Proposed elevation of the new Camden Wharf with Roof top Restaurant.

5 Construction Logistics

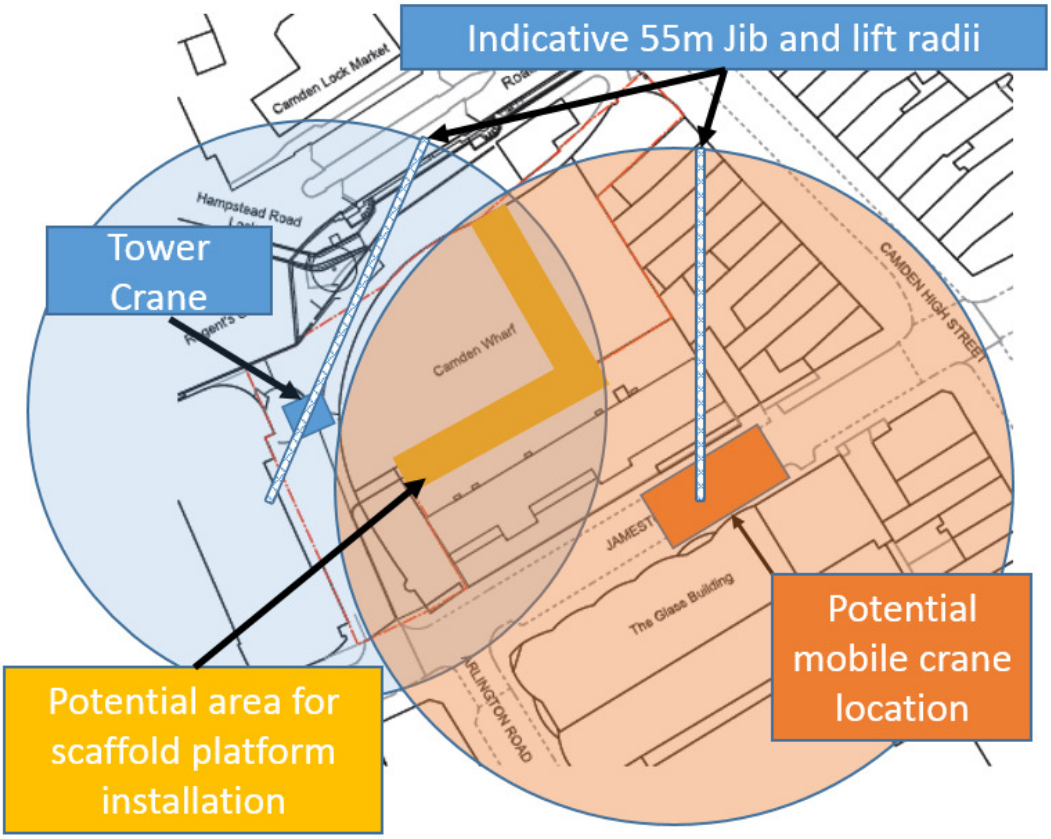
5.1 Considerations and Constraints

As the site is located in a busy area of Camden it is important to consider how the site will be serviced and the impact of the construction logistics on the surrounding area. The construction logistics are considered at a macro and micro level.

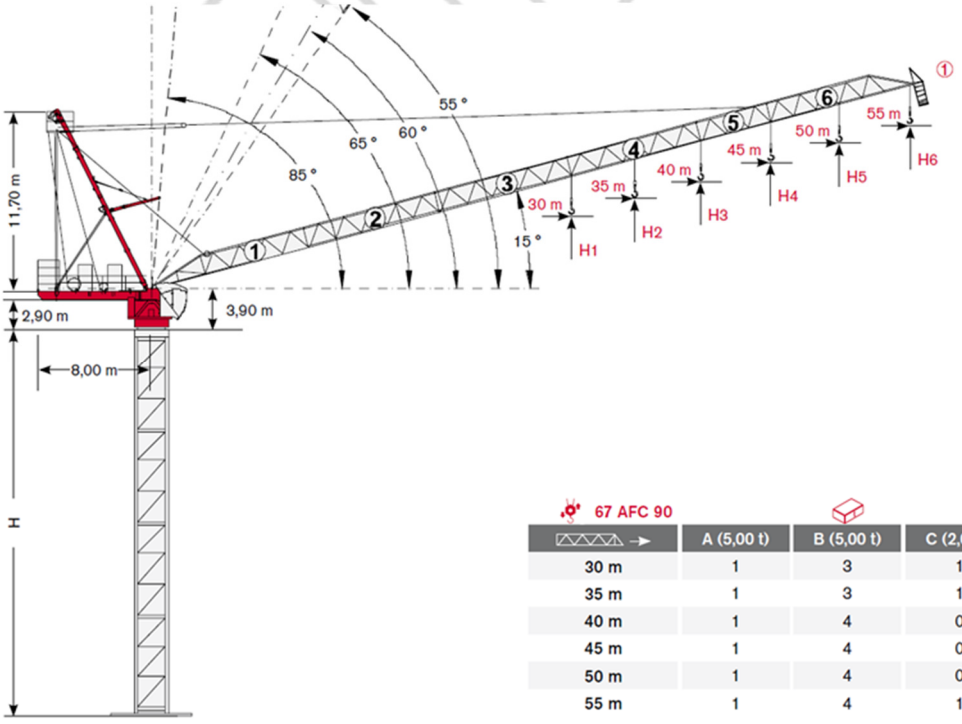
5.2 Sizing of Crane

5.2.1 Tower Crane

Due to the distance from the Camden Wharf frontage to the approximate centre of Jamestown road being approximately 50m and the distance from the centre of the service yard area being approximately 52m it is more appropriate to install a single crane for the site in the service yard area.



A luffing jib crane of such as a Terex CTL260 18 should be considered for all lifting operations as it can provide a 55m luffing jib with a max weight at end of Jib of 2.9 t (3.5t at 50m). A larger type crane such as a CTL 340-24 will provide a lift at 55m of 4.9t or 5.45t at 50m.



67 AFC 90

→	A (5,00 t)	B (5,00 t)	C (2,00 t)
30 m	1	3	1
35 m	1	3	1
40 m	1	4	0
45 m	1	4	0
50 m	1	4	0
55 m	1	4	1

The cane has been sized to take a maximum considered load on site related to the installation of the chillers steels and concrete to the westerly roof area. The maximum anticipated load will be for concrete at about 2.4 tonne

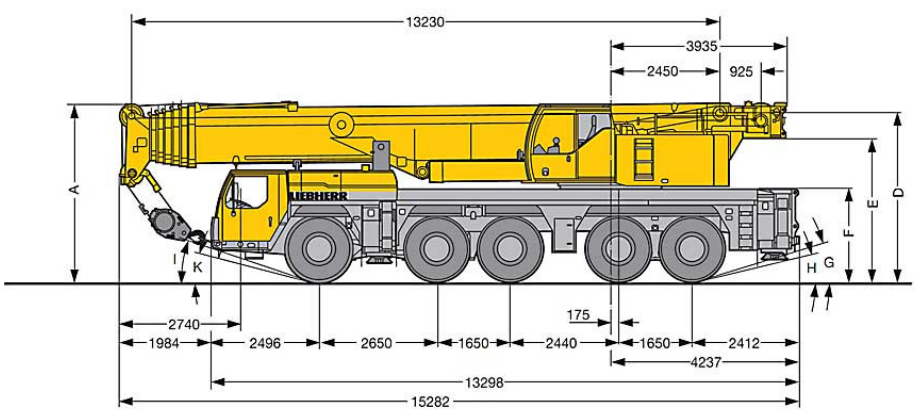
Key plant loads on site are noted below

- Chillers: 1850 kg (without water)
- Kitchen Supply AHU: 780 kg (comes as one module)
- Boilers: 672 kg (without water)
- 3rd floor office AHU: 662kg (comes as one module)
- Office WC and Plant Room AHU: 662 kg (comes as one module)
- Restaurant AHU: 372kg (comes as one module)
- Kitchen Extract fan: 245 kg (comes as one module)
- Steel Beams

Steel Beams and columns are estimated to fall between 43kg and 74kg per meter with some columns, with 10m steels weighing in within a 430kg 740 kg (0.45-0.75 tonne).

Concrete lifts that are undertaken by bucket lift, and buckets should be rated to meet the crane usage and distance from body. Loads should not exceed 1.2 cu m at full jib length. Note, approximate max load weight of 2.3 tonnes (pay load 2.2 Tonne with an additional plant weight of 0.20 Tonne)

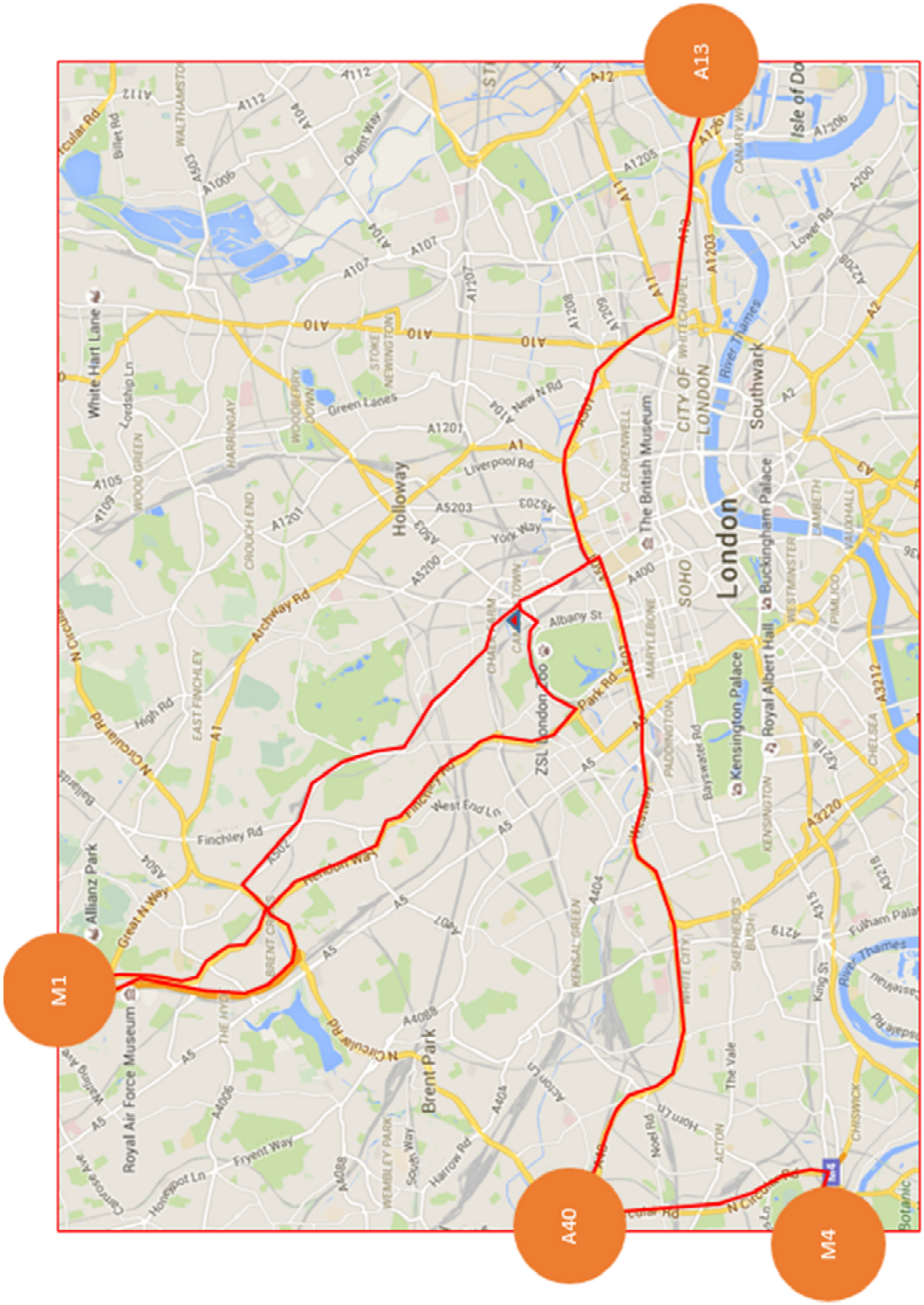
5.2.2 Special lift contingency



In the case that a special lift were required from Jamestown Road to lift over plant and equipment to Camden Wharf, due to the length of lift a minimum 150 tonne crane with a 60m luffing jib would be required. An example, of this would be a LTM 1200 -5.1 which in lifting state is approximately 15m long and 8.3 m wide with supporting frame extended. This would require a full road closure and the suspension of paring in approximately 10 bays to the South side of Jamestown road.

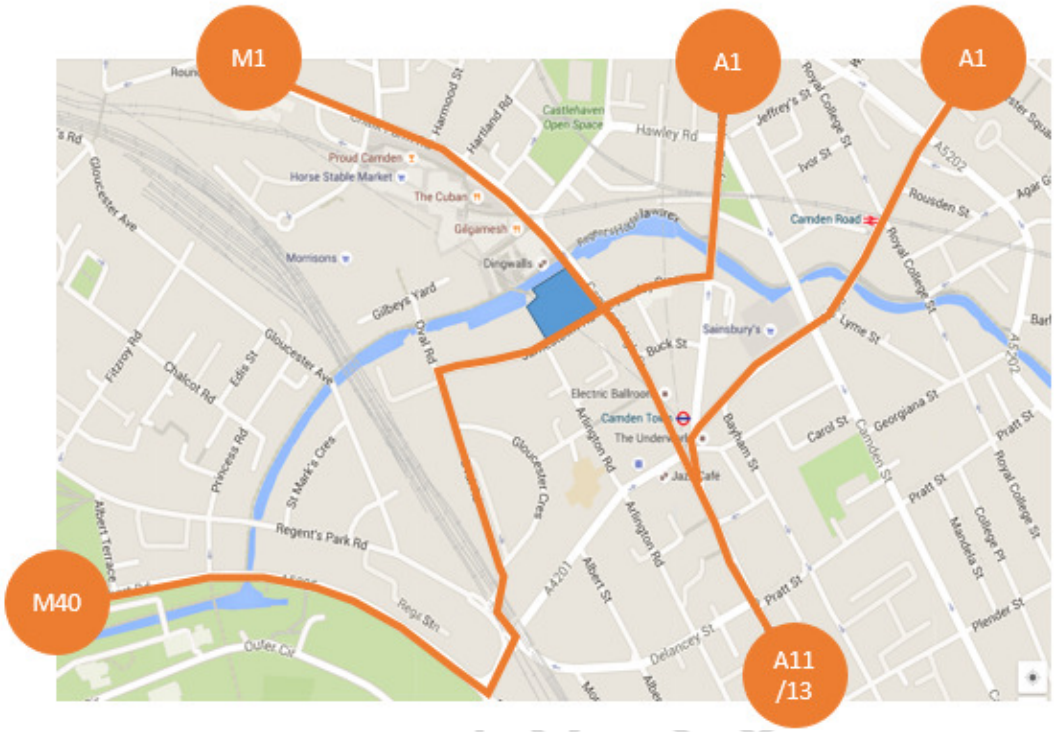
5.3 Macro Traffic Routes

The below sketch provides anecdotal routes to the key motor ways that should be considered for large vehicle movements.



5.4 Micro Traffic Routes

The below sketch provides local routes through Camden to the key motor ways that should be considered for large vehicle movements



5.5 Schedule of Deliveries and Storage

All deliveries to site should be undertaken through an electronic "booking-in" system, managed by the security organisation, and with all deliveries allocated a specific time slot. Typically, failure to adhere to their time slot may result in a sub-contractor's delivery being denied access to the site. There will be no waiting on street for access to the site.

Deliveries will be timed as far as is practical to meet the shared needs of the adjacent Hotel's scheduled deliveries, as well as the contractors.

A schedule of predicted size and frequency of vehicles will be finalised by the contractors.

In alignment with standard practice, and to maximise productivity within the core hours of construction, the contractors will utilise a period of up to one hour before and up to one hour after normal working hours for start-up and close down of activities.

This will include but not be limited to deliveries, movement to place of work, unloading, maintenance and general preparation works. This will not include operation of plant or machinery likely to cause a disturbance to local residents or businesses. These periods will not be considered an extension of core working hours.

Vehicular movement for site deliveries outside of the normal working hours will need to be agreed by the contractor.

As part of maintaining a clean area around the site a road-sweeping machine should be periodically employed to either brush clean the roads around the site or in periods of dry weather wet down the highway to control the dust.

Storage on the site will be limited and a general principal of "Just in Time" delivery needs to be implemented and all sub-contractors should be required to organise their site requirements on this basis.

Off-site marshalling and storage facilities should be investigated to assist in the control of materials into the site and possibly include the facility to break down loads to suitable size vehicles that can be accommodated by the site.

5.6 Local Road Cleansing

As part of maintaining a clean area around the site a road-sweeping machine should be periodically employed to either brush clean the roads around the site or in periods of dry weather wet down the highway to control the dust.

Dust suppression will be central to the de-construction works as well as the construction due to the locality of the works, and damping down of spoil will be undertaken where necessary prior to removal by road to avoid unnecessary pollution.

5.7 Vehicle Loading and Unloading

As a general principle, all deliveries to site will be off-loaded either within the site boundary or in the location of the west elevation service road adjacent to the Camden Wharf loading internal bay. However it is likely that certain vehicle loads, either due to their timing on the programme or their physical size (e.g. major mechanical plant) it may be necessary to off load from Jamestown Road. Further review and consideration should be given to the adoption by the project of some parking bays within Jamestown road for secondary delivery areas, and materials picking points for the crane when in operation

Off-site marshalling and storage facilities will be investigated to assist in the management of materials. The waste material will be directly transported to registered waste reclamation centres.

Prior to the commencement of works, the contractor will instigate an agreement with the adjacent Hotel to ensure that all deliveries to the hotel have full access to the hotel loading bay.

5.8 Site Gates

There will be the need to provide site access and egress gates from the Service yard adjacent to Jamestown Road onto the site at the appropriate times. The gates will need to be of the sliding type so as not to encroach in to the Hotel service

area. The site compound should not obstruct the hotel service or fire routes when in operation.

The gates should be manned by a suitable qualified banks man at all times to stop pedestrians crossing the gate access position whilst the vehicle is being directed into the site.

The same arrangement should be provided at the exit gate from the site.
The operative at the exit gate will assist the vehicle driver in safely exiting the site onto the highway.

A personnel access should be provided within the vicinity of the vehicular gate to act as the main site access. The personnel gate should be accessible from the public footpath on Jamestown Road. The security organisation should have a control point at this gate and should check that only authorised personnel are allowed access to the site.

5.9 Operative Access

The number of construction workers on-site at any one time will depend on the different phases of the development. The number of operatives on site is estimated below.

Number of workers on site:	Low	High
Main works	50	75

A large proportion of roads in in the site locality are within controlled parking zones and the only legal on-street parking is for permit holders or in pay and display bays. Strict parking controls and enforcement will ensure on-street parking by construction workers is prevented.

As a result it is anticipated that the majority of construction workers will travel to the site by public transport i.e. underground or by local buses and personnel will be given detailed information on travel options.

5.10 Parking on site

There will be no on-site parking provided for construction worker vehicles. Parking should not be allowed on site and all contractors and sub-contractors on site should be advised through their contract documentation that no parking is available on the site and that all personnel should use public transport.

If it is necessary to suspend car-parking bays and provide off-loading provisions on Jamestown Road the contractor will make enquires in good time to agree potential requirements.

5.11 Number of bays likely to require suspension & timescales

It is the intention for all deliveries and works to be confined within the envelope of the site (including Service road). As a general principal it is not envisaged that parking bays will be required to extend the site during the works. There may however be a necessity for the contractor to request temporary suspensions during one off activities, but this will not be the business as usual case.

5.12 Vehicle Access

The assumed main site access / egress for all works will be initially from the existing loading areas within the private road adj. to Jamestown Road. This may be supplemented by the provision of a temporary off loading / loading area within Jamestown Road within existing parking bays. Permission for this will be sought if the facility is required.

5.13 Site Accommodation

Site accommodation will be housed within the site boundary both within the loading bay for materials and within 3rd and 4th floor office area (adjacent to the site) for general management and staff facilities. At present there is also an option to form a site compound area on the 1st & 2nd floors (vacant during works) and this will be considered if there is a benefit to the build, and welfare of the constructors.

The construction team will utilise designated toilets on the floors and provide suitable protection to the toileting areas. Cleaning of toilet areas will be self-managed by the contractor.

Separation of the office areas and “routes through the building will be separated from the rest of the building at appropriate junctures, and suitable signage and security will be provided.

A security office will be set up within the ground floor service area (accessed via the service yard). The site accommodation will house the following facilities:

- Main Contractor management offices and meeting room;
- Welfare facilities including canteen, drying and changing rooms and toilet and shower facilities;
- Security office;
- Sub-Contractor facilities.

5.14 Security

It is anticipated that during the development works the site will need to be provided with 24 hour 7 day a week security by either security personnel on site or CCTV (out of hours) .

The security personnel should be required to regularly patrol the site and check that there are no unauthorised persons on the site and that the site is in a safe condition and all areas are secured as required.

To assist the security CCTV cameras should be provided at strategically sensitive locations that can be monitored from a central security point.

As the development proceeds a temporary fire alarm system would be installed throughout the site with the central monitoring point sensibly located in the security office.

This system should be modified and updated as the development proceeds.

5.15 Waste Management

Control of waste material on site is a key factor in the successful outcome of a project and BREEAM Requirements. In general the contractor will implement a waste management strategy at the commencement of the works. The strategy should generally be based around locating a skip or series of skips in a central location within the ground floor level within the site boundary that can used for manual loading.

An area on the upper floors should be allocated for “crane managed” skip movement that is suitable for use. Wheelie bins will be utilised to remove waste from the various distributed work faces. Site operatives would then deposit the waste materials into the wheelie bins or larger items directly into the skips. Logistics operatives would then be responsible for co-ordination, and removal of the full wheelie bins and empty them in the correct allocated skips. Full bins on removal should be replaced, with empty ones on removal.

Wheelie bins should be vertically transported down through the site via the service lift, and weighted prior to entry of the lift to ensure that the lift is not overloaded. The skips need to be replaced regularly to ensure space for waste material is always available.

Segregation of waste material should be undertaken at the waste disposal facility where it is most appropriately undertaken.

5.16 Working Hours

The working hours for the construction activities will be in line with the requirements of the control of pollution act 1974, Part III, section 60, namely;

- Monday to Friday 8.00 am to 6.00 pm
- Saturday 8.00 am to 1.00pm
- Sunday and Bank Holidays (normally) No working

Where working is required outside of the above hours due to unforeseen circumstances or planned work that can only occur outside of the core hours e.g.

road closure requirements, then these will be undertaken following communication with the Local Authority and local residents /businesses advising the reasons for the work, likely impact, if any, and estimated time to start and complete the work.

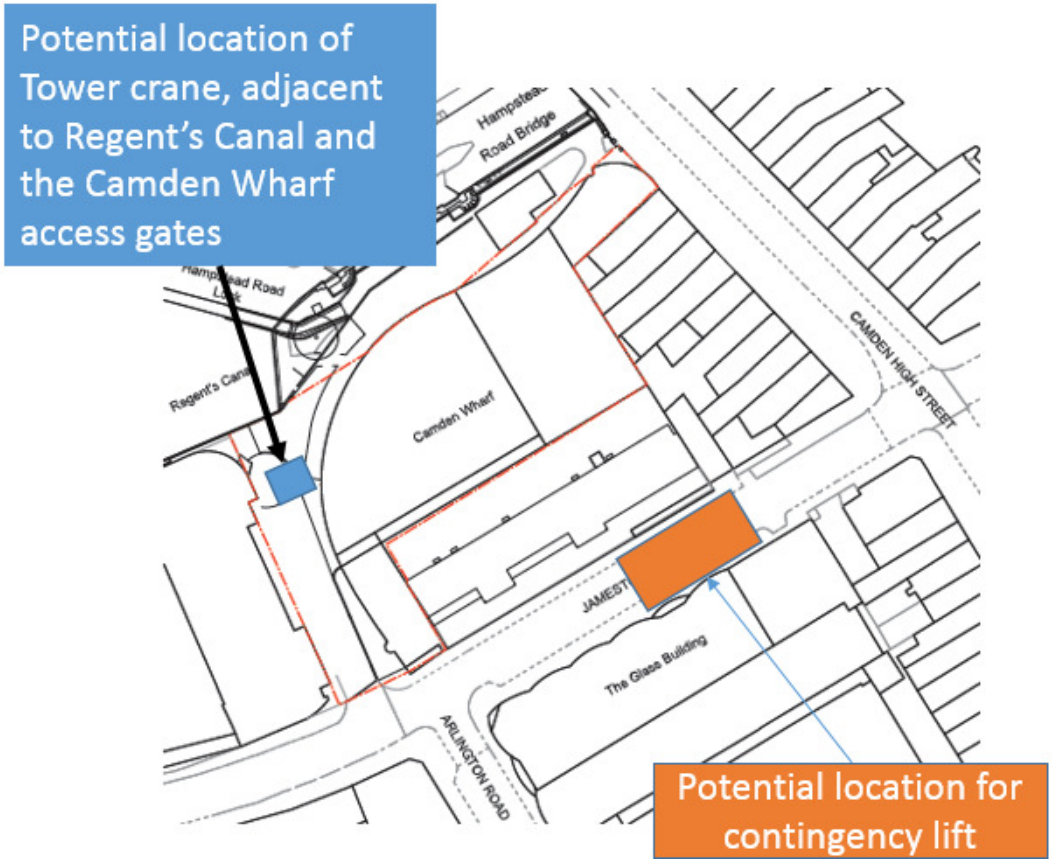
6 Plant & Equipment

Through discussion with the design team and a review of the buildings layout, it has been agree that though mobile crane lifts would offer a reasonable alternative to a static tower crane, the disruption required due to the need for road closures would be prohibitive. As such to minimise traffic congestion caused by the works, a static crane will be considered as the prime option for raising plant and materials to the upper floors.

6.1 Tower Cranes

It is anticipated that 1 no. tower cranes will be required throughout the construction works for plant and materials movement.

For the duration of the works the tower crane will be provided located at the westernmost end of the site adjacent to the canal.



6.2 Mobile cranes

It is anticipate that 1 no. mobile crane may be required as a contingency option for the movement of plant on the easterly roof area.

All contingency lifts will be undertaken from the East end of Jamestown Road near it's junction with Camden High-Street. Any lifts conducted from the Jamestown location will require road closures and be undertaken at night.

6.3 Scaffolding

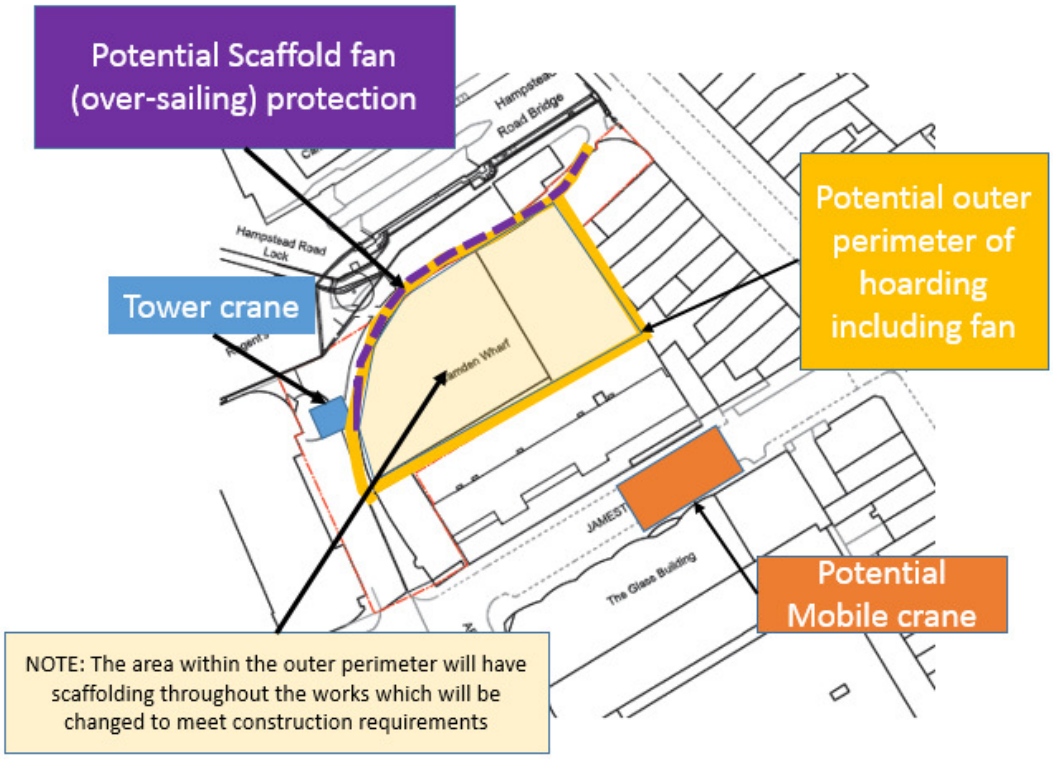
An early activity will be to protect and enclose the building where access is to be provided to the contracting team and where external works are to take place adjacent to public areas.

There are three distinct areas that will require scaffolding:

- At the public perimeter of the building
- Within the service area separation from the surrounding buildings.
- Localised working platforms

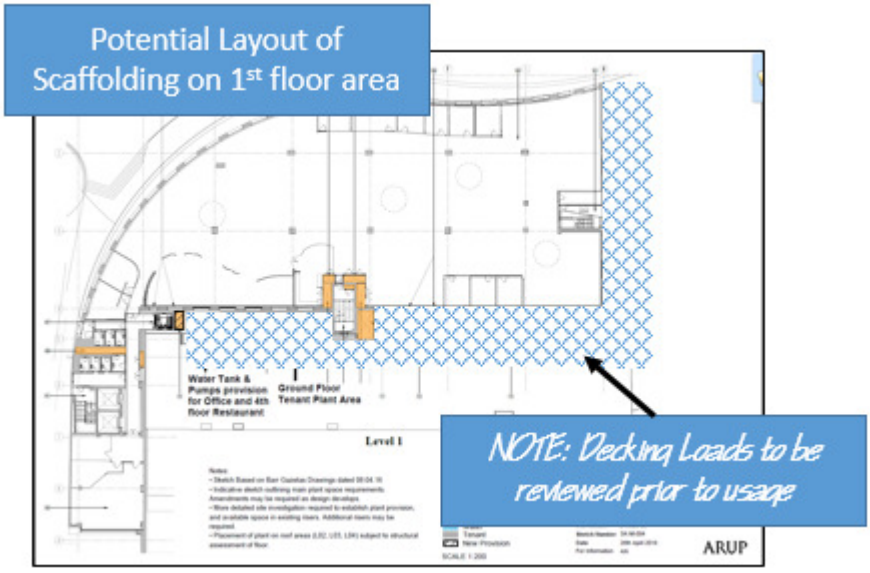
Within the first category, scaffolding will be required to enable window replacement and to provide fall protection during the civil works.
The secondary scaffolding will be required predominantly to act as fall protection and potentially provide a working platform during the civil works.

The third category will be required in the location of works within the site to provide localised platforms during the civil and fit out works.



We would assume the erection of scaffold and protection fans will occur from upper floors, with cantilever sections providing protection to the northern elevations. The scaffold will be netted to protect adjacent roads walkways and buildings from debris.

In advance of the scaffold erection a tree protection strategy will need to be agreed and the appropriate works and protection implemented.



Within the service road area, it is anticipated that the outside face of the scaffold & baulk timbers will extend into the road way, however this will need to be configured to ensure that traffic can still operate without hindrance.

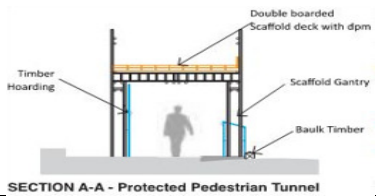
The scaffold should be fitted with a proprietary alarm system to prevent unauthorised access onto the scaffold and into the building.

The necessary licences will need to be applied for by the contractor undertaking the high level works.

A protective scaffold fan system should may be required during the works and will need to be investigated by the contractor.

A weather membrane above to minimise water penetration into the tunnel and to give protection to pedestrians from the unlikely event of any falling material. Where the pedestrian tunnel extends beyond the pavement into the highway the levels will be locally adjusted to create a level walking surface.

Typical cross section through a pedestrian tunnel



The tunnel will need to be fully lit throughout and there will be baulk timbers that should be lit along their length.

This tunnel will need to be regularly maintained to ensure it is kept clean, as well as maintained to acceptable standards.

6.4 Vehicle type, use and distribution

Consideration has been given to the type of plant that is likely to be used during the works. The anticipated vehicle type and use, as well as the anticipated plant and equipment associated with the construction process are set out in the table below.

Table 1: SUMMARY OF VEHICLE TYPE, USE AND DISTRIBUTION

Vehicle Type	Use	Distribution
Rigid Heavy Goods Vehicle	Excavated material Removal	Strategic road network to motorway
Small Articulated Vehicle	Plant, steel bar, bricks and cladding panels	Strategic road network to motorway
Specialized Articulated HGV	Tower crane erection & dismantle, Mechanical & electrical Plant, facade panels. Roofing materials	Strategic road network to motorway
Specialised Equipment Low loader	Occasional Delivery of Plant	Strategic road network to motorway
Vans	Plant service, materials, other Suppliers. Existing tenants deliveries	Distributed to local and strategic network
Cars	Occasional deliveries, Couriers etc.	Distributed to local and strategic road network

Table 2: ESTIMATED TYPES OF PLANT AND EQUIPMENT FOR DE-CONSTRUCTION & CONSTRUCTION

Plant	De-construction	Substructure	Superstructure	Fit out
Excavators / with hydraulic cutting shears	√	√		
Mini piling rigs		√		
Excavators	√	√		
Compressors	√	√	√	√
Muck away lorries	√	√		
Goods hoist	√	√	√	√

Tower crane	√	√	√	
Mobile concrete pump		√	√	
General waste skips	√	√	√	√
Power tools	√	√	√	√
Delivery vehicles	√	√	√	√
Forklifts	√	√	√	√
Scaffold access platforms	√	√	√	
Mobile towers	√	√	√	√
Pallet Trucks	√	√	√	√

6.5 Construction Vehicle Trips

The peak period for construction deliveries will be during the construction of the new floor decks where we would anticipate that a daily vehicle level of the following would apply;

- **Small vehicles (Vans, cars etc.) - 6 No. per day (12 Trips)**
- **Large axle vehicles - 30 No. per day (60Trips)**
- **Large articulated wagons - 2 No. per day (4 trips)**
- **On average we have estimated 18 deliveries to site / day throughout.**

7 Construction Impacts

7.1 Potential Impacts During Construction

A review has been undertaken of the potential source of adverse impacts, which can be associated with carrying out de-construction and construction works. The results of this are presented in the table below;

Table 3: POTENTIAL IMPACTS AND HEADLINE MITIGATION MEASURES DURING DE-CONSTRUCTION AND CONSTRUCTION

Issue	Potential Impacts	Mitigation
Noise	Increased road noise levels from vehicles. Increased noise levels from plant during excavation, piling and general construction works (e.g. from the use of air compressors and diamond cutters).	Defined working hours, baffles to certain plant, local acoustic screening. Vehicle routing. Beepers, radios etc. to be silenced. Engines turned off and all measures outlined in the considerate constructors scheme.
Vibration	Increased vibration levels from vehicles. Increased vibration levels from plant during de-construction, piling and general construction works. Defined working hours. Selection of appropriate plant and work procedures.	Phased deliveries to minimize numbers of vehicles attending site, Vehicle routing. Engines to be switched off when vehicles are idle or on site
Dust / Air Quality	Windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates.	Cover all open backed vehicles, 'water down' de-construction activities; switch off vehicle engines when parked. Regular and controlled monitoring of air quality, including agreement and implementation of trigger and action levels
Waste	Waste generation and its disposal.	Instigate Site Waste Management Plan and re-cycling program.
Water	Increased sediment loadings to storm water system. Potentially contaminated storm-water runoff.	Do not allow direct discharge of water into sewerage collection system.
Traffic	Traffic congestion caused by site traffic. Local traffic diversions will be required for tower crane erection and dismantle and mobile crane lifts. Increased vehicle movements mainly consisting of Heavy Goods Vehicles (HGVs).	Phased deliveries to minimise numbers of vehicles attending site, switch off vehicle engines when parked, minimise abnormal loads. Vehicle routing.

	Nominal levels of transfer of mud and material from vehicles onto the public highway. Disruption from abnormal or hazardous loads. Exhaust emissions.	
Storage of fuels and construction materials	Accidental spills, discharges to drains/storm-water systems. Contamination to ground.	All fuel tanks etc. to be bunded, no discharge allowed into the sewerage collection system.
Pedestrian access	Restrictions on pedestrian access to walkways, footpaths and roads.	Erect protective gantries / Pedestrian tunnels over footways.
Hazardous and contaminated materials	Exposure of the workforce to deleterious / hazardous materials and contaminated land, mobilization of any source contaminants and creation of pathway from source to groundwater receptor.	Site investigation reports to indicate if any contaminated fill is present. COSHH assessments and careful implementation of associated working method statements to ensure that no hazardous materials find a path to groundwater source.
Ecology	Water / mud run off into the drains.	Do not allow direct discharge of water into sewerage collection system, utilize interceptors where necessary.
Energy usage	Indirect impacts associated with energy consumption such as CO2 emissions, depletion of natural resources, air pollution etc.	Site environmental plan to implement.
Views	Views impacted and/ or impeded from construction equipment, particularly Cranes.	Tower crane to be positioned to have minimal impact upon adjacent views

7.2 Mitigation Measures

Industry accepted practical means of preventing, reducing and minimising noise generation will be adopted in agreement with London Borough of Camden.

Appropriate procedures need to be followed in order to mitigate noise, vibration and air pollution (e.g. through dust and fume generation) impacts.
Measures currently planned include:

- No works will be undertaken outside the specified working hours; except in cases of emergency, where safety is an issue, or where conditions of dispensation apply
- The contractor will comply with the requirements of the COPA 1974, with particular reference to Part III of the Environmental Protection Act 1990, The Control of Noise at Work Regulations 2005 and the Health and Safety at Work Act 1974

- All plant and equipment to be used for the works will be properly maintained, silenced where appropriate to prevent excessive noise and switched off when not in use and where practical
- Hydraulic machinery and plant will be used in preference to percussive techniques where practical
- The contractor will erect and maintain throughout the construction period temporary hoarding around all working areas to assist in the screening of noise and dust generation from low-level sources
- Noise and dust levels will need to be controlled by the constant monitoring of air quality & noise levels including positioning of monitoring equipment & agreement and implementation of trigger and action levels
- Plant will be certified to meet relevant current legislation and Noise and Vibration Control on Construction and Open Sites (BS 5228). All subcontractors will be made familiar with current noise legislation and the guidance in BS 5228 (Parts 1 and 2), and this CTMP which will form a prerequisite of their appointment
- Loading and unloading of vehicles, dismantling of equipment such as scaffolding or moving equipment or materials around the site will be conducted in such a manner as to minimise noise generation
- Noise complaints, or exceeding of agreed levels will be reported to the contractor and immediately investigated
- Vehicles transporting materials capable of generating dust to and from site will be suitably sheeted on each journey to prevent the release of materials and particulate matter

8 Neighbours

8.1 Considerate Constructors Scheme

The Contractor will be required to enrol and comply with all of the requirements of the considerate constructor's scheme.

8.2 Good Neighbour Policy

The Contractor will be required to implement a Good Neighbour Policy and provide his proposals with his tender.

The Contractor will be required to nominate a senior member of his team as a point of contact for all communications from the local community and adjacent construction projects. His name and contact number will be clearly displayed on the project sign board.

Newsletters will need to be regularly produced and distributed to the local community notifying them of progress of the works and key activities to be undertaken during the next period.

The nominated liaison manager will regularly meet and communicate with adjacent construction projects to ensure agreed procedures are functioning correctly and to discuss future site activities that may impact other works.

Opportunities for community meetings will be offered to the local residents if and when the need arises.

8.3 Private Road Access to Neighbours

In line with good neighbour relations, access to the private road for the hotel will be maintained through good communication with the Holiday Inn. This will include:

- Co-ordinated delivery schedules
- Minimising construction site deliveries at key times for the hotel
- Ensuring that noise within the private road is kept to a minimum during works where possible.
- Ensuring that the Hotel access is maintained by restricting the site hoarding.
- Employing traffic marshals to control traffic within the private road and maintain safe ingress and egress for all (vehicles & pedestrians).
- Where a road closure is required, this will be put to a minimum and good notice will be given to the hotel to assist in their logistics planning.
- Where a road closure is required, a dialogue will be held with the hotel to ensure that all options to aid the hotel in their day to day business are explored to minimise disruption.

8.4 Tenants Deliveries and Operations

As with the Private Road Access to neighbours above, it is accepted that some deliveries may be required to be undertaken via the private road. To minimise disruption, the following steps will be considered through negotiation with the ground floor tenants.

- Co-ordinated delivery schedules
- Minimising construction site deliveries at key times for commercial deliveries.
- Ensuring that noise within the private road is kept to a minimum during works where possible to minimise business as usual.
- Employing traffic marshals to control traffic within the private road and maintain safe ingress and egress for all permitted deliveries (vehicles & pedestrians).

- Where a road closure is required, this will be put to a minimum and good notice will be given to the ground floor tenants to assist in their logistics planning.
- Where a road closure is required, a dialogue will be held with the ground floor tenants to ensure that all options to aid the businesses in their day to day business are explored to minimise disruption.
- Consideration of providing optional logistic areas for drop off of goods.
- Provision of assistance to bring goods from the private road to the commercial units
- Maintain safe corridor to the commercial units via the internal access from the service area.

Appendix A

LB CAMDEN PROFORMA

A1 Camden Proforma

The attached document is a hard copy PDF of the live electronic LB Camden Proforma, and will be updated in subsequent revisions but is reflective of the current published date, and should be considered as such.

Construction Management Plan

pro forma v2.1

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and 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 as described 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 in writing. 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.**"

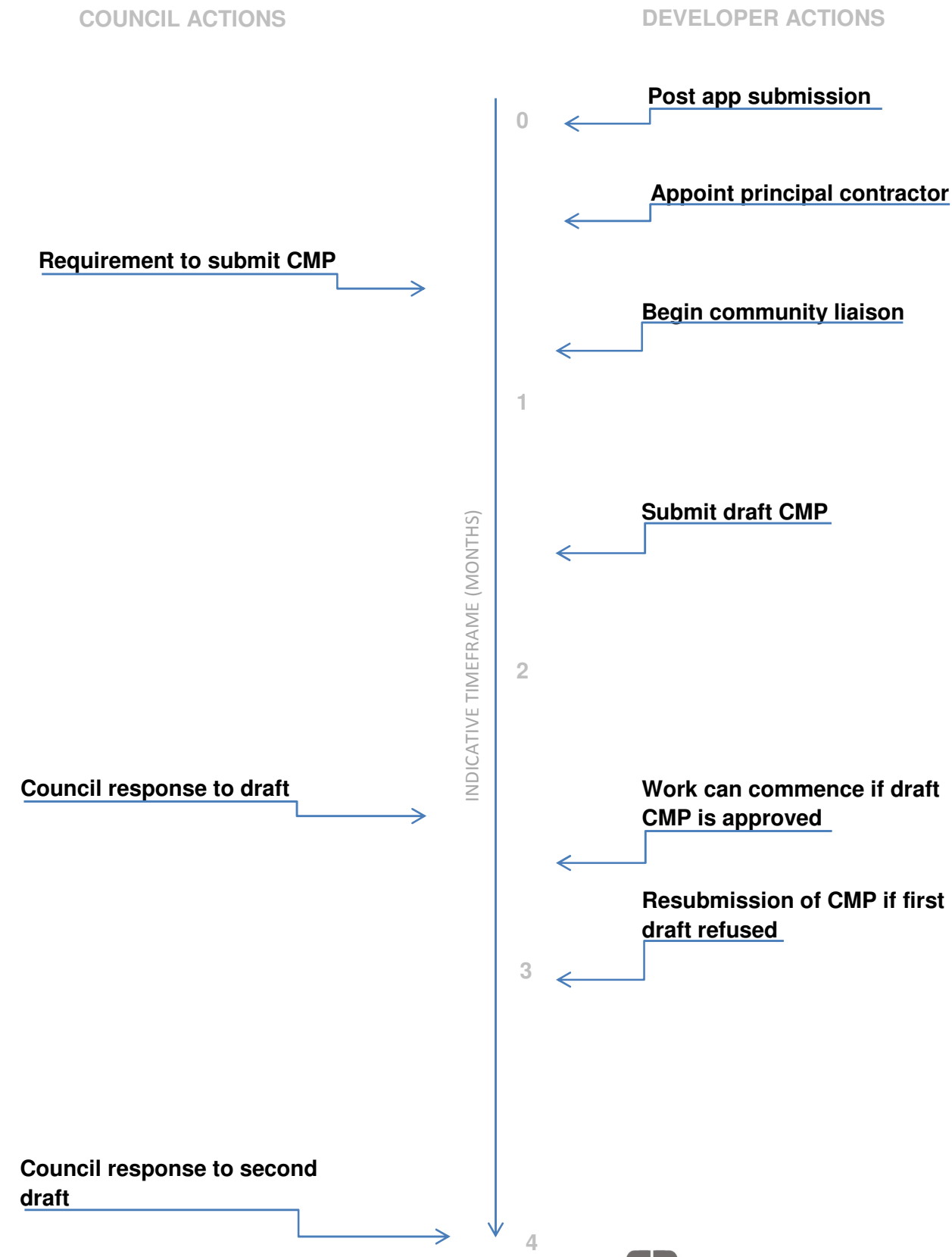
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion.**

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

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: Camden Wharf, 28 Jamestown Road

Planning ref:

Type of CMP – Draft Planning Application

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

Name: TBC

Address:

Email:

Phone:

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: TBC

Address:

Email:

Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of **Community Investment Programme (CIP)**, please provide contact details of the Camden officer responsible.

Name: TBC Address: Email: Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: TBC Address: Email: Phone:

Site

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

The Camden Wharf building overlooks the Regent's Canal and Camden Lock Market and is surrounded by mixed use buildings, the Holiday Inn Hotel and a Grade II listed building on the canal side.

The site is bounded on two sides by the main roads of Chalk Farm Road / Camden High Street (East) and Jamestown Road (South). Regents Canal is on the North boundary with the Holiday Inn London-Camden Lock to the East which is separated from the Camden Wharf Building by a private service road.

The central location of the building and its proximity to Camden Town underground station and trunk bus routes (Camden High Street and Chalk Farm Road), provides reasonable options for utilising public transport to bring workers to site without the use of increased car use, or contractor vehicles.

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

The Camden Wharf project comprises the relocation of MEP plant to enable the extension of existing floor plates. This will allow the addition to the area of a new 4th floor roof top restaurant, with lift service over a rejuvenated public realm and shop frontages to the canal side to enhance the local area. Proposed scope of works includes:

- Extension of floor plate to the 2nd and 3rd floors;
- Creation of new roof level restaurant at 4th floor;
- Relocation of roof top plant;
- New lift cores to serve the restaurant;
- Existing services relocated within the extensions and other existing services areas; space for new services designed into the scheme;
- Conversion of current loading bay/ service yard to create new ancillary spaces (including cycle storage, showers and lockers facilities, waste storage generated from additional floor space and uses) Note: the converted loading bay also houses entrance to new 4th floor restaurant;
- New shop frontages to enhance the new restaurant/ office entrance at ground floor.

Public realm reinstatement and private road enhancement

8. 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.).

Various tenants within the Camden Wharf Building Inc.

- Hob Salons
- The Ice Wharf (JD Weatherspoon's)
- Sushi Salsa

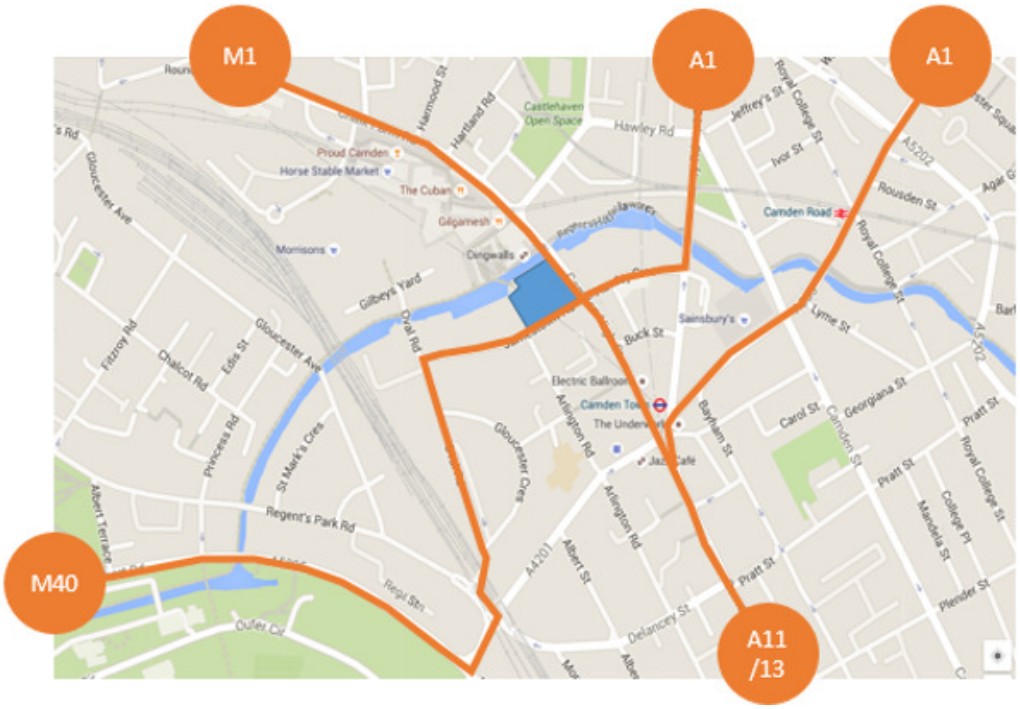
External local Receptors

- Lock Keepers Cottage (Starbucks / Tourist Information)
- Holiday Inn Camden Adjacent
- Adjacent residential tenants within the 10 Jamestown Building to the North Elevation

Generally:

- Jamestown Residents and Businesses and the LA Camden public open areas Lock-side of Camden Wharf.
- Camden High-street area adjacent to the Camden Wharf Building

9. 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.



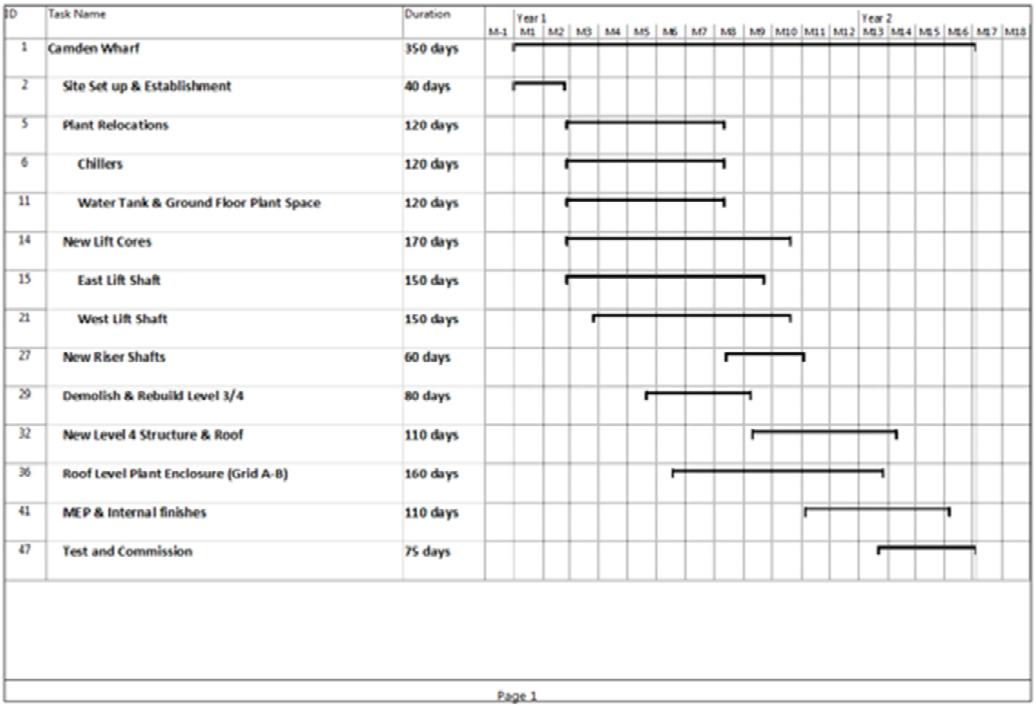
Indicative Existing plan of the existing building in relation to local roads and structures

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

The project is not to be phased other than through discipline, and is a single schedule. As the contractor has not yet been appointed and construction methods may vary from the initial considerations of the design team, the schedule has been estimated. At this stage, the construction programme indicates an overall construction period of 17 months:

Start Date: To be agreed

End Date: To be agreed



ID	Task Name	Duration
1	Camden Wharf	350 days
2	Site Set up & Establishment	40 days
5	Plant Relocations	120 days
6	Chillers	120 days
11	Water Tank & Ground Floor Plant Space	120 days
14	New Lift Cores	170 days
15	East Lift Shaft	150 days
21	West Lift Shaft	150 days
27	New Riser Shafts	60 days
29	Demolish & Rebuild Level 3/4	80 days
32	New Level 4 Structure & Roof	110 days
36	Roof Level Plant Enclosure (Grid A-B)	160 days
41	MEP & Internal finishes	110 days
47	Test and Commission	75 days

2.1 Level 1 Programme

11. Please confirm the standard working hours for the 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 working hours for the construction activities will be in line with the requirements of the control of pollution act 1974, Part III, section 60, namely;

- Monday to Friday 8.00 am to 6.00 pm
- Saturday 8.00 am to 1.00pm
- Sunday and Bank Holidays (normally) No working

Where working is required outside of the above hours due to unforeseen circumstances or planned work that can only occur outside of the core hours e.g. road closure requirements, then these will be undertaken following communication with the Local Authority and local residents /businesses advising the reasons for the work, likely impact, if any, and estimated time to start and complete the work.

12. 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.

It is envisaged that a new HV cable would be brought in to the building from Jamestown Road, and negotiations are ongoing at this stage. It would be reasonable to assume that the supply will be brought in within the tail end of the schedule at this juncture.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

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 them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Good Neighbour Policy

The Contractor will be required to implement a Good Neighbour Policy and provide his proposals with his tender.

The Contractor will be required to nominate a senior member of his team as a point of contact for all communications from the local community and adjacent construction projects. His name and contact number will be clearly displayed on the project sign board.

Newsletters will need to be regularly produced and distributed to the local community notifying them of progress of the works and key activities to be undertaken during the next period.

The nominated liaison manager will regularly meet and communicate with adjacent construction projects to ensure agreed procedures are functioning correctly and to discuss future site activities that may impact other works.

14. Construction Working Group

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, the way in which 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.

A Community Liaison Group (CLG)

To assist in communication, and a more formal approach, the contractor's liaison officer will set up a Community Liaison Group (CLG) with a set agenda to work with the community. Agenda items will include:

- Hours of Work
- Special deliveries & road /carriageway closures
- Changes to working environment that affects the local area
- Environmental issues including noise and pollution
- Community events
- Cycle safety

15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', 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".

Considerate Constructors Scheme

The Contractor will be required to enrol and comply with all of the requirements of the considerate constructor's scheme.

The Contractor will be required to follow the "Guide for Contractors Working in Camden" initiative in full.

16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

Existing local sites

A list of existing and planned sites will be compiled when a start date is agreed or indicated to ensure that the information within this document is valid, and not speculative.

A Construction Forum

To assist in communication, and a more formal approach, the contractor's liaison officer will set up a Construction Forum Group (CFG) with a set agenda to work with the adjacent and regional construction sites that are affected, or affect the works at the Castlewood house project. Agenda items will include:

- Logistic routes
- Deliveries
- Programme of works
- Progress of works (from stage to stage)
- Large lifts
- Traffic management
- Safety management
- Opportunities to share:
    - Logistics holding areas
    - Delivery slots (multiple part loads etc.)
    - Suppliers / Banks men

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

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

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

The Principal Contractor has not been appointed at this juncture

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

Construction Logistics and Cyclist Safety

To undertake the Camden requirement to meet the Construction Logistics and Cyclist Safety (CLOCS) recommendations the Principal Contractor shall ensure that:

- Prominent signage is fitted to all vehicles over 3.5 tonnes gross vehicle weight that visually warns other road users not to get too close to the vehicle.
- Warning signage is visible to a Vulnerable Road User (VRU) before they enter the area of risk on approach to the vehicle.
- Warning signage is to be placed on the rear of all vehicles (where appropriate) at eye / cyclist level for clear visible communication.
- Signage shall be pictorial to visually warn other road users not to get too close to the vehicle.
- Where text is included on signage, it must be legible by a cyclist at a reasonable distance from the vehicle.
- Signage is not offensive and will not give instructional advice e.g. 'Stay back' or 'No Entry' to the vulnerable road user.
- Additional warning signage should be applied to side-guards on both sides of the vehicle. In accordance with section 2.3 of the "CLOCS Guide – Vehicle Safety equipment".
- The fitment of side-guards to all rigid mixer, tipper and waste type vehicles over 3.5 tonnes gross vehicle weight that are currently exempt from fitment without exception.
- All vehicles over 3.5 tonnes gross vehicle weight have front, side and rear blind-spots completely eliminated or minimised as far as is practicable through a combination of fully operational indirect vision aids and driver audible alerts'.
- All vehicles over 3.5 tonnes gross vehicle weight are equipped with enhanced audible means to warn other road users of a vehicle's left manoeuvre'.
- Drivers are trained and certified in the importance of all fitted vehicular equipment and its purpose.
- Drivers are trained and certified in the use of each piece of fitted safety equipment prior to them taking out a vehicle.
- Drivers are trained and certified in the process of reporting any faults with fitted safety equipment.
- Drivers are trained and certified in the procedure for undertaking a daily walk round of their vehicle, and completion of a formalised check sheet for evidence of a daily review of all safety equipment along with normal vehicle review requirements.

Fleet Operator Recognition Scheme

The Principal contractor will be required to enrol and comply with all of the requirements of the Fleet Operator Recognition Scheme (FORS) scheme. FORS is a voluntary accreditation scheme encompassing all aspects of safety, fuel efficiency, vehicle emissions and improved operations. FORS in general helps fleet operators to measure and monitor performance and alter their operations in order to demonstrate best practice and improve road safety.

This requires that the Principal Contractor and all of their sub-contractors meet the Bronze and Silver levels as well as the Gold standard and meet the following criteria. (The list below is indicative of the overall scheme and not exhaustive to ensure that the reader can see the value to the general public).

The Principal Contractor will:

- Conduct audits of their fleet against FORS approved audit
- Be fully prepared to meet all FORS required quality requirements including physical works to vehicles, driver (fleet team) training and preparation and demonstration of real fleet improvements related to both safety and the environment.
- Communicate considerately and effectively with all parties to demonstrate compliance with the FORS scheme both physically and through demonstrable evidence.
- To attend competence and FORS awareness training
- Maintain a fully functioning complaints system that is fully auditable
- Undertake senior management reviews on all fleet operation policies annually
- Brief and train all Fleet team members in company FORS related policies to ensure a shared goal within their logistics teams.
- Ensure that only qualified, or sufficiently trained staff are used to manage and work within their logistics team, including drivers and supervisors.
- Inspect all vehicles as required, by suitably qualified persons, and undertake both routine and planned maintenance in a timely manner to ensure that all vehicles are road worthy and safe for usage on a daily basis.
- Record, monitor and manage fuel and tyre usage
- Ensure that all vehicles over 3.5 tonnes are fitted with the correct safety equipment to protect pedestrians, and vulnerable road users.
- Install vehicle warning systems to all vehicles over 3.5 tonnes (including audible means to warn other road users of reversing and left hand turns).
- Install blind spot minimisation equipment to all vehicles over 3.5 tonnes including in vehicle “indirect vision” aids such as reversing cameras and audible alerts.
- Maintain policies to ensure no driver can drive beyond reasonable hours and that the drivers are fit and healthy to undertake their shift on each day of work.

19. Please confirm that you as the client/developer and your principal contractor have read

and understood the CLOCS Standard and included it in your contracts. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

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

We confirm that we are including the requirement to abide by the CLOCS Standards in my contracts to my contractors and suppliers

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

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

20. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

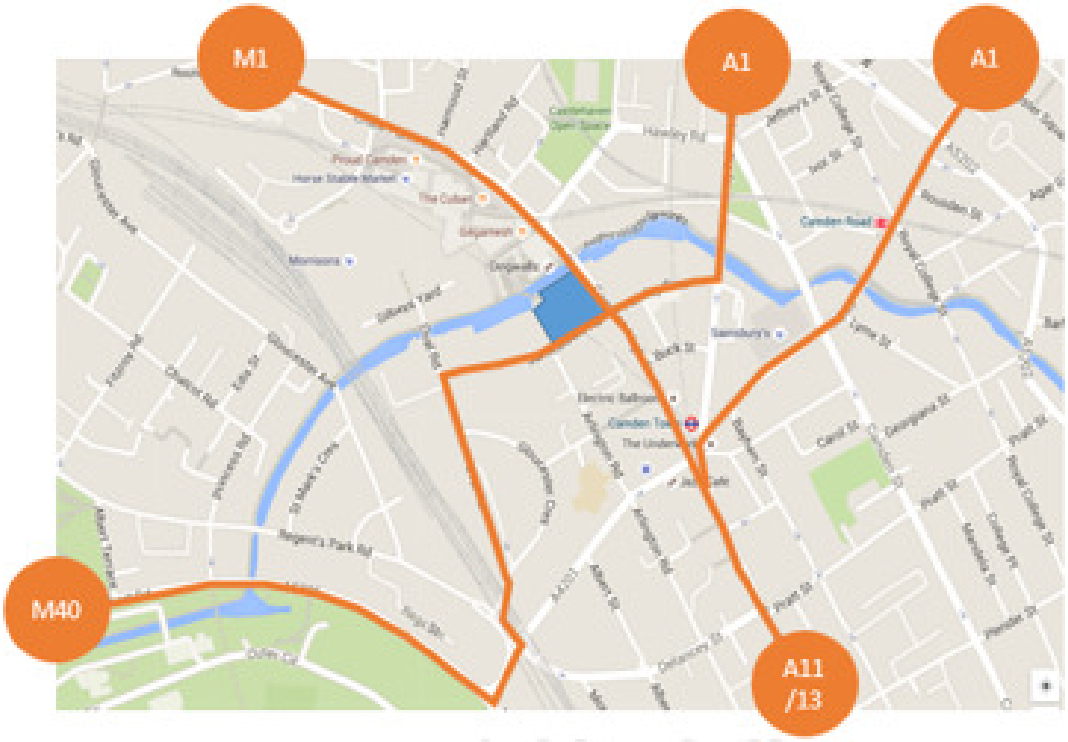
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the Transport for London Road Network (TLRN).

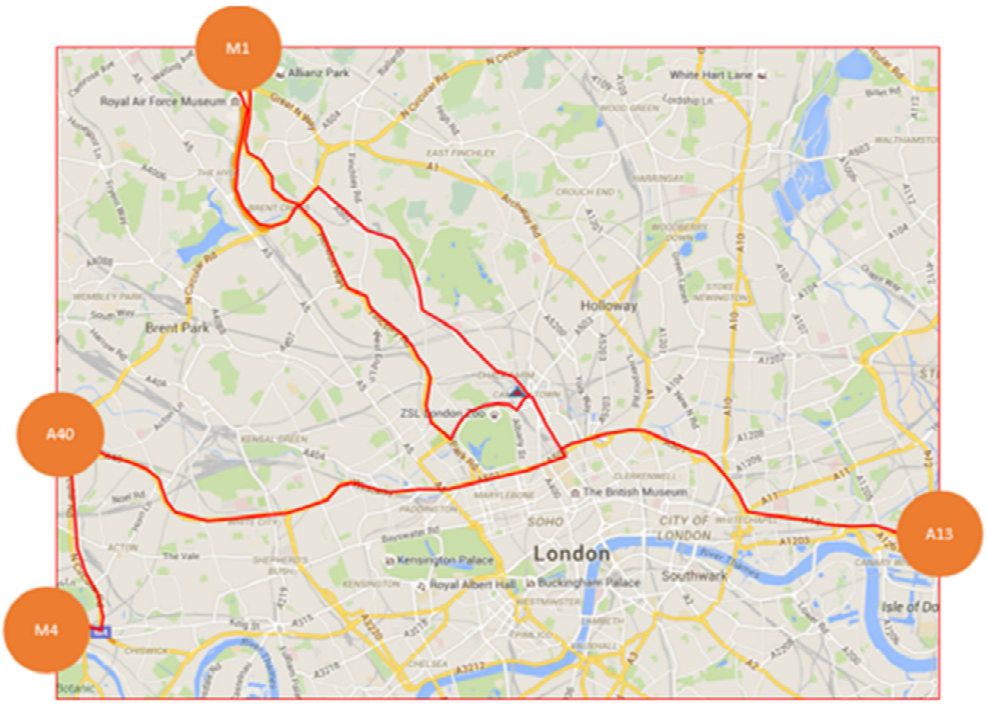
5.4 Micro Traffic Routes

The below sketch provides local routes through Camden to the key motor ways that should be considered for large vehicle movements



5.3 Macro Traffic Routes

The below sketch provides anecdotal routes to the key motor ways that should be considered for large vehicle movements.



b. Please 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.

At this stage of the design development, the routes proposed are indicative and will be further detailed in subsequent updates.

All 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.

21. Control of site traffic, particularly at peak hours: "*Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries"* (P20, 3.4.6)

Construction vehicle movements 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. (Refer to the *Guide for Contractors Working in Camden*).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.** Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. 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.

- **Small vehicles (Vans, cars etc.) - 6 No. per day (12 Trips)**
- **Large axle vehicles - 30 No. per day (60Trips)**
- **Large articulated wagons - 2 No. per day (4 trips)**
- **On average we have estimated 18 deliveries to site / day throughout.**

b. Please provide details of other developments in the local area or on the route.

A list of existing and planned sites will be compiled when a start date is agreed or indicated to ensure that the information within this document is valid, and not speculative.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Schedule of Deliveries and Storage

All deliveries to site should be undertaken through an electronic "booking-in" system, managed by the security organisation, and with all deliveries allocated a specific time slot. Typically, failure to adhere to their time slot may result in a sub-contractor's delivery being denied access to the site. There will be no waiting on street for access to the site.

A schedule of predicted size and frequency of vehicles will be finalised by the contractors.

The site is only serviced by one vehicular / pedestrian entrance and this will be advised to all contractors, delivery companies and visitors along with any on-site restrictions, prior to their undertaking journeys for delivery to site, along with the correct traffic route.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

No holding areas or car parking bay suspensions have been considered at this stage of the planning phase, and will be considered more fully when a Principal Contractor is appointed.

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

At present, pending appointment of the Principal Contractor, consolidation centres have not been considered, and will be developed further on their appointment.

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

Site Gates

There will be the need to provide site access and egress gates from the Service yard adjacent to Jamestown Road onto the site at the appropriate times. The gates will need to be of the sliding type so as not to encroach in to the Hotel service area. The site compound should not obstruct the hotel service or fire routes when in operation.

The gates should be manned by a suitable qualified banks man at all times to stop pedestrians crossing the gate access position whilst the vehicle is being directed into the site.

The same arrangement should be provided at the exit gate from the site.

The operative at the exit gate will assist the vehicle driver in safely exiting the site onto the highway.

A personnel access should be provided within the vicinity of the vehicular gate to act as the main site access. The personnel gate should be accessible from the public footpath on Jamestown Road. The security organisation should have a control point at this gate and should check that only authorised personnel are allowed access to the site.

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

Vehicle Access

The assumed main site access / egress for all works will be initially from the existing loading areas within the private road adj. to Jamestown Road. This may be supplemented by the provision of a temporary off loading / loading area within Jamestown Road within existing parking bays. Permission for this will be sought if the facility is required.

c. 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 Drawings

The access to site is through purpose built service road that is suitable for large vehicular deliveries, and will be controlled by banks men for all manoeuvring within the area. As such at this stage it is not envisaged that swept path drawings are required to demonstrate manoeuvrability of vehicles to site.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

Wheel Washing

With minimal excavation works and deliveries being brought in and away from a concrete service yard, large scale wheel washing will not be required on site. Where wheel washing is required this will be undertaken locally manually with a hose and bucket within the service area and the water captured and appropriately removed from site for correct disposal.

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

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is

due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Highway interventions

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

- **24. Parking bay suspensions and temporary traffic orders**

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found here.

Parking Bay Suspensions

No car parking bay suspensions have been considered at this stage of the planning phase, and will be considered more fully when a Principal Contractor is appointed.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any 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.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Not Yet Available

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Not Yet Available

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

Not Yet Available

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Cyclist safety will be maintained by the use of the FORS and CLOCS schemes along with banks man controlled entry and egress from site.

No alternative cycle routes are being proposed at this juncture.

Traffic Marshals will manage all ingress and egress from site.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

There are no temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway. All temporary structures would be maintained within the curtilage of the site.

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Environment

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

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

As the Principal Contractor has not been contracted at present the below items have been estimated, and deemed to be carried out at various times throughout the day

• Vehicles.	Within Delivery hours
• plant during excavation,	Within permitted noisy working hours
• piling	Within permitted noisy working hours
• general construction works	Within permitted noisy working hours
• air compressors	Within permitted noisy working hours
• diamond cutters	Within permitted noisy working hours
• Generators	Within permitted noisy working hours

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

Refer to Noise Impact Assessment prepared by Arup dated 18 August 2016, submitted as part of the planning application.

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

TBC

31. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Table 3: POTENTIAL IMPACTS AND HEADLINE MITIGATION MEASURES DURING DE-CONSTRUCTION AND CONSTRUCTION

Issue	Potential Impacts	Mitigation
Noise	Increased road noise levels from vehicles. Increased noise levels from plant during excavation, piling and general construction works (e.g. from the use of air compressors and diamond cutters).	Defined working hours, baffles to certain plant, local acoustic screening. Vehicle routing. Beepers, radios etc. to be silenced. Engines turned off and all measures outlined in the considerate constructors scheme.
Vibration	Increased vibration levels from vehicles. Increased vibration levels from plant during de-construction, piling and general construction works. Defined working hours. Selection of appropriate plant and work procedures.	Phased deliveries to minimize numbers of vehicles attending site, Vehicle routing. Engines to be switched off when vehicles are idle or on site

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

The Principal Contractor will provide evidence on appointment and prior to commencement of works

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

Table 3: POTENTIAL IMPACTS AND HEADLINE MITIGATION MEASURES DURING DE-CONSTRUCTION AND CONSTRUCTION		
Issue	Potential Impacts	Mitigation
Dust / Air Quality	Windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates.	Cover all open backed vehicles, 'water down' de-construction activities; switch off vehicle engines when parked. Regular and controlled monitoring of air quality, including agreement and implementation of trigger and action levels

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

Local Road Cleansing

As part of maintaining a clean area around the site a road-sweeping machine should be periodically employed to either brush clean the roads around the site or in periods of dry weather wet down the highway to control the dust.

Dust suppression will be central to the de-construction works as well as the construction due to the locality of the works, and damping down of spoil will be undertaken where necessary prior to removal by road to avoid unnecessary pollution.

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

Refer to Table 3 above

36. Please confirm that a Risk Assessment has been undertaken at planning application stage 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. Please attach the risk assessment as an appendix if not completed at the planning application stage.

TBC

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

TBC

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

TBC

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

Rodents and Vermin

The existing building will be assessed for the presence of rodents and vermin prior to demolition. Should any rodent or vermin issues be present, an external contractor will be appointed to eradicate these.

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

As the building was constructed after 2000 it is assumed one is not needed.

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

Provision of a suitable smoking area will be agreed with the Principal Contractor on Appointment

Site rules will be agreed with the Principal Contractor to minimise bad language, and unnecessary shouting. Lewd behaviour will be prohibited and will require the employee to be removed from site immediately.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

TBC

a) Construction time period (mm/yy - mm/yy):

b) Is the development within the CAZ? (Y/N):

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

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Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the

construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed: ……

Date: ……..

Print Name: ……..

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.