



GMS Estates Ltd.

**KINGSWAY HOUSE, KINGSWAY,
LONDON BOROUGH OF CAMDEN**

Construction Management Plan

May 2016

Caneparo Associates Limited
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London W1W 5BB
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Registered in England: 9930032

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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: Kingsway House, Kingsway, WC2B 6PN

Planning reference: The proposal is currently at the pre-application stage. As such a planning application reference is not available at this stage.

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

Name: Caneparo Associates

Address: 131 – 151 Great Titchfield Street, London, W1W 5BB

Tel: 020 3542 4840

Email: info@caneparoassociates.com

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

Name: Information to be supplies asap

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: Information to be supplies asap

Address:

Tel:

Email:

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- 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

Address:

Tel:

Email:

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

Name: To be confirmed

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

Address:

Tel:

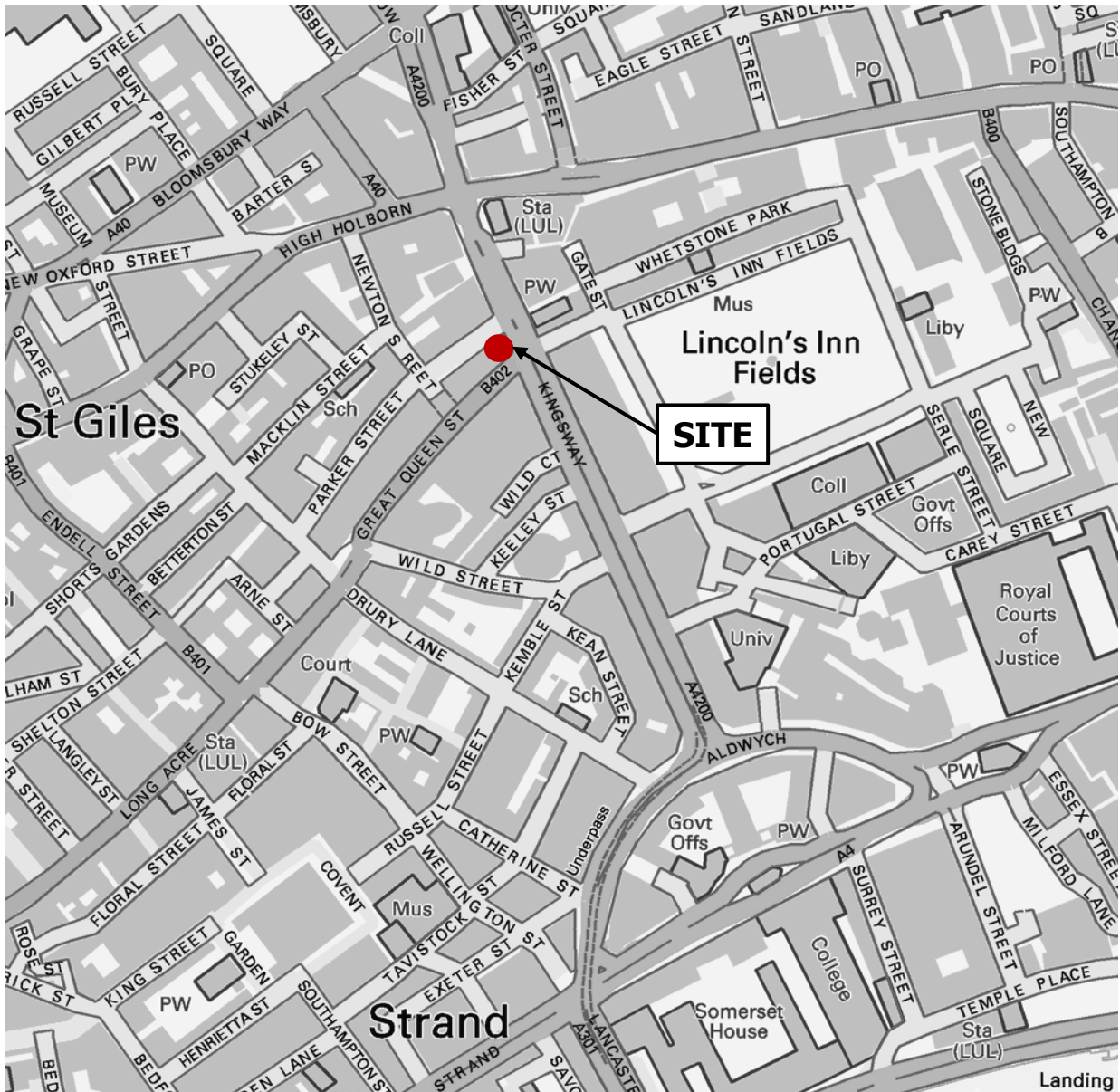
Email:

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Section 2 – About The Site and Transport Matters

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

The site is Kingsway House, Kingsway, London, WC2B 6PN. The proposal is for extension and refurbishment of the existing building in order to re-provide two ground and basement floor A3 retail units and B1 office workspace on upper floors. The site building currently provides 7 storeys above ground. The proposal seeks to construct an 8th storey, increasing the B1 office floor space by c.529sqm.



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The site is located within the London Borough of Camden and has frontage on Parker Street to the north, Kingsway (A4200) to the east and Great Queen Street to the south.

The site is situated approximately 120 metres (1-2 minutes) walking distance south of Holborn Underground Station, while bus stops are available on Kingsway a short walking distance north of the site. The surrounding area is typically commercial in nature, typically with retail facilities at ground floor and office work space on upper floors.

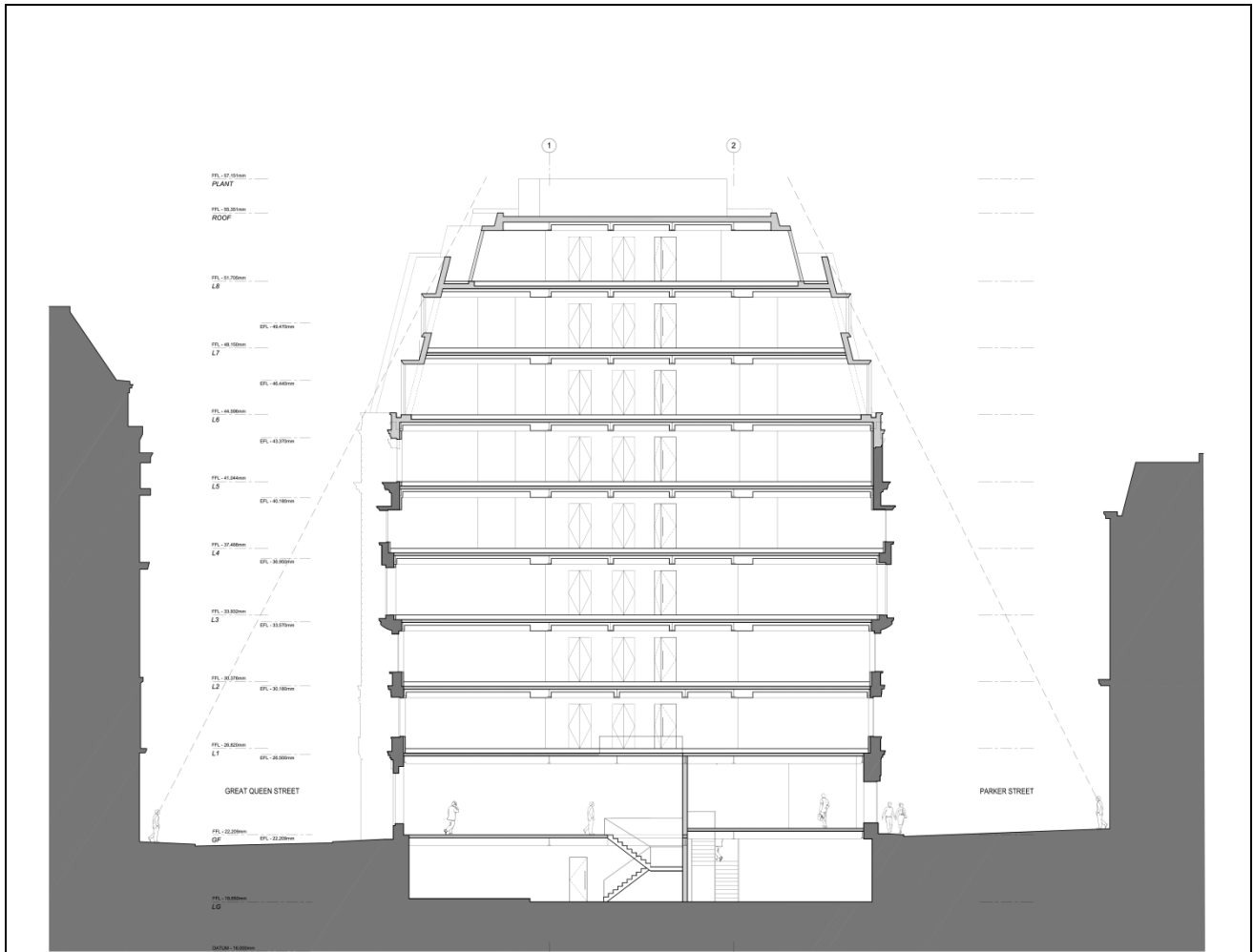
- Q9. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

The proposed works will involve refurbishment of the existing building, as well as construction of an 8th storey. The refurbishment will include alteration to the site's access arrangements via Parker Street, Kingsway (A4200) and Great Queen Street, while ground floor external signage will be replaced by full height glazing.

The proposal is designed to re-provide the existing class uses while increasing the quantum of C3 retail and B1 office floor space. The enlarged retail facilities will be located at ground and basement level, comprising two units, one of c.241sqm NIA floor area and the other consisting of c.261sqm NIA. The office floor space will be increased to c.2,250sqm NIA (an increase of c.529sqm).

The proposal seeks to demolish the existing 6th and 7th storeys, as well as the lift overrun and plant room. Storeys 6 and 7 will be replaced with a double mansard, in addition to a set back 8th storey.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

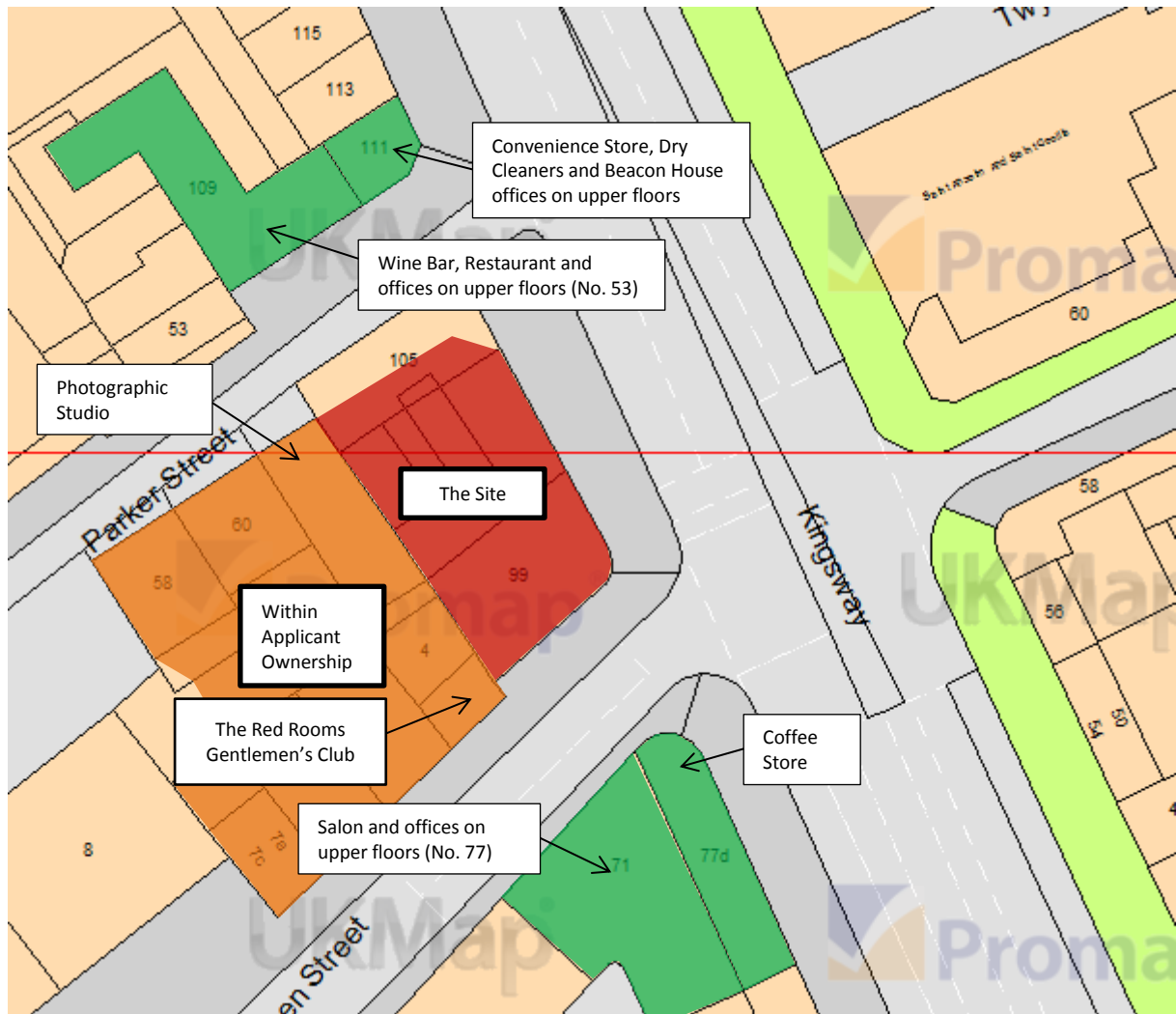


The works are located within an active commercial area. The construction process is likely to result in the displacement of some servicing activity. It is not envisaged that this will result in any significant adverse impact and the contractor will seek to ensure that any disturbance is kept to a minimum.

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.).

Please see plan view of properties surrounding the site below:

CONSTRUCTION TRAFFIC MANAGEMENT PLAN



The following businesses are occupiers of the office facilities labelled above (Please note the list of businesses is not exhaustive):

- No. 53 Parker Street – Tubemogul UK Limited, Threepipe Communications Limited, Ask.com, Electus International, Pricerunner UK, David Ian Productions
- Kershen Fairfax Beacon House – Advanced Ozone Products Ltd, Barthelmess UK Ltd, Cracker Properties Ltd, David Bishop UK Ltd
- 77 Kingsway – Therium Capital, Youngs Sea Food, Bracher Rawlins, Chartered Management Institute

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

- 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.

The Local Highway Layout Plan is appended at **Appendix A**.

Footways are provided on either side of all local roadways. Double yellow lines mark all local roads, including Parker Street, Kingsway and Great Queen Street. Double yellow line loading facilities are provided on either side of Parker Street with no additional restrictions. The double yellow line section of Kingsway immediately in front of the site is marked with single pips on the kerb stones. In the vicinity of the site, Great Queen Street has double yellow line road markings with additional restrictions for no loading Monday to Friday 8.30am – 6.30pm and Saturday 8.30am – 1.30pm.

There are a number of provisions for cyclists in the local area, including an advanced stop line, forming a reservoir space for cyclists adjacent to the site on Great Queen Street and a London Cycle Hire docking station located on Newton Street c. 110 metres west of the site.

- 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).

A Gantt chart will be supplied when this information is available, supplied by the contractor. The two tables below provide typical timescales for construction activities and are included as a guide only.

Timescales for Construction Vehicle Activities					
Period	Weekly Vehicles		Daily Vehicles		Max Dwell Time
	HGV	LGV	HGV	LGV	
Site Setup	5	3	1	<1	1.5 hours
Excavation/Substructure	25	10	5	2	40 mins
Superstructure	15	10	3	2	40 mins
Fit out	2	16	<1	<4	20 mins
Site Clean Up	5	3	1	<1	1.5 hours

Timescales for Construction Works	
Activity	Duration (Weeks)
Site Setup	3
Demolition	18
Excavation/Substructure	19
Superstructure	15
Fit out	15
Site Clean Up	4
Total Works	74

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Anticipated start date of construction: TBC

Anticipated completion date: TBC

Duration: TBC

Q13. Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

General working hours are confirmed as 8.00am to 6.00pm on Monday to Friday
8.00am to 1.00pm on Saturdays

All construction activities are expected to occur within the hours stated above as Camden's general working hours. The general working hours will be Monday – Friday between 8.00am – 6.00pm and Saturday between 8.00am – 1.00pm.

In the event that works are required outside of these times, confirmation from the Council will be sought to undertake these activities. Subsequently, the project/construction manager will notify all local businesses, which will be operational at the time of the construction activities, in advance and keep disruption to a minimum.

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.

At this stage, timings and the scope of works are being developed and shall be advised in due course. However, the proposal is not expected to require alterations to the existing utility facilities.

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

An asbestos survey will be carried out in due course to be submitted with the final CMP document.

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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.

Environmental Health Team

Culture and Environment Directorate

Town Hall, Argyle Street, London, WC1H 8EQ

Phone: 020 7974 2090

Fax: 020 7974 6955

E-mail: env.health@camden.gov.uk

In the event that it is required, details of construction activities outside of the agreed working hours will be provided to the Environmental Health Team. Details should include the nature and reason for the work and the proposed timetable.

The main types of work likely to occur outside normal working hours that are considered acceptable are:

- a. Emergency Work;
- b. Work needed for immediate health and safety reasons;
- c. Work which is likely to cause major disruption to traffic, and where the police or Highways Officers decide it must take place at night or at a weekend; and
- d. Railway work.

St Joseph's Primary School is located 190 metres west of the site on Macklin Street, therefore vehicles will be limited to prevent disruption to pupil drop-off and pick-up.

The hours in which construction vehicles will be permitted to arrive and depart from the site will be between 9.30am to 3.00pm on weekdays and between 8.00am to 1.00pm on Saturdays.

There will be occasions when heavy/wide loads will need to be delivered and removed from the site outside of the aforementioned hours, such deliveries would be assisted by a member of the construction management team at all times.

In cases where there is likely to be noisy work outside the standard hours for unavoidable reasons, the Environmental Health Team will be given notice, in writing, at least two weeks beforehand.

Construction vehicles will be managed and prevented from causing obstruction to the highway by implementing the following measures:

- Appointment of a dedicated Construction/Logistics Team (to support the Construction Manager)
- Use of road / traffic marshals
- Utilising the delivery booking scheme
- Using holding zones if required
- Providing hoarding, covered walkway and gantry level on Parker Street, Kingsway and Great Queen Street

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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.

Numerous types of construction vehicles will be used to transfer materials to and from the site. The following list provides the standard construction vehicles expected to service the site:

- Scaffold Vehicle – Typically 10m length, 2.5m width
- M-L Tipper – Typically 10.2m length, 2.5m width
- M concrete – Typically 8.4, length, 2.4m width

The projected vehicle movements are approximately 5 per day during the main contract works period.

Dwell times at the site for construction vehicles will be up to 40 minutes, in line with on street loading restrictions

Recently approved developments in the area:

It is noted that works are presently underway at 43-49 Parker Tower Parker Street London WC2B 5PS (2014/0176/P). The site's construction vehicle activities will be arranged in order to not conflict with these works.

Minor alterations to be undertaken at 77 Kingsway London WC2B 6SR (Application number 2015/6994/P). Works are not expected to conflict with the site's construction activities.

Permission for erection of 8th and 9th floors at 66 Kingsway Hall Hotel Great Queen Street London WC2B 5BX has been given, subject to a S106 agreement (Application number 2014/2792/P). The site's construction vehicle activities will be arranged in order to not conflict with these works.

Permission has been granted for extension works to be undertaken at 36-38 Kingsway and 40-42 Kingsway (Application number 2010/3759/P). The site's construction vehicle activities will be arranged in order to not conflict with these works.

It is noted that internal refurbishment works were permitted at 65 Kingsway London WC2B 6TD (Application number 2015/2748/L), these works are not expected to conflict with the site's construction activities.

It is also noted that an application has been submitted and permission was granted for ground floor elevation alterations and first floor alterations at Kingsway Hall Hotel 66 Great Queen Street London WC2B 5BX (Application number 2016/2244/P and 2015/0670/P). The site's construction vehicle activities will be arranged in order to not conflict with these works.

Permission has been granted for floor level and building height alterations post demolition and rebuild of the site at Parker House 25 Parker Street London WC2B 5PA (Planning application 2012/6132/P). The site's construction vehicle activities will be arranged in order to not conflict with these works.

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Subsequent to development at Parker Tower Parker Street London WC2B 5PS (2014/0176/P), further works are proposed (2015/7249/P). If planning permission is accepted, the site's construction vehicle activities will be arranged in order to not conflict with these works.

Subject to a Section 106 agreement, permission has been granted at 40-42 Parker Street London WC2B 5PQ (Planning application 2014/7745/P) for a 2 storey roof extension. The site's construction vehicle activities will be arranged in order to not conflict with these works.

Works associated with 19-21 Great Queen Street London WC2B 5BE conversion and extension (2014/4958/P) is not considered to conflict with the proposed works.

Additional known developments in the area shall be reviewed prior to the works commencing.

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

Appendix A provides an indicative layout plan for temporary site structures.

Expected structures include:

1. Scaffold fans to protect the public where scaffold is close to the footway
2. Gantry level
3. Hoist

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

All hoardings shall be installed in accordance with the London Borough of Camden's 'Guide for Contractors Working In Camden'

Free flow of traffic will be maintained on all local roads during construction activities.

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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.

Banksman will be in place for when materials are being transferred to and from construction vehicles. The public footway will be kept open at all times other than when materials are being transferred into the site at ground floor level. However, it is anticipated that the majority of material will be transferred using the gantry level and spoil chute.

All materials will be stored within building.

Office, meeting and welfare facilities will be accommodated within the existing ground through 5th floors [TBC].

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.

Construction vehicles are expected to utilise the on-street loading facilities located on Parker Street to the north of the site. The proposed Loading and Unloading Arrangement is shown indicatively at **Appendix B**.

Double yellow lines to be suspended during construction hours to guarantee movement of vehicles on Parker Street.

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Section 3 – 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.

Public Safety

To ensure public safety a covered walkway and hoarding will be implemented during construction works. Hoarding will protect pedestrians from sound and dust associated with construction activities.

During loading activities, a Banksman will be in position to guide pedestrians and maintain pedestrian safety. While temporary bollards / equipment will be placed to support pedestrian movements.

Construction Logistics Cycle Safety Scheme (CLOCS) will be taken into consideration to ensure safety of cyclists using local roads.

Hoarding, Access and Gantries

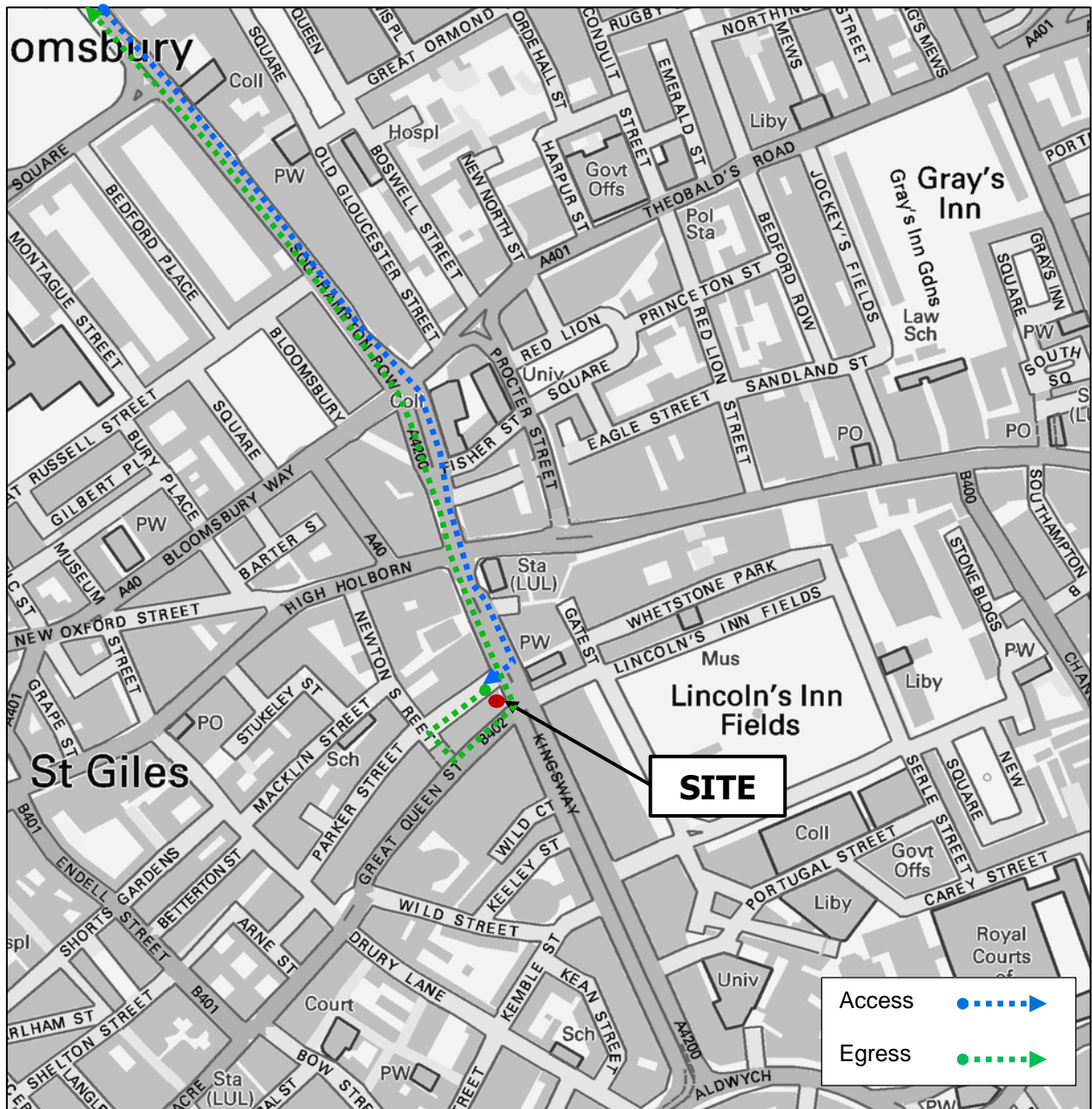
Details of temporary structures will be supplied by the development contractor.

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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.

All delivery routes will be agreed with the Council prior to the beginning of construction works.

The following vehicle routes are considered most appropriate for the proposed works:



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Access

Construction vehicles will access Parker Street via the A4200 Kingsway, both of which are subject to night-time and weekend Lorry Controls, stopping locations are shown indicatively at **Appendix B** and **Appendix C**. The A4200 Kingsway is accessible via the A501 Euston Road to the north, which is not included in the night-time and weekend controlled roads.

Egress

Vehicles will exit the site via Parker Street, turn immediately left onto Newton Street, at the end of the road left onto the B402 Great Queen Street, then left onto the A4200 Kingsway northbound. Vehicles will then turn left onto A501 Euston Road.

The site is located within the Congestion Charge Zone, as such construction vehicles will be subject to a charge when accessing the site between 7.00am and 6.00pm, Monday to Friday.

The route will be instilled in all pre-contract interviews with the supply chain and also clarified during all orders.

- 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.

It is proposed that the project manager appoints a competent team that has experience with traffic management, plant and equipment movements, hoist lifting requirements and material handling including storage. Traffic Marshalls would safely bank lorries to and from the site. Warning signage would be displayed.

The construction works will generate circa 5 movements per day of construction traffic. To limit disruption caused to neighbouring commercial occupiers; all project personnel and suppliers will agree to ensure the following:

- Absolute safety for all vehicular and pedestrian traffic.
- Maintain unrestricted access to local businesses and properties in the area.
- Minimise the impact of the construction process to the surrounding area.
- Maintain highway safety, particularly at unloading zones.
- Booking-in system for vehicle deliveries prior to arrival.
- Supervision at all times at street level during vehicle deliveries and unloading.
- Pedestrian gantry's (where applicable) over pavements to maintain footpath access and to provide public protection.
- Keeping Parker Street, Kingsway and Great Queens Street clear at all times.
- Adhere to the minimum requirements for the protection of cyclists

The key to efficient material/plant deliveries will be the effective management and coordination / timing of significant deliveries.

Deliveries will be co-ordinated to prevent queuing of vehicles adversely affecting traffic flow in and around the site area by use a delivery booking system managed by the contractor.

A strict delivery procedure will be implemented to ensure that Parker Street, Kingsway and Great Queen Street are not overrun with site and delivery vehicles. The site's road marshals will ensure that traffic flow

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on the three carriageways is maintained at all times.

All subcontractors and suppliers will be required to give 48 hours notice of deliveries. The movement of materials, particularly in the main contract works stage, will also be controlled by the site's road marshalls. A Construction Manager will be responsible for the control and coordination of all aspects of material deliveries and movement.

Vehicles will pull into the site's proposed loading area.

A gantry level hoist will be provided to facilitate easy and quick unloading of delivery vehicles.

Materials will be stored within the boundary of the site.

No parking will be permitted on site and all sub-contractors will be informed at the pre order meeting that the surrounding area is for permit holder and paid parking only. All subcontractors will be encouraged to use public transport.

- 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.

The proposed arrangement drawing is shown at **Appendix B**.

- 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 plots are included at **Appendix B** and **Appendix C**.

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Section 4 – Environmental Issues [Details provided in this section are subject to change]

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.

Our main control is through restricting the hours that noisy work is carried out from **08:00 until 18:00 Monday to Friday and 08:00 until 13:00 on Saturdays. No noisy works should be carried out on Sundays and Bank Holidays.**

In some circumstances it may however be necessary for noisy construction works to be carried out outside these hours. Such works may arise from emergency circumstances or the delivery of large plant and equipment where congestion and risks to safety prevent roads being used during working hours. The local authority and neighbours shall be informed of these exceptions in advance.

The project manager will do everything reasonably possible (using best practical means) to ensure noise from works within these hours is also kept to a minimum. This includes using well-maintained and silenced plant and equipment including compressors, generators and power tools.

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 arranged prior to works being carried out.

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

An Environmental Consultant is to be appointed to provide this information, prior to construction commencing.

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.

An Environmental Consultant is to be appointed to provide this information, prior to construction commencing.

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

To be provided ahead of commencement, all Management Staff will be trained in BS 5228:2009 prior to commencement.

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

Dealing with dust will be in the following fashion:

1. Prevention
2. Suppression
3. Containment

Any concrete will be ready mixed off site to prevent dust from on-site mixing activities.

The façade brickwork mortar shall be delivered in sealed delivery vehicles and stored in sealed mortar silos. Refilling will be by sealed pipeline.

Internal fit-out activities will be carried out in a controlled fashion using plant that minimise air-bourne dust and will only be carried out once the façade is sealed and weather tight.

We will consider spraying a fine spray to suppress dust on the following:

- Unpaved areas that are subject to traffic or wind.
- Sand, spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials.

During the construction phase a fully sheeted scaffold shall be erected. Watering and dust prevention measures shall be put in place.

In addition to the those standards required for the CCS, we will ensure all relevant Statutory Conditions and Codes of Practice will be implemented in connection with the control of dust, noise, vibration as well as the control and discharge of water from the site.

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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.

Debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. The project manager will make provision to minimise this problem.

Provision for cleaning of the road, if required, will be undertaken by an approved road sweeper.

All muck away lorries will be fully sheeted to minimise the risk of any debris over spilling onto the highway.

We will consider spraying a fine spray to suppress dust on the following:

- Sand, spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials.

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

The arrangements for monitoring of noise, vibration and dust levels shall be in accordance with BS 5228:2009.

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.

In accordance with the relevant SPG a risk assessment shall be carried out prior to commencement of works.

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

Confirmed

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.

Confirmed

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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).

Demolition works shall be completed once the site is occupied for construction works.

At all times the site shall be kept free, so far as is reasonable / practicable, from rats and mice by regular rubbish and waste clearance, sealing of any redundant drains with permanent concrete plugs or temporary drain bungs.

All food waste generated by site operatives will be placed into sealed wheelie bin containers.

Site Management will carry out regular checks for rodents and if any are located pest control specialists will be appointed immediately.

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Section 5 – 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.

A Construction Manager will be appointed in order to schedule and manage delivery traffic and minimise congestion associated with the works.

The Construction Manager will be responsible for the day to day management of all deliveries to the site. These will be booked in using a delivery schedule so as to prevent lorry congestion within the road network that surrounds the site. Should a lorry/vehicle arrive that has not been booked in, that lorry will be turned away.

Delivery vehicles will be directed to Parker Street keeping Kingsway and Great Queen Street free from construction vehicles, allowing free movement for general traffic.

Suspension of double yellow line on both sides of Parker Street is required to maintain both the movement of traffic as well as the proposed loading area, as shown in **Appendix B**.

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All deliveries will be made from Parker Street.

Due to the busy nature of the surrounding area, the vehicular route will need to be heavily regulated and controlled throughout the build process.

To this end a competent Construction/Logistics Team will be appointed that has experience with traffic management, plant and equipment movements, hoist lifting requirements and material handling including storage. Traffic Marshalls would safely bank lorries. Warning signage would be displayed.

To limit disruption caused to neighbouring property owners and occupiers all project personnel and suppliers will receive a copy of, and will be required to comply with specific controls and site management procedures as follows:

- Absolute safety for all vehicular and pedestrian traffic.
- Maintain unrestricted access to local businesses and properties in the area.
- Minimise the impact of the construction process to the surrounding area.
- Maintain highway safety, particularly at unloading zones.
- Booking-in system for vehicle deliveries prior to arrival.
- Supervision at all times at street level during vehicle deliveries and unloading.
- Pedestrian gantry's (where applicable) over pavements to maintain footpath access and to provide public protection.
- Keeping neighbouring roads clear at all times.
- Minimum requirements for the protection of cyclists

The key to efficient material/plant deliveries will be the effective management and coordination / timing of significant deliveries. Deliveries will be co-ordinated to prevent queuing of vehicles adversely affecting traffic flow in and around the site area by use of a booking system.

We shall encourage our sub-contractors to use public transport to travel to site.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

We shall also inform potential subcontractors that parking is very restricted in the local area and that residents parking bays are not to be used.

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**).

We will strive to procure local contractors for the project therefore minimising transport costs and impact on the local environment.

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 Councillors will be ongoing in respect of construction in regards to vehicle routes, programmes, suspensions, etc.

The draft CMP will be circulated once the document has been approved.

The Project Manager will regularly liaise with local businesses and provide updates on construction.

Consultation discussions will cover access to neighbouring properties, traffic flow congestion and vehicle routes for construction vehicles accessing the site.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

- 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.

The construction manager shall keep local businesses and occupiers informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

At the site a Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

All Contact Boards will include the following:

- (a) The title 'Contact Board'
- (b) Name of the main contractor, address and person to whom correspondence should be addressed
- (c) Name of the site manager
- (d) Month and year of completion of works
- (e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time

Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible, 2 weeks prior to the works commencing. The minimum notification period is one week.

We shall ensure that a staffed telephone enquiry line is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to the Noise and Licensing Enforcement Team on 0207 974 4444.

Should noise/vibration/dust complaints arise from the building construction/building works; these complaints will be recorded in a complaints register and made available to the Local Authority upon request. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities being the cause of complaint must cease (tasks in progress will be accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

The Construction Working Group [TBC] which will be established as part of the development will be informed and updated of all construction activity. Liaison and consultation with local occupiers will take place throughout the programme.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

- 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 development works will be registered onto the 'Considerate Constructors Scheme'. While FORS and CLOCS standards will be adhered to.

The 'Guide for Contractors Working in Camden' also referred to as 'Camden's Considerate Contractors Manual' will also be adhered to.

- 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.

Site rules will be enforced to ensure that smoking area provision is made and that bad language and shouting will not be tolerated.

The Site Management will adopt a yellow card 'warning' and red card 'removal from site' management system for all inducted operatives and staff.

- 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.

A plan will be provided of all existing and anticipated construction sites in the local area.

The Project Manager will seek to make contact with all relevant Project Managers of other local construction sites to discuss anticipated vehicle movements, routeing and timescales. Where possible, the Project Manager will co-ordinate deliveries and movements to minimise disruption to the local road network.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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.

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

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.

Careful placement of sub-contract orders and the introduction of site rules will ensure 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.*

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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*

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'*

This document (construction logistics/management plan) will be in place and fully complied with. All vehicular facilities for the site will be clearly signposted and clear of obstacles. The project manager will manage these facilities and ensure proposed uses are understood.

Due to the site location and proposal, it is not feasible to load and unload on-site, as such materials will be loaded and unloaded via Parker Street.

As identified in Q23, the proposed construction traffic route has been carefully considered, and will be communicated to all contractors and drivers. As far as it is practicable, vehicle activities will be arranged outside the AM and PM peak periods.

All contractors and sub-contractors throughout the supply chain will comply with requirements 3.1.1 to 3.3.2.

The safety and wellbeing of the general public who occupy and work within the vicinity of the project are of paramount importance during construction, therefore all business systems will be tailored to ensure this.

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

NA

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

The agreed contents of this Draft 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:

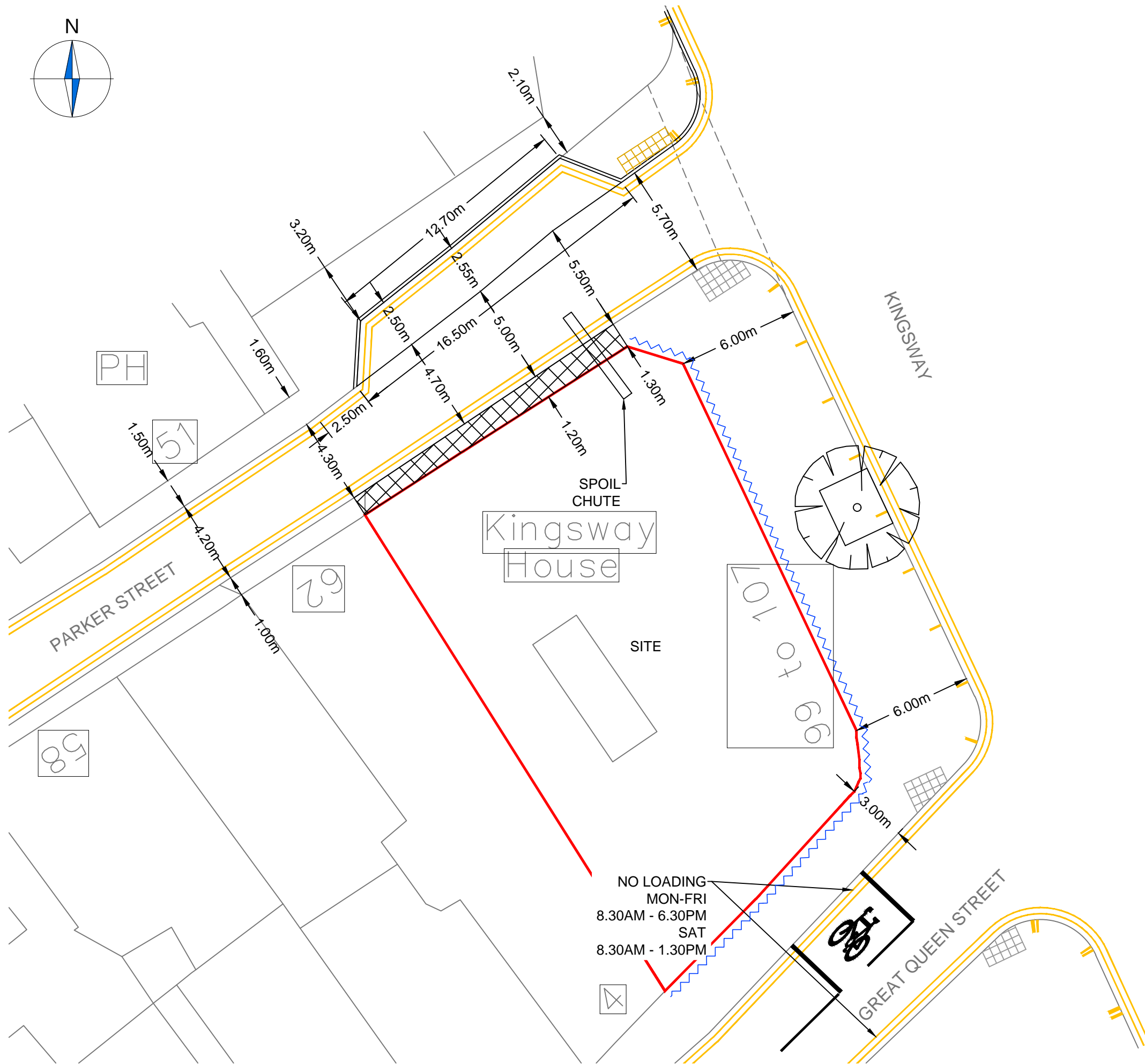
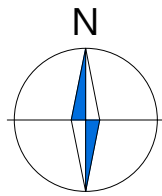
Print Name:

Position:

Submit: planningobligations@camden.gov.uk

End of form






Appendix A



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

	SITE BOUNDARY
	DOUBLE YELLOW LINES
	TACTILE PAVING
	SITE HOARDING
	PROPOSED COVERED WALKWAY

Rev	Details	REVISION HISTORY		
...	...	Drawn	Checked	Date
Status: <input type="checkbox"/> Preliminary <input type="checkbox"/> For Approval <input type="checkbox"/> For Construction				
<input checked="" type="checkbox"/> For Information <input type="checkbox"/> For Tender <input type="checkbox"/> As Built				

Client: **GMS Estates Ltd**

Project: **Kingsway**

Drawing Title: **On-pavement Loading Area**

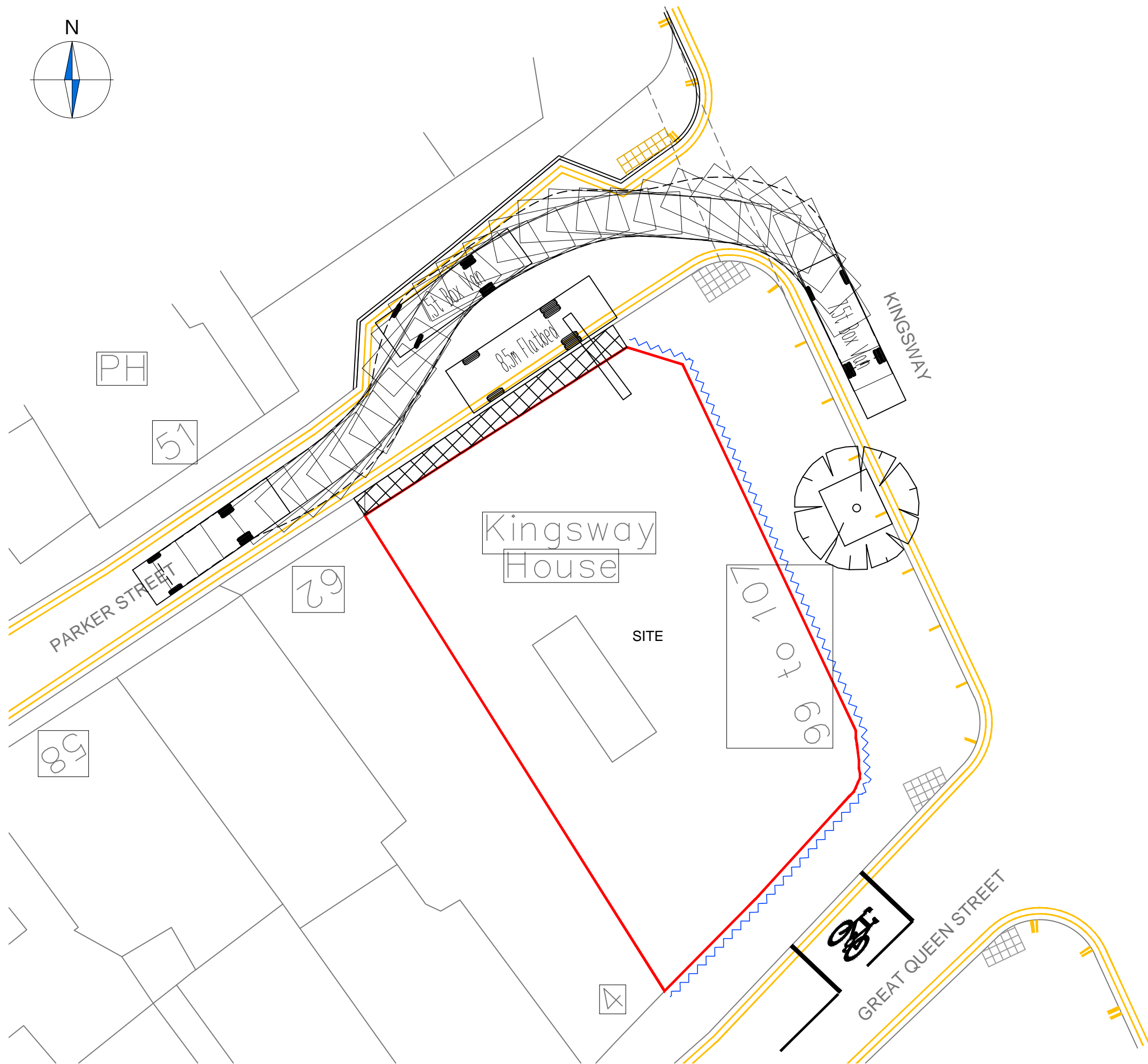
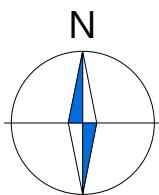
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Drawn by: **AS** Checked by: **LD** Date: **26.05.2016**

CANEPARO ASSOCIATES
Transport Planning & Highway Design
131-151 Great Titchfield Street • London • W1W 5BB • Tel. 020 3542 4840

Scheme Ref:	Drawing No:	Sheet:	Rev:
3098	001

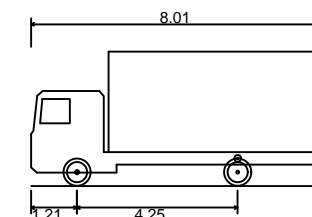
Appendix B



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

- FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 5kph)
- REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2.5kph)

Rev	Details	REVISION HISTORY		
Rev	Details	Drawn	Checked	Date

Status: Preliminary For Approval For Construction
 For Information For Tender As Built

Client: **GMS Estates Ltd**

Project: **Kingsway**

Drawing Title: **Swept Path analysis using a 7.5T Box Van**

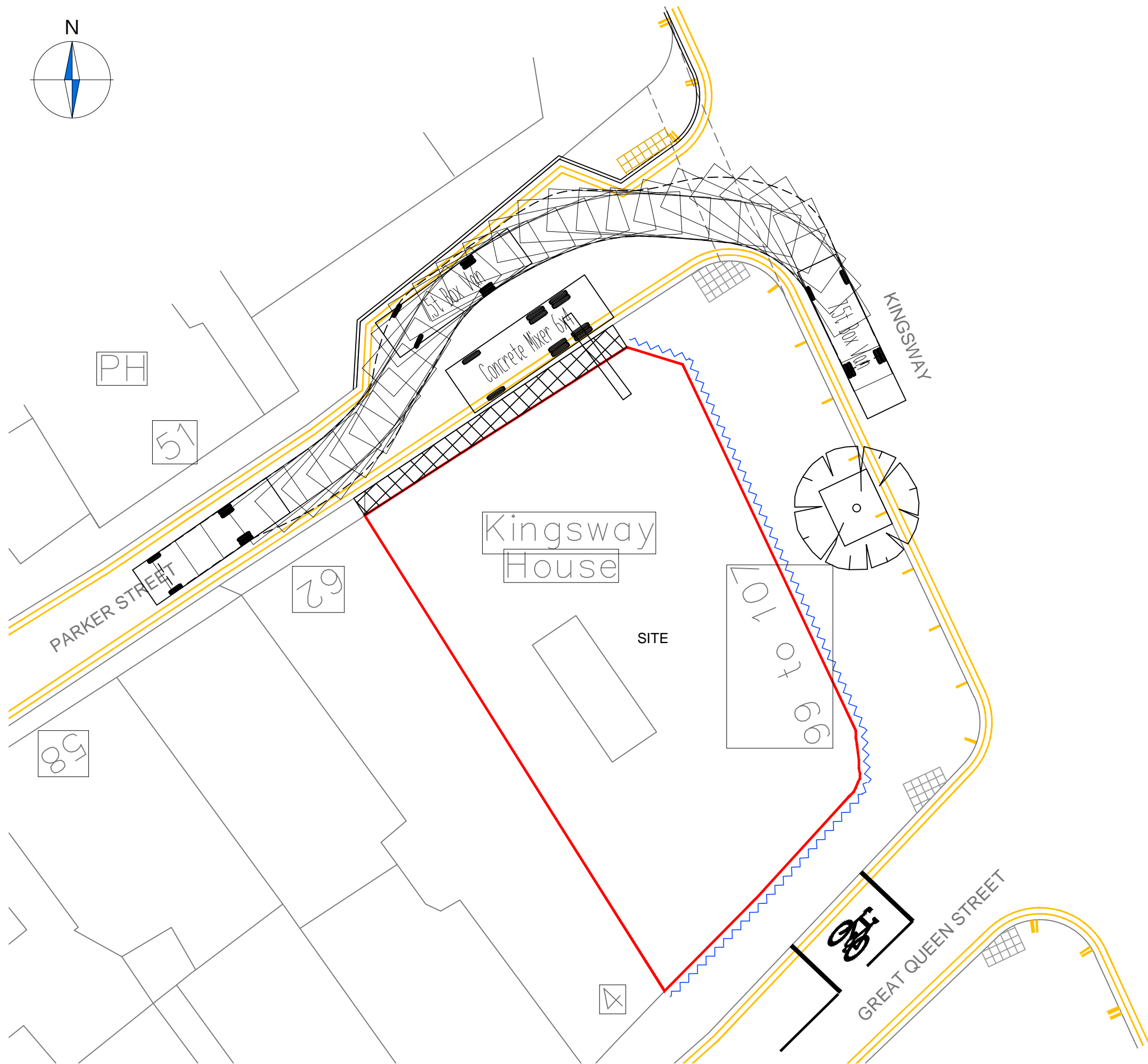
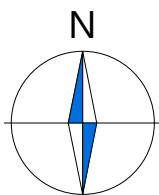
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Drawn by: AS Checked by: LD Date: 26.05.2016

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Scheme Ref:	Drawing No:	Sheet :	Rev:
3098	002

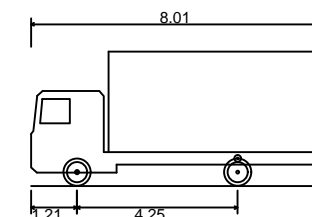
Appendix C



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

- FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 5kph)
- REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2.5kph)

Rev	Details	REVISION HISTORY			Drawn	Checked	Date

Status: Preliminary For Approval For Construction
 For Information For Tender As Built

Client:

GMS Estates Ltd

Project:

Kingsway

Drawing Title:

**Swept Path analysis using a
7.5T Box Van**

Scale: 1:200 Size: A3

Drawn by: AS Checked by: LD Date: 26.05.2016



131-151 Great Titchfield Street • London • W1W 5BB • Tel. 020 3542 4840

Scheme Ref: 3098	Drawing No: 003	Sheet: ...	Rev: ...
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