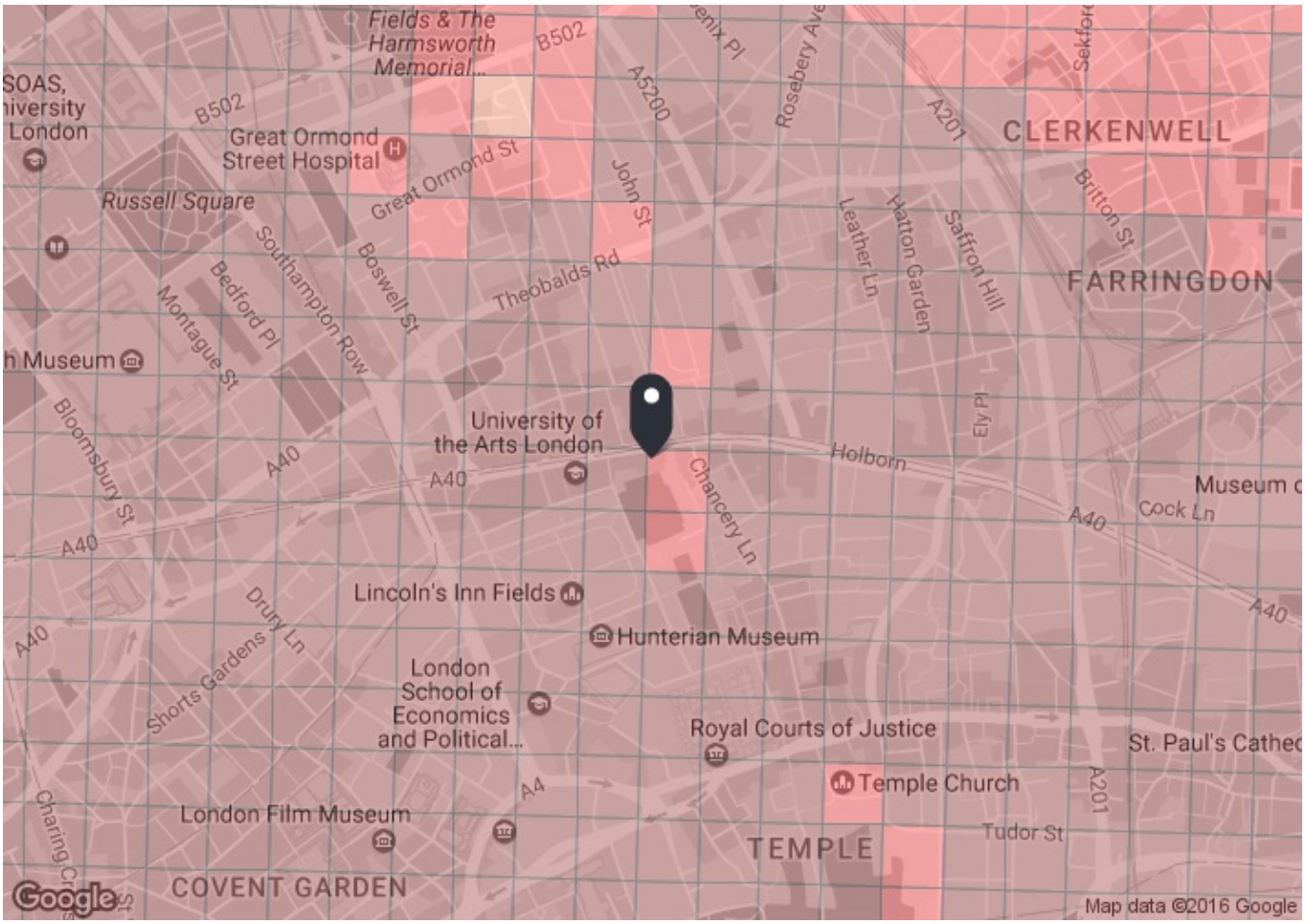
A. PTAL Report

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
6a

WC1V 7JH
High Holborn, London WC1V 7JH, UK

Easting: 530906, Northing: 181573

Grid Cell: 85855

Report generated: 07/12/2016

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

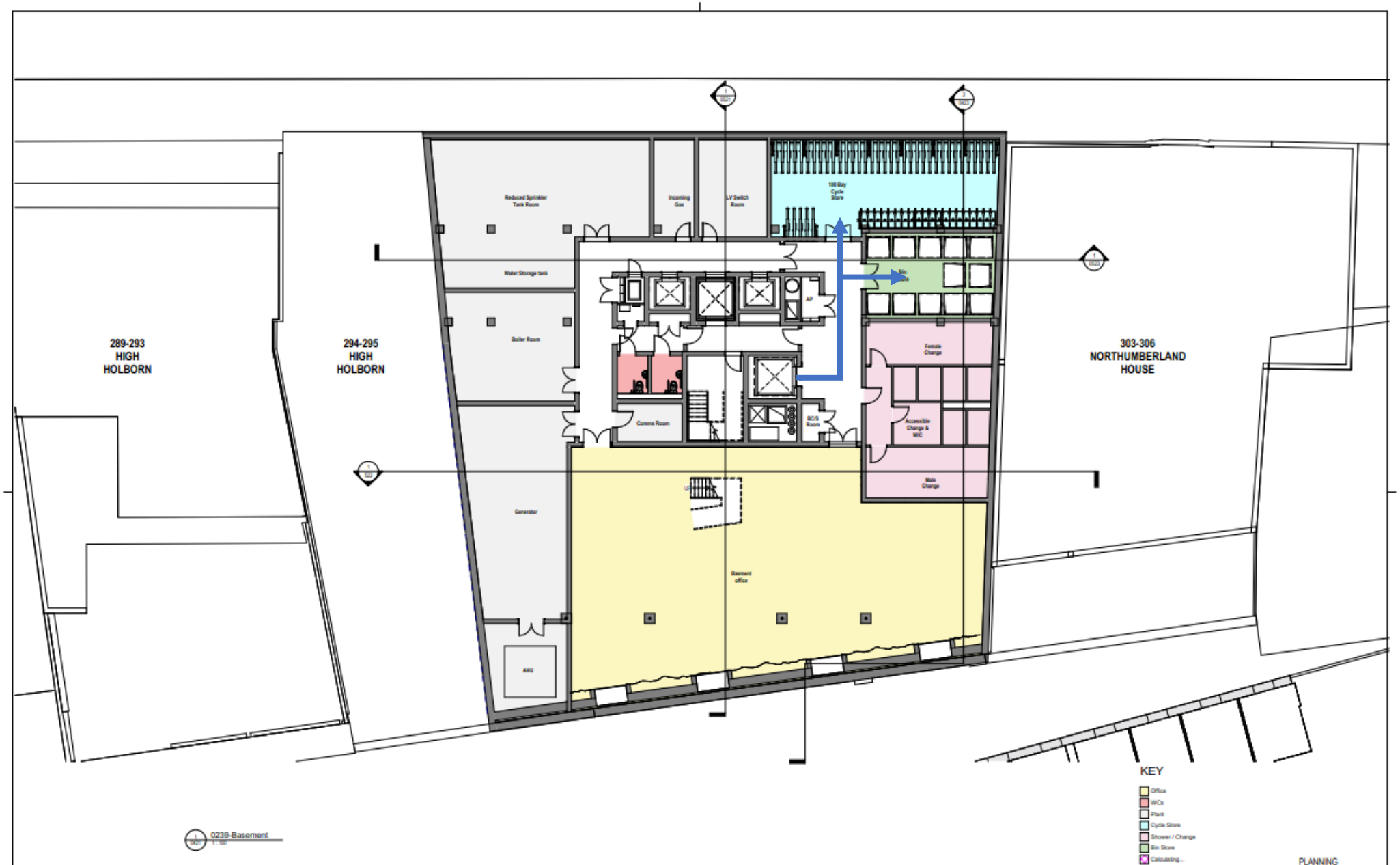
Calculation Parameters

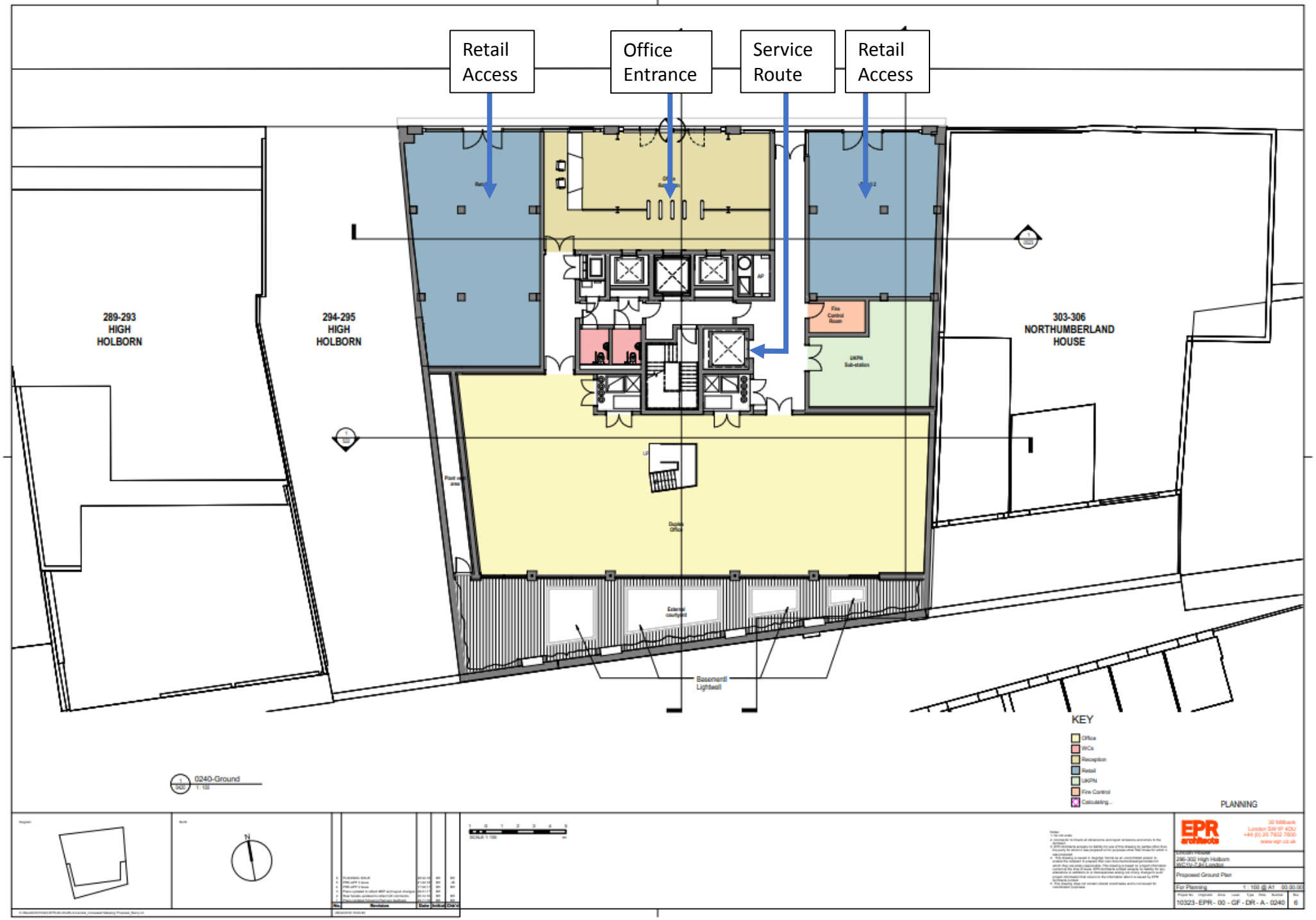
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FETTER LANE	341	576.79	6	7.21	7	14.21	2.11	0.5	1.06
Bus	FLEET ST CHANCERY LANE	11	598.43	7.5	7.48	6	13.48	2.23	0.5	1.11
Bus	FLEET ST CHANCERY LANE	23	598.43	8	7.48	5.75	13.23	2.27	0.5	1.13
Bus	FLEET ST CHANCERY LANE	26	598.43	7.5	7.48	6	13.48	2.23	0.5	1.11
Bus	FLEET ST CHANCERY LANE	4	598.43	6	7.48	7	14.48	2.07	0.5	1.04
Bus	FLEET ST CHANCERY LANE	15	598.43	7.5	7.48	6	13.48	2.23	0.5	1.11
Bus	FLEET ST CHANCERY LANE	76	598.43	8	7.48	5.75	13.23	2.27	0.5	1.13
Bus	FLEET ST CHANCERY LANE	172	598.43	6	7.48	7	14.48	2.07	0.5	1.04
Bus	CHANCERY LANE STATION	8	559.74	10	7	5	12	2.5	0.5	1.25
Bus	CHANCERY LANE STATION	521	559.74	27	7	3.11	10.11	2.97	1	2.97
Bus	CHANCERY LANE STATION	242	559.74	6.5	7	6.62	13.61	2.2	0.5	1.1
Bus	CHANCERY LANE STATION	25	559.74	8	7	5.75	12.75	2.35	0.5	1.18
LUL	Chancery Lane	'Epping-Ealing '	597.94	3	7.47	10.75	18.22	1.65	0.5	0.82
LUL	Chancery Lane	'WRuislip-Epping '	597.94	3	7.47	10.75	18.22	1.65	0.5	0.82
LUL	Chancery Lane	'RuislipGar-Epping '	597.94	1	7.47	30.75	38.22	0.78	0.5	0.39
LUL	Chancery Lane	'WhiteCity-Epping '	597.94	0.33	7.47	91.66	99.13	0.3	0.5	0.15
LUL	Chancery Lane	'Epping-NActon '	597.94	1	7.47	30.75	38.22	0.78	0.5	0.39
LUL	Chancery Lane	'Northolt-Epping '	597.94	0.67	7.47	45.53	53	0.57	0.5	0.28
LUL	Chancery Lane	'WhiteCity-Debden '	597.94	0.33	7.47	91.66	99.13	0.3	0.5	0.15
LUL	Chancery Lane	'Debden-Northolt '	597.94	1	7.47	30.75	38.22	0.78	0.5	0.39
LUL	Chancery Lane	'RuislipGdns-Debden '	597.94	0.33	7.47	91.66	99.13	0.3	0.5	0.15
LUL	Chancery Lane	'Loughton-WRuislip '	597.94	1	7.47	30.75	38.22	0.78	0.5	0.39
LUL	Chancery Lane	'NActon-Loughton '	597.94	0.67	7.47	45.53	53	0.57	0.5	0.28
LUL	Chancery Lane	'RuislipGdns-Loughton'	597.94	0.67	7.47	45.53	53	0.57	0.5	0.28
LUL	Chancery Lane	'WhiteCity-Loughton '	597.94	0.33	7.47	91.66	99.13	0.3	0.5	0.15
LUL	Chancery Lane	'Loughton-Northolt '	597.94	0.33	7.47	91.66	99.13	0.3	0.5	0.15
LUL	Chancery Lane	'Ealing-Loughton '	597.94	1	7.47	30.75	38.22	0.78	0.5	0.39
LUL	Chancery Lane	'Ealing-NewburyPark '	597.94	0.67	7.47	45.53	53	0.57	0.5	0.28
LUL	Chancery Lane	'WRuislip-NewburyPark'	597.94	0.33	7.47	91.66	99.13	0.3	0.5	0.15
LUL	Chancery Lane	'NActon-NewburyPark '	597.94	0.33	7.47	91.66	99.13	0.3	0.5	0.15
LUL	Chancery Lane	'Hainault-Ealing '	597.94	5.33	7.47	6.38	13.85	2.17	1	2.17
LUL	Chancery Lane	'Hainault-Nacton '	597.94	1.33	7.47	23.31	30.78	0.97	0.5	0.49
LUL	Chancery Lane	'Hainault-WRuislip '	597.94	3.33	7.47	9.76	17.23	1.74	0.5	0.87
LUL	Chancery Lane	'RuislipGdns-NP-Hain '	597.94	0.67	7.47	45.53	53	0.57	0.5	0.28
LUL	Chancery Lane	'WhiteCity-Hainault '	597.94	1.67	7.47	18.71	26.19	1.15	0.5	0.57
LUL	Chancery Lane	'Hainault-NP-Northolt'	597.94	1	7.47	30.75	38.22	0.78	0.5	0.39
LUL	Chancery Lane	'GrangeHill-WD-Eal '	597.94	1	7.47	30.75	38.22	0.78	0.5	0.39
LUL	Chancery Lane	'GrangeHill-Wdfd-Whit'	597.94	0.67	7.47	45.53	53	0.57	0.5	0.28
LUL	Chancery Lane	'GrangeHill-Wdfd-WRsp'	597.94	0.67	7.47	45.53	53	0.57	0.5	0.28
LUL	Holborn	'Debden-WRuislip '	858.31	0.33	10.73	91.66	102.39	0.29	0.5	0.15
LUL	Holborn	'Cockfosters-LHRT4LT '	858.31	4.67	10.73	7.17	17.9	1.68	0.5	0.84
LUL	Holborn	'Cockfosters-RayLane '	858.31	3	10.73	10.75	21.48	1.4	0.5	0.7
LUL	Holborn	'LHRT4LT-ArnosGrove '	858.31	4.67	10.73	7.17	17.9	1.68	0.5	0.84
LUL	Holborn	'ArnosGrove-RayLane '	858.31	0.33	10.73	91.66	102.39	0.29	0.5	0.15
LUL	Holborn	'ArnosGrove-Nthfields'	858.31	3	10.73	10.75	21.48	1.4	0.5	0.7
LUL	Holborn	'Oakwood-RayLane '	858.31	0.33	10.73	91.66	102.39	0.29	0.5	0.15
LUL	Holborn	'Nthfields-Cockfoster'	858.31	1	10.73	30.75	41.48	0.72	0.5	0.36
LUL	Holborn	'LHRT5-Cockfosters '	858.31	6	10.73	5.75	16.48	1.82	0.5	0.91
LUL	Holborn	'Uxbridge-Cockfosters'	858.31	3.67	10.73	8.92	19.65	1.53	0.5	0.76
LUL	Holborn	'Ruislip-Cockfosters '	858.31	2.33	10.73	13.63	24.35	1.23	0.5	0.62
LUL	Holborn	'ArnosGrove-Uxbridge '	858.31	1	10.73	30.75	41.48	0.72	0.5	0.36
LUL	Holborn	'Oakwood-Uxbridge '	858.31	0.33	10.73	91.66	102.39	0.29	0.5	0.15
LUL	Holborn	'Oakwood-Ruislip '	858.31	0.33	10.73	91.66	102.39	0.29	0.5	0.15
									Total Grid Cell AI:	33.55

B. Proposed Ground Floor and Basement Plans


289-293
HIGH
HOLBORN
294-295
HIGH
HOLBORN
303-306
NORTHUMBERLAND
HOUSE
Reduced Sprinkler Tank Room
Incoming Gas
LV Switch Room
100 Bay Cycle Store
Water Storage tank
Boiler Room
AP
Bin Store
Female Change
Comms Room
BCS Room
Accessible Change & WC
Male Change
Generator
Basement office
AHU
KEY
Office
WCs
Plant
Cycle Store
Shower / Change
Bin Store
Calculating...
PLANNING
0239-Basement
1 : 100
SCALE 1:100
EPR architects
30 Millbank
London SW1P 4DU
+44 (0) 20 7932 7600
www.epr.co.uk
296-302 High Holborn
WC1V 7JH London
Proposed Basement Plan
For Planning
1 : 100 @ A1
25.10.16
10323-EPR-00-B1-DR-A-0239
5


Retail Access
Office Entrance
Service Route
Retail Access
289-293 HIGH HOLBORN
294-295 HIGH HOLBORN
303-306 NORTHUMBERLAND HOUSE
Fire Control Room
UKPN Sub-station
Basement Lightwell
KEY
Office
WCs
Reception
Retail
UKPN
Fire Control
Calculating...
0240-Ground
1 : 100
PLANNING
EPR architects
296-302 High Holborn
Proposed Ground Plan
For Planning
1 : 100 @ A1
10323 - EPR - 00 - GF - DR - A - 0240

C. TRICS Report

Calculation Reference: AUDIT-704113-161212-1236

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	3 days
	CN	CAMDEN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	1386 to 9803 (units: sqm)
Range Selected by User:	408 to 17187 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 14/06/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	3
Edge of Town Centre	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	2
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B1	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 CI-02-A-01 OFFICES CITY OF LONDON
50 CANNON STREET
CITY OF LONDON
BANK
Town Centre
Built-Up Zone
Total Gross floor area: 1386 sqm
Survey date: WEDNESDAY 21/10/09 Survey Type: MANUAL

2 CI-02-A-02 OFFICES CITY OF LONDON
GRACECHURCH STREET
MONUMENT
CITY OF LONDON
Town Centre
Commercial Zone
Total Gross floor area: 9803 sqm
Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

3 CI-02-A-03 OFFICES CITY OF LONDON
MONUMENT STREET
MONUMENT
CITY OF LONDON
Town Centre
Commercial Zone
Total Gross floor area: 1951 sqm
Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

4 CN-02-A-01 OFFICES CAMDEN
ELY PLACE
HOLBORN CIRCUS
HOLBORN
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 4062 sqm
Survey date: THURSDAY 23/10/08 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-02-A-02	location
CN-02-A-02	location
IS-02-A-01	location
SK-02-A-01	size
SK-02-A-02	location
WH-02-A-02	location

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4301	0.012	4	4301	0.000	4	4301	0.012
07:30 - 08:00	4	4301	0.035	4	4301	0.029	4	4301	0.064
08:00 - 08:30	4	4301	0.070	4	4301	0.023	4	4301	0.093
08:30 - 09:00	4	4301	0.076	4	4301	0.012	4	4301	0.088
09:00 - 09:30	4	4301	0.052	4	4301	0.023	4	4301	0.075
09:30 - 10:00	4	4301	0.035	4	4301	0.017	4	4301	0.052
10:00 - 10:30	4	4301	0.041	4	4301	0.035	4	4301	0.076
10:30 - 11:00	4	4301	0.023	4	4301	0.023	4	4301	0.046
11:00 - 11:30	4	4301	0.070	4	4301	0.047	4	4301	0.117
11:30 - 12:00	4	4301	0.029	4	4301	0.041	4	4301	0.070
12:00 - 12:30	4	4301	0.023	4	4301	0.041	4	4301	0.064
12:30 - 13:00	4	4301	0.052	4	4301	0.035	4	4301	0.087
13:00 - 13:30	4	4301	0.017	4	4301	0.006	4	4301	0.023
13:30 - 14:00	4	4301	0.029	4	4301	0.035	4	4301	0.064
14:00 - 14:30	4	4301	0.041	4	4301	0.052	4	4301	0.093
14:30 - 15:00	4	4301	0.012	4	4301	0.017	4	4301	0.029
15:00 - 15:30	4	4301	0.035	4	4301	0.023	4	4301	0.058
15:30 - 16:00	4	4301	0.006	4	4301	0.029	4	4301	0.035
16:00 - 16:30	4	4301	0.012	4	4301	0.047	4	4301	0.059
16:30 - 17:00	4	4301	0.035	4	4301	0.047	4	4301	0.082
17:00 - 17:30	4	4301	0.041	4	4301	0.081	4	4301	0.122
17:30 - 18:00	4	4301	0.023	4	4301	0.070	4	4301	0.093
18:00 - 18:30	4	4301	0.000	4	4301	0.041	4	4301	0.041
18:30 - 19:00	4	4301	0.000	4	4301	0.000	4	4301	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.769			0.774			1.543

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1386 - 9803 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4301	0.215	4	4301	0.035	4	4301	0.250
07:30 - 08:00	4	4301	0.465	4	4301	0.052	4	4301	0.517
08:00 - 08:30	4	4301	1.035	4	4301	0.081	4	4301	1.116
08:30 - 09:00	4	4301	1.494	4	4301	0.081	4	4301	1.575
09:00 - 09:30	4	4301	1.215	4	4301	0.081	4	4301	1.296
09:30 - 10:00	4	4301	0.674	4	4301	0.221	4	4301	0.895
10:00 - 10:30	4	4301	0.349	4	4301	0.273	4	4301	0.622
10:30 - 11:00	4	4301	0.285	4	4301	0.163	4	4301	0.448
11:00 - 11:30	4	4301	0.314	4	4301	0.389	4	4301	0.703
11:30 - 12:00	4	4301	0.262	4	4301	0.494	4	4301	0.756
12:00 - 12:30	4	4301	0.581	4	4301	0.767	4	4301	1.348
12:30 - 13:00	4	4301	0.901	4	4301	1.256	4	4301	2.157
13:00 - 13:30	4	4301	1.110	4	4301	1.116	4	4301	2.226
13:30 - 14:00	4	4301	0.814	4	4301	0.535	4	4301	1.349
14:00 - 14:30	4	4301	0.651	4	4301	0.401	4	4301	1.052
14:30 - 15:00	4	4301	0.407	4	4301	0.366	4	4301	0.773
15:00 - 15:30	4	4301	0.366	4	4301	0.262	4	4301	0.628
15:30 - 16:00	4	4301	0.145	4	4301	0.465	4	4301	0.610
16:00 - 16:30	4	4301	0.262	4	4301	0.599	4	4301	0.861
16:30 - 17:00	4	4301	0.244	4	4301	0.605	4	4301	0.849
17:00 - 17:30	4	4301	0.163	4	4301	1.331	4	4301	1.494
17:30 - 18:00	4	4301	0.064	4	4301	1.221	4	4301	1.285
18:00 - 18:30	4	4301	0.058	4	4301	0.616	4	4301	0.674
18:30 - 19:00	4	4301	0.052	4	4301	0.198	4	4301	0.250
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			12.126			11.608			23.734

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1386 - 9803 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

D. Travel Plan

MOTT MACDONALD

Lincoln House

Travel Plan

20 March 2018

Mott MacDonald
10 Fleet Place
London EC4M 7RB
United Kingdom

T +44 (0)20 7651 0300
F +44 (0)20 7248 2698
mottmac.com

Lincoln House

Travel Plan

20 March 2018

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
1	19/12/16	AH	AO		1st Draft
2	24/01/17	AH	AO		2nd Draft
3	30/01/17	AH	AO		3rd Draft
4	20/03/18	MP	AO		For submission

Document reference: 377297 | 3 | c

Information class: Standard

Contents

Introduction

Mott MacDonald have been appointed to provide a Travel Plan to support the planning application for the Proposed Development of Lincoln House, High Holborn.

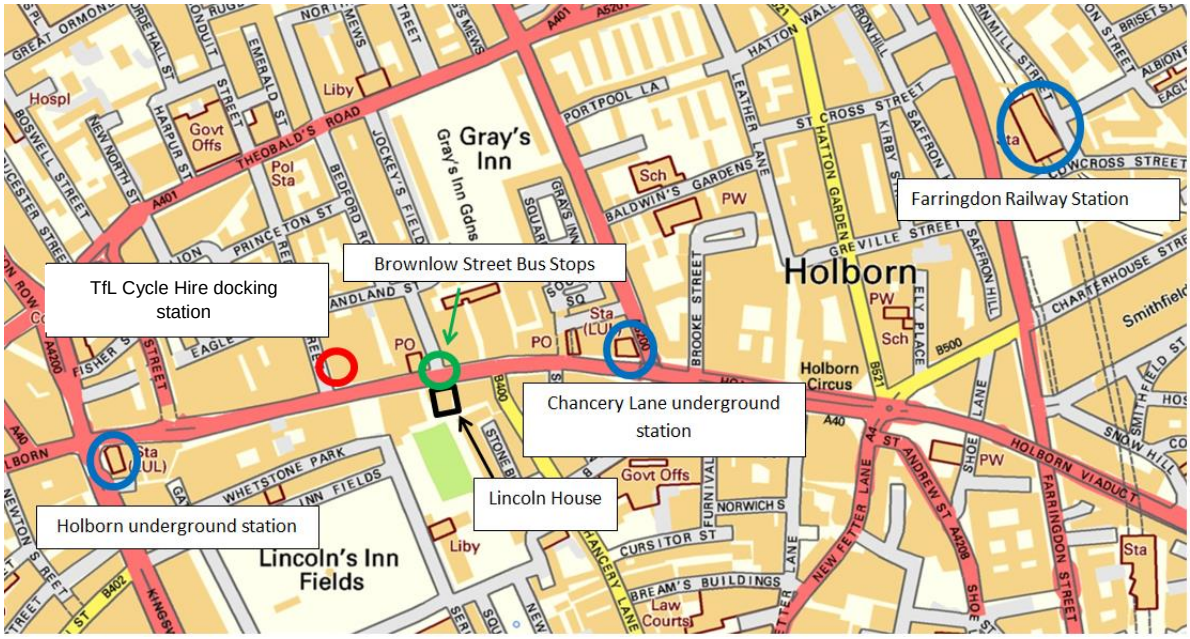
A Travel Plan document is a long term management strategy that sets clear objectives, targets and predicted outcomes, whilst identifying ways to increase sustainable transport modes. There is no current or planned vehicle parking at Lincoln House and as a result no vehicle trips will be generated by the proposed development, therefore, rather than setting objectives to reduce vehicle trips, this Travel Plan will detail a range of objectives and actions that the Site should implement to promote 'Active Travel' (walking and cycling). The Proposed Development is below the 2,500sqm threshold stated in TfL's 'Guidance for workplace travel planning for development' for a full Travel Plan.

1 Site and Accessibility

1.1 Introduction

Lincoln House is a mixed use office building consisting of retail units on the ground floor and office uses on the upper floors. The existing building has a total floor area 5,660sqm, which includes 5,203sqm of office floor space and 457sqm of retail floor space. The Site is located on the southern side of High Holborn (A40) between Chancery Lane and Holborn Underground stations in the London Borough of Camden. The Proposed Development is for a 2,193sqm additional floor spaces, which provides an additional 2,396sqm of office space and a reduction of 240sqm of retail space.

Figure 1: Local of Lincoln House and the closest public transport services



Source: Open data

1.2 Site Access

Lincoln House is located on High Holborn (A40). The Site has no existing vehicular access. There are pedestrian accesses which serve the retail units and the entrance lobby for the upper floor offices from the pavement on the southern side of High Holborn. There is also a service access located to the east of the office entrance lobby.

1.3 Public Transport

1.3.1 Bus Access

Lincoln House benefits from a high provision of frequent bus services that route along High Holborn, there are bi-directional bus stops located directly outside the Site with shelters waiting and seating, the stops are;

- Brownlow Street (Stop R) towards Aldwych or Tottenham Court Road; and
- Brownlow Street (Stop S) towards Bank or Cannon Street.

Tables 1 and 2 provide detail on the services from both stops.

Table 1- Brownlow Street (Stop R) Bus timetable *(source TfL)*

Bus number	Bus route	Typical frequency	Service times
8	Bow - Bethnal Green - Shoreditch - Bank - Holborn - Oxford Circus	Approximately every 6 to 7 minutes off peak Approximately every 4 to 10 minutes during peak hours	Monday to Friday 05:30 – 00:53 Saturday 06:03 – 00:55 Sunday 06:03 – 00:50
25	Ilford – Manor Park – Stratford – Bow – Aldgate – Bank – Holborn – Tottenham Court Road Station – Oxford Circus	Approximately every 3 to 8 minutes off peak Approximately every 5 to 10 minutes during peak hours	24-hour service from this stop
242	Homerton – Clapton Park – Hackney – Dalston – Shoreditch – Bank – Holborn – Tottenham Court Road Station	Approximately every 3 to 20 minutes off peak Approximately every 6 to 9 minutes during peak hours	24-hour service from this stop
521	Waterloo – Holborn – St Paul's – Cannon Street – London Bridge	Approximately every 2 to 16 minutes off peak Approximately every 2 to 5 minutes during peak hours	Monday to Friday 06:37 - 00:11
N8	Hainault - Barkingside - Wanstead - Stratford - Bethnal Green - Bank - Oxford Circus	Approximately every half an hour	Sunday to Thursday evenings from 2355 – 0525 Friday and Saturday evenings from 2400 - 0452

Table 2- Brownlow Street (Stop S) Bus Timetable *(source TfL)*

Bus number	Bus route	Typical frequency	Service times
8	Bow - Bethnal Green - Shoreditch - Bank - Holborn - Oxford Circus	Approximately every 7 to 10 minutes off peak Approximately every 4 to 8 minutes during peak hours	Monday to Saturday 05:48 - 00:09 Sunday 05:50 - 00:08
25	Ilford – Manor Park – Stratford – Bow – Aldgate – Bank – Holborn – Tottenham Court Road Station – Oxford Circus	Approximately every 3 to 8 minutes off peak Approximately every 5 to 9 minutes during peak hours	24-hour service from this stop
242	Homerton – Clapton Park – Hackney – Dalston – Shoreditch – Bank – Holborn – Tottenham Court Road Station	Approximately every 3 to 20 minutes off peak Approximately every 6 to 10 minutes during peak hours	24-hour service from this stop
521	Waterloo – Holborn – St Paul's – Cannon Street – London Bridge	Approximately every 2 to 16 minutes off peak Approximately every 2 to 5 minutes during peak hours	Monday to Friday 06:37 - 00:11
N8	Hainault - Barkingside - Wanstead - Stratford - Bethnal Green - Bank - Oxford Circus	Approximately every half an hour	Sunday to Thursday evenings from 23:55 – 05:28 Friday / Saturday evenings from 24:00 – 06:32

1.3.2 Underground Access

There are two underground stations in close proximity to Lincoln House, Chancery Lane station is 225 m (3-minute walk) from the Site while Holborn Station is approximately 400 m (5-minute walk) away.

Both Holborn and Chancery Lane stations are serviced by the Central Line, which runs between Ealing Broadway and West Ruislip in the West, and Epping in the East.

Holborn Station is also served by the Piccadilly Line, which runs between Heathrow Terminal 5 and Uxbridge in the West and Cockfosters in the East. Service information for both stations can be found in the tables below.

Table 3- Central Line services from Chancery Lane *(source TfL)*

Destination	Typical Frequency	Service times
Epping	Monday to Friday peak every 4 to 5 minutes Off peak evenings / weekend every 7 to 11 minutes	Friday and Saturday 24-hour Monday -Thursday 05:52 - 00:34 Sunday 05:54 – 23:40
West Ruislip	Monday to Friday peak every 8 minutes Off peak evenings / weekend every 5 to 10 minutes	Friday and Saturday 24 hours Monday -Thursday 05:52 - 00:28 Sunday 06:46 – 23:41
Ealing Broadway	Monday to Friday peak every 6 minutes Off peak evenings / weekend every 5 to 10 minutes	Friday and Saturday 24-hour Monday -Thursday 06:02 - 00:25 Sunday 03:36 – 23:44

Table 4- Piccadilly Line information from Holborn *(source TfL)*

Destination	Typical Frequency	Service times
Uxbridge	Every 9 to 15 minutes both peak and off peak	Friday and Saturday 24-hour Monday – Thursday 06:38 – 23:09 Sundays 08:49 – 22:49
Heathrow Terminal 5	Every 10 minutes both peak and off peak	Friday and Saturday 24-hour Monday to Thursday 05:42 – 00:18 Sundays 07:15 – 23:20
Cockfosters	Every 3 to 5 minutes during the peak and off peak	Friday and Saturday 24-hour Monday to Thursday 05:54 – 00:38 Sundays 07:18 – 00:21

1.3.3 Train Access

Farringdon Station is the closest national rail station to the Site, the station is an 800 metre walk and would take around 11 minutes to reach on foot. Typical frequencies and destinations are shown in table 5.

Table 5- Train services from Farringdon Station *(source TfL)*

Destination	Typical Frequency	Service times
Bedford	7 train per peak hour Monday to Friday 4 trains per hour off peak	Monday to Friday 05:14 – 23:57 Saturday 05:15 – 23:57 Sunday 07:30 – 23:44
Luton	10 trains per hour during the peak 3 to 6 trains per hour off peak	Monday to Friday 05:14 – 23:57 Saturday 05:15 – 23:57 Sunday 07:30 – 23:44
St Albans	10 trains per hour during the peak 3 to 6 trains per hour off peak	Monday to Friday 05:14 – 23:57 Saturday 05:15 – 23:57 Sunday 07:30 – 23:44
Sutton	4 to 5 trains per hour during the peak and off peak except Sundays 2 trains per hour	Monday to Friday 05:38 – 23:43 Saturday 05:53 – 23:43 Sunday 09:11 – 22:20
Sevenoaks	5 to 6 trains per hour during the peak and off peak. Direct services are infrequent, with interchange required for some services at Blackfriars Station	Monday-Friday 06:38 – 23:29 Saturday 05:53 – 23:29 Sunday 07:15 – 22:44

1.4 Walking

Pedestrian facilities in the vicinity of Lincoln House are generally of a good quality, there are footways approximately 3 metres wide along both sides of High Holborn which can be used to access both underground stations.

There are signalised pedestrian crossing points approximately 50 metres to both the East and West of the Site on the A40, both crossings are equipped with dropped curbs and tactile paving as well as visual and audio crossing aid.

The Site itself is accessible via the ground floor, the main entrance is step-free to the pavement on High Holborn and is therefore easy to access for all users.

1.5 Cycling

High Holborn does not have any designated segregated cycle lanes in the vicinity of the Site, however the bus lanes on both sides of the carriageway are used by cyclists too good effect. The London Cycle Network route 6 does run in a Northerly direction on streets to the West of Holborn station, from the Site the route is signposted via Red Lion Street.

TfL Cycle hire facilities are located on Red Lion Street, the docking station has capacity for up to 36 cycles and has maps and information for users onwards journey.

The Lincoln House redevelopment includes a 100 cycle capacity cycle storage facility in the basement of the building, users can access the store via the service entrance to the building on High Holborn. The hallway is wide enough to accommodate a cyclist when walking alongside their bike. To reach the basement, a lift is provided. There are also on-site shower and changing facilities.

2 Travel Plan Objectives

2.1 Introduction

A Travel Plan must have actions and objectives to influence travel behaviour amongst staff and visitors. They must be ambitious enough to provide Lincoln House with the incentive to make every effort to achieving significant changes in travel patterns, yet be realistic and achievable.

Lincoln House has no vehicular access, and as a result no vehicle trips will be generated by the redevelopment. Therefore, the objectives of this Travel Plan will focus on implementing actions to promote 'active travel' (walking and cycling) rather than modal share targets.

2.2 Travel Plan Objectives

The following objectives of the Travel Plan have been identified for the Lincoln House:

- To encourage travel by active modes, and provide information on facilities and offers available;
- To identify and introduce a Travel Plan coordinator so they are ready to begin within 3 months;
- To encourage the use of sustainable deliveries and servicing wherever possible;
- To monitor and assess cycle parking provision every 3-6 months, and if it is nearing capacity look to accommodate additional demand;
- To work with Camden Council and partners to support sustainable transport policy and implementation of sustainable travel infrastructure;
- Explore opportunities with season ticket loans for rail and underground services; and
- To assess opportunities to introduce flexible working where possible.

3 Travel Plan Measures

3.1 Introduction

This section includes the core recommendations and Travel Planning measures for the Lincoln House development.

In order to implement the Travel Plan, a Travel Plan Co-ordinator (TPC) will be identified. The co-ordinator will be responsible for progressing the measures and being a contact point with regards to sustainable transport.

The Travel Plan will be approved by the Site Management and key stakeholders. This group along with the TPC will:

- Set tasks and priorities;
- Monitor and review progress;
- Ensure the work of the Travel Plan is co-ordinated across all partners of the Site;
- Ensure the work of the Travel Plan is co-ordinated with other policies and activities;
- Provide management support required to take ideas forward e.g. revisions to HR policies; and
- Identify any necessary funding required to deliver the Travel Plan.

As travel to and from the Site by car is not possible the key role of the TPC will be to encourage 'action' based targets rather than mode share targets. In particular the TPC should look to implement a programme of sustainable transport offerings that make staff and visitors travel to the Site better, particularly by active modes.

A table of action based measures are detailed in Table 6, and outline the timescales and potential impact of each measure.

Timescales are measures by the following;

- Short term 0-3 months
- Medium 3-6 months

3.2 Table of Measures

Table 6- Table of Travel Plan Measures

Target Audience	Measure	Timescale	Methodology/Action	Potential Cost
Staff	Assign a Travel Plan Co-ordinator	Short	Identify a TPC within 3-6 months of the completion of works, the TPC is likely to be the site manager, which will work with site users and implement actions for the site.	No Cost
Staff	Sustainable Travel	Short/Medium	Consider introducing funding for sustainable travel to work such as season ticket loans	Low
Staff	Sustainable Travel	Short	Consider introducing funding for sustainable travel to work such as Cycle to Work	Low
Staff and Visitors	Travel Information Point	Short	Consider the introduction of a travel information point for both staff and visitors. Visitors could receive RTI and travel options to and from the site while staff could be provided with alternatives to their current travel option and receive information on discounts and offers available to them.	Low
Staff and Visitors	Cycle Spares	Short	Provide cycle repair kits and pumps on site for cyclists to maintain and repair bikes	Low
Staff	Santander Cycle	Short	Investigate the potential in purchasing a number of codes for Santander Cycles for business trips for LH staff	Low
Staff and Visitors	Cycle Pool	Medium	Consider introducing pool of cycles for business use, stored on site that could be loaned to staff for business travel during the day.	Medium
Visitors	Information	Ongoing	Introduce a travel email to be sent to all visitors prior to travel to the site detailing the best way to reach Lincoln House by sustainable modes	Low
Staff	New Starter Information	Ongoing	Produce a travel information pack for new staff members highlighting sustainable travel options	Low

4 Summary

4.1 Summary

Mott MacDonald has been commissioned to prepare a Travel Plan for the Lincoln House development. This Travel Plan document provides the framework for the longer term management of travel to Lincoln House.

Lincoln House is committed to providing a choice of travel to all staff and visitors to the Site, reducing any impact the Site may have on the local community and transport infrastructure. In particular the Site will continue to introduce and implement sustainable travel options and initiatives.

A package of measures was created that identified key actions for implementation for the Site, these measures would seek to encourage staff and visitors to the Site to travel by sustainable means, and would particularly focus on the promotion of active travel. The actions will be promoted and implemented by the TPC, who alongside key stakeholders at Lincoln House will continue to monitor and adjust objectives and targets as the programme progresses.

E. Framework Construction Management Plan

MOTT MACDONALD

Lincoln House

Framework Construction Management Plan

20 March 2018

Mott MacDonald
10 Fleet Place
London EC4M 7RB
United Kingdom

T +44 (0)20 7651 0300
F +44 (0)20 7248 2698
mottmac.com

Lincoln House

Framework Construction Management Plan

20 March 2018

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
1	20/12/16	AH	AO		First Draft
2	26/01/17	AH	AO		2nd Draft
3	30/01/17	AH	AO		3rd Draft
4	20/03/18	MP	AO		For Submission

Document reference: 377297 | 2 | C

Information class: Standard

Contents

1 Introduction

A Construction Management Plan (CMP) should help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site, this document has been written in accordance with TfL's Construction Logistics Plan Guidance.

This document is a Framework CMP which sets out the key construction principals. A detailed CMP will be submitted for approval post planning once a contractor has been appointed.

This Framework CMP will provide a high level assessment on how any impacts associated with the proposed works can be mitigated against, and will identify a management process to reduce the cumulative impacts of construction in the vicinity of the site. This CMP follows the best practice guidelines set out in Camden's Minimum Requirements for Building Construction (CMRBC) and the Guide for Contractors Working In Camden (GCWD).

The proposed development of the Lincoln House site will involve a reconfiguration of the existing layout and extension of the current site by 2,193sqm, the current site is a mixed used development consisting primarily of office space and two retail outlets on the ground floor, the proposed development will see a reduction in the size of the retail units to accommodate an extension of 2,396sqm in office space.

A construction management plan pro-forma has been included in Appendix A. The pro-forma has been partially completed based on the information available at this stage. Once a construction contractor has been appointed a detailed CMP document will be completed and the construction management plan pro-forma will be updated accordingly.

2 Site construction period and working hours

2.1 Construction start/completion dates

The enabling works and construction start and completion dates will be confirmed within the detailed CMP document, this document will be submitted and approved at the post planning stage.

2.2 Site operating hours and deliveries

The site is, in principal, likely to operate during normal working hours identified in the GCWD of between 8am and 6pm between Monday to Friday and 8am to 1pm on Saturday, confirmation which will be agreed and disclosed in the detailed CMP. If a delivery or works were required to be carried out during a period outside of these hours, for example a heavy or wide load that is not permitted on London roads during peak hours, neighbours to the site would be notified prior to this taking place.

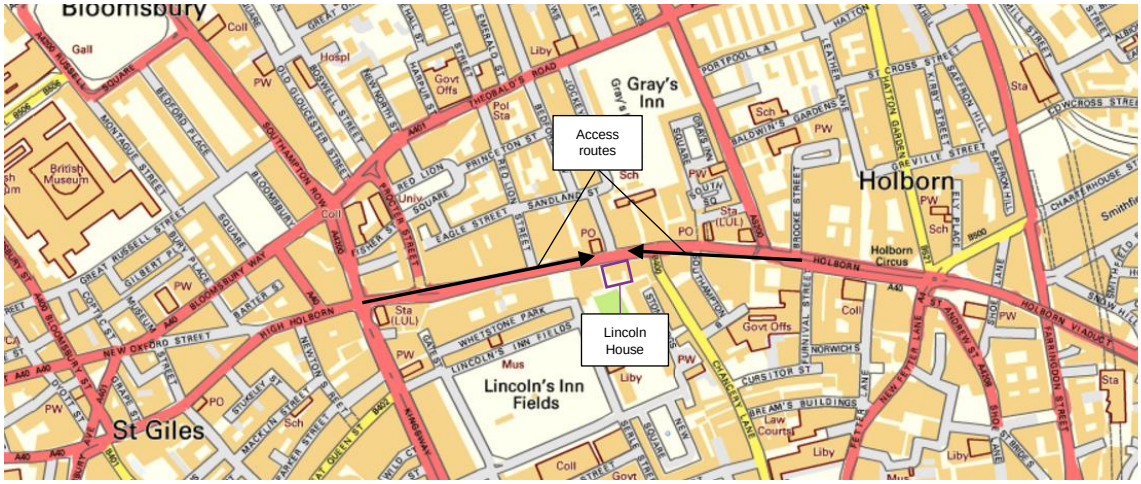
3 Access arrangements for vehicles

This section will detail how vehicles will access the site during the construction period of the Lincoln House extension, this will entail both a description of the likely construction routes for vehicles and upon arrival where and how vehicles will locate, agreed details will be disclosed in the full CMP.

3.1 Construction Route

Access to the Lincoln House site is only possible via the A40 High Holborn, this therefore will be used for all deliveries during the construction period. Figure 1 shows the location of the Lincoln House site and potential access routes for construction vehicles. While much of London's road network is restricted by the London Lorry Control Scheme, vehicles are permitted to travel on the A40 and A1 at all times, therefore access to the site can be maintained via these routes. For the Lincoln House site, the construction route will be agreed in advance with Camden Council's Highways Team as part of the full CMP. Where applicable, applications can be sent directly to the council or to www.LondonLorryRouteApprover.com for automatic approval.

Figure 1: Construction Routes to Lincoln House



Source: OS open data

3.2 Access to the Construction site and temporary traffic closures

The Lincoln House site has no vehicular access, therefore during the construction phase it is likely that construction vehicles will require a temporary closure of the westbound bus lane on High Holborn in order to undertake the works and for deliveries and removal of waste to take place. As a result, it is anticipated that a temporary traffic order may be required in order for the construction to be undertaken. Prior to the full CMP being submitted, an agreement will be made with TfL and Camden to agree any necessary temporary traffic orders, and if required, the CMP will detail the agreement made with the Highways team regarding this.

In addition, if the closure of a bus lane is required then permissions will be required from TfL to close the bus lane for the construction period.

4 Pedestrian Routes and Hoardings

The GCWD states that all work carried out in the Borough should be carried out in the most considerate way to reduce the effect any building work has on the local community. An important component in ensuring this commitment is maintained is by ensuring pedestrian and cycle routes surrounding the site are safe, easy to use, and compliant with Camden standards.

4.1 Pedestrian walkways

Footpaths will be maintained to their current existing width or to a minimum of 3 metres when current paths exceeded 3 meters where possible. As Lincoln House is located in a busy commercial precinct along a bus route, 3 metre pathways are advised at a minimum. Detailed proposals regarding scaffolding or hoarding on the footway will be included in the CMP.

Temporary footpaths must have level surfaces with ramps at all junctions with the carriageway, there must be no steps and any gradients must be no greater than 1 in 12 (over short distances only), with a preferred gradient of 1 in 20. The pathways should be constructed to the satisfaction of the highway authority and should ensure that they are satisfactory to all users, therefore railings and lighting should provide on any obstructions to aid the visually impaired, full details will be disclosed in the detailed CMP.

4.2 Hoardings

Prior to erecting any hoardings, permissions must be granted from the Highways team, no doors or gates should be constructed in such a way that it may be opened out-wards onto the public way.

Hoardings may not enclose any illuminated sign or public lamp. Any hoardings affected by such apparatus must be recessed allowing access at all times to the apparatus.

If a hoarding would reduce the footpath to an unsuitable width, which in the case of Lincoln House is less than 3 metres required on a bus route in commercial and shopping areas, the footpath must be extended into the carriageway by constructing a footpath protected by hoarding. Outside the hoarding, the footpath must be made of 300mm x 30mm baulk timbers painted red and white with a smooth handrail, kept in good and safe condition, and suitably lit during the hours of darkness. You must keep to any requirements of Highways Management to make sure vehicles and pedestrians are safe, full details will be disclosed in the full CMP.

5 Fencing and Scaffolding

Due to the nature of the Lincoln House site, fencing is a probable requirement for containing much of the machinery and material required during the construction phase, while scaffolding may be required during some phases of construction.

5.1 Fencing

Fencing is a legal requirement for any works located in or around a highway as per the Safety at Street Works and Road Works 1993 code of practice. The fence should be no more than 1.22 metres in height and lit during hours of darkness, all waste, machinery and materials must be contained within the fencing, full details of the site fencing will be included in the CMP.

The Lincoln House site is restricted in regard to storage, there therefore may be a requirement for a request to the Highway Authority in regard to a licence to store materials and machinery on the public highway.

A skip may also be required for the removal of waste; if this needs to be located on the highway then permission from the Highway Authority would be obtained first.

5.2 Scaffolding

According to the GCWD, permission must be granted before erecting any scaffolding on the development site, a clear passage for pedestrians must be maintained continuously. If the past must it run under and through the scaffold, no putlog bracing or other construction should be fixed at a lower level than 2.5m from the surface of the footpath.

During the Lincoln House extension, it must be ensured that scaffolding is only erected immediately prior to work commencing and dismantled immediately on completion of works. Unnecessary delays must be avoided. Scaffolding must be safe and secure, with alarms installed at the base, and where any machinery or equipment is stored. Full details of all scaffolding plans and proposals will be submitted in detail within the CMP.

6 Noise and Vibration

Consideration will be made to the noise and vibration created as a result of the construction, the Lincoln House extension will be considerate towards potential noise nuisance to local residents and people who run businesses in the area, will look to ensure that suitable breaks from noise and vibration are provided as per the governments Control of Pollution Act 1974.

This CMP will consider any noise generated as a result of transport movements during the following four phases of construction;

- Erecting, constructing, altering, repairing and maintaining of any building, structure or road;
- Breaking up, opening or digging under any road or nearby land in connection with carrying out, inspecting, maintaining or removing work;
- Any demolition or dredging work; and
- Any engineering work (whether or not already covered in the three points above).

The site should ensure that it is taking the *Best Practicable Means (BPM)* to reduce the noise created and are working control hours of noisy work to within the following times;

- Mondays to Fridays - 8am to 6pm
- Saturdays - 8am to 1pm
- Sundays and Bank Holidays - No noisy work

Vehicles visiting the site should do so in the permitted hours and only have the ignition on when the vehicle is in use, all deliveries or removals of waste should be planned and coordinated in a timely manner to prevent loitering or any excessive and prolonged noise.

Site managers will ensure that debris from the site is not deposited on any of the surrounding public highways, and if necessary will enforce a wheel wash on vehicles leaving the site. If deemed necessary, suppliers may be asked to provide induction pack to staff prior to deliveries taking place, informing staff of the site rules and routes to access the site.

7 Air Quality

Air Pollution can often occur as a direct result of poorly managed construction sites; therefore it is paramount that a plan to mitigate against this is detailed within the CMP, a full air quality plan will be detailed in the CMP.

7.1 Dust Emissions

Camden has been declared an Air Quality Management Area for failing to meet the Governments air quality standards for particulate matter (PM10) and nitrogen dioxide (NO_2), dust particulate matter resultant of construction can further exacerbate the issues surrounding air quality in Camden, measures should therefore be taken to ensure that Lincoln House minimises any dust emissions during the construction period.

The BPM should be followed at all times of the construction; the construction team should ensure that any dust produced is sprayed by a continuous fine-water spray at source and that adequate cleaning of the site is undertaken in accordance with both national and Camden standards. Further guidance can be found in the GCWD.

7.2 Air Pollution Emission

In addition to dust pollution, vehicles create substantial air pollutants which, where possible should be mitigated against, particularly through the use of HGV's.

Construction vehicles on the Lincoln House site should meet all current Euro standards, and where possible be fitted with engines using alternative or low emission zones. While at the site vehicles should be parked with the keys out of the ignition whenever possible and should follow guidance to reduce all emissions where possible.

8 Other environmental issues

8.1 Cleanliness

During the construction period mud and debris resultant of the extension has the potential to cause an environmental nuisance to the surrounding area, and should therefore be mitigated against. The Lincoln House site should ensure that the site, machinery and vehicles entering and leaving the site are suitably washed on a daily basis to prevent the spreading of dirt into the nearby surroundings.

A. Camden Construction Management Pro-Forma

Construction Management Plan

pro forma v2.2

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
12/03/2018	1	Aveze Orooj Mott MacDonald

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 Community 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.**

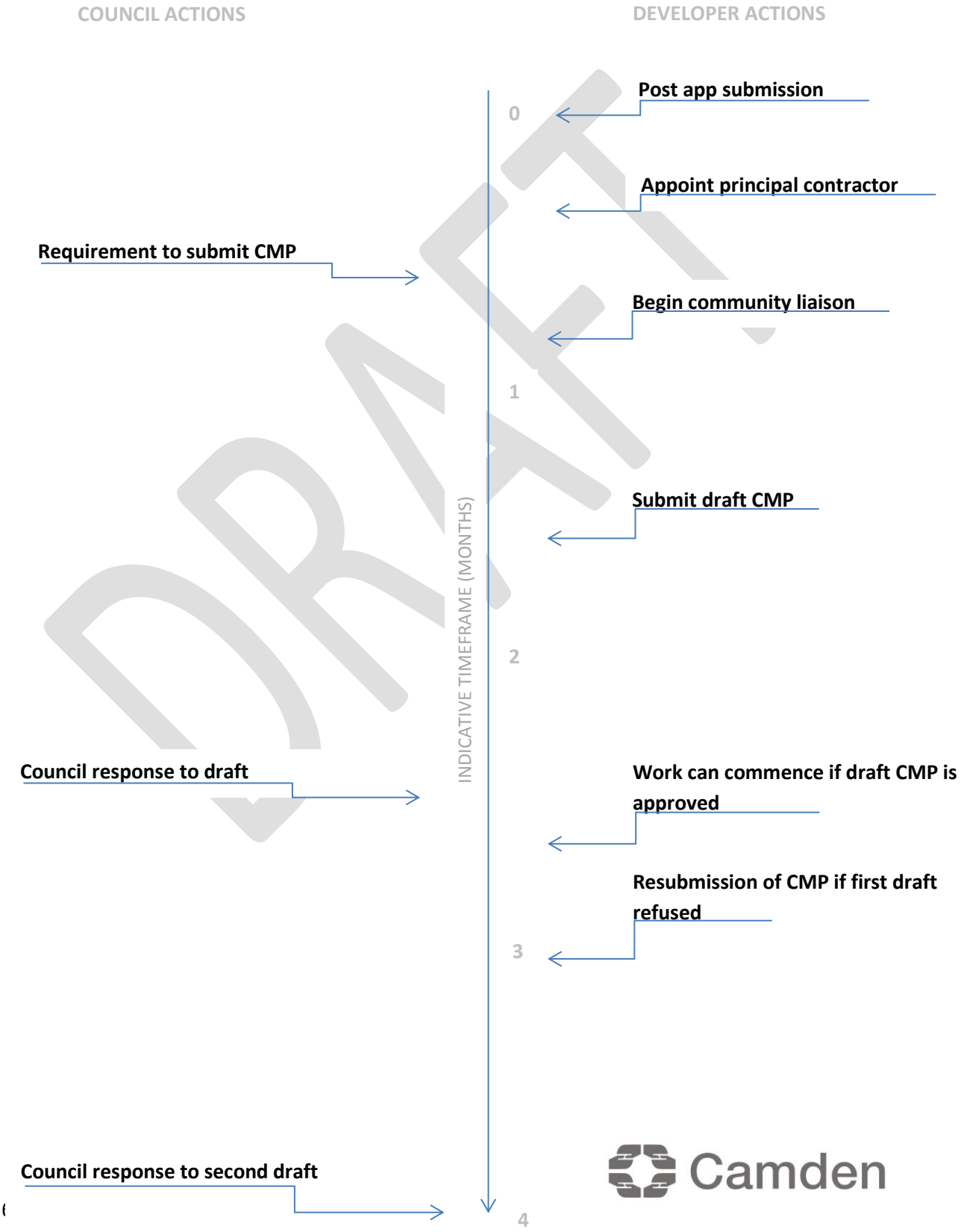
Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion.**

(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

Timeframe to be completed post planning once a contractor has been appointed



Camden

Contact

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

Address: 296-298 High Holborn, Holborn, London, WC1V 7JH

Planning reference number to which the CMP applies: TBC – Planning application not yet submitted

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

Name: Aveze Orooj

Address: Mott MacDonald, 10 Fleet Place, London, EC4M 7RB

Email: Aveze.orooj@mottmac.com

Phone: 020 7651 0595

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.

To be completed once construction contractor has been appointed

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: Aveze Orooj

Address: Mott MacDonald, 10 Fleet Place, London, EC4M 7RB

Email: Aveze.orooj@mottmac.com

Phone: 020 7651 0595

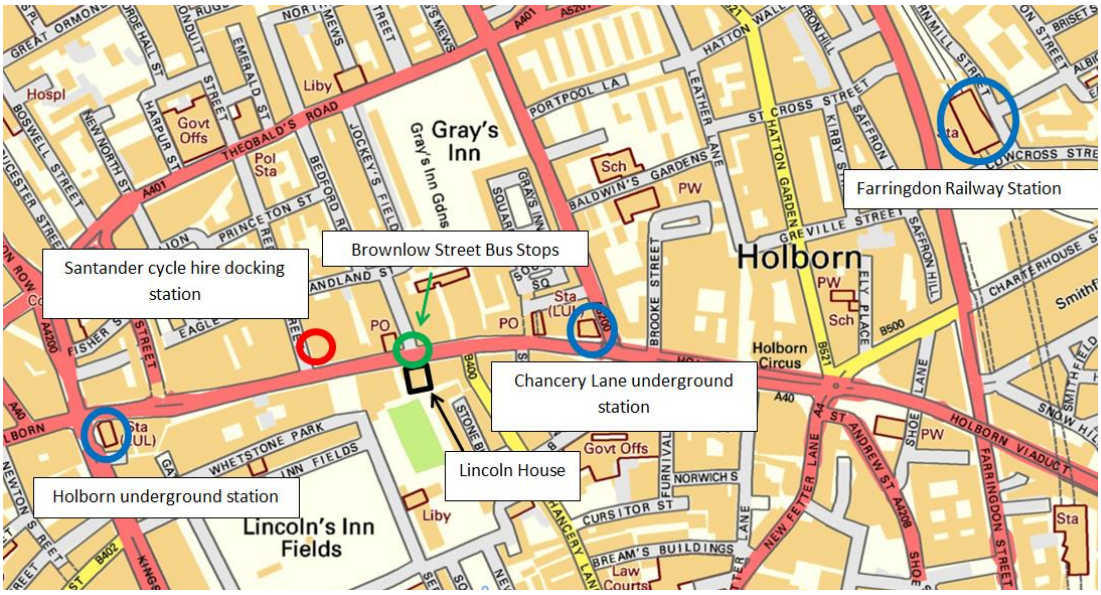
5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

The construction contractor has not yet been appointed. This will be confirmed on submission of detailed CMP.

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.

Detailed description of the proposed development and existing site are provided in the accompanying Transport Assessment. Site location plan is provided below for reference.



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).

A detailed description and construction methodology will be provided in the detailed CMP once a construction contractor has been appointed. Below are keys issues and challenges which will be considered:

- Tightly constraint site with minimum area for storage of plant and material. There is unlikely to be sufficient for on-site vehicular access.
- Loading and unloading of plant and materials may have to take place on-street. This will require relevant Traffic Regulation Orders which will be agreed and approved prior to any construction activities taking place. Any on-street loading proposals will ensure minimum disruption is caused to the public highway, which includes pedestrians, cyclists, buses and other vehicular traffic.
- Any hoarding and scaffolding will have to ensure safe passage for pedestrians. Where necessary on-street furniture will be relocated. This will be agreed in advance with the Highway Authority.
- There are bus stops and bus lanes located outside of the site, therefore any construction activities should minimise disruption to local bus services. Once the construction contractor has been appointed early engagement with TfL buses will be carried out to agree mitigation measures, such as locations of temporary bus stops etc.
- The site is surrounded by office, retail, Lincolns Inn Gardens, etc therefore noise and vibration of construction activities should be kept to a minimum.
- There is a construction site to the west of the development site, therefore engagement and co-ordination required.

The above list are examples of likely keys construction issues and challenges. This will be considered in greater details on submission of the detailed CMP once a construction contractor has been appointed.

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.).

A comprehensive list of potential receptors will be provided in the detailed CMP. Below are potential receptors which have been identified at this stage:

- Surrounding office and retail uses.
- Users of Lincoln's Inn Fields
- Adjacent development site
- Highway users (pedestrians, cyclists, bus passengers, taxis' general vehicular traffic)

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.

Scale plan showing detailed highway network will be submitted as part of detailed CMP document.

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).

Construction dates are yet to be confirmed. A detailed construction programme will be submitted in the detailed CMP document.

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

It is envisaged the construction site will operate in accordance with Camden's standard construction hours. This will be confirmed in the detailed CMP

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.

To be confirmed in detailed CMP

Community Liaison

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

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

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

Once a construction contractor has been appointed the developer will agree the process for the dissemination of communications issued to local stakeholder (e.g businesses, highway authority, tfl buses, ward councillors etc). Full details of consultation will be included in the detailed CMP document to be submitted post planning.

The consultation process will include a feedback mechanism and a complaints procedure process. The following initiatives are recommended to form part of the communication:

- A community liaison manager;
- A simple feedback and complaints procedure process;
- The project will participate in the Considerate Constructors Scheme;
- A progress newsletter will be distributed periodically to the local business community;
- A webcam to enable all interested parties to follow the progress of the scheme in real-time; and

These will be confirmed by the main contractor on appointment.

There will also be significant engagement with the Highway Authority and TfL buses to agree the proposed construction methodology. This will include details of site access and agree any temporary stopping up of the public highway, erecting of scaffolding and hoarding, and agree necessary Traffic Regulation Orders.

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.

The construction working group will be confirmed in the detailed CMP. Below are potential stakeholders which could be included in the working group:

- Local businesses / local business forums
- Camden Council (as Highway Authority and managers of Lincoln's Fields)
- TfL
- Contractors of nearby construction sites
- Local Councillors

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

To be completed in detailed CMP once construction contractor has been appointed.

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.

To be considered once proposed construction dates have been confirmed and construction contractor has been appointed.

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 Contractual Considerations

17. Name of Principal contractor:

To be completed in detailed CMP once construction contractor has been appointed.

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 and Q18 example response).

To be completed in detailed CMP once construction contractor has been appointed.

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:

To be completed in detailed CMP once construction contractor has been appointed.

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 how vehicles will be routed to the Transport for London Road Network (TLRN) on approach and departure from the site.

Access to the Lincoln House site is only possible via the A40 High Holborn, this therefore will be used for all deliveries during the construction period. While much of London's road network is restricted by the London Lorry Control Scheme, vehicles are permitted to travel on the A40 and A1 at all times, therefore access to the site can be maintained via these routes.

A detailed construction route will be included in the detailed CMP document once the construction contractor has been appointed, to take into account the contractors base and supplier locations etc.

The proposed construction route will use TfL strategic transport network where possible. When considering construction routes issues such as traffic restrictions, cycle routes, height / weight restrictions etc will be considered.

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.

All deliveries to the site will be pre-planned using a booking system. Prior to arriving to the site all contractors / sub-contractors will be issued with a drivers hand book, which will include a map showing the mandatory construction route to the site. The map will highlight height / weight restrictions, cycle routes, planning road works etc.

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.

To be completed in detailed CMP once construction contractor has been appointed.

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

To be completed in detailed CMP once construction contractor has been appointed.

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.

A booking system for controlling and coordinating deliveries will be implemented by the main contractor on appointment. It is recommended that this be based in line with construction industry best practice. This can help ensure that construction materials can be delivered on well-timed basis to avoid disruption to the highway network and nuisance to local residents.

Some of the points to ensure a successful booking system are outlined below:

- The booking system will provide routing information for users including restrictions on network;
- The system will be managed and operated by the main contractor's site and logistics manager;
- Through the system, sub-contractors and suppliers will be expected to complete information on the load details, vehicle type, and crane/hoist requirements, etc.;
- All sub-contractors / suppliers will have access to the system, and they will request delivery slots a week in advance which will be granted at the site and logistics manager's discretion;
- Comprehensive information will be provided to the contractors and suppliers showing site plans, crane locations, radius and lifting specifications, and a schedule of unloading plant / equipment all of which will be regularly updated;
- Detailed timetables should be able to be easily produced as an output of the system, which should be made viewable by the sub-contractors / suppliers as well as the logistics manager;
- At the time of delivery, the logistics team will note the times when the delivery enters and exits the site and update the system; and
- If the system is digital, many of the above points will be facilitated, i.e. automated avoidance of clashes, mobile monitoring of deliveries by marshals, easily downloadable spreadsheets, etc.

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.

To be completed in detailed CMP once construction contractor has been 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).

To be completed in detailed CMP once construction contractor has been appointed.

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 marshals must ensure the safe passage of all

traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

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

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

Due to constraints of the site, vehicular access into the site may not be feasible. In this case loading and unloading of plant and material may need to take place on-street. If so, full details showing how this will be carried out will be included in the detailed CMP document once the construction contractor has been appointed.

Prior to completing the detailed CMP the contractor will agree any proposed on-street loading with the highway authority / TfL Buses. The contractor must ensure any proposals safeguard all highway users, especially pedestrians and cyclists.

There will also be detailed engagement with TfL buses to minimise any impact of construction activities to local bus services. This could include agreeing temporary locations of bus stops.

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

To be completed in detailed CMP once construction contractor has been appointed.

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).

To be completed in detailed CMP once construction contractor has been appointed.

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.

To be completed in detailed CMP once construction contractor has been appointed.

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.

To be completed in detailed CMP once construction contractor has been appointed.

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.

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

- **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.

Prior to completion of the full CMP the construction contractor will agree in-principle any necessary TRO orders. Full details will be included in the detailed CMP once construction contractor has been 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).

To be completed in detailed CMP once construction contractor has been appointed.

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

To be completed in detailed CMP once construction contractor has been appointed.

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).

Diversions to the public highway are not anticipated, however this will be confirmed in the detailed CMP once construction contractor has been appointed.

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.

If loading and unloading of plant and material is required to be carried out on-street then pedestrian and cycle safety will be paramount. Full details of scaffolding, site hoarding and any necessary diversions will be included in the detailed CMP document. Prior to submitted the detailed CMP the construction contractor will agree pedestrian and cycle protection measure principles with the Highway Authority.

The developer will insist that sufficient pedestrian footway width is maintained to accommodate pedestrian footfall. There will be special attention paid to pedestrians with wheelchairs / pushchairs. Any changes in level will be ramped and in accordance with appropriate design standards.

Footway will be protected from any construction activities through appropriate hoarding, which will be agreed with the Highway Authority

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.

It is likely that scaffolding and hoarding will be required on the public highway. Full details will be provided in the detailed CMP documents. Prior to completion of the document the appointed construction contractor will agree principles with the Highway Authority and TfL buses.

- SYMBOL IS FOR INTERNAL USE

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.

To be completed in detailed CMP once construction contractor has been appointed.

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.

To be completed in detailed CMP once construction contractor has been appointed.

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

To be completed in detailed CMP once construction contractor has been appointed.

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.

To be completed in detailed CMP once construction contractor has been appointed.

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

To be completed in detailed CMP once construction contractor has been appointed.

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

To be completed in detailed CMP once construction contractor has been appointed.

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.

To be completed in detailed CMP once construction contractor has been appointed.

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

To be completed in detailed CMP once construction contractor has been appointed.

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

To be completed in detailed CMP once construction contractor has been appointed.

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.

To be completed in detailed CMP once construction contractor has been appointed.

- 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.

To be completed in detailed CMP once construction contractor has been appointed.

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).

To be completed in detailed CMP once construction contractor has been appointed.

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

To be completed in detailed CMP once construction contractor has been appointed.

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.

To be completed in detailed CMP once construction contractor has been appointed.

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:

To be completed in detailed CMP once construction contractor has been appointed.

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

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

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

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

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

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

- SYMBOL IS FOR INTERNAL USE

Agreement

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

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

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.