, UNIT 29, HEARLE WAY, HATFIELD, HERTS, AL10 9EW
Email: josh.w@mbc-group.co.uk
Phone: 07947 479 114

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.

Name: JOSH WEAVER

Address: MEAD BUILDING CONTRACTORS LTD, UNIT 29, HEARLE WAY, HATFIELD, HERTS, AL10 9EW

Email: josh.w@mbc-group.co.uk

Phone: 07947 479 114

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: JOSH WEAVER

Address: MEAD BUILDING CONTRACTORS LTD, UNIT 29, HEARLE WAY, HATFIELD, HERTS, AL10 9EW

Email: josh.w@mbc-group.co.uk

Phone: 07947 479 114

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.

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.





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).

The proposed scheme comprises the refurbishment of the existing building and the construction of an extension to side and upwards.

The main challenges include the narrowness of the approach streets and the proximity to residential dwellings.

8. 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).

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: 40 weeks

Completion date: To be confirmed

9. Please confirm the standard working hours for the site.

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

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 granting 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.

Cumulative impact

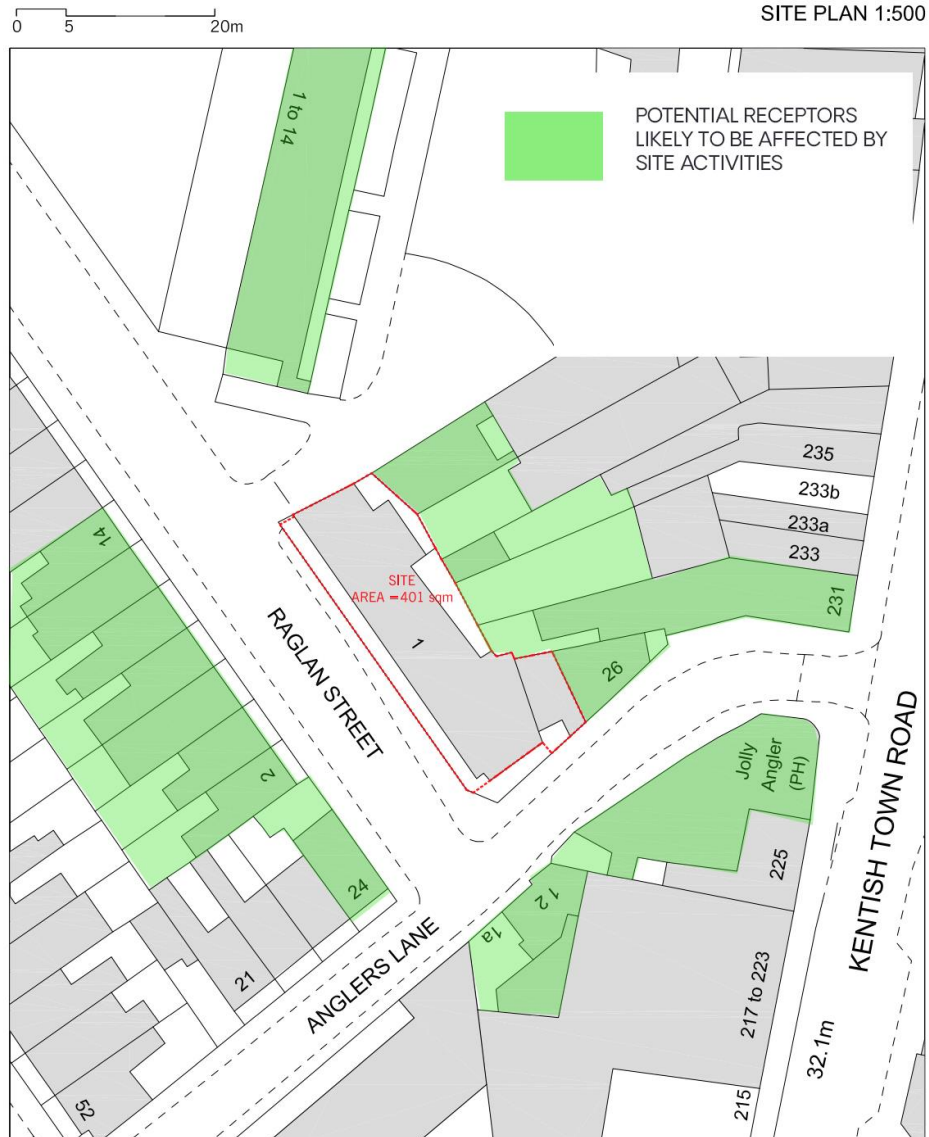
Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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.).

The residential dwellinghouses opposite and adjacent to the site.



The nearest noise sensitive locations (NSL's) are as follows:

- I. 2-14 Raglan Street
- II. 1-14 Alpha Court
- III. 1-2 Anglers Lane
- IV. 229 Kentish Town RD
- V. 231 Kentish Town RD
- VI. 26 Anglers Lane
- VII. Buildings to the rear of 241 Kentish Town RD & 235 Kentish Town RD

11. 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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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.

PLEASE SEE THE ATTACHED LETTER OF INTRODUCTION SENT TO ALL
NEIGHBOURING RESIDENTS.



Gable House,
18-24 Turnham Green Terrace,
London,
W4 1QP.
Tel: 07719 960712

5th October 2020

Dear Neighbour,

RE: Information on Raglan House, 1, Raglan Street, NW5 3DB.

I am writing to introduce MBA Construction Management Ltd and **Shane Noone**, our Site Manager responsible for the forthcoming works at Raglan House.

Works on site will commence from 21st October 2020 and are scheduled to run for a period of 40 weeks. The works will mainly be internal, as it is a refurbishment project.

As a member of the Considerate Constructors' Scheme, our usual procedure would be to organise a Consultation Meeting for any interested neighbours at a convenient local venue. However, given the present circumstances we feel this would be an unnecessary risk and highly irresponsible.

To overcome this, we propose to hold an initial consultation meeting using **Zoom** which is a video conferencing service via the internet. This would allow for real time interaction, allowing all parties concerned to raise points of query on their own behalf and on behalf of others if required.

If you wish to receive an invitation to this meeting please contact our Office Manager, Mandy Shepherd via email on mandy@mbacm.com or via telephone on 07719 960 712.

We do appreciate the fact that not everyone may have access to or feel confident in using facilities such as Zoom. In such cases we invite you to contact Mandy with your queries and we will respond accordingly.

Post the Consultation phase, it is our intention to keep you regularly briefed with regards to the progress of the refurbishment by posting updates on the notice board which will be placed on the hoarding around the site. If you would like the updates to be emailed to you as well, please contact Mandy, who will add your email address to the list.

We can also arrange for the proposed Construction Management Plan (CMP) to be sent to you if you would like to see it. Being mindful of the environment and in order to expedite your access to the CMP document, we would appreciate where possible that you request a digital copy via email. However, if you prefer we can send you a paper copy.

Continued overleaf /

MBA CONSTRUCTION MANAGEMENT LIMITED IS REGISTERED IN THE UK.
REGISTERED ADDRESS: 10 QUEEN STREET PLACE, LONDON, EC4R 1AG

COMPANY REGISTRATION: 11015064
VAT REGISTRATION: 301 9637 17

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MBA Construction Management Ltd recognise and value the importance of having a healthy and constructive relationship with those of you who could potentially be affected by our works. Therefore, our intention is to carry out the works in a fashion which will cause minimum disruption to your day to day lives.

Should you have any queries, please feel free to contact Shane, who will be more than happy to discuss any concerns you may have.

Just to reiterate, your points of contact are:

Site Manager:

SHANE NOONE Mobile: **07960 270711** EMAIL: shane@mbacm.com

Office Manager:

MANDY SHEPHERD Mobile: **07719 960712** EMAIL: mandy@mbacm.com

Yours sincerely,



CHRIS EDWARDS

On behalf of MBACM Limited

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Updated Letter Drop following the appointment of MBC & agreement of parking delivery method



Dear Residents,

We are due to take over from MBA Construction Management in relation to the works at Raglan House.

Works are due to commence on site this month & the project is due to run for 40 weeks. If you have any concerns in relation to the project please feel free to contact me on josh.w@mbc-group.co.uk.

During this period we are due to take deliveries into the Alpha Court Car Park as agreed with the Estate Car Park & Access Manager, these vehicles will unload to floor level for our site operatives to handball materials into the site.

Our site opening hours are Monday-Friday 8am-5pm and Saturday 8am-2pm.

If you have any queries or issues during the works, please feel free to contact me on the details below.

Kind regards,

Josh Weaver



Unit 29
The I/O Centre
Hearle Way
Hatfield
Hertfordshire
AL10 9EW

info@mbc-group.co.uk
01707 261 900

Company No: 7464890 (Registered in UK) VAT Registration: 114 9960 01
Registered office: 150 Aldersgate St, London, EC1A 4AB

The development has been subject to public consultations as part of the submission and de-termination of the Planning Consent for the scheme.

The draft CMP was submitted to the Local Authority as part of the planning submission. It is available online for public review.

Local residents were invited to attend a zoom consultation. A copy of the revised CMP (Version 2) was sent to residents in attendance of the shared consultation held via zoom on **21/10/20** at **3pm**.

Meeting Minutes

NOTE: Any changes/ additions to the CMP following this consultation have been added in green.

Attendees:

PS: Paul Seviour: Local Resident and committee member of Inkerman Area Residents Association

IS: Issy Scruby: Local Resident

DG: Duncan Gunn: Architect (Gunn Associates)

LC: Louise Cook : Architect (Gunn Associates)

SN: Shane Noone: Contractor (MBACM)

- All meeting attendees introduced themselves.
- It was agreed by meeting that the zoom could be recorded.
- It was confirmed by LC that we are at stage 1 of 'Time-Frame: Local Actions,' from page 5 of this document.
- DG confirmed the process of getting the CMP approved is consultative.
- PS raised his concern with regards the location of the proposed hoarding as it takes up the pavement. This is an issue as the pavement along Angler's Lane (on the Raglan House side) is a busy route for pedestrians and the pavement opposite a is very narrow (80cm only in some places.) Furthermore, there are disabled bays outside the property, hence the hoarding line could cause issues with people vacating their vehicles.
- LC noted that the hoarding had been discussed by the design team. It has been agreed the hoarding will sit on the railing line instead.
- PS noted where the proposed loading bay is shown is an issue. Currently this is a residents parking bay. Additionally, the skip location is on a double yellow line.
- IS suggested a swept path analysis is carried out to check where these loading bays and skips can be located.
- SN & LC confirmed the above matter will be investigated and an alternative solution will be found.
- Delivery times were discussed by the meeting; SN explained the logistics plan is to be given to every supplier.
- IS & PS provided the meeting general guidance on when deliveries would be an issue.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group. If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

The project is considered not be of a large enough scale to require setting up a working group. It is however proposed that the Contractor's Project Manager will act as the Community Liaison Officer so to provide information on how works are advancing and to provide them with the opportunity to raise any issues. A regular letter drop will also be implemented to update residents.

When the project is on site, the Contractor's Project Manager will keep in regular contact with local residents by sending a regular newsletter update. The newsletter will be issued prior to significant events on site which may have a potential impact on the local area (including the start on site, changes to the traffic management regimes and other key events.)

A 'Contact Board' will be displayed prominently at the site and shall include;

1. The title 'Contact Board'
2. The name of the Main Contractor, address and person to whom correspondence should be addressed.
3. Name of the Site Manager
4. Direct dial number of the Site Manager
5. Month and year of completion of the works

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

The Considerate Constructors' Scheme numbers are: Company I.D. = C0666.

The works will be audited on a regular basis by the scheme inspectors and the site notice board will include details of the site registration, the scheme administrator contact details as well as those of the Contractor's Site Management team.

14. 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.

Having reviewed Camden's planning applications online, we do not note any major construction projects commencing within the area. Importantly, the surrounding granted applications are older or have a minor impact.

See map below:



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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Mead Building Contractors Ltd, Unit 29, Hearle Way, Hatfield, Herts, AL109EW

16. 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](#) and [Q18 example response](#)).

Our CLOCS standard and commitment will be in line with advice and guidance given by CCS to which we are affiliated and through that process will be assessed and monitored with the recommendations being forwarded to all our contractors and suppliers.

Sub-contractors and Suppliers

Sub-contracts and orders will incorporate the following in respect of deliveries;

FORS Bronze accreditation is required as a minimum, with FORS Silver and Gold accreditation where possible. Where FORS Bronze operators are appointed, written assurances will be required from sub-contractors and/or suppliers that all vehicles over 3.5 are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (e.g. SUD, elearning, Van Smart, on-cycle training etc.) and compliance is mandatory.

Desktop Checks

Desktop checks will be made against the FORS database of trained drivers and accredited companies outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per the risk scale based on the CLOCS Managing Supplier Compliance guide.

Site Checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

17. 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.

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

CLOCS standards will be included in contracts with contractors and suppliers.

Please contact 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.

18. 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, stations, public buildings, museums etc.

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.

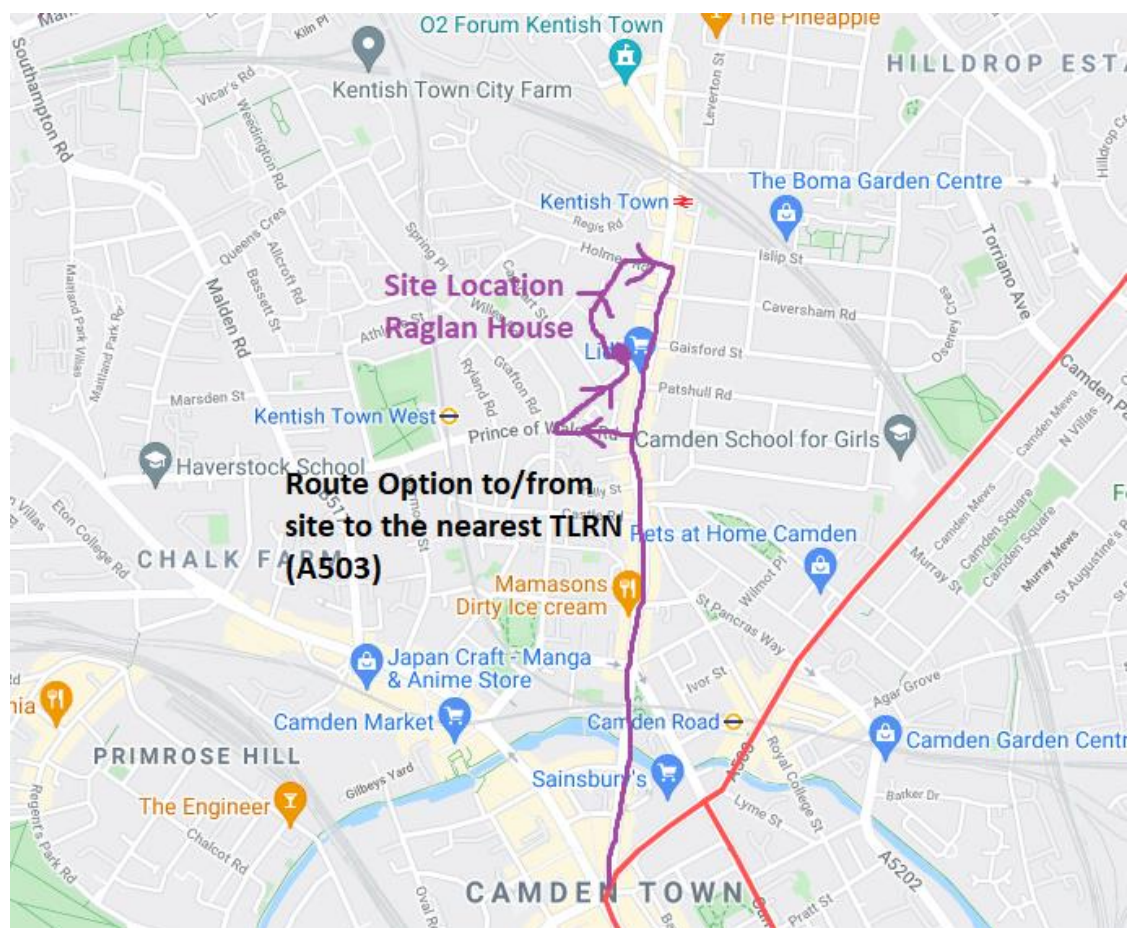
Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

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.

Please see TMP plan below, given the anticipated restrictions due at the North of Anglers Lane, we have planned for vehicles to access Raglan House by travelling up Kentish Town Road from the closest TLRN in A503, turning left down Prince of Wales Road then right up Anglers Lane, before leaving the site & heading towards Holmes Road then heading Southbound on Kentish Town Rd to the closest TLRN in the A503.



Suppliers will be given the above plan to ensure that they stick to this route.

The vehicle routing will be kept under review & revised if deemed necessary by the Council.

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

All deliveries will be managed using a booking in system where all deliveries will have an assigned delivery slot. No vehicles will be permitted to wait in the surrounding streets.

All suppliers will be issued with the logistics plan and will need to comply with this document.

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.

To minimise the potential impact of construction workers travelling to the area a Travel Plan will be implemented to promote and encourage the use of sustainable mode of travel to and from the site and minimise the use private cars. Construction workers will be instructed not to park private vehicles in the residential areas in the adjacent streets. The local area is also subject to residents parking zones and restrictions on street parking by non-residents.

Kentish Town and Camden Road Stations are within 500m of the site.

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

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 be in the form of 8 & 12 yard 'Wait & Load' skips from Odonovans waste disposal, given their 100% diversion of waste from landfill in line with our Waste Management Plan for the site. In order to cause a minimal disruption we will endeavour to have these lorries pull up & load to mitigate the need for a skip permanently based on the highway.
- Ready mix concrete lorries (approximate size 8.25m long and 2.5m wide), few small pours for footings, can't foresee more than a 10 being needed at present.
- 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. We do not foresee many of these being required, potentially a dozen, we will ensure that these are co-ordinated so we do not have multiple vehicles turning up at once.

The projected vehicle movements are approximately 10-12 during the main contract works period. Deliveries will be scheduled to ensure that they do not conflict with Raglan Street related arrangements, such as bin pick-ups.

The vehicles proposed have been selected to ensure that they are of a size that can be accommodated on the highway network given the constraints of the site access route, whilst minimising the potential number of traffic movements to and from the site.

Typical dwell time at the site will be 10- 30 minutes.

The vehicle marshal, equipped with a 'STOP -WORKS' sign will prohibit any construction vehicles from using Raglan Street when the road access is restricted, if this is not effective application will be made to LBC for partial road closures to align with the time deliveries .

A delivery will comprise of two movements, arrival and departure.

Following the findings of the resident's consultation via zoom, vehicular movement will not take place on Friday before **11:30am** due to the weekly refuse collection.

Furthermore, vehicular movements will only take place between the hours of **9 am and 3pm** due to the proximity of the local school (or **11:30am-3pm** on Friday's due to refuse collection). This in turn will limit the disturbance to local residents caused by vehicular noise in the early hours of the morning.

b. Cumulative effects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

On balance, this is not applicable, however following the local consultation, the team were made aware of a small refurbishment project on the street. The contractor is to make communication with this homeowner to limit any foreseeable issues.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

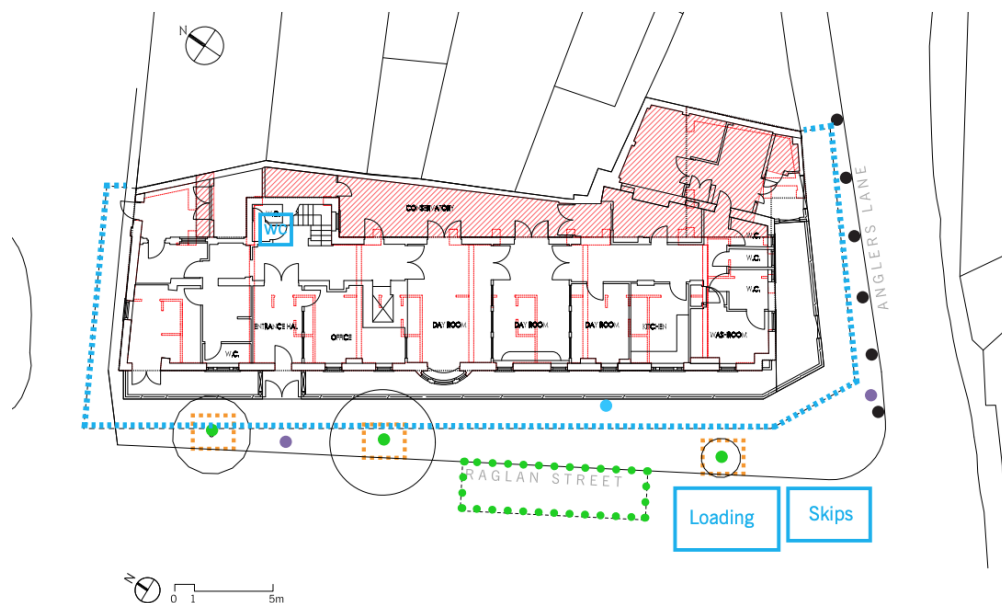
It was recommended by the public consultation that this is undertaken to understand where the loading bay and skip can be located. SN is meeting with the council next week to discuss options for these locations, it will be discussed then if a swept path analysis is required.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

SUPERSEDED DEMOLITION PHASE: FROM VERSION 2 CMP- NO LONGER APPLICABLE



Key

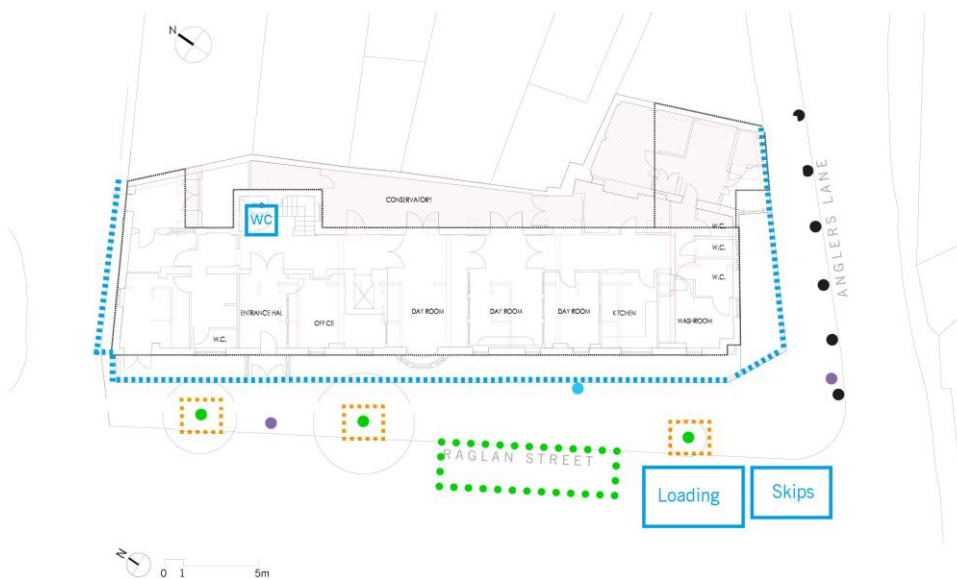
- The Site
- Proposed Development
- Hoarding Line
- Tree Protection
- Existing Trees
- Existing Lamp Post
- Existing Signage Post
- Existing Bollard
- Existing Covered Cycle Storage
- Existing Building to be Demolished
- Existing Building to be Retained

PROPOSED DEMOLITION PHASE

Following public consultation, it was agreed the hoarding line is to be located on the railing. The loading bays and skips are to be relocated following discussion with council.

Site Logistics Plan - Demolition Phase -

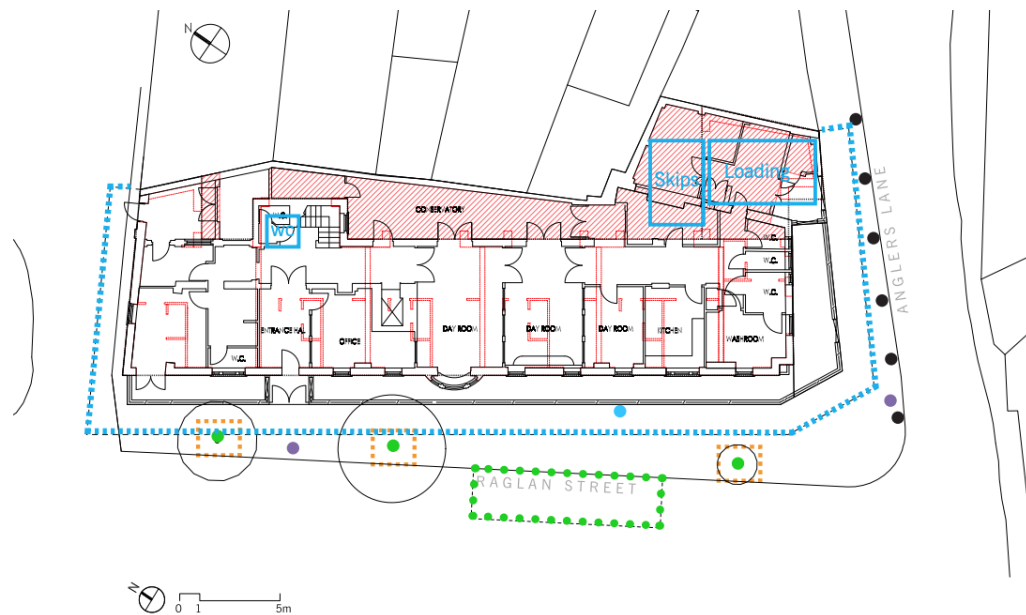
Raglan House, 1 Raglan Street, Kentish Town
London NW5 3DB



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

CONVERSION AND EXTENSION PHASE: FROM VERSION 2 CMP- NO LONGER APPLICABLE



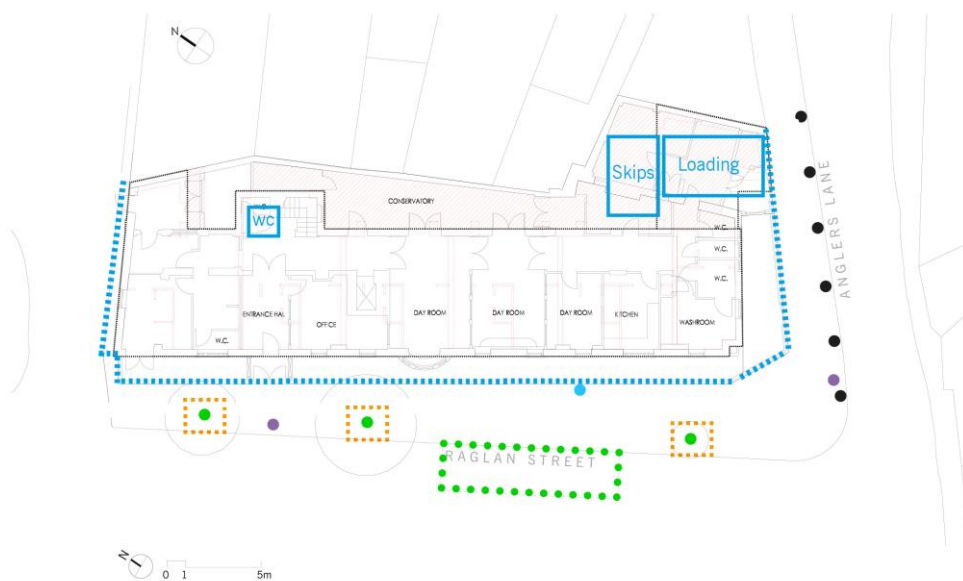
Key

- 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

CONVERSION AND EXTENSION PHASE: Following public consultation, it was agreed the hoarding line is to be located on the railing.

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
- Existing Bollard
- Existing Covered Cycle Storage
- Existing Building to be Demolished
- Existing Building to be Retained

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

N/A

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

Written compliance details will be issued to all suppliers.

20. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

A vehicle marshal will be responsible for managing vehicle access to/from the site.

The marshal will be in radio communication with site manager to ensure that vehicle movements are co-ordinated with other site operations.

We will load from the highway only, as the site does not allow for vehicle egress. Vehicles will only be permitted to travel along the TMP route shown on the map in answer to question 18.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

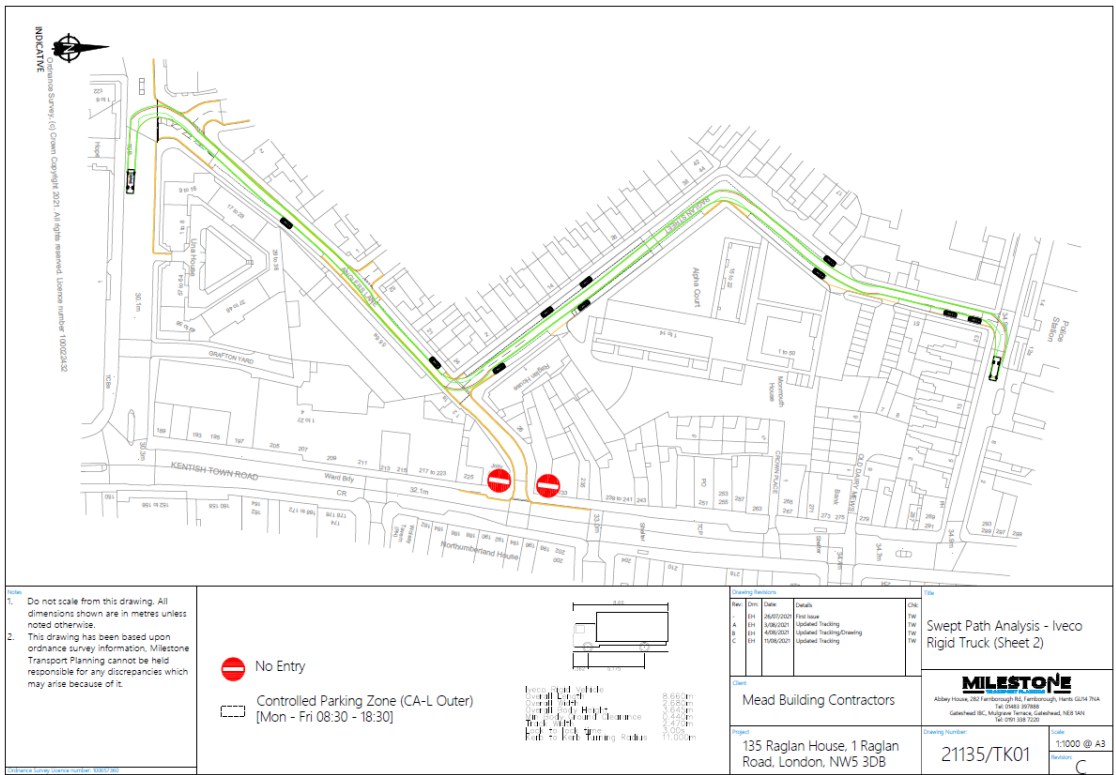
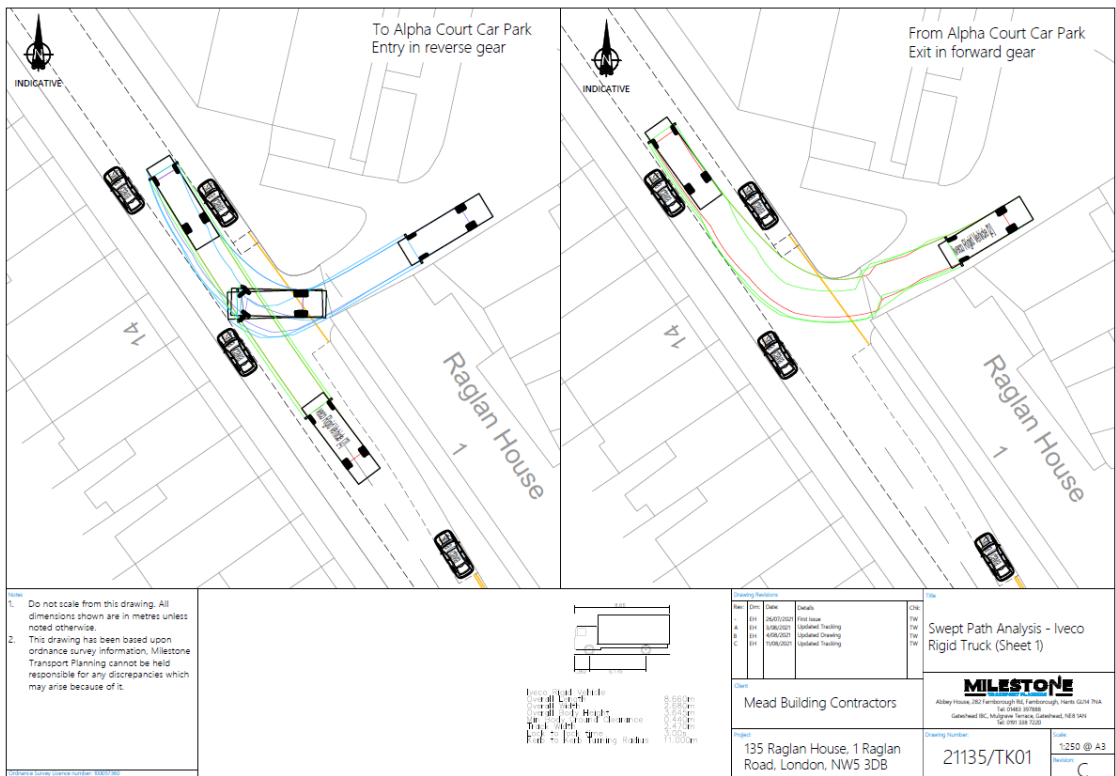
To be discussed with council.

Given the existing structure on site that is to be retained, there is no allowance for access / egress within the site boundary.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Vehicles will be able to traverse the route including the reverse manoeuvre into Alpha Court without the need for temporary bay suspensions as verified by Milestone Transport Planning Ltd's tracking drawings.

Please see below:



d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

To be discussed with council.

21. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Loading will take place from the Alpha Court car park as agreed with Estate Parking & Access Manager Andy Foster. During this time period, the agreed size of vehicles will pull up within the car park next to the site boundary & unload to curb level for our operatives to handball into the site.

Given the existing building takes up the majority of the footprint of the site so there is no opportunity for deliveries within the boundary.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

THE SITE MANAGER, OR DESIGNATED OFFICER, WILL DIRECT VEHICLE ARRIVALS, ENSURING THAT SAFE PASSAGE FOR PEDESTRIANS AND CYCLISTS IS MAINTAINED.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

To be discussed with council.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost. Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured. Information regarding parking suspensions can be found [here](#).

N/A

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

N/A

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

N/A

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

N/A

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with

walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.



b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

N/A

We do not foresee the hoarding extending beyond the footway at present (images attached), this is on the wall/railings currently in place not taking up the footway.



27. Services

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.

We will forward this information to you.

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

Please refer to our CPP (page 31 Noise, Vibration & Dust). We will be working under the guidance and recommendations of CCS.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Noise survey can be arranged but we will need some guidance from council and CCS.

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

TBC

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the

activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Internal strip out performed using hand-held non mechanical tools using sledgehammers, bolsters etc. Risk assessment and method statement will be forwarded to you separately for submission.

32. Please provide evidence that staff have been trained on BS 5228:2009

Refer to page 31 of our CPP (Noise Vibration and Dust). We will be working in collaboration with CCS and taking their advice with regard to noise and vibration management factoring in the scope of works on site and its potential impact on the surrounding environment.

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Refer to page 31 of our CPP (Noise Vibration and Dust). 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.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

SITE OPERATIVE WELFARE FACILITIES WILL ALLOW FOR BOOT-CLEANING.
HOARDING WILL PROTECT FROM SPLASHING AND SPILLS.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

Refer to page 31 of our CPP (Noise Vibration and Dust).

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

We are seeking clarification from the land owner.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

Please see note 38 below.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

DUE TO LIMITED DEMOLITION, THE SITE IS LOW RISK, WITH NO PARTICULAR EXPECTATION OF DUST.

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

No rodents evident on site. In the event of problems with rodents or other vermin we would be acquiring the services of a registered pest control company, recording all findings and actions taken with a supportive rationale.

40. Please confirm when an asbestos survey was carried out at the site and include the key findings.

N/A

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

As per the CPP, if required, a designated smoking area will be formed within the site away from the site boundary.
Disruptive or offensive behaviour is never accepted or indeed tolerated on an MBA site. This is covered during the induction process and monitored daily.
Any event deemed to breach our standards would be immediately investigated and any offending operative would be instructed through their employer to leave site.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period (mm/yy - mm/yy):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

• SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by 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 in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.



Signed:

Date: 22.10.2020

Print Name: LOUISE COOK

Position: Contractor's Agent

Please submit to: planningobligations@camden.gov.uk

End of form.