

Construction Management Plan

Pro forma v2.3

Theatre Square,

100 Avenue Road 

By Essential Living

Version 11 – 22nd January 2019

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
03.08.17	1	Essential Living
21.09.17	2	Essential Living
27.09.17	3	Essential Living – further updates from team
09.10.17	4	Essential Living – version published for public consultation
04.12.2017	5	Essential Living – further version published following public meeting and first construction working group
14.03.2018	6	Essential Living
26.04.2018	7	Essential Living
18.07.2018	8	Essential Living
29.08.2018	9	Essential Living – further updates and appendices responding to 19 th July Planning Committee
22.10.18	Approved v.9	Essential Living – Approved in November Committee
04.01.19	10	Essential Living – Addressing PAP
22.01.19	11	Essential Living

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

COUNCIL ACTIONS

Requirement to submit CMP

Council response to draft

Council response to second draft

DEVELOPER ACTIONS

Post app submission

Appoint principal contractor

Begin community liaison

Submit draft CMP

Work can commence if
draft CMP is approved

Resubmission of CMP if
first draft refused

TIMEFRAME (MONTHS)

Contact

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

Address: 100 Avenue Road, London, NW3 3HF

Planning reference number to which the CMP applies: 2014/1617/P

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

Name: Barry Coltrini

Address: Coin House, Level 5, 2 Gee's Court, Marylebone, W1U 1JA

Email: barryc@essentialliving.co.uk

Phone: 0207 3400 300

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: TBC

Email: TBC

Phone: TBC

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: Martin Hughes, Polity Communications

Address: Level 1, Devonshire House, One Mayfair Place, London W1J 8AJ

Email: martin@polityuk.com

Phone: 0207 242 3969

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: TBC

Email: TBC

Phone: TBC

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.

Existing Site:



Site location & Surrounding Area:

The site is located immediately off the A41 and College Crescent, in the Swiss Cottage area of the London borough of Camden. The site is currently occupied by a mixed use multi-storey building with no current road access.

The site has a number of existing uses immediately adjacent to it; to the East is an area of Camden Park Lands and Hampstead Theatre. To the south is also a small strip of Camden Park Land followed by Swiss Cottage Leisure Centre. To the west is a major road interchange followed by several commercial units. To the north is the entrance to Swiss Cottage Underground Station followed by The Royal Central School of Speech and Drama. Going further afield to the East and West are mostly residential areas. With commercial units following the main transport high North and South.

Proposal:

Demolition of existing building and redevelopment of a 24 storey building and a part 7, part 5, storey building comprising a total of 184 residential units (class C3) and up to 1,041sqm of flexible retail/financial or professional or café/restaurant floorspace (classes A1/A2/A3) inclusive of part sui generis floorspace for potential new London. Underground station access fronting Avenue Road and up to 1350sqm for community use (class D1) with associated works including enlargement of existing basement level to contain disabled car parking spaces and cycle parking, landscaping and access improvements.

Proposed Visual:



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.).

Construction works proposed for the above description of development; part 24 storey, part 7 storey, and part 5 storey. Demolition to begin Q3 2018. Issues and challenges for the construction works will include:

- Theatre next door which may necessitate restricted working times for noisy works
- New cycle highway works (CS11) on Avenue Road which may be under construction during the demolition phase.
- The Royal Central School of Speech and Drama located to the north of the site
- Residential access to north east
- Busy red route to south east
- Eton Avenue street market
- Public Park to the East and South
- Creating safe access point to the site so as to minimise the impact on the public
- Temporary Bus stop relocation
- Working close to the Swiss Cottage underground station
- Local schools

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.).

ID	Location	X	Y	Distance	Risk Theme
1	17-24 Finchley Road	526632	184222	107m	Site Traffic
2	115-121 Finchley Road	526632	184259	87m	Site Traffic
3	Cresta House	526623	184299	89m	Site Traffic
4	139 Finchley Road	526616	184348	111m	Site Traffic
5	Northways Parade	526642	184403	130m	Site Traffic
6	Royal Central School of Speech & Drama (1)	526687	184363	74m	Site Traffic, Noise, Dust
7	Royal Central School of Speech & Drama (2)	526710	184386	94m	Site Traffic, Noise, Dust
8	Embassy Theatre	526725	184390	98m	Site Traffic, Noise, Dust
9	Market	526716	184364	72m	Site Traffic, Noise, Dust
10	Hampstead Theatre - west boundary	526721	184341	49m	Site Traffic, Noise, Dust
11	Hampstead Theatre - south boundary	526750	184336	57m	Site Traffic, Noise, Dust
12	Underground Station - Eton Avenue entrance	526686	184332	47m	Site Traffic, Noise, Dust
13	Underground Station - Avenue Road entrance	526701	184287	12m	Site Traffic, Noise, Dust
14	Temporary bus stop lay-by	526670	184323	52m	Site Traffic, Noise, Dust
15	Ye Old Swiss Cottage pub	526685	184248	52m	Site Traffic
16	Odeon Cinema	526699	184218	76m	Site Traffic
17	Central library	526761	184209	96m	Site Traffic
18	Leisure centre	526782	184220	101m	Site Traffic
19	Tennis courts	526777	184248	79m	Location
20	Community centre	526828	184265	119m	Site Traffic
21	Park (centre of)	526772	184296	60m	Location
22	21A Winchester Road	526815	184292	103m	Site Traffic
23	23 Winchester Road	526810	184302	99m	Site Traffic
24	25 Winchester Road	526807	184308	96m	Site Traffic
25	27-29 Winchester Road	526803	184313	94m	Site Traffic
26	31 Winchester Road	526800	184320	92m	Site Traffic
27	33 Winchester Road	526796	184326	91m	Site Traffic
28	35 Winchester Road	526793	184332	90m	Site Traffic
29	Mora Burnet House	526778	184357	92m	Site Traffic
30	Swiss Cottage School	526889	183997	344m	Site Traffic
31	UCL Academy	526865	184120	231m	Site Traffic

Shown in Appendix P

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.

Due to the installation of a “pit lane” that we require, an access point to the site we need to relocate bus stop D on Avenue Road. Essential Living has proposed moving the bus stop further north up the A41. This bus stop is of a similar size to the current stop giving the option for 3 buses to sit in wait prior to passenger pick up, this location would also reduce the passenger transition time between the bus stop and Swiss Cottage station

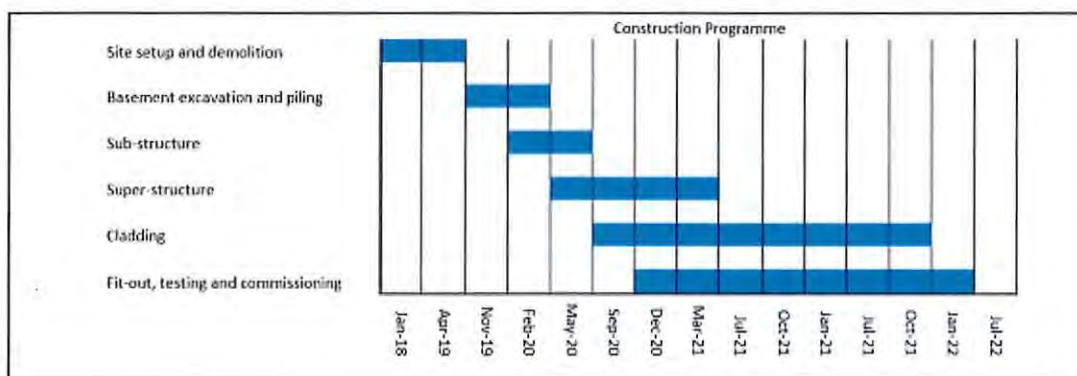
A full set of drawings detailing the existing and proposed highway network layout including the proposed “pit lane” and bus stop relocation are attached at appendix A in our highway engineers report prepared by Peter Brett Associates.

Essential Living’s highway engineer has commenced the consultation process with officers at TfL in connection with the bus stop move and the impact and coordination needed with TfL in connection with the new cycle highway (CS11).

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).

There is anticipated start date of January 2019 with total programme period of 36 months. Set out below is a summary programme. A full programme can be found attached at appendix B

Construction Stage	Start	End
Site setup and demotion	Jan-18	May-19
Basement excavation and piling	May-19	Mar-20
Sub-structure	Jan-20	May-20
Super-structure	May-20	May-21
Cladding	Jul-20	Oct-21
Fit-out, testing and commissioning	Sep-20	Apr-22



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

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.

The existing utilities affected by the works have been assessed by Essential Living along with an assessment of what needs to be diverted and what new supplies are needed. Set out in Appendix C is a schedule of proposed utilities works and a plan of the existing utilities around the site.

Consultation is to be arranged between all the utilities companies to explore options to share the same excavations and traffic management requirements to allow their works to be carried out with limited impact on the highway and therefore the public.

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.

Consultation: Historical, Current and Future

Table below outlines all consultation meetings undertaken (meeting minutes and consultation records are included at appendix D1 along with the Consultation Statement from Polity where the outcome of the public consultation has been recorded and attached at appendix D2)

Consultation is on going with all parties and will continue through the demolition and construction phases this is detailed in Appendix U

Party Consulted	Date	Topic	Outcome
LUL	17/06/2014	Location of basement in proximity with LUL stair case	EL to progress planning drawings expected Q3 2015
LUL	03/07/2014	Movement monitoring of LUL tunnels	URS to progress movement monitoring and condition surveys
LUL	06/08/2014	Monitoring Tender Review	URS recommending letter of intent from LUL to maintain programme
Tfl	05/06/2017	CS11(Programme)	Tfl to review EL development with the CS11 programme and phasing.
Tfl	07/06/2017	CS11 (site Logistics)	EL to advance site logistic plans at SPA's for further review with Tfl

TfL	26/09/2017	CMP and S278	TfL happy with the logistics plan in principal. To be agreed following further input. TfL proposed a working group of all construction projects in the vicinity to ensure all potential issues are addressed throughout the project.
Camden Parks	06/10/2017	Impact of the project on the adjacent park	EL issue logistics plans and Camden Park to seek advice from legal team in removal of trees and artwork
Meeting with HS2	16/10/2017	To understand any interfaces with the HS2 scheme and the Theatre Square scheme	The outcome of the meeting was that the timing of the HS2 works would not impact the Theatre Square scheme and vice versa
Public Consultation Meeting at Harris School	19/10/2017	Public Consultation meeting to present the CMP	Feedback was received and has been collated into the report by Polity attached at appendix D2
Meeting with Camden Environmental Health Officer	10/11/2017	Seek feedback and comment from the Environmental Health Officer	Comments have been incorporated into v.5 of the CMP
First Working Party Meeting with residents	15/11/2017		The meeting was attended by over 50 people and did not constitute a formal working party meeting. Further feedback was recorded which has been collated into the Polity report attached and appendix D2
Further public consultation & presentation of v.5 of the CMP	29/11/2017	Presentation of updated details forming v.5 of the CMP	The meeting was attended by c.18 members of the public and local groups. Record in the Polity report attached at appendix D2 The key issue that was being raised by the local groups was the traffic generation and the use of Winchester Road. We have reviewed the use of Winchester Road and will cap the total trips per day to 14 and will stop using

			Winchester Road by month 29 of the project
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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.

From the outset of our discussions with Camden Officers, Essential Living carefully reviewed the Council's Construction Management (CMP) Pro Forma and its Community liaison guidance: guidance for developers and contractors. There was some lack of clarity in the Council's documentation as to the exact process to be followed in terms of setting up forums for discussions with the local community, but it was agreed with Camden officers that the process should start with a public meeting and then proceed with two further Construction Working Group (CWG) meetings. EL also agreed the membership of the CWG with Camden officers, including making amendments to membership resulting from feedback from ward councillors.

As explained in Section 3 of the Draft CMP Consultation Statement (December 2017), after the initial public meeting (54 attendees), EL took steps to invite the identified members to the CWG. In the correspondence, it was indicated that the CWG would be open only to representatives of those groups. It became clear in the lead up to the first CWG meeting that certain groups were not supportive of the process and decided themselves to extend invitations to their contacts within the local community. This caused a problem as the venue chosen for the CWG (the Swiss Cottage Community Centre) was limited in terms of the numbers it could accommodate. EL was faced with a difficult decision at this first meeting in that by applying the process agreed with the Council, it would have meant turning away quite a large number of people and would have potentially made the meeting even more difficult to transact (there were around 55 people attending the meeting). It was decided to proceed with an 'open meeting' even though this meant that the intended 'round table' discussion was difficult to undertake with so many people present and despite the best efforts to chair the meeting.

Given that this decision was made, EL then decided that it would be difficult to revert to the 'invitation only' CWG for the second meeting. This would create potential criticism of inconsistency and in any event EL could not stop the invited groups from once again inviting their contacts. To avoid the constrained meeting arrangements resulting from an uncertain attendance, EL then used a larger venue (the Harris Academy) for the second meeting. In the event, 21 people attended.

EL agrees completely with the proposition that the CWG should be a much smaller group as this will facilitate a round table discussion which is likely to be more constructive. The communication of discussions and/or outcomes can be made both by EL and the member groups to ensure that the wider community is up to date. The role of the member groups is to bring any issues/concerns of the community to these meetings so that they can be discussed.

As mentioned above, the membership of the CWG was agreed with Camden officers before the consultation

commenced and is set out in Appendix 2 of the Draft CMP Consultation Statement (December 2017). The membership was:

Constituted Residents' Groups

- Belsize Residents Association (Prabhat Vaze)
- Cresta House Residents Association (Edie Raff)
- Winchester Road Residents Association (Elaine Chambers)
- Combined Residents Associations of South Hampstead (CRASH – Peter Symonds)
- Taplow Tenants & Residents Association (no named representative)
- Visage Building (Alex Andrews)

Business/Commercial interests/Cultural/Educational

- Hampstead Theatre
- Swiss Cottage Market
- Central School of Speech and Drama
- The Winch
- Camden Cycling
- Swiss Cottage Community Centre
- Swiss Cottage Central Library
- The Hall School (Eton Avenue)
- Trevor Roberts School (Eton Avenue)
- UCL Academy (Adelaide Road)
- Representative of businesses on Winchester Road
- Representative of businesses on Finchley Road (opposite site)
- Swiss Cottage public house

Local Councillors (could be one representative from each ward)

- Councillor Jonny Bucknell (Conservative, Belsize Park)
- Councillor Claire-Louise Leyland (Conservative, Belsize Park)
- Councillor Leila Roy (Conservative, Belsize Park)
- Councillor Roger Freeman (Conservative, Swiss Cottage)
- Councillor Andrew Marshall (Independent, Swiss Cottage)
- Councillor Don Williams (Conservative, Swiss Cottage)

This list will need to be reviewed in light of the local elections on May 3rd and we will have to re-contact the schools and the Library, who did not respond at all despite various contacts during the consultation process. There was also no response from the Taplow Tenants and Residents Association. We heard from the Swiss Cottage pub indicating that they did not want to participate and also had no response from businesses on Finchley Road opposite the site. There was one contact from a group both to EL and the Council that asked to be a member of the CWG. This was Camden Cycling (Simon Pearson) and EL indicated that they were happy to include this group. Following the initial public meeting residents representing the Visage Building in Winchester Road also indicated that they would like to be invited to the CWG, and this was agreed by EL. A similar approach was made by the Swiss Cottage Community Centre and also agreed.

Given the above, we would expect that the CWG is likely to comprise around 15-20 members, dependent on the willingness of the groups themselves to participate. The CWG will meet regularly (probably on a quarterly basis) during the demolition/construction programme, although EL is prepared to hold meetings should urgent or significant matters require that a meeting is held outside of this cycle. EL intends to restrict the membership to those identified and not permit members of the general public to attend. There will be no problem with different representatives of the groups attending depending on availability for meetings, as long as the group advises EL.

In addition to the CWG, EL will ensure Ongoing engagement will continue during the demolition and construction works. This would address the Council's Minimum Requirements for Building/Construction/Demolition Sites. Key elements here would be:

- Weekly Updates
- Website with regular updates and links to live monitoring
- Holding Bi-Monthly meetings of the CWG;
- Recording complaints in a register;
- Compiling and distributing updates via email to key stakeholders outlining what is happening on site in the following two weeks;
- Six monthly community newsletter (double-sided A4) distributed to catchment;
- Organizing appropriate further consultation should there be a substantial revision to the CMP.
- Notice board on the external boundary of the site updated on a by monthly basis,

A monthly project newsletter will be produced and displayed on site during the construction phase – the newsletter will also be available on the project web site.

The site will have prominent notice boards that will display the current newsletter plus contact details for the site team including a 24 hour contact number.

The project website being set up – www.essentialliving.uk.com/public-consultation/theatre-square/

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](#)".

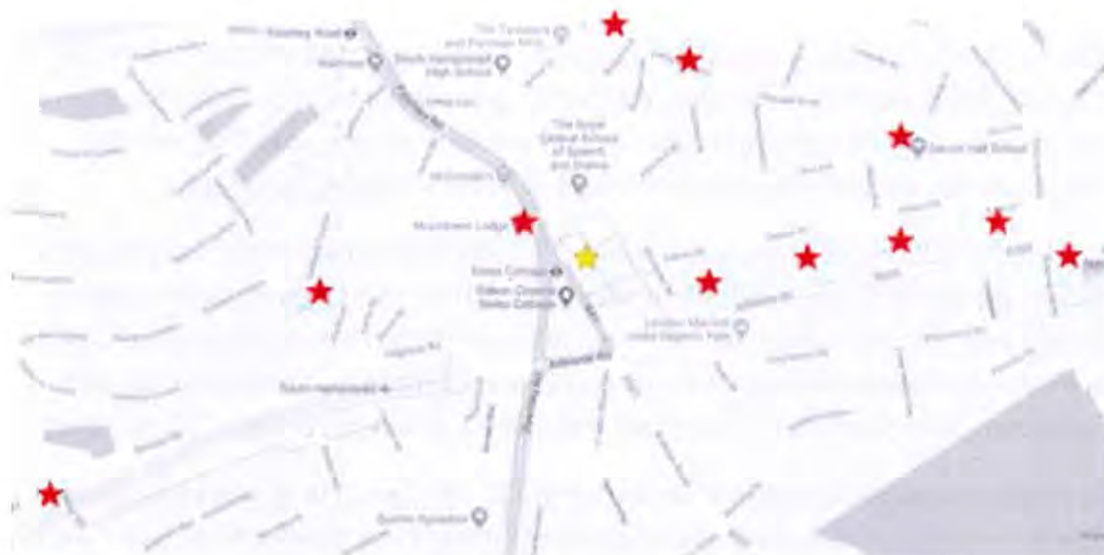
Essential Living and their contractors will reinforce its determination to contribute positively to the local environment by registering the project with the Considerate Constructor scheme. Particular initiatives within this plan will include:

- Control of the works so that dust and waste from the construction activities cannot blow into surrounding areas;
- Noise minimisation consistent with good construction practice;
- Clean and neat front of house site presentation;
- Wheel washing of construction vehicles prior to leaving site;
- Road cleaning vehicle as necessary;
- Courteous approach to the public by site personnel and security guards;
- Carefully scheduled deliveries so that lorries do not back up; and
- Local employment wherever possible.
- A newsletter describing current works will be made available to local residence.

Essential Living will set itself a target of achieving a minimum score for each CCS inspection criteria of "very good".

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.



- Maryon House, 115-119 Goldhurst Terrace, NW6 3EY
- Former Belsize Fire Station, 36 Lancaster Grove, NW3 4PB
- Centre Heights, 133-151 Finchley Road, NW3 6JG
- Clifford Pugh House, 5-7 Lancaster Grove, NW3 4HE
- Abbey Road, Phase 1, NW6 4DP
- Chalcots Estate
- The Hall School, 23 Crossfield Road, London, NW3 4NTA

In addition to the above a detailed appraisal of the local sites is located with Appendix Q.

Moving forward Essential Living will undertake regular consultation with all current and proposed construction sites in the local area.

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 regarding 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:

TBC

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](#)).

Essential Living will only use Sub Contractors and Suppliers that are members of the Fleet Operator Recognition Scheme (FORS) and accredited with a minimum of Silver standard. By only using such sub-contractors and suppliers we will be working with organisations that are CLOCS compliant.

At Essential Living, we will ensure our contractors put in place the following checks:

1. Contractual
 - a. At tender stage, we stipulate the requirement for contractors to be members of FORS and have a minimum of Silver standard
 - b. At mid tender interviews with CMP is reviewed and the need for FORS accreditation and evidence of compliance with the CLOCS Standard
 - c. Noncompliance with the CLOCS Standard and a lack of evidence that a contractors' vehicle fleet is FORS accredited at Silver will result in the contract not being awarded
 - d. Essential Living and their contractors have made the amendment to include the need for FORS Silver
2. Site Set Up
 - a. The CMP will be communicated to the sub-contractor(s) and supplier(s) at pre-contract order meeting and pre-commencement meeting to ensure that they are aware of specific constraints of the site in connection with; access routes, delivery times, booking deliveries, compliance with the traffic marshals instructions and only parking in the designated loading and unloading areas
 - b. Our construction phasing plan (attached at appendix F) will be issued all sub-contractors and suppliers
3. Site Operations
 - a. There will be continued reinforcement of the requirements of the CMP in connection with delivery times and routes and non-compliance will be policed with a warning system and result in persistent offenders being barred from the site
 - b. When there are requirements for any special deliveries to site such as early mornings of out of hours then permission will be sought from Camden and the residents informed via the Construction Working Group
 - c. The Project Manager will keep a log of all deliveries with compliance check to ensure that delivery lorries are FORS registered – the log will be submitted to Camden on a monthly basis.
4. Vehicle and Vehicle Operator Check
 - a. All vehicles arriving at site will be checked to be at FORS Silver as a minimum and those that are not will be turned away
 - b. At the site gate, the driver will be asked to present their certificate or card to confirm that they have had vulnerable road user safety training

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:

Essential Living confirm that they will include the CLOCS Standard in all contracts with their 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 how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

Due to the location of the site all construction traffic will approach the site from the north following the A41. The A41 is a major road and part of the TLRN. The primary access to the site will be from the A41 with a secondary access at the north of the site in Eton Avenue with the construction traffic having arrived via Winchester Road. Construction traffic will be instructed to not approach from any other route.

Phase 1A

Construction vehicles travelling to Eton Avenue would need to travel southbound on Finchley Road, turn left on to Adelaide Road, turn left on to Winchester Road, turn left on to Eton Avenue, and then turn left again into the site. These construction vehicles would then need to return to Finchley Road in the opposite direction. Vehicle movements at Access 1 (Eton Avenue) would be restricted to 14 per day (7 entering the site and 7 exiting).

Phase 1B

Construction vehicles travelling to Eton Avenue would need to travel southbound on Finchley Road, turn left on to Adelaide Road, turn left on to Winchester Road, turn left on to Eton Avenue, and then turn left again into the site. These construction vehicles would travel through the site and exit onto Avenue road and return to Finchley Road in the opposite direction. The following vehicle movement caps would apply:

- Access 1 (Eton Avenue) capped at a maximum of 7 vehicle movements per day (7 entering the site only).
- Access 2 (A41 Parkland) capped at a maximum of 14 vehicle movements per day (including entering and exiting via this access).
- The overall vehicle movements for Access 1 and 2 combined would be capped at a maximum of 14 movements (7 vehicles entering either Access 1 or 2 and 7 vehicles exiting via Access 2).

These restrictions would remain in place for the remainder of the development.

Construction Vehicles using the pit lane would need to travel Finchley Road enter the pitlane then exit onto Avenue road and return to Finchley Road in the opposite direction.

Phase 2

Construction vehicles travelling to Eton Avenue would need to travel southbound on Finchley Road, turn left on to Adelaide Road, turn left on to Winchester Road, turn left on to Eton Avenue, and then turn left again into the site. These construction vehicles would travel through the site and exit onto Avenue road and return to Finchley Road in the opposite direction.

Construction Vehicles using the pit lane would need to travel Finchley Road enter the pitlane then exit onto Avenue road and return to Finchley Road in the opposite direction.

Phase 3

Construction Vehicles using the pit lane would need to travel Finchley Road enter the pitlane then exit onto Avenue road and return to Finchley Road in the opposite direction.

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.

As part of our contractor procurement process all contractors, sub contractors and suppliers will be informed of the routes to and from site at in our tender enquiry, at pre order meeting and pre start meetings to reinforce the need to use the perscribed routes. We will also establish with each type of delivery vehicle at each stage of the project which site entrance to approach. Refer to the Site Phasing plans at Appendix F indicating the site entrance points and the detailed drawings prepared by the highways engineer at Appendix A.

We will ensure that all sub contractors and suppliers that are part of our supply chain who have to make deliveries to site will be members of Transport for London's Fleet Operator Recognition Scheme (FORS) or similar to a minimum of Silverlevel. We will use our contractor selection process and procurement process to only select contractors who are members of FORS (or similar), by doing this we will be using drivers who are aware of the demands of driving large vehicles in central London in particular the awareness of cyclists and pedestrians.

Any lorries waiting to enter the site will not be allowed to idle and will be instructed to turn engineer off.

By using suppliers and subcontractors who are FORS (or similar) members then all delivery vehicles will have:

- i. Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- ii. Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- iii. Have a Class VI Mirror
- iv. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

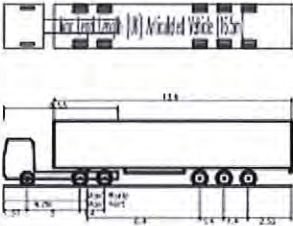

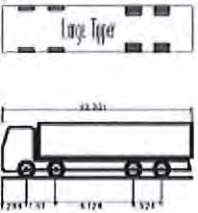

21. Control of site traffic, particularly at peak hours: *"Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries"* (P20, 3.4.6)

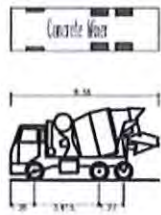



Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays 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.

Detailed below the typical vehicles that will be servicing the site. In addition to the vehicles detailed in this report we will need to bring to site large items of plant, such as; piling rigs, 360° excavators and tower cranes – these items of plant are delivered and removed from site infrequently and will need to be pre booked with the council and for tower crane erection there will be the need for road closure(s) which are normally over a weekend and the appropriate licenses will be sought from the council.

Vehicle Type	Typical Image	Description	Site Access
 <p>Max Legal Length (UK) Articulated Vehicle (16.5m) Overall Length: 16.500m Overall Width: 2.550m Overall Body Height: 3.681m Min Body Ground Clearance: 0.471m Max Track Width: 2.550m Lock to lock time: 6.00s Kerb to Kerb Turning Radius: 6.530m</p>		16.5m (6-axle) Articulated Heavy Goods Vehicle	3
 <p>Large Tipper Overall Length: 10.201m Overall Width: 2.495m Overall Body Height: 3.630m Min Body Ground Clearance: 0.521m Track Width: 2.471m Lock to lock time: 6.00s Kerb to Kerb Turning Radius: 11.550m</p>		10.2m (4-axle) Tipper Truck	1, 2, 3

 <p>Concrete Mixer</p> <p>Concrete Mixer Overall Length 8.350m Overall Width 2.350m Overall Body Height 4.150m Min Body Ground Clearance 0.150m Max Track Width 2.415m Lock to lock time 6.00s Kerb to Kerb Turning Radius 8.210m</p>		<p>10.2m (4-axle) Concrete Mixer</p> <p>(8.4m 3-axle vehicle shown in 'Vehicle Type')</p>	<p>1, 2, 3</p>
 <p>Pumping Appliance</p> <p>Pumping Appliance Overall Length 7.900m Overall Width 2.300m Overall Body Height 3.300m Min Body Ground Clearance 0.140m Track Width 2.650m Lock to lock time 4.500s Kerb to Kerb Turning Radius 7.750m</p>		<p>Fire Tender</p>	<p>1, 2</p>

The anticipated vehicle movements have been predicted and are set out at Appendix F, and Appendix W along with the Technical Note in Appendix Z.

There are 2 months in the overall construction period where the number of lorry movements into the site will exceed 50 per day (53 per day) – this is mainly during the excavation and construction the basement where we will be able to bring lorries into the site during this period to reducing the risk of stacking.

Please note that we will be capping the number of movements via Winchester Road into the northern site access point and will not exceed more than 14 vehicle movements per day to and from the site, 7 in and 7 out, during Phase 1A (demolition) of the development. Following Phase 1A, vehicle movements will not exceed 7 per day (7 in). Access will be required during market days and consultation is currently ongoing with the Eton Avenue street market, these are laid out within appendix AB.

A number of scenarios are set out in Appendix W, with the preferred scenario of TfL being our base case, with the use of Winchester Road / Eton Avenue throughout the build programme. The use post demolition will be with approval in writing from Camden Council and TfL, and that such use will be 'minimised as far as is practicable'.

We will not allow lorries to idle in the surrounding streets.

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

For developments in the local area please see Number 16. No developments with planning or that are under construction currently access the proposed route with the exception of the cycle highway CS11. The developments as they currently stand may be impacted include Hampstead Theatre and the Royal Central School of Speech and Drama and they are noted as being part of our consultation process – any outcomes from this consultation will be included in the CMP.

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.

All deliveries will be pre booked and all delivery times will be known. This will be controlled and managed by our on-site Logistics Manager. This will be achieved via the use of our sub-contractor coordination meetings where we will implement short term look-a-head programmes that will include the booking of deliveries.

We have set out in our phasing plans that we need to access the site via Winchester Road and Eaton Avenue – this access will be used during demolition, basement construction and for the delivery of concrete for the concrete frame. There are therefore only a limited number of trade contractors that will use this access point.

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.

Refer to the highway engineers report at appendix A and the site logistics plans at appendix F for site entrance points.

Due to the stringent delivery schedule that will be adhered throughout the project Essential Living don't envisage the need for consolidation centres. Should the unforeseen need arise for the use of them we would propose the following;

- Travellers Lane Welham Green Hatfield Herts AL9 7HF for vehicles entering for the A41.



The movement of all vehicles as they approach, enter and leave the site will also be controlled by traffic marshals. They will be responsible for the control and coordination of all aspects of material deliveries and movement. Vehicles will pull into the site for unloading wherever possible. A tower crane will be provided to facilitate easy and quick unloading of delivery vehicles. The crane will be up to 50m in radius, but the use of a luffing jib will prevent the over-sailing of adjacent properties.

To minimise traffic to the rear section of the site a pit lane will be set up in the current bus stop D which will necessitate the temporary relocation of bus stop D (refer to our answers at question 9 and the bus stop relocation plans included in our highway engineers report at appendix A and Z).

Materials will be stored within the boundary of the site there will also be no parking policy on the site and all sub-contractors will be informed at the pre order meeting that the surrounding area is for resident parking only. All subcontractors will be encouraged to use public transport.

The scaffolding will be enclosed with a hoarding and we will ensure that a minimum of 2m of clear footpath remains open to the public along with emergency access for vehicles along the eastern edge. Scaffold will also extend onto the footpath when constructing the new Sports Hall and again every effort will be made to maintain the minimum width of footway required.

The tower crane that we propose to use will have a luffing jib, thereby eliminating the need for over-sailing, except for unloading/loading from the loading bay. This will be limited to the unloading bay and carried out under the supervision of a trained banksman. These cranes will be left in their "parked" position at the end of each day's work, keeping them within the site boundary.

- 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](#)).

The design of the scheme will incorporate an element of "off site manufacture" which by its nature will reduce the levels of construction traffic – bathroom pods and reassembled cladding components for example

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

We have set out at Appendix A and F the detail of the routes into and away from the site including detailed swept path analysis to confirm that gate and hoarding locations all work.

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

Refer to the site logistic plans at appendix F and the swept path for vehicles accessing the site at appendix A

Access 1

This access point is to the north of the site in Eton Avenue. To facilitate the use of this access we will need to re-plan to layout of the market and have prepared a proposed plan (drawing 42437-5501-18B) that is included at Appendix A. Vehicles will enter the site in a forward gear, unload/load materials and travel through site to the South West corner (Access 2), where the re-join the A41. However – during the first three month of the project Access point 2 will not have been formed so lorries will turn around within the site and exit via Access 1

Access 2

A licence will need to be agreed with Camden Parks to enable usage of the strip of land to the south of the site. The Sculpture and seating will be relocated to a more suitable position. This will enable vehicles entering from the NW corner to egress directly on to the A41 and away from site. An initial meeting has been held with Camden Parks to discuss this proposal and details are attached at Appendix H.

Access 3

Access directly off the A41 using the existing bus stops to the west of the Site in a temporary "Pit Lane". Vehicles will be parked here for unloading via crane. A Gantry will be built over the existing footpath to ensure pedestrians could pass safely. The Bus stops would need to be relocated to the north as set out in the highway engineers report at Appendix A.

All deliveries are to be supervised by a traffic marshal and reported to the Site Manager. All deliveries will be pre booked so that the traffic marshal know when the delivery is coming and will take measures to ensure that the public are not affected by the delivery. The traffic marshal must be obeyed and no phones or hands-free kits are to be used whilst driving, either on site roads or on public roads. A walkie-talkie system will be used so that the traffic marshals can communicate throughout the site.

Our Project Manager's will plan works including; vehicle movement, deliveries, temporary routes and facilities to ensure that the safety of the public is maintained at all times.

All deliveries will be co-ordinated and programmed to alleviate pressure on the road network. Deliveries will have to be pre-booked with site so that there is not any delivery vehicles waiting in the street. This will be achieved via the use of our weekly sub contractor meetings where deliveries will be planned and booked.

For all access except from the A41, construction vehicle movements will be scheduled to take place between 0930 and 1500 hours on Monday to Friday, and between 0800 and 1300 on Saturday during school term time. During school holidays, construction vehicle movements be scheduled to take place between 0930 and 1630 hours on Monday to Friday, and between 0800 and 1300 on Saturday.

For access from the A41 will be as per Camden Guidelines of construction vehicle movements between 7.00am to 6.00pm on weekdays and between 7.00am and 1.00pm on Saturdays. The working time periods for the Pit Lane are based on the London Borough of Camden's standard working hours for construction sites (0800-1600 hrs Monday to Friday and 0800-1300 hrs on Saturday). The proposed addition hour in the morning (0700-0800 hrs) would allow the first two construction vehicles to be ready for loading/unloading when the site opens

Consulation is still in underway with TfL (CS11) and LBC to confirm times frames for final construcion vechiles movements. This is detailed within appendix T

All suppliers and sub contractors who are supplying materials to the site will be issued with a transport plan which will include a prescribed route into the site to deliver materials from the Transport for London Road Network; refer to plans earlier in this CMP.

As part of our plans to mitigate the impact of the project and its deliveries on the road network we will in the first instance look to our supply chain to store materials off site and only deliver the materials when they are needed.

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).

Detailed swept path analysis has been carried and the results are attached at Appendix A all site access points are accessible and can be safely served. It is our intention that only rigid vehicles will be used to serve the sites from the north east. While larger vehicles will use the pit lane constructed on 100 Avenue Road as detailed within the Gantry Details plans attached at Appendix A

A consultation meeting was held with Camden Council Network Management where the site was discussed in detail. Vehicle movements which conflicted with parking bays and any pedestrians will result in requests to have parking bays suspended.

Consultation is needed within Camden Council in connection with footpath closure/diversions and suspensions restrictions.

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.

A wash down slab will be installed at site Access points 1 & 2 in order to keep roads and footpaths free from deposits of soil, mud and the like we will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned and hosed down prior to going on the public roads. If any mud or construction debris does get onto the street within the vicinity of the site then these areas will be kept clean via the use of water hoses and manually swept. In addition, a mechanical road sweeper will be used to clear any debris.

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.

The appended logistics plan and swept path plan demonstrate how all access to the site will take place and all unloading will be from the protected pit lane or within the site.

All materials will be stored within the site.

All skips will be located within the site.

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](#).

Currently Essential Living do not foresee the need for any parking bay suspension as the current transport routes have taken current parking bays into account.

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).

Refer to the plan at appendix T

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

Essential living will deploy and use all necessary and appropriate safety signage and barriers to ensure that the public are protected and our operatives and work safely at all times.

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).

As noted earlier in response to Question 9 we will need to relocate bus stop D and details for this are attached at Appendix A.

We also need to introduce the Pit Lane to facilitate deliveries from Avenue Road and the detail of the pit lane is set out at Appendix A. We will be making separate highway applications to Camden close sections of the footpath and agree traffic management with TfL.

As noted in our answer to question 12 we are aware of the existing utility services around the site and there will be disconnections and diversions. These will be planned to have minimum impact on the highway and the public.

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.

When vehicles are entering or leaving the site, these will be supervised by our traffic marshals. Where possible vehicles will be unloaded from within the sites but where this is not possible off loading areas will be defined and marshalled – these are noted on the site logistics plans attached.

The general public/pedestrians will have the right of way along the pathways that surround the site. At cross over concertina barriers will be used to protect pedestrians from vehicles entering site. In addition to this we will have traffic marshals on Winchester Road and within the Market area.



The construction site gates will be kept closed and monitored by site security, only when deliveries are made to the site will they be opened to allow vehicles onto the site, at which time barriers will be used to prevent access by pedestrians and warn any passing cyclists. These barriers will be manned by our site security. All delivery vehicles will be supervised/controlled by a traffic marshal.

The Site Manager will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that any debris is kept clear of the pavements.

Should there be any complaints arising from the works, local residents will be able to call personally to the site offices. Any residents visiting site to raise a complaint will be requested to sign-in and our security guard will escort the visitor to the site offices. There will also be an online complaints submission forum available for members of the public raise there concerns.

We will as part of our sub contractor procurement process ensure that all sub contractors and suppliers delivering materials to the site follow the conditions outlined in the Standard for Construction Logistics and Community Safety (CLOCS).

The Main Contractor will be obliged to appoint a director level point of contact who will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

All pedestrian within the gantry area will be protect by solid hoarding as shown in in the detail attached at appendix I. When pedestrains are crossing the pit lane gates and marshals will corden off the pit lane so as to make it safe to cross.

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.

The location of hoardings and scaffold is detailed in section 22

All hoardings to be a minimum of 2.4m high with suitable lighting provided from dawn till dusk.

The pit lane gantry is detailed at appendix I.

Due the heavily undulating land to the rear of the site the hoarding will be set to a level to ensure that the all members of the public are protected.

Hoarding, scaffold and the gantry licenses will be applied for at Camden and TfL

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.

By its nature demolition and construction works can cause noise, noise being created by; mechanical plant, cutting, drilling, hammering and sawing. All noisy work will be restricted to occur only after 8.30am and before 5.00pm Monday to Friday (excluding Bank Holidays). We will always seek to not carry out noisy work on a Saturday when we are permitted to work between 8am and 1pm.

The activities that will create "noisy" operation are:

- The running of engines for; piling rigs, concrete lorries, screed pumps, etc
- Drilling & the use of nail guns during the fit out

Due to the noise, sensitive nature of the some of the surrounding receptors specifically the Hampstead theatre to the north side of the site. Quiet periods will be arranged along the north side of the site in line with their performance schedule, we will be consulting with the Theatre managers to agree any times where we need to reduce site noise.

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.

The most recent noise survey was undertaken by RSK between 23 Oct 2017 and 3 Dec 2017 and is attached at appendix L Although this is the last formal survey both noise and vibration monitoring has been undertaken on site periodically with the results available at appendix K.

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

The predicted noise levels relate to the percent on time, source sound level, distance to the nearest property and any screening.

The estimated value for breaking out is very high at 85dB LAeq (10hr), but assumes no significant screening benefits and will apply to a relatively limited area of the works. In practice screening will be utilised for most overlooking locations, for example by bringing hoarding up close to the work line and this would be expected to achieve at least 5dB reduction. Meeting the 75dB LAeq (10hr) limit value through limitation on working time would be unrealistic (10 minutes working time).

It is relevant to note that the worst case levels (i.e., when working nearest to affected properties and at the edge of the site where least screening and distance loss occurs) would be expected to occur for approximately only 20% of the project duration.

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.

Essential Living have a long standing relationship with O’Keefe who are a reputable contractor that carry our demolition, basement and concrete frames – they have prepared the Control of Noise and Vibration report setting out the mitigation to be put in place. A copy of this report is attached at appendix L. The diagram below shows the location of acoustic blankets to be installed during demolition.



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

All Project Managers will be required to attend the Site Managers Safety Training Scheme as run by the CITB. All sub-contractors supervisors will have attended the Site Supervisors Safety Training Scheme as run by the CITB.

Noise awareness will be cascaded via toolbox talks.

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

Essential Living and its contractors will adhere to the key legislation and site specific restrictions as detailed in the:

- Control of Pollution Act 1974
- Environmental Protection Act 1990 (ss79-82)
- BS 5228:1997, Code of Practice on Construction and Open Site.
- Camden's Minimum Requirements (CMR230772),(Addendum233259 CMR230772)
- British Standards BS5228:2009+A1:2014
- -The Control of Dust and Emissions During Construction and Demolition (SUPPLEMENTARY PLANNING GUIDANCE) 2014
Noise/vibration reduction and visible dust prevention philosophies.
- 'O'Keefe Demolition' Document Reference D001-NV-001 'Control of Demolition Noise and Vibration 100 Avenue Road Swiss Cottage' dated 20th August 2017 and further revisions.
- Property and Infrastructure Capita 'Baseline Noise Monitoring' reference 296993-01 (00) dated November 2017 and further revisions.

We have been liaising with a demolition contractor who have prepared an Air Quality and Dust Management Plan which is attached at appendix M – this plan confirms the controls, checks and monitoring that will be put in place in connection with the control of dust and air quality on site during the demolition.

In addition to

Site operations will be controlled so that all plant and machinery noise emissions (including the provision of ventilation, heating and cooling) shall be designed, installed and operated at noise levels that do not cause noise nuisance to the nearest adjoining residential properties.

We will, with our demolition and construction contractors implement a Dust Management Plan (DMP) that we will seek input and approval from Camden. The DMP will include but not be limited to:

- Strip insides of buildings, as far as reasonably practicable, before demolition
- Bag and remove biological debris (such as birds' nests and droppings) or damp down such material prior to demolition
- Wherever reasonably practicable, retain walls and windows while the rest of the building is demolished to provide a screen against dust
- Screen buildings, where dust producing activities are taking place, with debris screens or sheeting
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction
- Consider full enclosure of sites or specific operations where there is a high potential for dust production and the site is active for an extensive period

- Where reasonably practicable store materials with the potential to produce dust away from site boundaries
- Ensure no burning of waste materials takes place on site
- Do not allow dry sweeping
- Ensure regular cleaning of hard standings using wet sweeping methods
- Maintain all dust control equipment in good condition and record maintenance activities
- Routinely clean public roads and access routes using wet sweeping methods
- Ensure all vehicles carrying loose or potentially dusty material to or from the site are fully sheeted
- Ensure water suppression is used during demolition operations
- Ensure that any crushing or grinding plant used on the site, which falls within the definition in Section 3.5 Chapter 3 of the Pollution Prevention and Control (England and Wales) Regulations 2000 SI 1973, has an appropriate permit issued and is maintained According to the procedures set out in the Pollution, Prevention and Control Act 1999.

We are aware of the Dust & Air Emissions Mitigation Measures as prepared by the Institute of Air Quality Management and will use their mitigation and control measure to ensure that dust is controlled on site both during demolition and construction.

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.

Dust and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites.

Essential Living will make provisions to minimise this problem.

In the early stages of the project when demolition and ground works are being carried out, wash out slabs and dampening down will be used to minimise dust transference on the public highway.

The wash slab area located at the exit from this site will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer

We will also make provision for cleaning of the road by an approved road sweeper.

We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

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

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

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



Real time dust, noise and vibration monitors will be located as above, these will produce a real time record throughout the length of the build. There will be a peak level set on for each should the level rise above these peaks works will be halted in the relevant areas and further mitigation methods will be implemented.

Details of each phase of work will be set out in the weekly newsletter, providing appropriate times and dates of noisy and dusty works.

A more detailed Construction Dust Management plan detailing trigger levels for exceedance, procedures to be taken and target response times will be produced following appointment of a contractor.

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.

Our Project Managers confirm that a Risk Assessment has been undertaken.

Potential Impact	Risk			
	Demolition	Earthworks	Construction	Fit Out
Dust Soiling	High Risk	High Risk	Medium Risk	Low Risk
Human Health	High Risk	Medium Risk	Medium Risk	Low Risk
Ecological	Negligible	Negligible	Negligible	Negligible

Please see appendix S for full risk assessment

Due to the high risk rating outcome from the risk assessment Essential Living will be implementing all of the relevant mitigation method listed out within appendix 7 of The Control of Dust and Emissions During Construction and Demolition SPG

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](#).

Essential living confirm that they will be follow all of the highly recommend measures within the SPG document.

- 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.

Casella Gaurdian 2 (Appendix O) units will placed in the following locations with realtime information being provided to Essential living and our contractors. Monitoring will be carried out from 2 months prior to the start on site.

Should the level rise above the pre-arranged peaks, works will be halted in the relevant areas and further mitigation methods will be implemented.

A weekly summary will be uploaded on the Online platform for comment from local residence along with more detailed quarterly reports provide to the Council. Exact recipients to be confirmed through on going consultation.

A more detailed Construction Dust Management plan will be produced following appointment of a contractor.

Essential living and all of there contractors confirm they will meet all standard set out by Camden Council and British Standards



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).

28 days prior to the demolition of the existing buildings our Project Managers will instruct an qualified pest control firm to survey the existing buildings to establish the existence of any pests – in particular rodents. If there is evidence of rodents following the survey then the qualified pest control firm will follow the procedures set out by the HSE in Information Sheet MISC515 for the laying of baits. The baits being approved under the Control of Pesticides Regulations 1986 (as amended 1997)/Biocidal Products Regulations 2001 (as amended 2003). As part of the work by a qualified pest control firm Essential Living we will require detailed method statements which can be issued to the Council.

We have commissioned a rodent survey (dated 28 Sept 2017) and there is evidence of active rodent infestation on the site. Our experts “JP Environmental (Pest Control) Limited” have made recommendations that we will be implementing – a copy of the JP Environmental report is attached at Appendix N.

All further works will be completed in accordance with “Pest minimisation Best practice for the Construction Industry” for eradication of rat/mice.

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

An asbestos survey was carried out in September 2014.

The below table summarises the asbestos containing materials identified during the inspection

Floor	Location	Material	Level of ID	Asbestos Type	Action
5th floor	Risers 2, 3 & 4	Rope expansion joint	Identified	Chrysotile	Remove following
		between blockwork			HSE guidelines
		walls & concrete slab			
		ceiling			
4th floor	Risers 2, 3 & 4	Rope expansion joint	Strongly	Chrysotile	Remove following
		between blockwork	presumed		HSE guidelines
		walls & concrete slab			
		ceiling			

3rd floor	Risers 2, 3, 4, 5 & 6	Rope expansion joint between blockwork walls & concrete slab ceiling	Strongly presumed	Chrysotile	Remove following HSE guidelines
2nd floor	Risers 2, 3, 4 & 5	Rope fire stop to top of block built riser walls	Identified	Chrysotile	Remove following HSE guidelines
1st floor	Risers 2, 3, 4 & 5	Rope fire stop to top of block built riser walls	Strongly presumed	Chrysotile	Remove following HSE guidelines
Ground	Risers 2, 3 & 5	Rope fire stop to top of block built riser walls	Strongly presumed	Chrysotile	Remove following HSE guidelines
Basement	Boiler room	Rope gasket to duct penetration	Identified	Chrysotile	Remove following HSE guidelines
Basement	Boiler room	Rope gaskets within boiler units	Identified	Chrysotile	Remove following HSE guidelines
Basement	Store	Rope gasket to pipe penetration	Strongly presumed	Chrysotile	Remove following HSE guidelines

The full asbestos survey can be provided.

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.

Essential Living take seriously the conduct of the builders on all of our sites to ensure that there is no any anti-social behaviour.

Should there be any complaints arising from the works, local residents will be able to call personally to the site offices. Any residents visiting site to raise a complaint will be requested to sign-in and our security guard will escort the visitor to the site offices.

Our Community Liaison Manager will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

There will also be a project web site where local residence will be able to comment on and issues with the construction.

At Essential Living we do not tolerate any bad language or unnecessary shouting on our sites. We operate a "red card" system whereby any operative found to be acting in an anti-social way or smoking outside of designated smoking area will be given a "red card" and asked to leave the site immediately.

We police a policy of not allowing radio's on site.

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

Essential Living confirm that we will register the project with NRMM and all applicable non road plant will be logged and checked to ensure that its emission levels are below the targets set by the NRMM Register and best practice established in Camden set out in the table below. Any machinery and plant to exceed the required emission levels will not be allowed onto the site.

Contractor HGVs	100% Euro VI. Standards adopted from start of scheme.	Exemptions: specialist vehicles where Euro VI demonstrated unfeasible will be permitted up to a maximum of 8% of unique vehicles over course of scheme.	Contractors to set out their exemptions & compliance management process in LESSMP and report to Applicant on monthly basis, including vehicle numbers and any non-compliances. Once continuous improvement is shown in each of three separate months, frequency will be reduced.
Contractor Cars	Euro IV (petrol) or Euro VI (diesel) or ultra low emission vehicles. Adopting standards from beginning of construction, reach 100% by 1 st January, 2020	Exemptions: None permitted	
Contractor Vans	Euro IV (petrol) or Euro VI (diesel) or ultra low emission vehicles. Adopting standards from beginning of construction, reach 75% by 1 st January, 2020	Exemptions: 25% of unique vehicles permitted after above milestone.	

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (08/18 - 11/21):
- b) Is the development within the CAZ? (Y/N): No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- 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: The project will be registered with the NRMM as noted in question 42
- 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: An inventory will be kept on site including service log records – all in accordance with the NRMM Register
- 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:
This requirement will be actioned on site

● 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: 22/01/2019.....

Print Name: BARRY COLTRINI.....
Position: Development Manager.....

Please submit to: planningobligations@camden.gov.uk

End of form.

