ttp consulting

transport planning specialists

Lanes Property Unit Trust

ELH England's Lane

Transport Statement

December 2014

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Contents

Appendices

1 INTRODUCTION

1.1 TTP Consulting has been retained to provide traffic and transport advice associated with the proposals to redevelop a section of the ELH England's Lane Residence (the Site) in the London Borough of Camden.

1.2 The existing building includes a total of 162 rooms over five floors (ground plus first to fourth floor) with parking for 16 cars and 20 bicycles as illustrated on the plans in **Appendix A**. The proposals associated with this planning application include redeveloping the eastern wing of the building to provide a total of 9 residential dwellings whilst maintaining a status quo in terms of the number of hostel rooms with car parking reduced to 1 disabled space and cycle parking increased to 89. Copies of the application drawings are included in **Appendix B**.

1.3 This report which has been prepared following a site visit and a review of the officer pre-application comments provides a brief summary of the existing conditions along with an assessment of the potential impact on the local transportation network.

2 EXISTING CONDITIONS

The Site

2.1 The England's Lane Residence is located on the northern side of England's Lane immediately west of the junction with Haverstock Hill. The Site is bounded on three sides by roads with England's Lane to the south-east, Haverstock Hill to the north-east and Antrim Road to the south-west, with residential buildings to the north-west.

2.2 There are three accesses with pedestrian accesses from Antrim Road and England's Lane plus a vehicular access from Antrim Road; the vehicular access is gated and only suitable for light vehicles and small vans. In addition to the main pedestrian accesses, there are accesses to the rear of the building.

2.3 The car park which is located to the rear of the building currently has a total of 16 spaces and is accessed from Antrim Road. There is parking for a total of 20 bicycles, all undercover, in the vicinity of the Antrim Road junction with England's Lane; access to the cycle parking is obtained via the pedestrian access from England's Lane.

2.4 The Residence was formerly a nurse's home until approximately 8 years ago and is currently operating as a hostel.

Accessibility

2.5 The Site is accessible on foot, by bicycle and by public transport as summarised below.

Accessibility on Foot

2.6 All of the roads in the vicinity have footpaths on both sides with pedestrian facilities such as dropped kerbs and dedicated stages at the England's Lane / Haverstock Hill signalised junction. The Site is within a well-established area and, as such, the pedestrian facilities enable residents to walk to and from public transport interchanges and day to day amenities.

Accessibility by Bicycle

2.7 The London Cycle Network runs past the Residence with England's Lane classified as a quieter road recommended by cyclists. The route connects with the wider network enabling residents to access a relatively wide area including Camden Town, Kilburn and Central London.

Accessibility by Bus

2.8 The closest bus stops are located adjacent to the Site on England's Lane which is served by buses on Route C11 which runs between Archway and Brent Cross Shopping Centre on a 6 to

10 minute frequency Monday through Friday daytimes and on a less frequent basis during evenings and at the weekend. Route 168 operates along Haverstock Hill between Hampstead Heath and Old Kent Road on a broadly 5 to 9 minute frequency daytimes Monday through Friday and on a less frequent basis evenings and weekends.

2.9 Copies of the bus route maps and timetables are included at **Appendix C**.

Accessibility by Rail

2.10 The closest London Underground Station is Belsize Park which is approximately 560m to the north which is served by trains on the Northern Line; Chalk Farm which is the next closest station at approximately 650m to the south is also served by trains on the Northern Line. Swiss Cottage which is served by trains on the Jubilee Line is approximately 1,100m to the west and can be reached by walking along England's Lane and Eton Avenue.

PTAL Rating

2.11 The Site has a Public Transport Accessibility Level (PTAL) rating of 3 which denotes an average level on a scale of 1a (poor) through to 6b (excellent). **Appendix D** includes a copy of the relevant PTAL calculation derived from Transport for London's planning information website.

Travel Characteristics

2.12 A survey of existing travel habits has not been conducted to support the planning application. However, the Site is currently used as a hostel where car ownership levels are anticipated to be very low with the majority of trips undertaken on foot or by bicycle outside of the peak hours.

3 ASSESSMENT OF THE PROPOSED DEVELOPMENT

3.1 The proposals include a reconfiguration of the facilities to maintain 162 hostel rooms and provide a total of 9 private residential dwellings as illustrated on the plans in **Appendix B**.

Trip Generation

3.2 There are currently a total of 162 rooms with parking for up to 16 cars. The proposals maintain a status quo in terms of hostel rooms and create additional residential in the form of 9 new private dwellings with the overall number of parking spaces reduced to 1 disabled bay. The Applicant will enter into a legal agreement to prevent existing and future tenants from applying for a parking permit.

3.3 Table 3.1 provides a summary of the anticipated number of trips during the weekday morning and evening peak hours along with daily flows based on trip rate information from the TRAVL database. The relevant TRAVL data is included at **Appendix E**.

Table 3.1: Summary of Trip Rates and Flows

	Trip Rates		Flows	
	Arrivals	**Departures**	**Arrivals**	**Departures**
AM Peak (08:00 – 09:00)	0.152	0.523	1	5
PM Peak (17:00 – 18:00)	0.271	0.162	2	1
Daily (07:00 – 19:00)	2.223	2.553	20	23

3.4 The exercise suggests that there would be an additional 7 two-way movements during the AM Peak Hour with 3 two-way movements during the PM Peak Hour, with 43 two-way movements during the daytime. These levels of increases would not result in any noticeable change in conditions on the transportation network.

Effects on Accessible Modes

3.5 The Residence is accessible by non-car modes as set out earlier in this statement with a good network of footpaths in the vicinity, the London Cycle Network passing along England's Lane and bus and rail services within acceptable walking distance.

3.6 The proposals are for an additional 9 residential dwellings which, assuming 2 persons per dwelling and that on average no more than say 33% of people arrive or depart in any one hour, suggests no more than 6 to 7 additional person trips in the peak hour, the majority of which are anticipated to be on foot. Assuming that 50% of the trips are by public transport suggests

a maximum of 4 additional trips by bus and rail (total) which would not impact on levels of service.

3.7 The proposals include parking for an additional 69 bicycles with additional spaces in the re-configured courtyard and along England's Lane as illustrated on the plans in **Appendix B**.

3.8 Overall, it can be concluded that the proposed development would not affect levels of service on the footpaths, cycle lanes or public transport services.

Effects on Highway Capacity and Car Parking

3.9 The proposals include reducing the off-street car parking from 16 spaces to 1 disabled space as illustrated on the plans in **Appendix B**. The spaces are primarily used by wardens and workers whose numbers are not anticipated to rise, with visitors (which are anticipated to be low) travelling by car required to use on-street spaces on England's Lane daytimes Monday through Saturday along with single yellow lines evenings and Sunday.

3.10 The Applicant is willing to enter into a S106 Agreement precluding new residents (including those taking over existing rooms) or those currently without a permit from applying for car parking permits. This will ensure that the reduction of on-site car parking would not impact on the on-street parking.

3.11 Overall, it is anticipated that there would not be a material change in vehicular movements or parking demand due to the proposed development.

Deliveries and Servicing

3.12 There is unlikely to be any material change in the numbers of deliveries as a result of the proposed development.

3.13 The refuse bins are located within the property adjacent to the vehicular access on Antrim Road from where the bins are wheeled out on collection days. The proposals do not include changes to the location of the refuse bins.

3.14 There would not be any material changes in the number of deliveries with no change in the number of hostel rooms and only 9 additional residential dwellings. The nature of the Hostel is such that there would be very few deliveries of bulky goods and virtually no deliveries by supermarket operators, potentially only for the on-site warden where there is no change, whilst most residents would have few possessions and typically not require the use of vehicles.

3.15 Any deliveries to the new residential are anticipated to be linked with deliveries to existing residential in the area.

Construction Process

3.16 The proposed development includes the redevelopment of the eastern wing of the building to retain the same number of hostel rooms and create 9 new private residential apartments.

3.17 The construction process would involve the importing and exporting of material by HGV along with the movement of construction workers. The contractor will prepare a Construction Management Plan and have it approved prior to starting construction. The Construction Management Plan will, amongst other things, set out how it is proposed to manage the movement of materials and people to and from the site to reduce the potential impact on the local highway network.

3.18 The Applicant is willing to enter into an appropriate legal agreement to secure the implementation of the Construction Management Plan with draft heads of terms included at **Appendix F**. In addition, a draft pro-forma has been included, however, it will necessitate an update once a contractor for the scheme has been appointed.

4 SUMMARY AND CONCLUSION

Summary

4.1 TTP is retained to provide traffic and transport advice associated with the proposals to extend the ELH England's Lane Residence in the London Borough of Camden.

4.2 The existing situation can be summarised as follows;

- The existing building contains a total of 162 hostel rooms with pedestrian access from Antrim Road, England's Lane and Haverstock Hill.
- There is parking for up to 16 cars and 20 bicycles.
- The Site is accessible by all modes being within an established residential area and walking or cycling distance of day to day facilities including public transport services. It has a PTAL Rating of 3 which suggests an average level of accessibility to public transport.

4.3 The proposed situation can be summarised as follows;

- The proposals include the redevelopment of the eastern wing of the building to provide a status quo in terms of the hostel accommodation and 9 new residential dwellings. On-site car parking will be reduced from 16 down to 1 disabled space with cycle parking increased by 69 spaces.
- There would not be any noticeable change in conditions on the local highway and transportation network.
- There is unlikely to be any material changes in the number of delivery and service vehicles due to the proposed development.
- The Applicant is willing to enter into appropriate legal agreements to secure a Construction Management Plan and ensure that residents are unable to apply for on-street parking permits.
- There would not be any material changes in levels of service on local footways and cycleways or on public transport services.

Conclusion

4.4 Overall, it is considered that there would not be any material impact on the highway and transportation network or on-street parking associated with the proposed development and, as such, the proposals are acceptable in traffic and transportation terms.

Appendix A

(Existing Layout)

CHASSAY +LAST ARCHITECTS

ELH5 ENGLANDS LANE LONDON NW3 4XJ

EXISTING GROUND FLOOR PLAN

SCALE 1:250@A3

ELH5/E A102

Planning

Appendix B

(Proposed Layout)

CHASSAY +LAST ARCHITECTS

ELH5 ENGLANDS LANE LONDON NW3 4XJ

PROPOSED GROUND FLOOR PLAN

SCALE 1:250@A3

ELH5/P A101

Planning

Appendix C

(Bus Map)

Buses from Belsize Park

Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with river boats

Red discs show the bus stop you need for your chosen bus service. The disc A appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

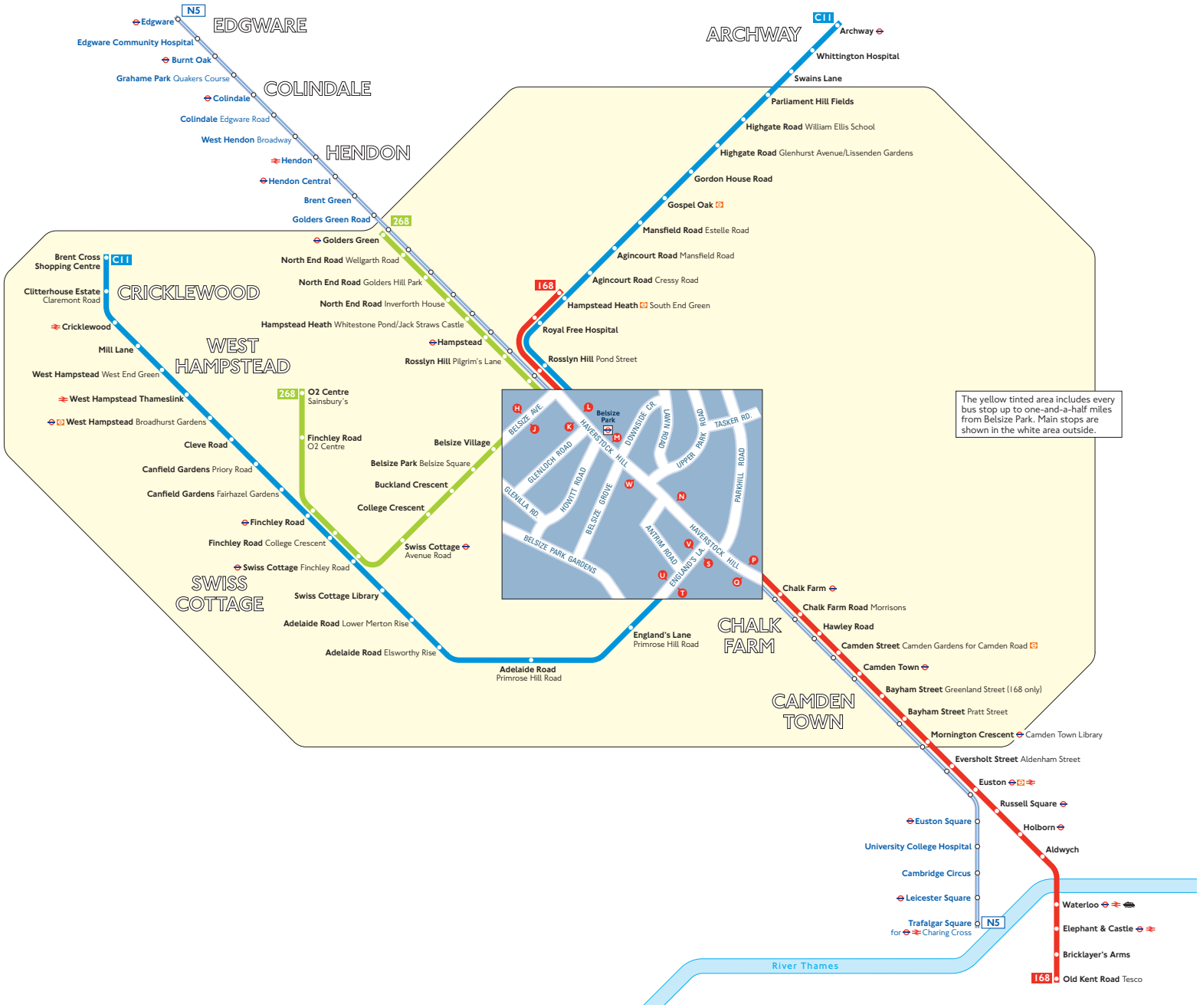
Route finder

Day buses

Bus route	Towards	Bus stops
168	Hampstead Heath	K O W
	Old Kent Road	L M N P
268	Finchley Road	J
	Golders Green	H
C11	Archway	K U V W
	Brent Cross	L M N S T

Night buses

Bus route	Towards	Bus stops
N5	Edgware	K O W
	Trafalgar Square	L M N P



Information correct from September 2014
 TFL28812.10.14 (F)

Appendix D

(PTAL Calculation)

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20141012150138
Description	20141012150138
Run by user	PTAL web application
Date and time	10/12/2014 15:01

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 527640, 184753

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	ENGLANDS LANE	C11	29.82	7.5	1.0	0.37	6.0	6.37	4.71	4.71
BUS	ADELAIDE R PRIMROSE HL R	31	459.98	10.0	0.5	5.75	5.0	10.75	2.79	1.4

BUS	HAVERSTOCK HILL ETON RD	168	248.04	9.0	0.5	3.1	5.33	8.43	3.56	1.78
BUS	PRINCE OF WALES RD QUEEN'S CRES	393	475.64	5.0	0.5	5.95	8.0	13.95	2.15	1.08
LU LRT	Belsize Park	Northern Line Edgware to Morden	550.97	8.3	0.5	6.89	4.36	11.25	2.67	1.33
LU LRT	Belsize Park	Northern Line Kennington to Edgware	550.97	5.0	0.5	6.89	6.75	13.64	2.2	1.1
LU LRT	Belsize Park	Northern Line Edgware to Morden	550.97	9.7	1.0	6.89	3.84	10.73	2.8	2.8

NR SAP Points Not Found

Total AI for this POI is 14.2.

PTAL Rating is 3.

Appendix E

(TRAVL Data)

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Coopers Court (Private)	Church Road, Acton	W3 8PN	22/09/2005
Putney Wharf (Private units)	Putney Wharf	SW15 2JX	08/09/2005
Riverside West (Priv and Aff)	Riverside West Smugglers Way	SW18 1DB	20/10/2009
St George Wharf (Aff and Priv)	Nine Elms Lane	SW8 2LR	22/10/2009

Number of sites considered 4

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.02692	0.10023	0.12715	0.0	0.0	0.0
07:30-08:00	4	0.05842	0.18499	0.24341	0.0	0.0	0.0
08:00-08:30	4	0.07617	0.25830	0.33448	0.0	0.0	0.0
08:30-09:00	4	0.07560	0.26518	0.34078	0.0	0.0	0.0
09:00-09:30	4	0.07503	0.13459	0.20962	0.0	0.0	0.0
09:30-10:00	4	0.06357	0.10481	0.16838	0.0	0.0	0.0
10:00-10:30	4	0.06071	0.08877	0.14948	0.0	0.0	0.0
10:30-11:00	4	0.04868	0.06071	0.10939	0.0	0.0	0.0
11:00-11:30	4	0.05384	0.06186	0.11569	0.0	0.0	0.0
11:30-12:00	4	0.05269	0.07159	0.12428	0.0	0.0	0.0
12:00-12:30	4	0.07102	0.07904	0.15006	0.0	0.0	0.0
12:30-13:00	4	0.13803	0.11283	0.25086	0.0	0.0	0.0
13:00-13:30	4	0.12314	0.11970	0.24284	0.0	0.0	0.0
13:30-14:00	4	0.10825	0.08706	0.19530	0.0	0.0	0.0
14:00-14:30	4	0.07388	0.07503	0.14891	0.0	0.0	0.0
14:30-15:00	4	0.05956	0.07675	0.13631	0.0	0.0	0.0
15:00-15:30	4	0.07675	0.08763	0.16438	0.0	0.0	0.0
15:30-16:00	4	0.08018	0.07274	0.15292	0.0	0.0	0.0
16:00-16:30	4	0.07560	0.06758	0.14318	0.0	0.0	0.0
16:30-17:00	4	0.11397	0.07102	0.18499	0.0	0.0	0.0
17:00-17:30	4	0.10596	0.07274	0.17869	0.0	0.0	0.0
17:30-18:00	4	0.16495	0.08935	0.25430	0.0	0.0	0.0
18:00-18:30	4	0.22279	0.10252	0.32532	0.0	0.0	0.0
18:30-19:00	4	0.21764	0.10767	0.32532	0.0	0.0	0.0
19:00-19:30	4	0.17182	0.10653	0.27835	0.0	0.0	0.0
19:30-20:00	4	0.16094	0.09966	0.26060	0.0	0.0	0.0
20:00-20:30	4	0.14376	0.06586	0.20962	0.0	0.0	0.0
20:30-21:00	4	0.10939	0.04639	0.15578	0.0	0.0	0.0
21:00-21:30	4	0.07388	0.04467	0.11856	0.0	0.0	0.0
21:30-22:00	4	0.06586	0.02749	0.09336	0.0	0.0	0.0

Peak Period For All Modes

In	**18:00-18:30**	**0.22**
Out	**08:30-09:00**	**0.27**
Total	**08:30-09:00**	**0.34**

Mode: **Car Driver**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.00172	0.00802	0.00974	0.0	0.0	0.0
07:30-08:00	4	0.00573	0.01088	0.01661	0.0	0.0	0.0
08:00-08:30	4	0.01718	0.02119	0.03837	0.0	0.0	0.0
08:30-09:00	4	0.00974	0.01833	0.02806	0.0	0.0	0.0
09:00-09:30	4	0.00916	0.00859	0.01775	0.0	0.0	0.0
09:30-10:00	4	0.01260	0.00859	0.02119	0.0	0.0	0.0
10:00-10:30	4	0.01145	0.00745	0.01890	0.0	0.0	0.0
10:30-11:00	4	0.00573	0.00172	0.00745	0.0	0.0	0.0
11:00-11:30	4	0.01031	0.00974	0.02005	0.0	0.0	0.0
11:30-12:00	4	0.00916	0.00974	0.01890	0.0	0.0	0.0
12:00-12:30	4	0.00515	0.00344	0.00859	0.0	0.0	0.0
12:30-13:00	4	0.01145	0.00745	0.01890	0.0	0.0	0.0
13:00-13:30	4	0.00687	0.00916	0.01604	0.0	0.0	0.0
13:30-14:00	4	0.01432	0.01489	0.02921	0.0	0.0	0.0
14:00-14:30	4	0.00344	0.01317	0.01661	0.0	0.0	0.0
14:30-15:00	4	0.00745	0.00859	0.01604	0.0	0.0	0.0
15:00-15:30	4	0.01260	0.01203	0.02463	0.0	0.0	0.0
15:30-16:00	4	0.01031	0.00859	0.01890	0.0	0.0	0.0
16:00-16:30	4	0.01031	0.01031	0.02062	0.0	0.0	0.0
16:30-17:00	4	0.00974	0.01203	0.02176	0.0	0.0	0.0
17:00-17:30	4	0.00916	0.01145	0.02062	0.0	0.0	0.0
17:30-18:00	4	0.01031	0.01317	0.02348	0.0	0.0	0.0
18:00-18:30	4	0.01432	0.00974	0.02405	0.0	0.0	0.0
18:30-19:00	4	0.01260	0.01317	0.02577	0.0	0.0	0.0
19:00-19:30	4	0.00515	0.01260	0.01775	0.0	0.0	0.0
19:30-20:00	4	0.01145	0.01203	0.02348	0.0	0.0	0.0
20:00-20:30	4	0.01375	0.00515	0.01890	0.0	0.0	0.0
20:30-21:00	4	0.00630	0.00458	0.01088	0.0	0.0	0.0
21:00-21:30	4	0.00344	0.00286	0.00630	0.0	0.0	0.0
21:30-22:00	4	0.01260	0.00229	0.01489	0.0	0.0	0.0

Peak Period For **Car Driver**

In	**08:00-08:30**	**0.02**
Out	**08:00-08:30**	**0.02**
Total	**08:00-08:30**	**0.04**

Appendix F

(Draft Heads of Terms for CMP)

Draft Construction Management Plan

General Information:

Project Address: EHL England Lane
England's Lane
London

General Contractor: _____

Architects: _____

Engineers: _____

Project Description

The proposals include the redevelopment of the eastern wing of the Hostel on England Lane to re-configure the building to retain the number of hostel rooms and provide 9 new residential apartments fronting Haverstock Hill. Car parking will be reduced from the existing 16 spaces to 1 accessible space with cycle parking increased to 89 spaces.

Construction Schedule

Start Date: _____

Duration: _____

Emergency Contacts

Name: _____

Telephone: _____

Email: _____

Detailed Information:

Work Hours
Weekdays: _____

Saturday: _____

Sunday: No Construction

Bank Holidays: No Construction

Delivery and HGV Routes

Delivery routes will be discussed and agreed with the Council prior to the start of construction. It is anticipated that HGVs will approach and depart towards the A41 potentially via the A509 Adelaide Road and Primrose Hill.

Dust Control Measures

Covers will be put in place on all HGV transporting spoil away from the Site.

Number of Construction Workers

The number and type of workers will vary through the construction process and will involve labourers, bricklayers, electricians and plumbers along with other specialist contractors not all of which who will be on site at the same time:

Labourers: _____

Bricklayers: _____

Electricians: _____

Plumbers: _____

Specialist Contractors: _____

Worker Access and Parking

Vehicular access to the construction site will be taken from Antrim Road via the existing vehicular access. There is limited space on the Site and as such vehicular access will be restricted to the absolute necessary.

HGV Unloading

The construction process will involve the delivery of concrete, bricks and roofing along with internal fittings. Offloading of material from smaller vehicles will take place from within the site, with unloading from larger vehicles expected to be accommodated within suspended parking bays on Antrim Road under the supervision of a banksman.

Material will be transferred to and from the construction zone using smaller motorized trolleys.

Banksmen will use stacca barriers to manage pedestrians on Antrim Road outside of the site during the transfer of materials from larger construction vehicles to the site. Pedestrian access to the hostel will be taken from England's Lane during the construction period.

The footway will be repaired following the completion of the construction works to make good any damage caused as a direct result of the construction activity.

On-Street Parking

It will be necessary to restrict parking on Antrim Road along the site frontage. There is a resident bay along Antrim Road that restricts parking between 9.00am and 6.30pm Monday through Friday and between 9.00am and 1.30pm on Saturday with no restrictions on Sunday. The Contractor will liaise with the Council to seek a temporary suspension of the bays on Antrim Road to enable the section of highway to be used for loading / unloading.

Pedestrian Access

Pedestrian access to the site will be taken from Haverstock Hill or England's Lane. It will include appropriate measures to prevent inappropriate access to the Site.

Hoarding

The Contractor will apply for the appropriate hoarding permit to enable hoarding to be erected around the construction site.

Temporary Crossovers

The Contractor will liaise with the council in the event a temporary crossover is required.

Abnormal Loads

The Contractor will liaise with the Council in the event an abnormal delivery is required to ensure that the appropriate measures can be put in place to accommodate the vehicle.

Construction Management Plan Pro-forma

Camden

PRO-FORMA

CONTENTS	PAGE NO.

Queries: planningobligations@camden.gov.uk

Camden

CONSTRUCTION MANAGEMENT PLAN

INTRODUCTION

A Construction Management Plan (CMP) should help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The completed and signed CMP should address how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included 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 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)**.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council. 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.

(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.)

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

Site Address: Englands Lane Residence, Englands Lane, London, NW3 4XJ

Planning application reference: N/A

Type of CMP – Condition discharge / Section 106 planning obligation / Major sites framework

CMP provided in support of planning application

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: Andrew Murdoch (TTP Consulting)

Address: 111-113 Great Portland Street

Tel: 0207 100 0753

Email: amurdoch@ttp-consulting.co.uk

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name: To be confirmed once contractor has been appointed.

Address:

Tel:

Email:

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name: To be confirmed once contractor has been appointed.

Address:

Tel:

Email:

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Investment Programme (CIP), please provide contact details of the responsible Camden officer.

Name:	To be confirmed once contractor has been appointed.
Address:	
Tel:	
Email:	

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name:	To be confirmed once contractor has been appointed.
Address:	
Tel:	
Email:	

Q7. 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:	To be confirmed once contractor has been appointed.
Address:	
Tel:	
Email:	

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

A site plan is included at **Appendix A**.

The England's Lane Residence is located on the northern side of England's Lane immediately west of the junction with Haverstock Hill. The Site is bounded on three sides by roads with England's Lane to the south-east, Haverstock Hill to the north-east and Antrim Road to the south-west, with residential buildings to the north-west.

There are three accesses with pedestrian accesses from Antrim Road and England's Lane plus a vehicular access from Antrim Road; the vehicular access is gated and only suitable for light vehicles and small vans. In addition to the main pedestrian accesses, there are accesses to the rear of the building.

The car park which is located to the rear of the building currently has a total of 16 spaces and is accessed from Antrim Road. There is parking for a total of 20 bicycles, all undercover, in the vicinity of the Antrim Road junction with England's Lane; access to the cycle parking is obtained via the pedestrian access from England's Lane.

The proposals include the redevelopment of the eastern wing of the Hostel on England Lane to re-configure the building to retain the number of hostel rooms and provide 9 new residential apartments fronting Haverstock Hill. Car parking will be reduced from the existing 16 spaces to 1 accessible space with cycle parking increased to 89 spaces.

Q9. 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).

Vehicular access to the construction site will be taken from Antrim Road via the existing vehicular access where possible. There is limited space on the Site and as such vehicular access will be restricted to the absolute necessary. Larger vehicles are expected to be accommodated on-street.

Antrim Road is provided with parking on either side of the carriageway and serves access to a number of residential properties. It is fairly narrow with limited passing opportunities for a construction vehicle and another vehicle.

Material will be transferred to and from the construction zone using smaller motorized trolleys.

The pedestrian footway along the northern side of Antrim Road will be closed during the construction period. Pedestrian access to the hostel will be taken from England's Lane during the construction period.

The footway will be repaired following the completion of the construction works to make good any damage caused as a direct result of the construction activity.

Q10. 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.).

Residential dwellings on Antrim Road.

Q11. 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.

To be provided once a contractor has been appointed.

Q12. 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 useful).

Construction is scheduled to begin once planning permission has been granted. A full construction programme will be provided once a contractor has been appointed.

Q13. Please confirm the standard working hours for this 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**

The standard working hours for Camden will be adhered to for this development with working hours between 8.00am-6.00pm Monday to Friday and 8.00am to 1.00pm on Saturdays.

Q14. 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.

No changes to services are proposed. If required, a programme for coordinating the connection of services will be provided.

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

An asbestos survey has not been carried out at this stage. Details to be provided once a contractor has been appointed.

Section 3 – Transportation Issues Associated with the Site

Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the *Guide for Contractors Working in Camden*). 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. Construction vehicles must be managed and prevented from causing obstructions to the highway.

Vehicle movements will be undertaken between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

All vehicle movements will be managed by banksmen and scheduled to avoid disruption and congestion on the local road network.

Q17. 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. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

The construction process will involve the delivery of concrete, bricks and roofing along with internal fittings. Offloading of material from smaller vehicles will take place from within the site, with unloading from larger vehicles taking place from Antrim Road, with vehicles reversing in from England's Lane under the supervision of a banksmen if considered appropriate to avoid potential disruption from Antrim Grove.

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

There is no requirement to overhang the public highway. In the event the appointed contractor requires any overhang, all appropriate licences will be applied for.

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

The contractor will apply for the appropriate hoarding permit to enable hoarding to be erected around the construction site. This will contain noise, vibration and dust pollution arising from the site.

The hoarding will be secure and provided with a lockable gate. All appropriate lighting will be applied for and contact details and emergency phone numbers will be posted on the hoarding.

Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). 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. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

It is proposed for the footway outside the site on Antrim Road to be temporarily controlled by banksmen and stacca barriers to prevent conflict between the transfer of material and pedestrians. Antrim Road benefits from a footway on the opposite side of the carriageway.

To accommodate larger vehicles it is considered that there will be a need to suspend on-street parking on Antrim Road, east of the existing vehicular access. The limitations of the site prevent larger vehicles from entering the site directly.

Once a contractor has been appointed a proposed highway arrangement drawing will be prepared.

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

To accommodate larger vehicles it is considered that there will be a need to suspend on-street parking on Antrim Road, east of the existing vehicular access.

The footway outside of the site on Antrim Road will be closed and pedestrians diverted to make use of the footway on the opposite side of the carriageway.

Section 4 - Traffic Management for the Site

Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. 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. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

A secure site hoarding is proposed to contain any construction works. The hoarding will be provided with appropriate lighting.

Banksmen will make use of stacca barriers to control pedestrian movements during the transfer of construction material between the site and large construction vehicles. Pedestrians will therefore be temporarily held or required to make use of the footway on the opposite side of the carriageway.

All vehicles will be received by a banksmen and given time slots to avoid disruption and potential congestion. Banksmen will ensure that the adjoining public highway network is kept clean and free from obstructions.

Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the Transport for London Road Network (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

Delivery routes will be discussed and agreed with the Council prior to the start of construction. It is anticipated that HGVs will approach and depart towards the A41 via the A509 Adelaide Road.

Vehicles will access Antrim Road from Haverstock Hill either via England's Lane or Antrim Grove.

Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. 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.

Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. In addition verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.

A booking system for deliveries will be implemented and managed to ensure vehicles do not arrive at the same time. Drivers will be expected to phone ahead to book a delivery slot and 20 minutes before arriving to ensure there is availability to load/unload.

Q25. 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.

A proposed construction arrangement drawing will be provided once a contractor has been appointed. It is proposed to accommodate larger vehicles on-street within suspended parking bays on Antrim Road outside of the site. Smaller vehicles will be accommodated on-site.

Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Swept path analysis will be provided once a contractor has been appointed.

Section 5 – Environmental Issues

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

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

All noisy works will be undertaken during the standard working hours, unless agreed with the Council prior to commencing. Where possible, construction works will be undertaken in a sensitive manner to reduce any noise impact.

Q28. 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.

A noise survey will be undertaken once a contractor has been appointed.

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

To be confirmed by contractor.

Q30. 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.

All works will be undertaken during the daytime to reduce any impacts with noise. In addition, no works will be undertaken on a Sunday.
A site hoarding will be erected to contain construction noise and vibrations. In addition, works will be undertaken in a considerate and sensitive manner where possible.

The Project Manager will monitor construction activity and review any complaints or concerns raised by local groups. As such, the impacts of construction activity will be managed and mitigated against.

Q31. Please provide evidence that staff have been trained on BS 5228:2009

To be confirmed by contractor.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Water spray techniques will be used to control dust associated with the construction process. Furthermore, vehicles will be sheeted to prevent any impact from dust arising.

Q33. 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.

Vehicles will be checked to ensure that wheels are clean and washed and that vehicles are appropriately loaded and sheeted. All construction vehicles will be inspected prior to leaving the site and jet washed if required.

The Project Manager will also ensure that the immediate area is patrolled twice a day to ensure that it is kept clear of any construction debris.

Q34. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

The project manager will monitor all noise, vibration and dust levels on a regular basis.

Q35. Please confirm that a Risk Assessment has been undertaken in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence.

A Risk Assessment will be undertaken once a contractor has been appointed.

Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

All relevant mitigation measures will be delivered and confirmed by the contractor.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors 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.

N/A

Q38. 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 copies of receipts (if work undertaken).

To be confirmed by contractors.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to Tfl best practice guidance and (CMRBC) sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

All deliveries will be arranged and given set times to arrive, dwell and depart. Delivery instructions will be verbally given to all suppliers and contractors

Banksmen will assist with all delivery vehicles to ensure safety. Vehicles will not wait or circulate on the public highway.

In the event the site is already accommodating a vehicle, drivers will be expected to wait outside the borough until the loading area has become clear.

Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

To be confirmed by the contractor once appointed.

Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. 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 it out.

Consultation with local residents, businesses, local groups and Ward Councillors will be undertaken once a contractor has been appointed.

Q42. 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. Please confirm how 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.

To be confirmed by contractor once appointed.

Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – CLOCS scheme' that the project will be signed up to. Note, the CLOCS standard should be adhered to and detailed in response to question 46. 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".

The construction project will sign up to the Considerate Constructors Scheme once a contractor has been appointed.

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

All workers will be briefed prior to the commencement of the project about their conduct and behaviour on site. If workers fail to adhere to the guidelines warnings will be given. In the event this does not prove successful employees will be removed from the project.

Q45. 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.

To be confirmed by contractor once appointed.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the CLOCS Standard

OPERATIONS:

- **Quality operation**: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
- **Collision reporting and analysis**: of any collision involving injury to persons, vehicles or property, ideally including use of the CLOCS Manager collision reporting tool.
- **Traffic routing**: any route specified by the client is adhered to unless otherwise specified.

i. VEHICLES:

- **Warning signage**: warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection**: fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation**: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings**: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. DRIVERS:

- **Training and development**: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing**: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan**: is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment**: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress**: should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading**: vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing**: should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours**: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance**: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

All contractors and sub-contractors will meet all of the above conditions once confirmed by a contractor.

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

This pro-forma will necessitate an update once planning permission has been granted and a contractor appointed. The contractor/Project Manager will assume full responsibility for the Construction Management Plan once appointed.

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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:** ……..

Print Name: …… **Position:** ……

Submit: planningobligations@camden.gov.uk

End of form