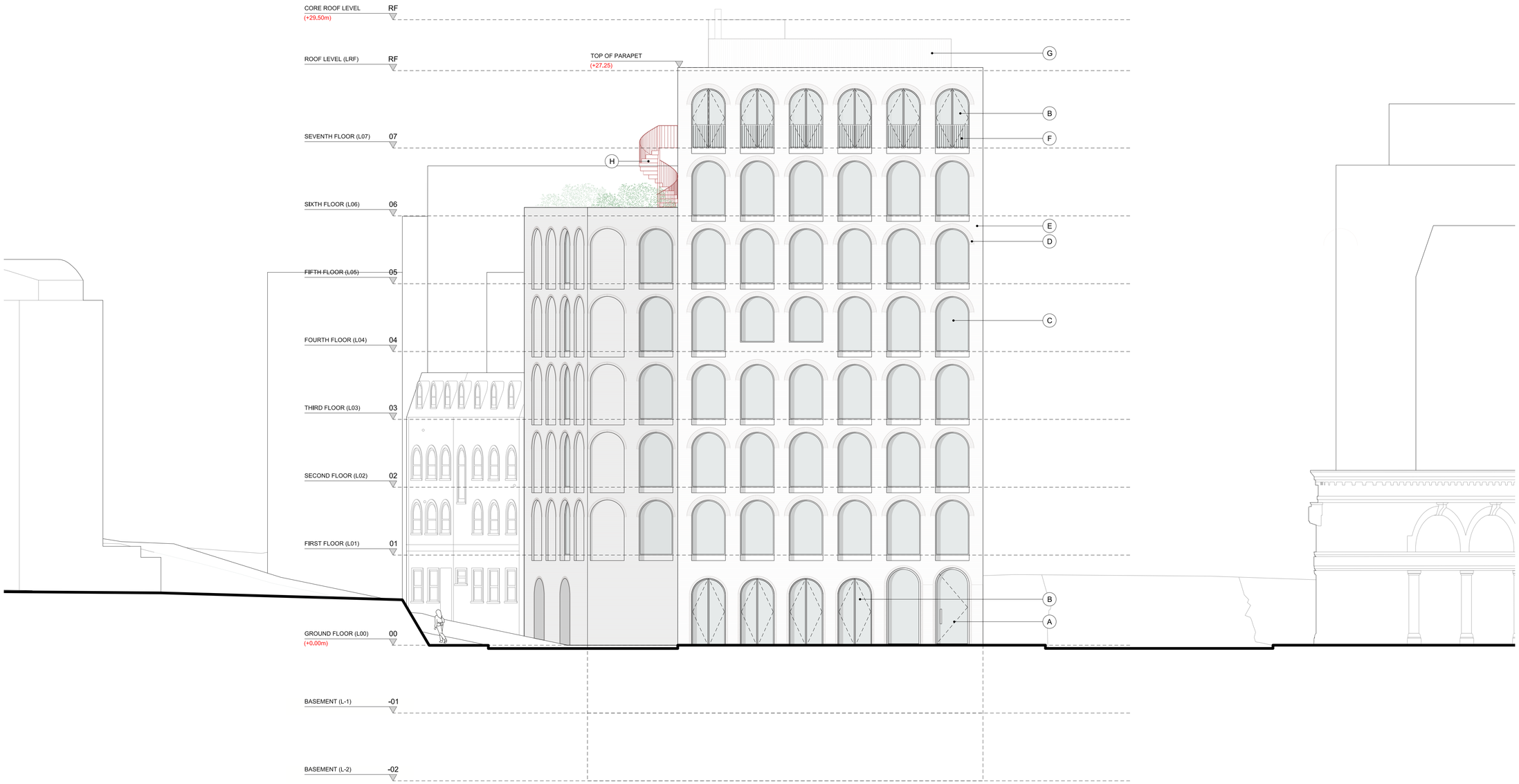

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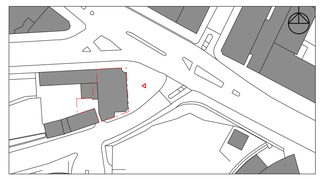
A Entrance door with anodized aluminium frame
B Double leaf door with anodized aluminium frame
C Anodized aluminium window frame with high performance design
D Brick voussoirs
E Peterson brick
F Juliette balcony
G Plant screen mesh
H Spiral staircase in red oxide

Rev	Date	Description
A	17.07.19	Planning



Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed East Elevation

Drawn	Checked	Approved
NA	NH	PJ

Date	Scale
17.07.19	1:100 @ A1 1:200 @ A3

Drawing Status
Planning

Project	Disc	Level	Series	Drg no.	Rev
13545	A	XX	04	141	A

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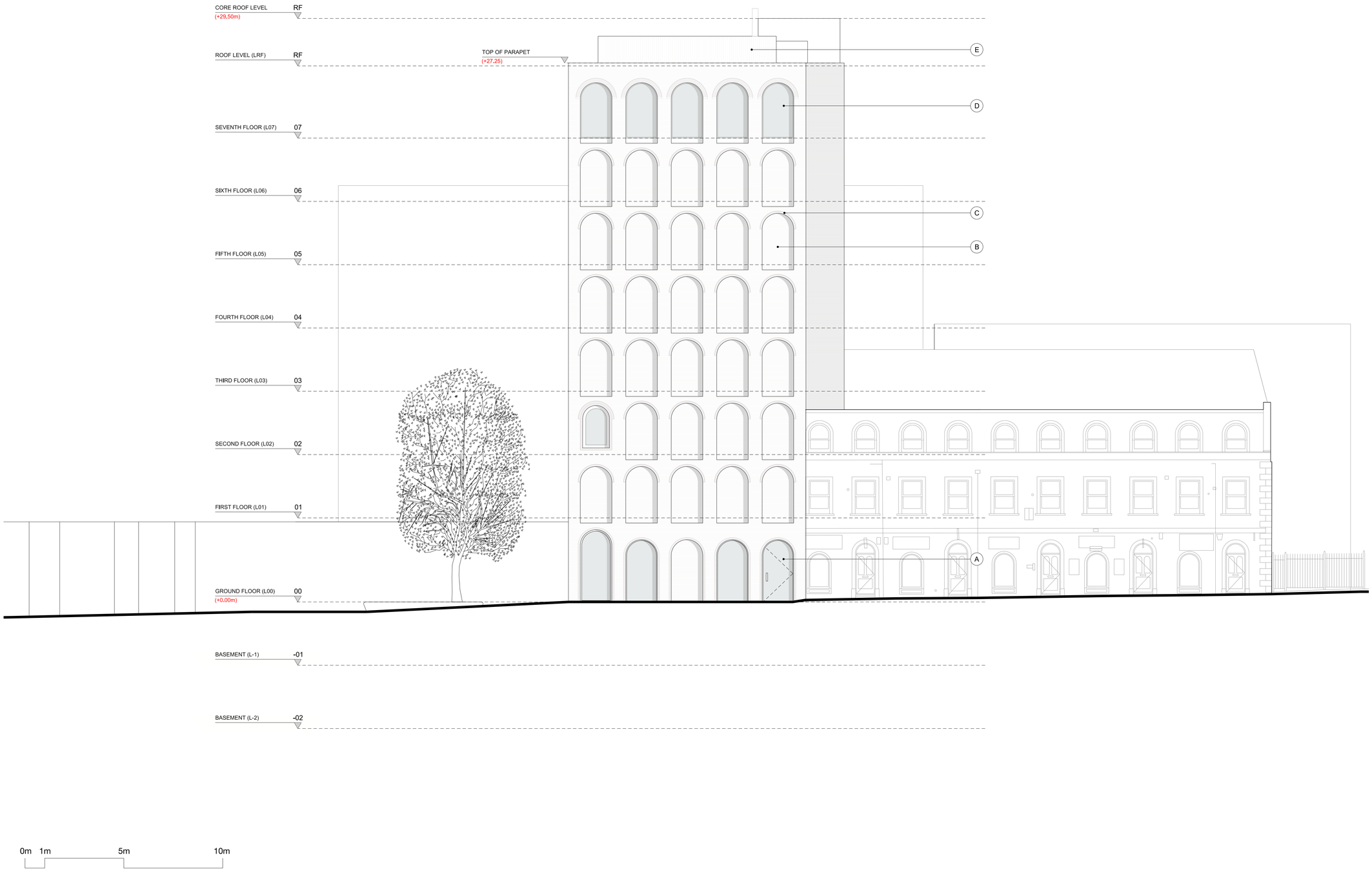
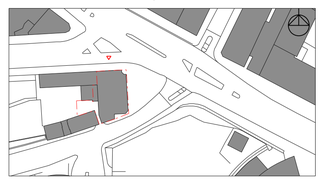


A Entrance door with anodized aluminium frame
B Peterson brick
C Brick voussoirs
D Anodized aluminium window frame with high performance design
E Plant screen mesh

Rev	Date	Description
A	17.07.19	Planning



Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed North Elevation

Drawn	Checked	Approved
NA	NH	PJ

Date	Scale
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Drawing Status
Planning

Project	Disc	Level	Series	Drg no.	Rev
13545	A	XX	04	142	A

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0m 1m 5m 10m

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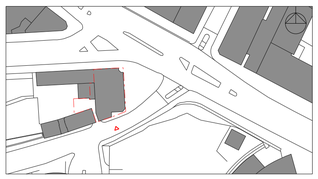
A Peterson brick
B Brick voussoirs
C Anodized aluminium window frame with high performance design
D Roof terrace with green edge
E Spiral staircase in red oxide
F Door with anodized aluminium frame.
G Plant screen mesh

Rev	Date	Description
A	17.07.19	Planning



Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed South Elevation

Drawn	Checked	Approved
LP	NH	PJ

Date	Scale
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Drawing Status
Planning

Project	Disc	Level	Series	Drg no.	Rev
13545	A	XX	04	143	A

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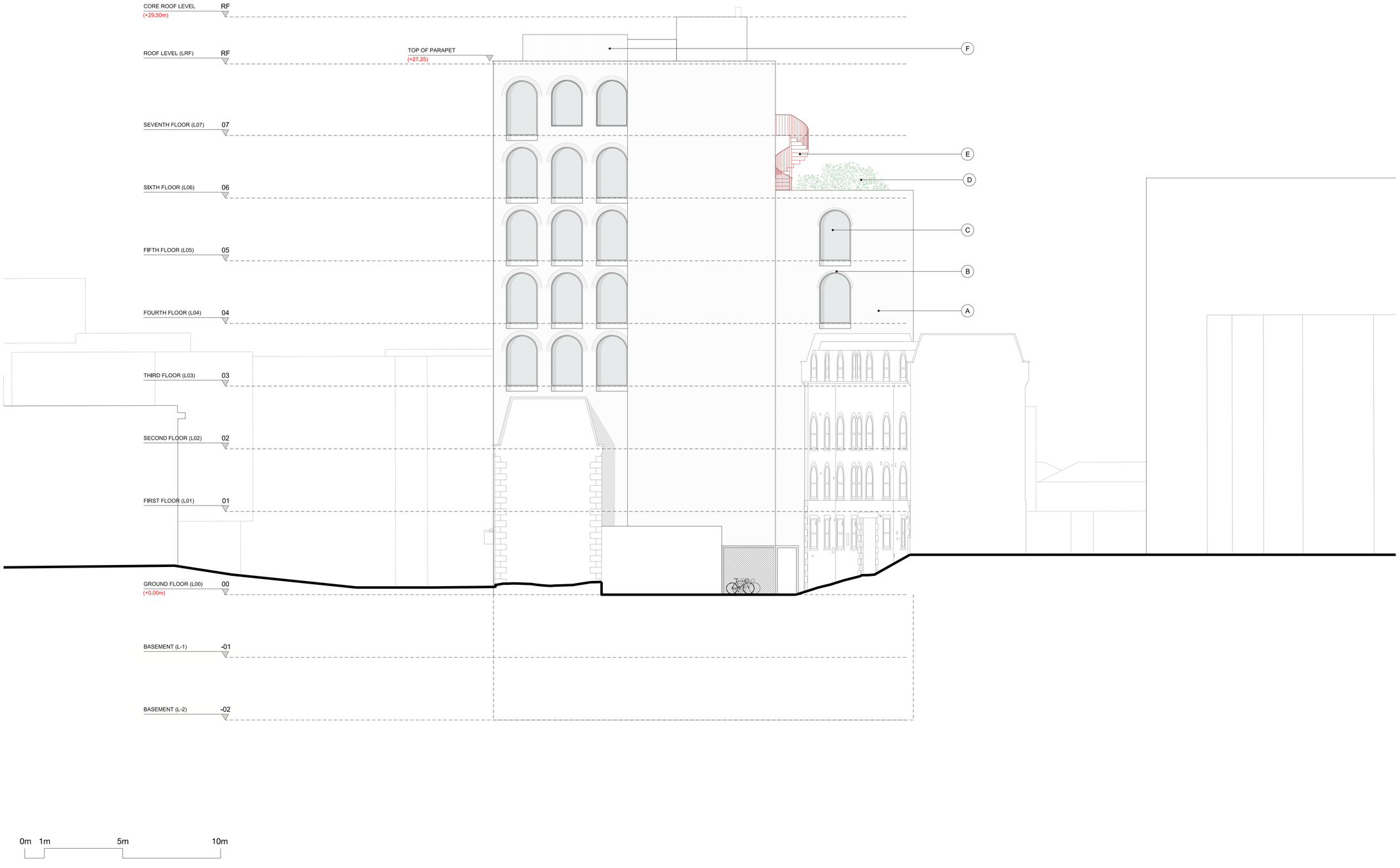

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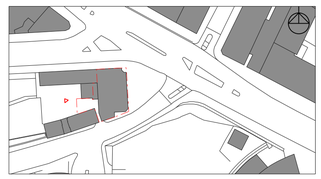
A Peterson brick
B Brick voussoirs
C Anodized aluminium window frame with high performance design
D Roof terrace with green edge
E Spiral staircase in red oxide
F Plant screen mesh

Rev	Date	Description
A	17.07.19	Planning



Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed West Elevation

Drawn	Checked	Approved
RN	NH	PJ

Date	Scale
05.07.19	1:100 @ A1 1:200 @ A3

Drawing Status
For Information

Project	Disc	Level	Series	Drg no.	Rev
13545	A	XX	04	144	A

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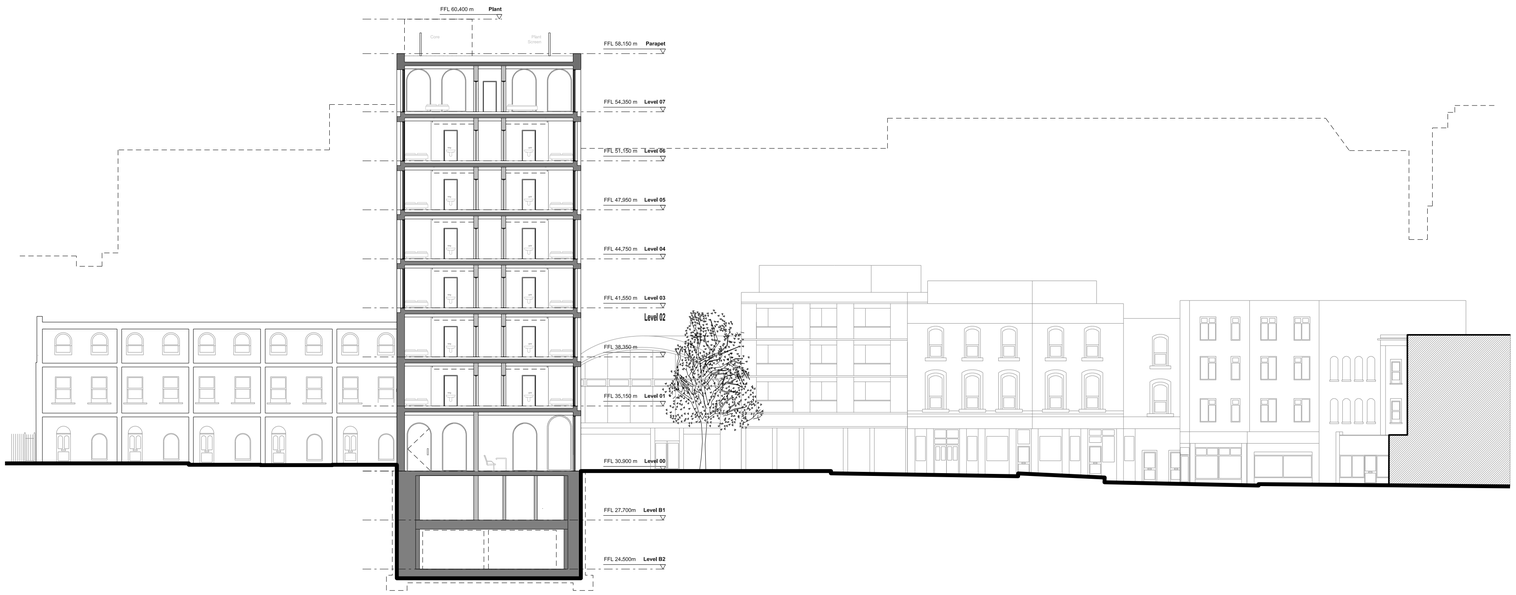

0m 2m 10m 20m

N

Notes

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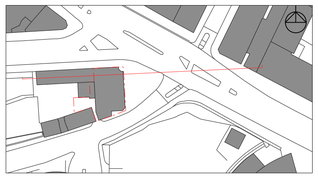

Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed Site Section 01

Drawn	Checked	Approved
LS	LP	PJ

Date	Scale
19.07.2019	1:200 @ A1 1:400 @ A3

Drawing Status
Planning

Project	Disc	Level	Series	Drg no.	Rev
13545	A	XX	05	111	A

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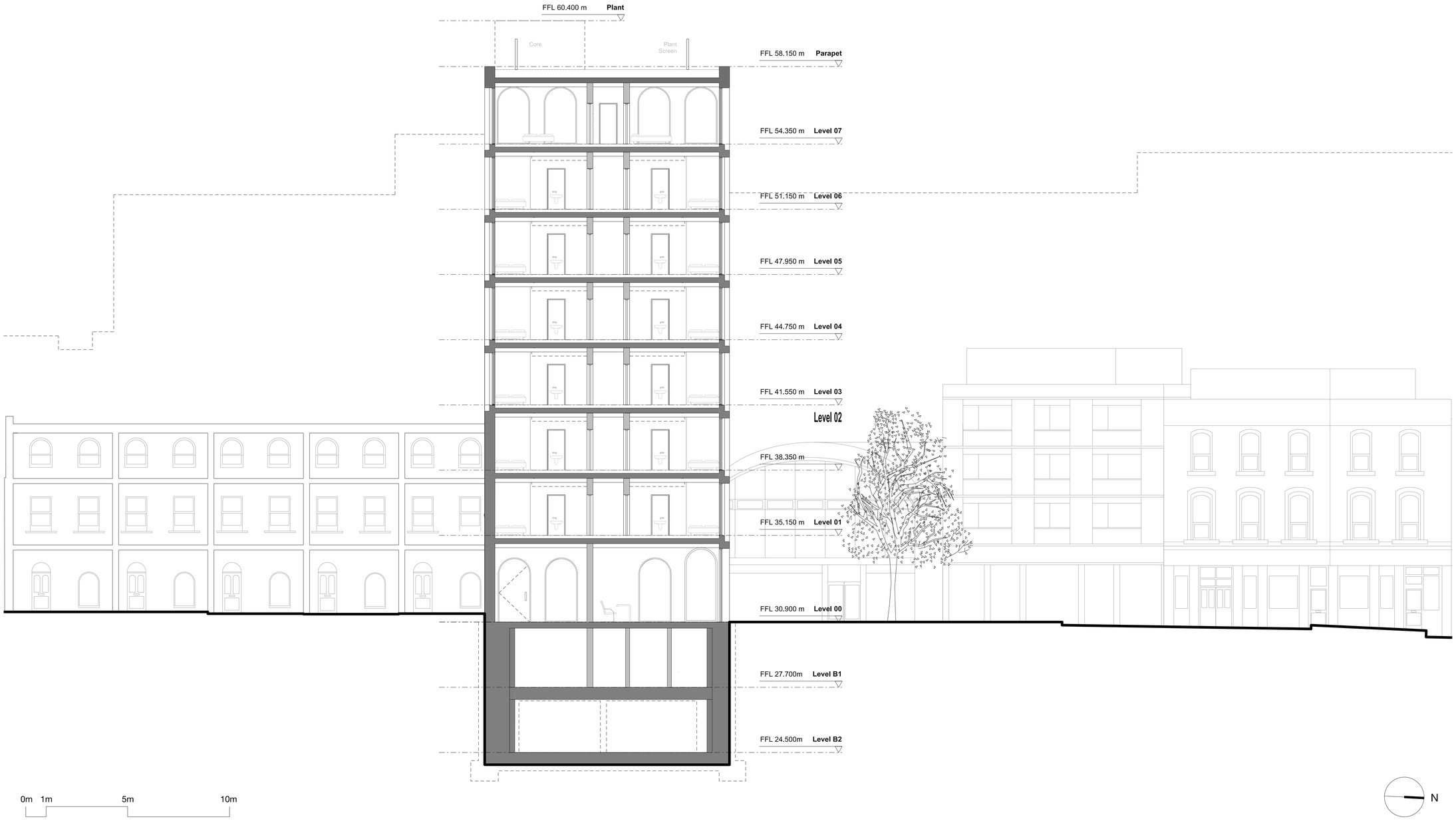

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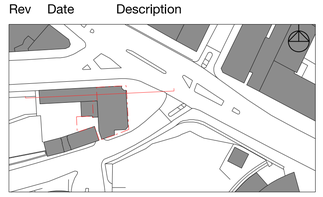

Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed Section 01

Drawn	Checked	Approved
LS	LP	PJ

Date
17.07.2019

Scale
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1:200 @ A3

Drawing Status
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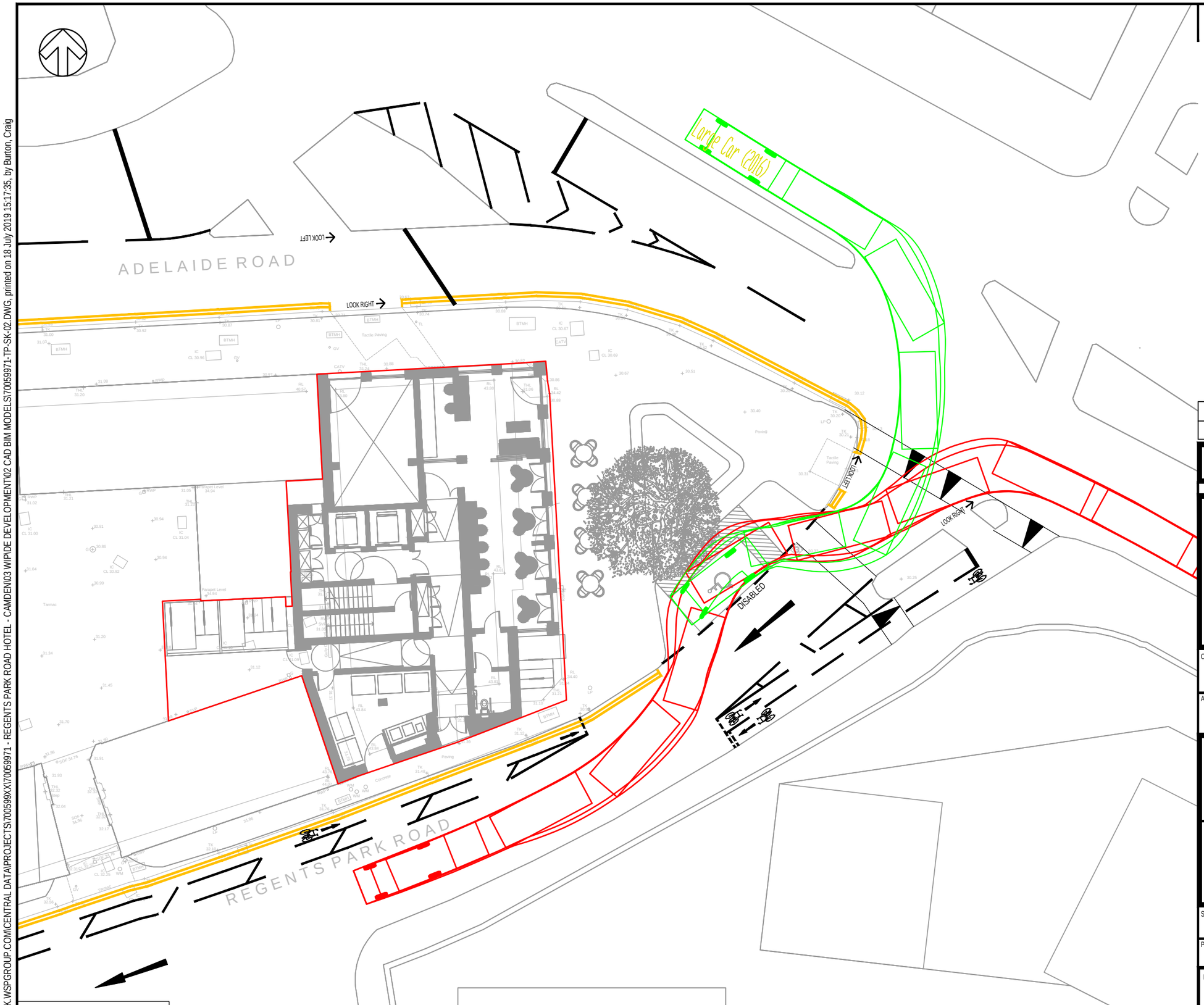
Appendix D

SWEPT PATH ANALYSIS



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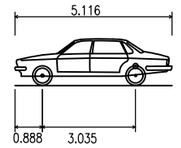

Large Car (2016)

Overall Length	5.116m
Overall Width	1.899m
Overall Body Height	1.526m
Min Body Ground Clearance	0.311m
Track Width	1.834m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.150m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	18/07/2019	CRJB	FIRST ISSUE	AR	NS

DRAWING STATUS: S0 - WORK IN PROGRESS

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wsp.com

CLIENT: UCHAUX LTD.

ARCHITECT: PIERCY & COMPANY

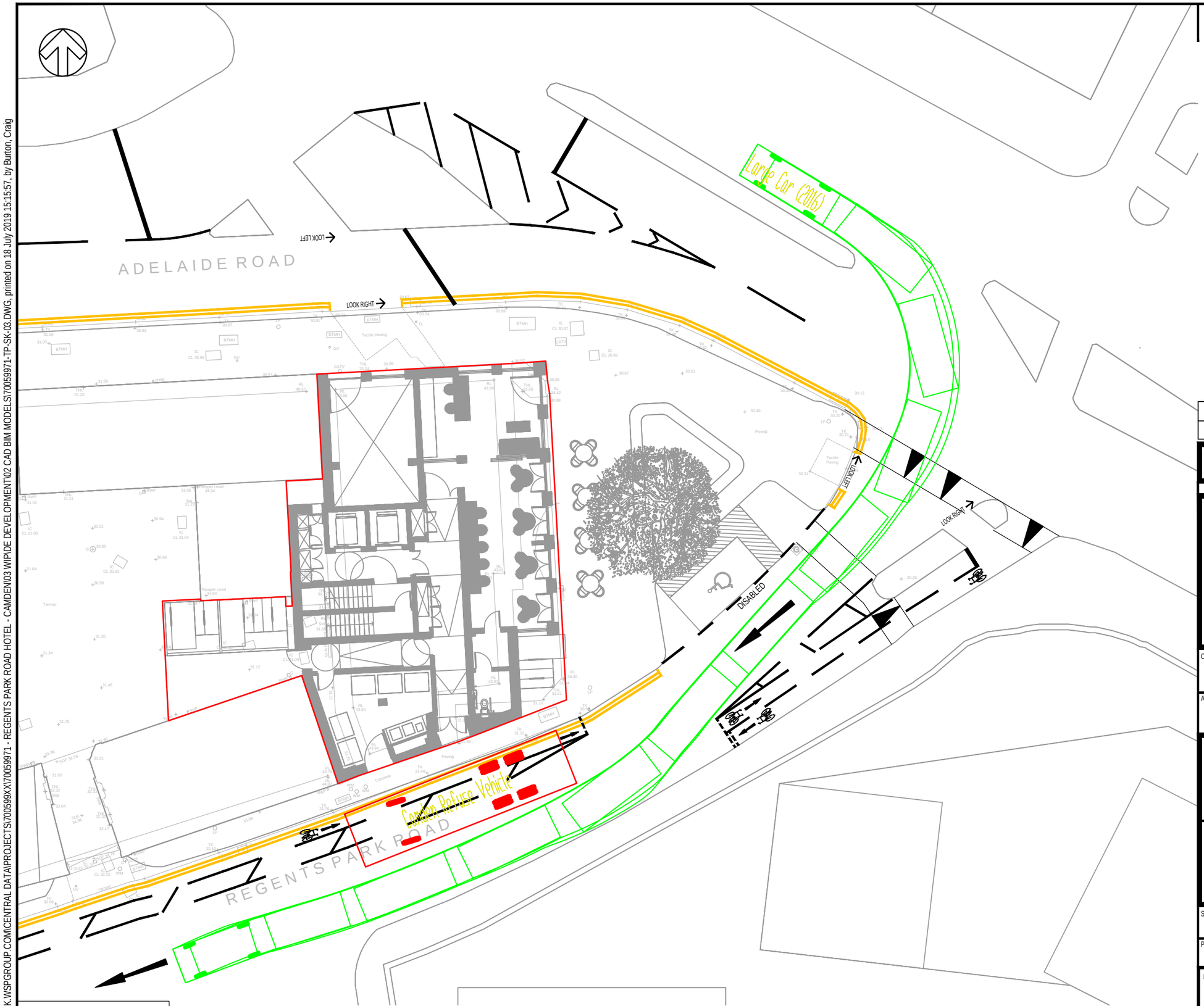
PROJECT: REGENTS PARK ROAD HOTEL, CAMDEN

TITLE: PROPOSED BLUE BADGE PARKING BAYS
SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:	APPROVED:
1:200	AR	NS

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70059971		CRJB	July 19

DRAWING No:	REV:
70059971-TP-SK-02	A



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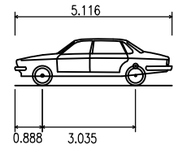

Large Car (2016)	
Overall Length	5.116m
Overall Width	1.899m
Overall Body Height	1.526m
Min Body Ground Clearance	0.311m
Track Width	1.834m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.150m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	18/07/2019	CRJB	FIRST ISSUE	AR	NS

DRAWING STATUS: S0 - WORK IN PROGRESS

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CLIENT: UCHAUX LTD.

ARCHITECT: PIERCY & COMPANY

PROJECT: REGENTS PARK ROAD HOTEL, CAMDEN

TITLE: PROPOSED CAR PASSING A SERVICING VEHICLE SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:		APPROVED:
1:200	AR		NS
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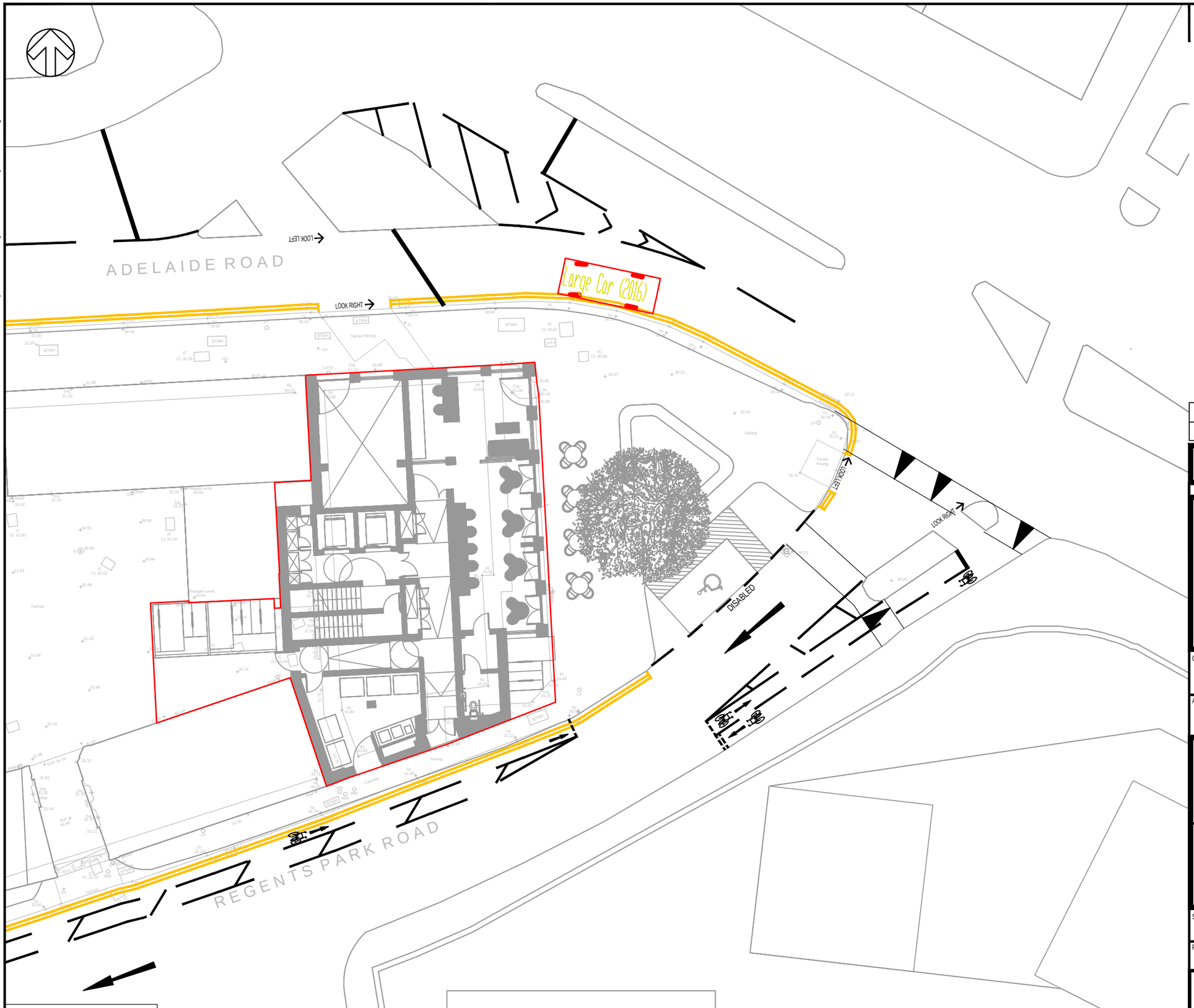
70059971		CRJB	July 19

DRAWING No: 70059971-TP-SK-03 REV: A



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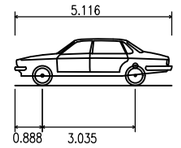

Large Car (2016)	
Overall Length	5.116m
Overall Width	1.899m
Overall Body Height	1.526m
Min Body Ground Clearance	0.311m
Track Width	1.834m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.150m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	18/07/2019	CRJB	FIRST ISSUE	AR	NS

DRAWING STATUS: S0 - WORK IN PROGRESS

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CLIENT: UCHAUX LTD.

ARCHITECT: PIERCY & COMPANY

PROJECT: REGENTS PARK ROAD HOTEL, CAMDEN

TITLE: PROPOSED TAXI DROP-OFF SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:	APPROVED:
1:200	AR	NS

PROJECT No:	DESIGNED:	DRAWN:	DATE:
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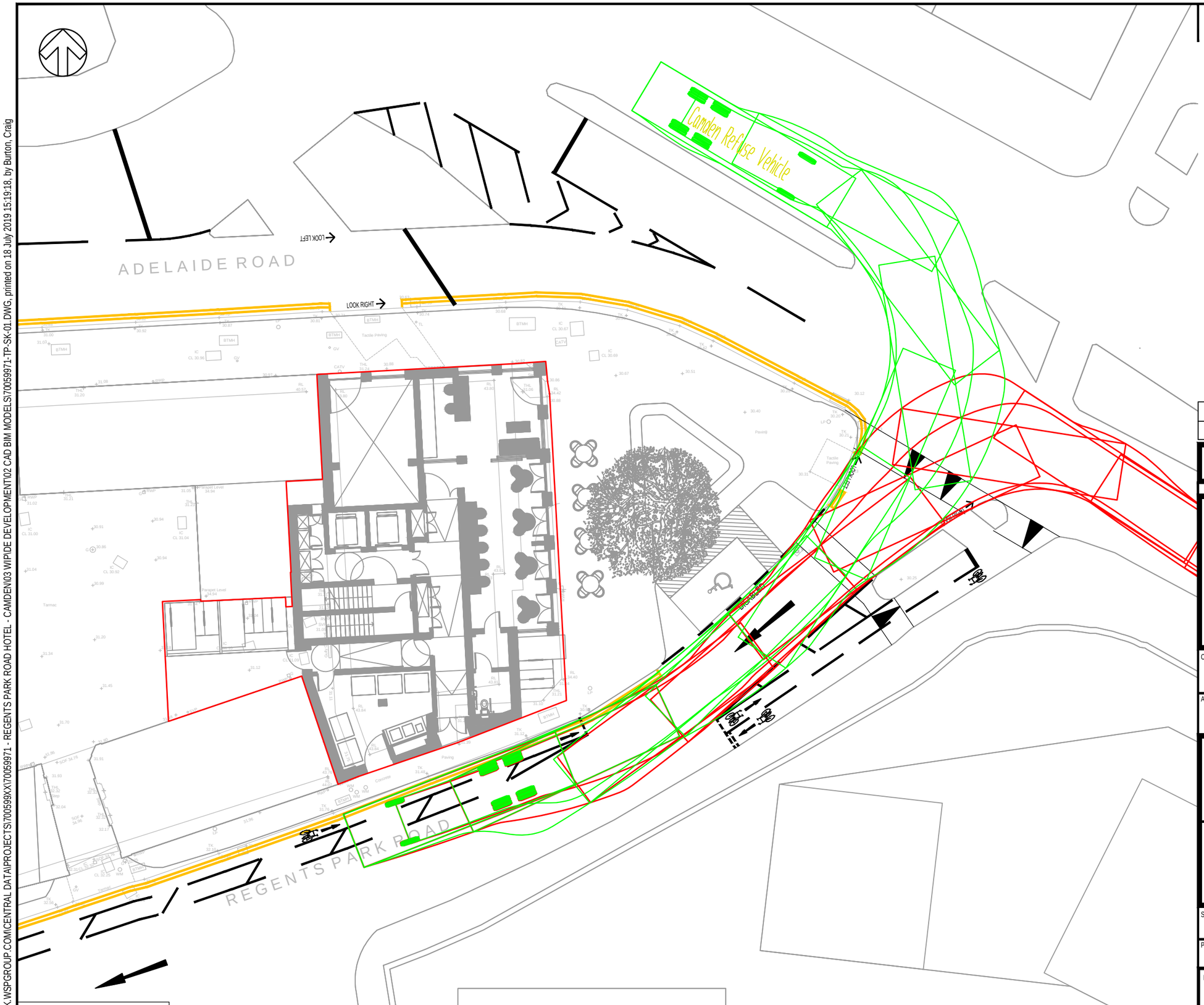
DRAWING No: 70059971-TP-SK-04 REV: A



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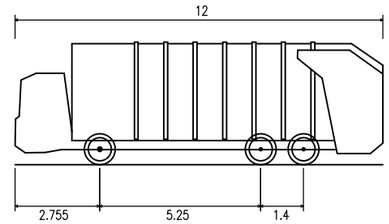

Camden Refuse Vehicle	
Overall Length	12.000m
Overall Width	3.000m
Overall Body Height	4.000m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.250m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	18/07/2019	CRJB	FIRST ISSUE	AR	NS

DRAWING STATUS: S0 - WORK IN PROGRESS

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CLIENT: UCHAUX LTD.

ARCHITECT: PIERCY & COMPANY

PROJECT: REGENTS PARK ROAD HOTEL, CAMDEN

TITLE: PROPOSED REFUSE COLLECTION SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:	APPROVED:
1:200	AR	NS

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70059971		CRJB	July 19

DRAWING No:	REV:
70059971-TP-SK-01	A

Appendix E

FRAMEWORK TRAVEL PLAN

Uchaux Limited

REGENTS PARK HOTEL, CAMDEN

Framework Travel Plan (FTP)

001
JULY 2019

PUBLIC

Uchaux Limited

REGENTS PARK HOTEL, CAMDEN

Framework Travel Plan (FTP)

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70059971

OUR REF. NO. 001

DATE: JULY 2019

WSP

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London
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Fax: +44 20 7314 5111

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Planning Issue			
Date	July 2019			
Prepared by	A Rashid			
Signature	A R			
Checked by	N Sunderland			
Signature	N S			
Authorised by	S Foxcroft			
Signature	S F			
Project number	70059971			
Report number	001			
File reference	\\uk.wspgroup.com\central data\Projects\700599xx\70059971 - Regents Park Road Hotel - Camden\03 WIP\DE Development\05 Reports\Travel Plan			

CONTENTS

1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 This Framework Travel Plan ('FTP') is submitted in support of a detailed planning application ('the Application') made on behalf of Uchaux Limited ('the Applicant') for the Proposed Development at Regents Park Road Hotel, 155 - 157 Regents Park Road, London, NW1 8BB.

1.1.2 This report has been prepared in accordance with current DfT and TfL travel plan guidance. It will therefore be used as a basis from which to agree terms of any planning agreement, including conditions or planning obligations relating to the proposed measures identified within this document.

1.2 SITE LOCATION

1.2.1 The site comprises a four-storey building on the corner of Regent's Park Road, Adelaide Road and Haverstock Hill. The building fronts Haverstock Hill and is set back from the main road by an area of public realm. The site comprises a mix of uses including retail at ground floor with office accommodation at ground, first and second floors and a single residential unit on the top floor.

1.2.2 The London Borough of Camden (LBC) is the local planning authority and the local highway authority.

1.2.3 The location of the site is illustrated in Figure 1-1.

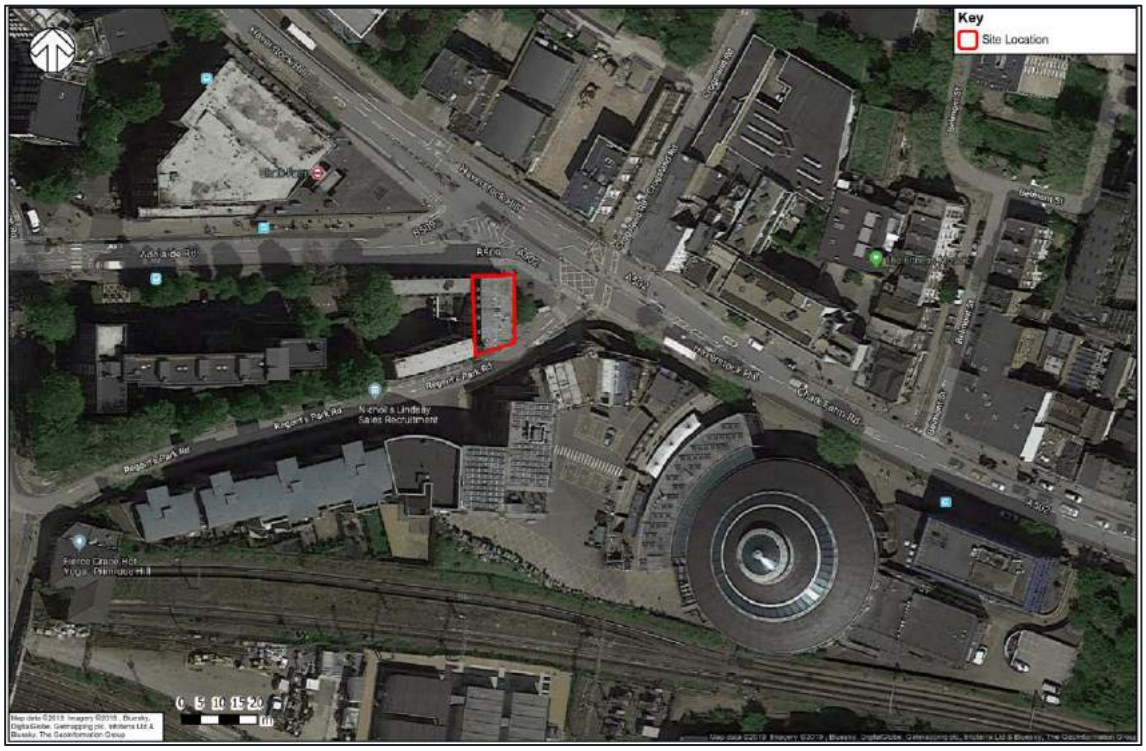

Figure 1-1 Site Location

1.3 DEVELOPMENT PROPOSALS

1.3.1 The Proposed Development comprises the following:

"Redevelopment to provide a basement (2 levels), ground plus 7-storey building comprising a retail unit at ground, a hotel and single residential unit on the upper floors, with associated works."

1.3.2 The development will be 'car-free' apart from a single blue badge car parking space which will be available for the hotel.

1.3.3 Cycle parking spaces will be provided in line with the minimum Draft New London Plan and Camden Planning Guidance.

1.4 TRAVEL PLAN OVERVIEW

1.4.1 TfL, in their latest guidance, define a Travel Plan as 'a long-term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the site'. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on 'promoting alternatives to the car'.

1.4.2 A Travel Plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development, its physical design and proximity to facilities and services create the conditions to make sustainable travel choices a natural option communicating these opportunities to occupiers is also critical to the success of the Travel Plan.

1.4.3 The Travel Plan is essentially a 'living document' requiring monitoring, review and revision to ensure it remains relevant to the organisation and those using the Site and provides continuous improvements for its duration. These aspirations and actions should be documented in a travel plan, the structure and content of which are dependent upon a range of factors including the location and nature of development, the occupiers and the end users.

1.4.4 The Travel Plan should demonstrate a holistic approach by incorporating both 'hard' engineering measures and 'soft' marketing and management measures necessary to address the transport impacts arising from development. It is essentially a 'living document' requiring monitoring, review and revision to ensure it remains relevant to the organisation and those using the Site and provides continuous improvements for its duration.

1.4.5 The Applicant is fully supportive of the Travel Plan and appreciates the benefit of using and encouraging greater use of sustainable transport for both people and goods.

1.5 REPORT PURPOSE

1.5.1 This Travel Plan has been prepared in accordance with TfL's Travel Planning Guidance (November 2013). This guidance marks a move towards integrating deliveries and servicing into the Travel Planning process together with appropriate marketing and measures.

1.5.2 This document will be then reviewed by LBC to agree appropriate measures, targets and monitoring requirements prior to implementation. The Travel Plan is intended to be a 'live' document that will monitored on a regular basis.

1.6 TRAVEL PLAN STRUCTURE

1.6.1 The structure of the travel plan has been prepared to reflect the structure advised within TfL's Travel Planning Guidance, as follows:

- Section 2: Policy Review;
- Section 3: Baseline Site Context and Sustainable Transport;
- Section 4: Baseline Highway Conditions;
- Section 5: Travel Demand;
- Section 6: Objectives and Targets;
- Section 7: Travel Plan Strategy;
- Section 8: Package of Measures; and
- Section 9: Monitoring and Review.

2 PLANNING POLICY AND BEST PRACTICE

2.1 INTRODUCTION

2.1.1 This section summarises the key national, regional and local planning policies relating to the Proposed Development. Specifically, an overview of the following documents is provided:

- National Planning Policy Framework (February 2019);
- National Planning Policy Framework (July 2018);
- National Planning Practice Guidance (March 2014);
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009);
- Draft New London Plan – Consolidated Suggested Changes (July 2019)
- Minor Suggested Changes to the Draft New London Plan (August 2018);
- Travel Planning for New Development in London (November 2013);
- LBC Local Plan (July 2017); and
- Camden Planning Guidance 7 Transport (2016).

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK, FEBRUARY 2019

2.2.1 The revised National Planning Policy Framework was updated on 19 February 2019 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework published in March 2012 and revised in July 2018.

2.2.2 The NPPF seeks to reduce the complexity and improve the accessibility of the planning system, whilst protecting the environment and encouraging growth in a sustainable manner.

2.2.3 The NPPF replaces all previous Planning Policy Guidance Notes and Statements, becoming the definitive national planning guidance from which local planning authorities can, in collaboration with their communities, produce local plans appropriate to the character and needs of their area.

2.2.4 To ensure sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development which consists of plan-making and decision taking. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel

and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

NATIONAL PLANNING POLICY FRAMEWORK (JULY 2018)

2.2.5 The National Planning Policy Framework, (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced, replacing the previous 2012 version.

2.2.6 Chapter 9, Promoting Sustainable Transport, outlines the requirements of development applications, it must be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.2.7 The document also provides details on what developments should do to minimise the impact on the road network:

- give priority first to pedestrian and cycle movements, both within the scheme and within neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.8 Travel Plans (TPs) should be provided for all developments that generate significant amounts of movement.

NATIONAL POLICY NATIONAL PLANNING PRACTICE GUIDANCE (MARCH 2014)

2.2.9 The National Planning Practice Guide (NPPG) was published in March 2014, offering updated and revised guidance on planning where necessary. The online version allows stakeholders to be alerted in real time when amendments to individual policies are made, thereby ensuring that the most up-to-date guidance documents are available.

2.2.10 The NPPG provides additional guidance to supplement the planning policies contained in the NPPF.

2.2.11 Paragraph 9 of the NPPG states that the need for a Travel Plan for a particular development will depend on factors including:

- Travel Plan policies contained within the local authority's Local Plan;

- Proposed Development quantum's, and in particular whether they fall above or below any thresholds which may exist for the preparation of Travel Plans;
- Existing public transport availability and patronage; and
- Site-specific considerations, which could include proximity to environmentally-sensitive areas or the need to focus on particular elements within the Travel Plan (e.g. minimising traffic generation levels).

2.2.12 Paragraph 11 gives details of the approach to be taken when preparing a Travel Plan. Guidance points include:

- Setting specific outcomes rather than just outlining the process to be followed;
- Considering all journeys associated with the Proposed Development, including visitor trips; taking a reasonable approach to sanctions in the event of targets not being met. In particular, it is noted that Travel Plans can only impose certain conditions if they are consistent with Government policy; and
- Advising that: "it is often best to retain the ability to establish certain elements of the Travel Plan or review outcomes after the development has started operating" so that the actual operational and occupational characteristics of the developments can be taken into account once it is up and running. In this respect, a more fluid approach is deemed preferable to one which is overly prescriptive prior to occupation.

2.2.13 Paragraph 12 offers guidance on the monitoring of Travel Plans. The developer and the local authority should agree on the monitoring plan to be followed and with whom the responsibility for ensuring compliance lies. The guidance advises that monitoring should continue until the development's travel patterns are deemed to be consistent with the Travel Plan objectives, after which point the Travel Plan could remain active but would become a voluntary initiative.

GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS - DFT (2009)

2.2.14 The DfT guidelines are intended to assist all stakeholders, in both the public and private sectors, to secure an effective policy framework, determine when a Travel Plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. They also set out how Travel Plans should be evaluated, secured, implemented and then also monitored and managed in the longer term as part of this process.

2.2.15 The document comprises technical guidelines and does not set out any new policy or legal requirements.

2.2.16 It recognises that the planning process provides the key opportunity to ensure that new development can be effectively accessed by everyone who needs to get to and from a site, minimise the impact of developments on the transport infrastructure and help to reduce CO2 emissions.

2.2.17 Travel Plans are important for developments in order to:

- Support increased choice of travel modes;
- Promote and achieve access by sustainable modes;
- Respond to the growing concern about the environment, congestion, pollution and poverty of access; and
- Promote a partnership between the authority and the developer in creating and shaping 'place'.

2.2.18 The document also recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought, as illustrated by Figure 2-1.

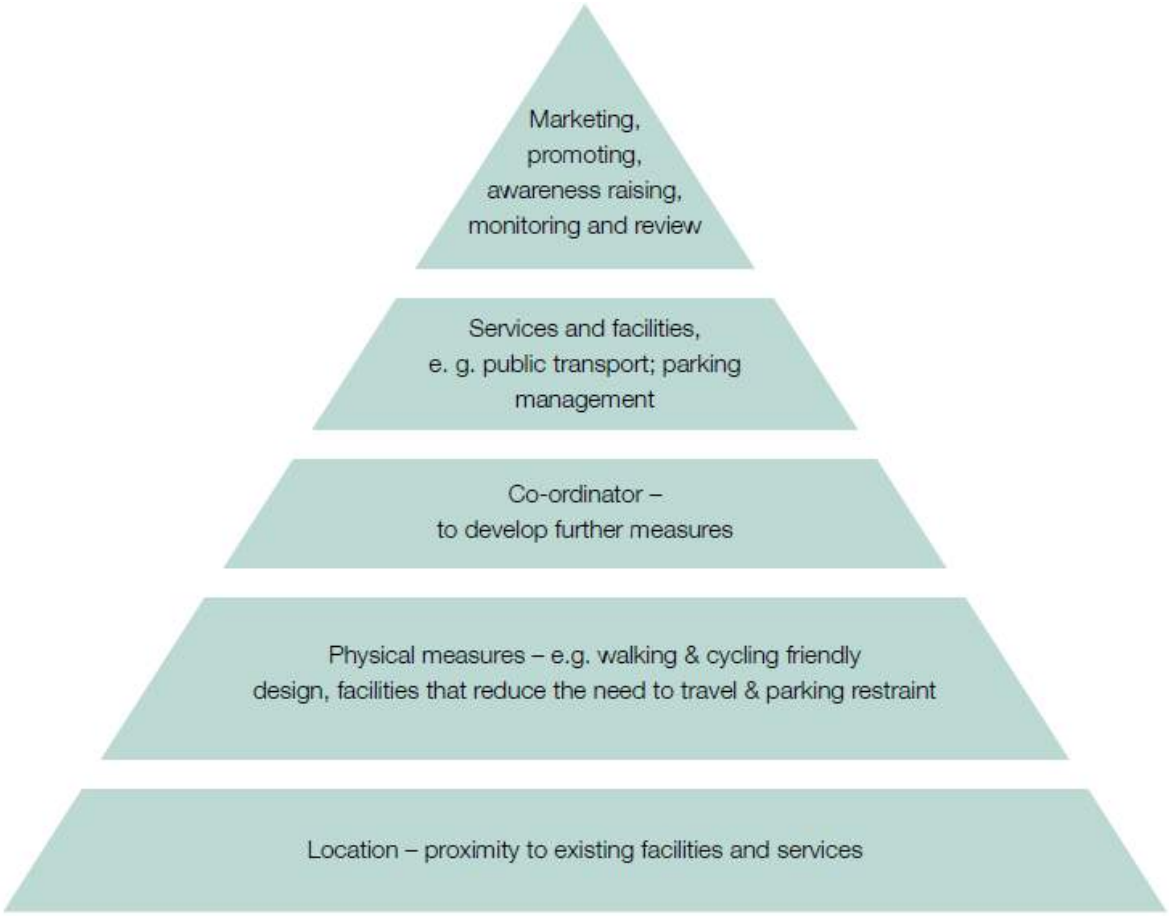

Figure 2-1: Travel Plan Pyramid

2.2.19 The DfT's Travel Plan Pyramid helps to demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site. In addition, parking restraint is often crucial to the success of the plan in reducing car use.

2.3 REGIONAL POLICY

DRAFT NEW LONDON PLAN – CONSOLIDATED SUGGESTED CHANGES (JULY 2019)

2.3.1 The Draft New London Plan was issued for consultation in November 2017 with suggestion changes in August 2018 and is set to be adopted in Autumn 2019.

2.3.2 The document aims to ensure that London's transport is easy, safe and convenient for everyone, and encourages the use of cycling, walking and public transport. The Mayor's key target, as set out in Policy T1 is that:

- 80% of all trips in London are to be made by foot, cycle or public transport by 2041.

2.3.3 The Draft New London Plan recognises that London's challenges of guaranteeing its status as an efficient, well-functioning globally-competitive city are intertwined with the obstacles and

opportunities that transport brings. It states that the integration of land use and transport is essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way.

2.3.4 In order to achieve this, the Draft New London Plan acknowledges that a strategic shift is needed to reduce Londoners' dependency on the car, creating a healthy, pleasant and sustainable street environment in which people can walk, cycle and use public transport.

'Policy T2 Healthy Streets' outlines that development proposals should:

- Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London Guidance (Figure 2-1);
- Reduce the dominance of vehicles on London's streets whether stationary or moving; and
- Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

2.3.5 Policy T2 relates to Healthy Streets and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle with reduced vehicle dominance.

2.3.6 Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Travel plans are noted as being able to help reduce negative impacts and bring about positive outcomes and are required in accordance with relevant Transport for London guidance.

2.3.7 Policy T5 sets out that development should encourage cycling and provides new cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers and shower facilities (at least one per ten long-stay spaces is recommended).

2.3.8 The relevant cycle parking standards within the London Plan are provided in Table 2-1.

Table 2-1: Draft New London Plan 2018 Minor Amendments Cycle Parking Standards

Land Use	Long-stay requirements	Short-stay requirements
C3 Residential dwellings	1 space per studio or 1 person 1 bedroom dwelling, 1.5 spaces per 2 person 1 bedroom dwelling, 2 spaces per all other dwellings	2 space per 5-40 dwellings; thereafter: 1 space per 40 dwellings
Hotel and Leisure Uses	1 space per 20 bedrooms	1 space per 50 bedrooms

2.3.9 The relevant car parking standards in the London Plan are shown in the Table 2-2.

Table 2-2: London Plan Car Parking Standards

Land Use	Maximum provision
C3 Residential	Inner London PTAL 4 – Car-free Inner London PTAL 3 – Up to 0.25 spaces per dwelling
Hotel and Leisure Uses	In the CAZ and locations with a PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.

THE LONDON PLAN 'THE SPATIAL DEVELOPMENT STRATEGY FOR LONDON CONSOLIDATED WITH ALTERATIONS SINCE 2011' (MARCH 2016)

2.3.10 The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone, and encourages cycling, walking and use of electric vehicles. The document states that London should be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling.

2.3.11 The London Plan recognises that transport plays a fundamental role in addressing the whole range of this spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants, having major effects on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely.

2.3.12 Policy 6.1 Strategic Approach stresses the importance of closer integration of transport and development and hopes to achieve this by inter alia:

- Encouraging patterns of development that reduce the need to travel, especially by car;
- Supporting development that generates high levels of trips only at locations with high levels of public transport accessibility, either currently or via committed, funded improvements;
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and
- Promoting greater use of low carbon technology so that CO2 and other contributors to global warming are reduced.

TRAVEL PLANNING FOR NEW DEVELOPMENT IN LONDON (NOVEMBER 2013)

2.3.13 In November 2013 TfL published the new guidance on the requirements for travel plans for new developments in London.

2.3.14 The type of Travel Plan required should be considered in context of a range of circumstances. Thresholds set out in Table 2-3 below identify the type of Travel Plan that is required. In cases where individual occupiers do not meet the thresholds a Travel Plan is not required. Where this is the case it will be encouraged that occupiers take up sustainable transport initiatives. It should also be noted that such occupiers will continue to benefit from the site wide Travel Plan measures.

Table 2-3: Development Scale Guidelines for Travel Plans

Land Use	Travel Plan Statement	Full Travel Plan
C1 (Hotels)	More than 20 staff but less than 100 beds	Equal or more than 100 beds

"Mixed use developments comprising of one or more elements that exceed the thresholds, or outline planning permission for which specific elements are not yet established, will require a framework travel plan."

2.3.15 On this basis a Framework Travel Plan has been prepared. A Framework Travel Plan should include:

- A commitment to individual Travel Plan development by occupiers of the site, where they relate to elements of the scheme that exceed the thresholds;
- As occupiers are confirmed, they will need to submit a full travel plan statement, as appropriate for their occupation. This requirement should be included within the terms of the lease, or before ownership is transferred if the site is sold;
- Baseline travel patterns delivered;
- Measures to be delivered site-wide, and responsibility for the delivery and funding of these;
- Future actions for Travel Plan development and refinement; and
- Preliminary targets based on associated transport assessment predictions with appropriate timescales.

2.4 LOCAL POLICY

LONDON BOROUGH OF CAMDEN LOCAL PLAN (JULY 2017)

2.4.1 On the premise of improving health and wellbeing, air quality and sustainable communities, the Camden Local Plan seeks to prioritise sustainable transport such as walking, cycling and public transport and to minimise the use of motor vehicles to transport both people and freight. The following policy are relevant to the Grand Union House site.

CAMDEN PLANNING GUIDANCE (SEPTEMBER 2011) WITH AMENDMENTS IN 2018

2.4.2 CPG7 is a supplementary document which provides transport advice, with a particular focus on mitigating transport related issues such as poor air quality and congestion in the borough. The guidance is in line with the Local Plan policies. The document provides guidance on what Travel Plans should include, depending on the land use type.

2.4.3 Workplace Travel Plans are used to promote alternatives to single-occupancy car use for travel by staff to and from the site. It may also include visitor, client and customer travel, as well suppliers making deliveries. The key components necessary for all workplace travel plans are:

- corporate/management support and commitment;
- designated travel co-ordinator;
- consultation on the plan;
- staff travel surveys - baseline & monitoring;
- targets – challenging but achievable;
- promotion of the package to the workforce; and
- monitoring – on-going, to check and maintain progress and development.

2.4.4 Residential Travel Plans also aim to bring safer and more sustainable transport for the whole community. As explained in the guidance, it *"provides a mechanism for setting out how the various parties (including the developer and future occupiers) can work together in partnership to encourage sustainable travel patterns"*. The main objectives of a residential travel plan are to:

"Address residents' need for access to a full range of facilities for work, education, health, leisure, recreation and shopping. In some cases, this will mean providing facilities that reduce the need to travel, such as a local shop;

Reduce the traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of the travel plan;

Promote healthy lifestyles and sustainable, vibrant local communities;

Encourage good urban design principles that open up the permeability of the development for walking and cycling linked to the design and access statements; and

Address specific problems identified in the site's Transport Assessment - for example, a road safety problem that prevents children or older people from gaining access to key facilities."

3 SITE CONTEXT AND ACCESSIBILITY

3.1 INTRODUCTION

3.1.1 This chapter sets out the existing conditions in the vicinity of the site in the context of pedestrian and cycle accessibility.

3.1.2 The review of planning guidance contained in the preceding section highlights the emphasis being placed on the integration of land use, transport and planning decisions. In accordance with the underlying principles within the NPPF, this section considers the accessibility of the site to local facilities on foot and by bicycle.

3.2 PEDESTRIAN ACCESSIBILITY

3.2.1 The site has access to a number of public transport services including Chalk Farm LU station which is situated immediately north of the site.

3.2.2 The street network surrounding the site has an established network of footways which provide access to the proposed development, nearby facilities and amenities, local bus stops and Chalk Farm LU station.

3.2.3 A signalised crossing is provided across Adelaide Road provided a direct connection from the site to Chalk Farm LU station.

3.2.4 The primary pedestrian access to the site is via Haverstock Hill and Adelaide Road.

3.2.5 Pedestrian isochrones have been generated for the Site as shown in Figure 3-1. They show pedestrian accessibility to the surrounding area based on the average walking speed of 4.8 km/h.

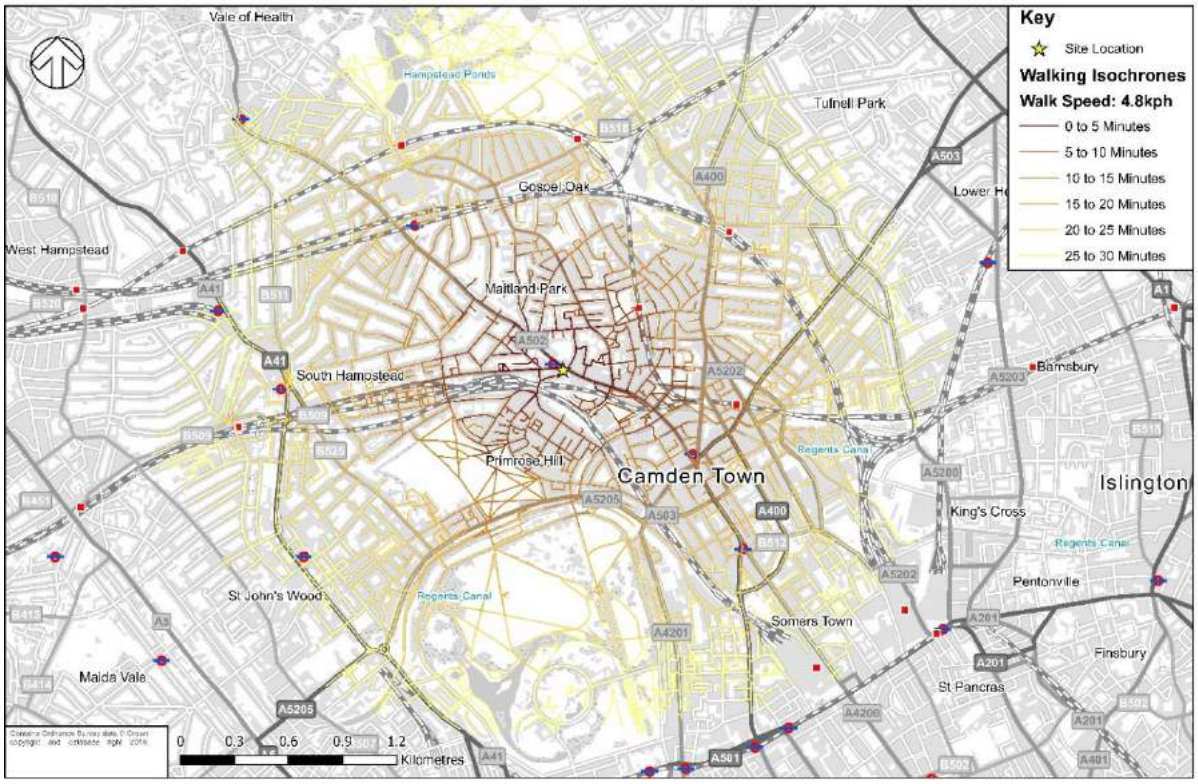

Figure 3-1: Pedestrian Isochrones

3.2.6 Figure 3-1 shows that the Site is a five minute walk from Camden Town Underground Station.

3.3 CYCLE ACCESSIBILITY

3.3.1 Figure 3-2 shows the cycle isochrones for the Site in 5 minute increments up to a 30 minute cycle ride. The cycle isochrones show cycle accessibility to the surrounding area based on an average cycling speed of 16 km/h.

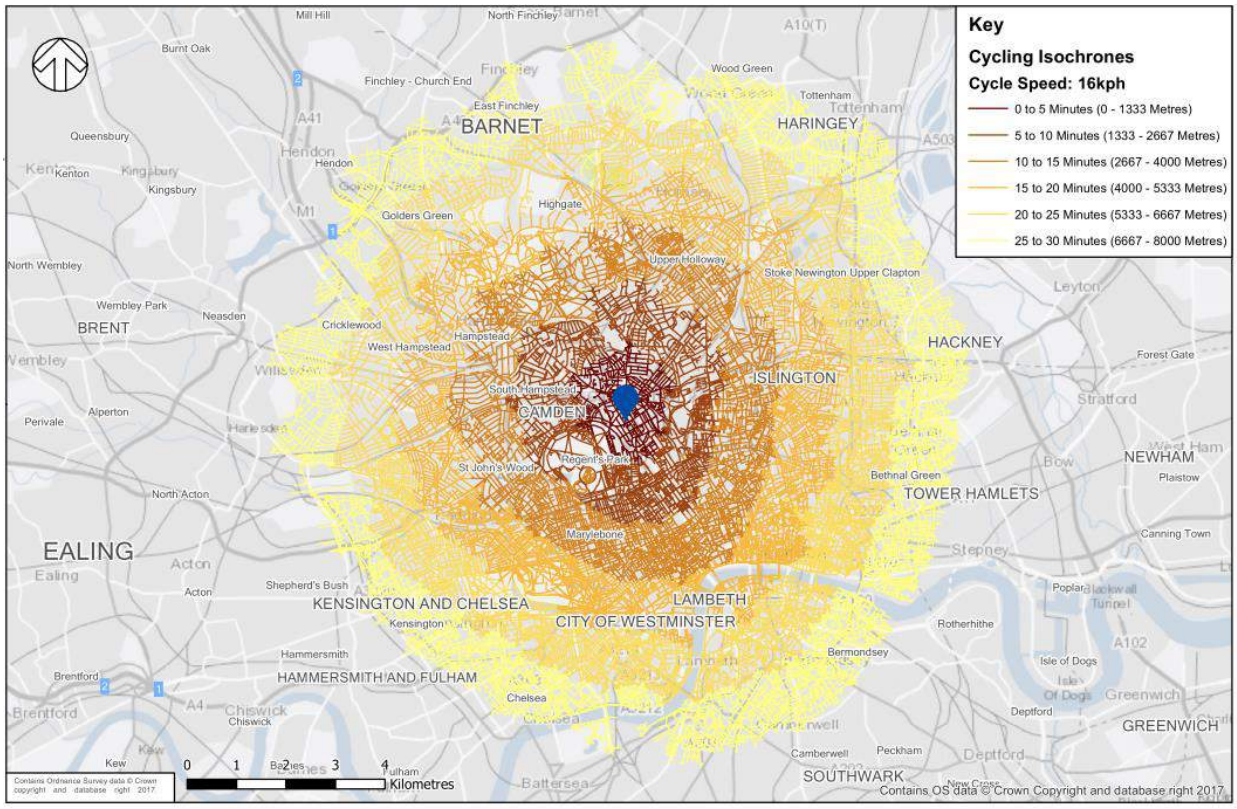

Figure 3-2: Cycle Isochrones

3.3.2 Figure 3-2 shows that the Site is well connected by bicycle, particularly to and from Central London.

CYCLE ROUTES

3.3.3 The Site is conveniently placed within an efficient network of on and off-road cycle routes. To the south west of the Site, routes lead to Regents Park and Primrose Hill, providing cyclists with a safe and scenic throughway to Central London. There are recommended roads for cycling which lead to Euston, St Pancras and Kings Cross Stations towards the south east, and various routes into the London Borough of Hackney further afield. Routes to the north of the Site provide direct access to Hampstead Heath and Finsbury Park. A plan illustrating the cycling facilities within the local area including local cycle routes is shown is Figure 3-3.

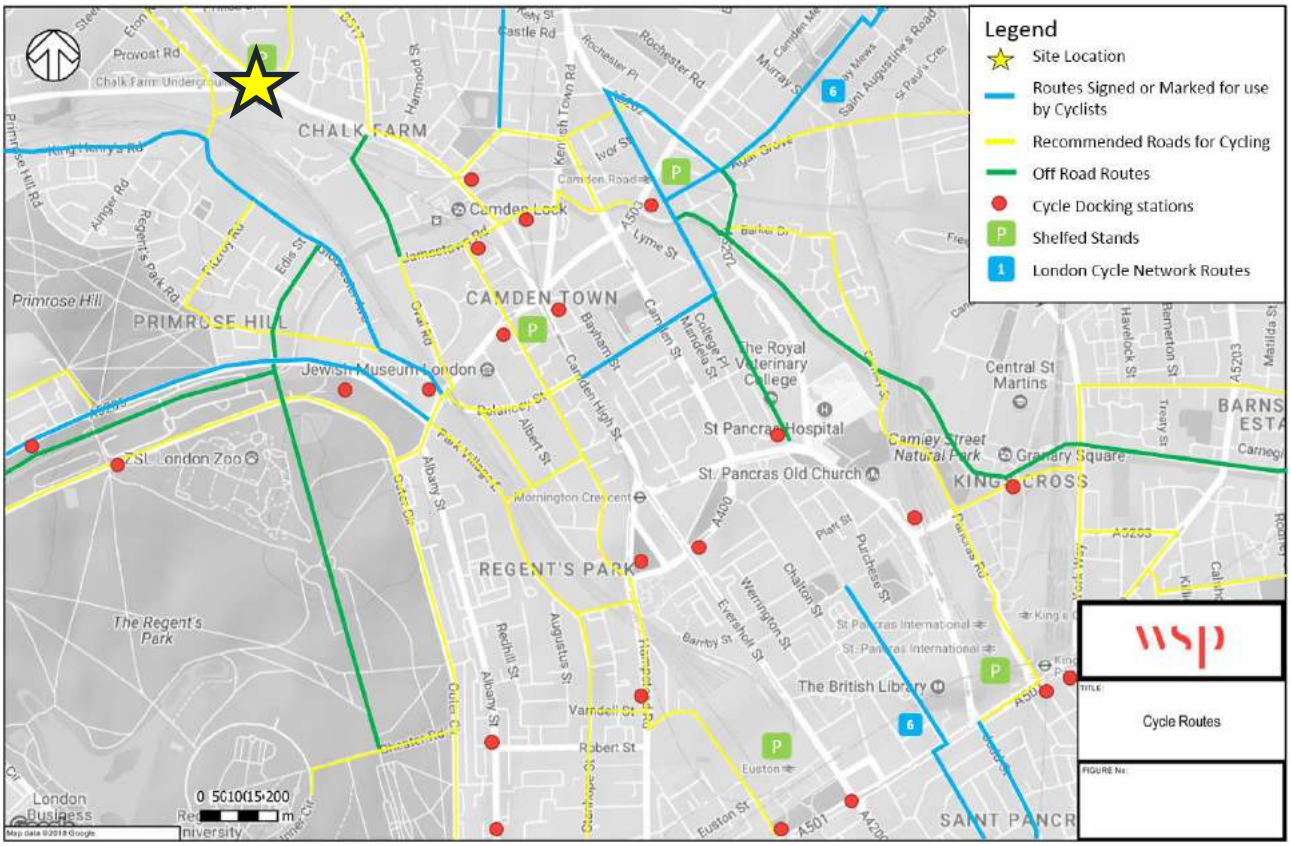

Figure 3-3: Cycle Routes

SANTANDER CYCLE ACCESSIBILITY

3.3.4 The nearest Santander Cycle Hire Docking points are located on Hawley Crescent, Greenland Road and Arlington Road. These are shown on Figure 3-4, while Table 3-1 details each docking point within close proximity to the Site.

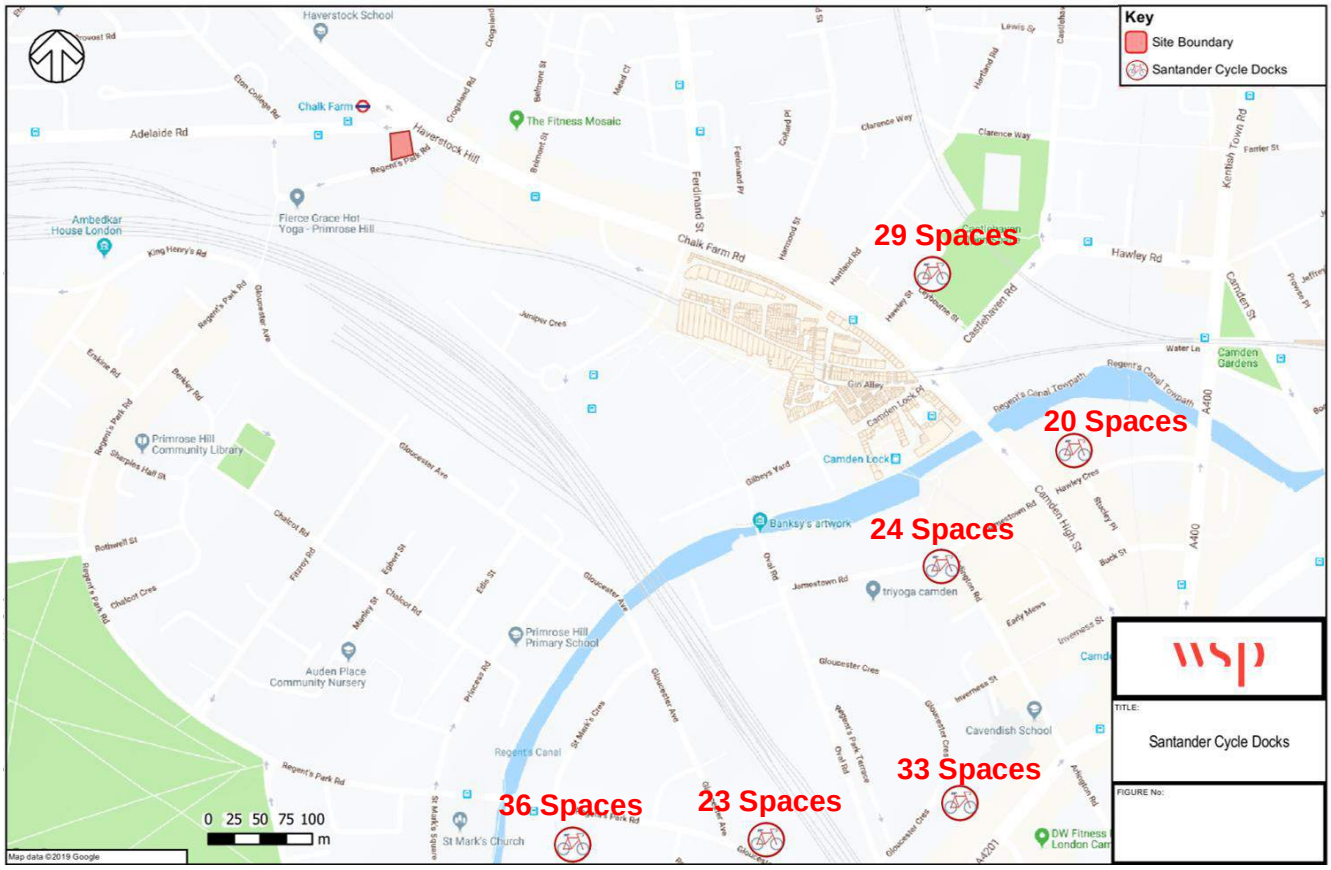

Figure 3-4: Santander Cycle Docks

Table 3-1: Docking Points 500m from Site

Docking Point Location	Number of Docking Points	Distance from Site	Walking time from Site
Castlehaven Road	29	600m	8 minutes
Hawley Crescent	20	800m	10 minutes
Arlington Road	24	800m	10 minutes
Parkway, Camden Town	33	1.2km	15 minutes
Gloucester Avenue, Camden Town	23	1.0km	12 minutes
The Regent's Park	36	1.2km	16 minutes

3.4 LOCAL AMENITIES AND FACILITIES

3.4.1 The Site is conveniently located close to various amenities and facilities. These are discussed in more detail overleaf.

RETAIL AND COMMERCIAL

3.4.2 There are various supermarkets nearby, the nearest of which is Sainsbury's which is adjacent to the Site. Figure 3-5 shows other supermarkets within the vicinity of the Site.

3.4.3 Along Chalk Farm Road, Kentish Town Road and Camden High Street, there are also smaller independent convenient stores, as well as retail shops, bars and restaurants. The renowned Camden Market is located around Camden Lock, providing additional recreational and employment opportunities.

3.4.4 Given the Site's proximity to Central London and the excellent transport links, the Site also benefits from an array of retail, commercial and employment opportunities in Oxford Street, the West End and the City.

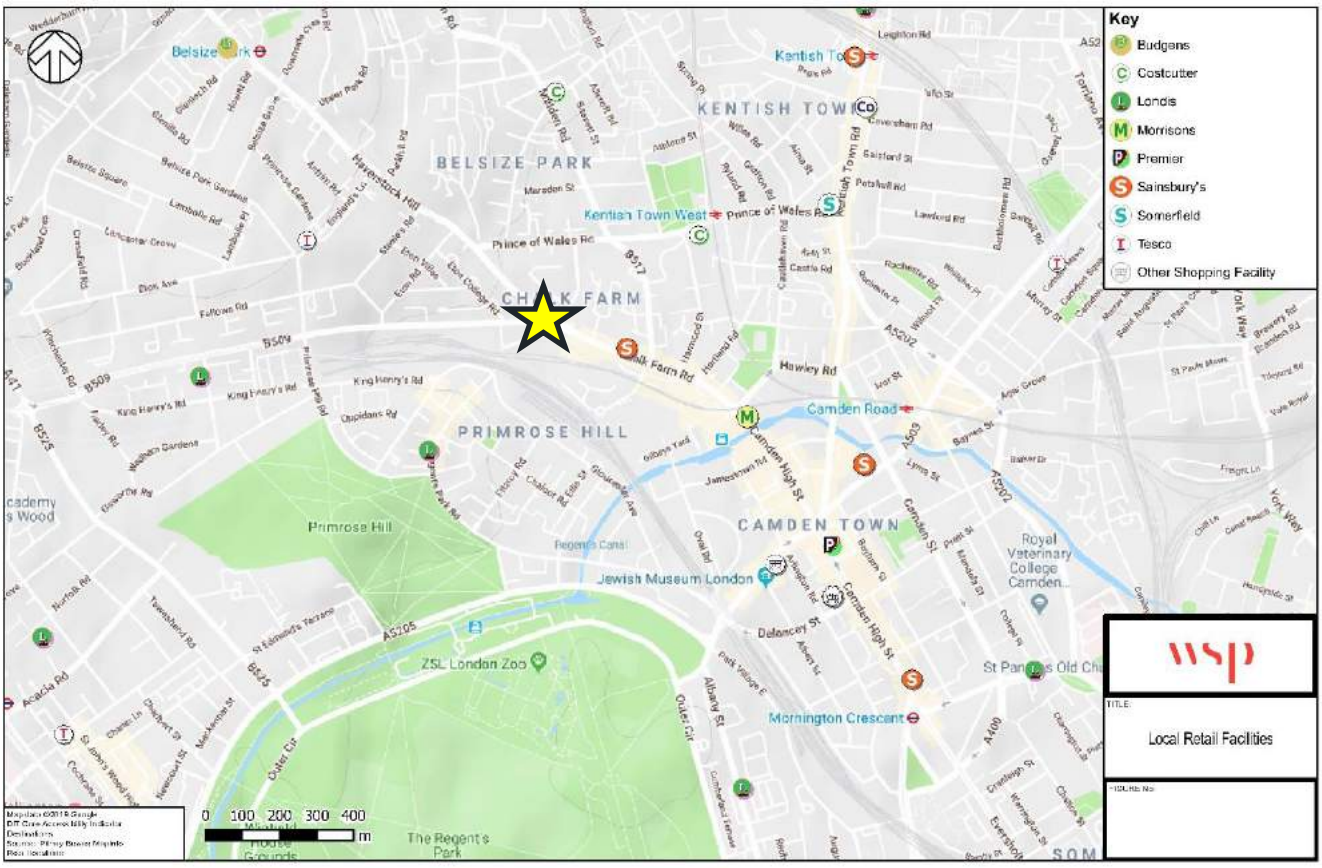

Figure 3-5: Local Supermarkets

HEALTH

3.4.5 The nearest pharmacy to the Site is Primrose Hill Surgery, located a 300m south or 4 minute walk away. The closest hospital to the Site is St Pancras Hospital located 1.3km or a 25 minute walk away, and there is an NHS Service Centre for Ageing and Mental Health situated at the same distance from the Site. There are also various opticians and dentists within a 10 minute walk.

3.4.6 Figure 3-6 overleaf illustrates the local health and wellbeing facilities surrounding the Site.

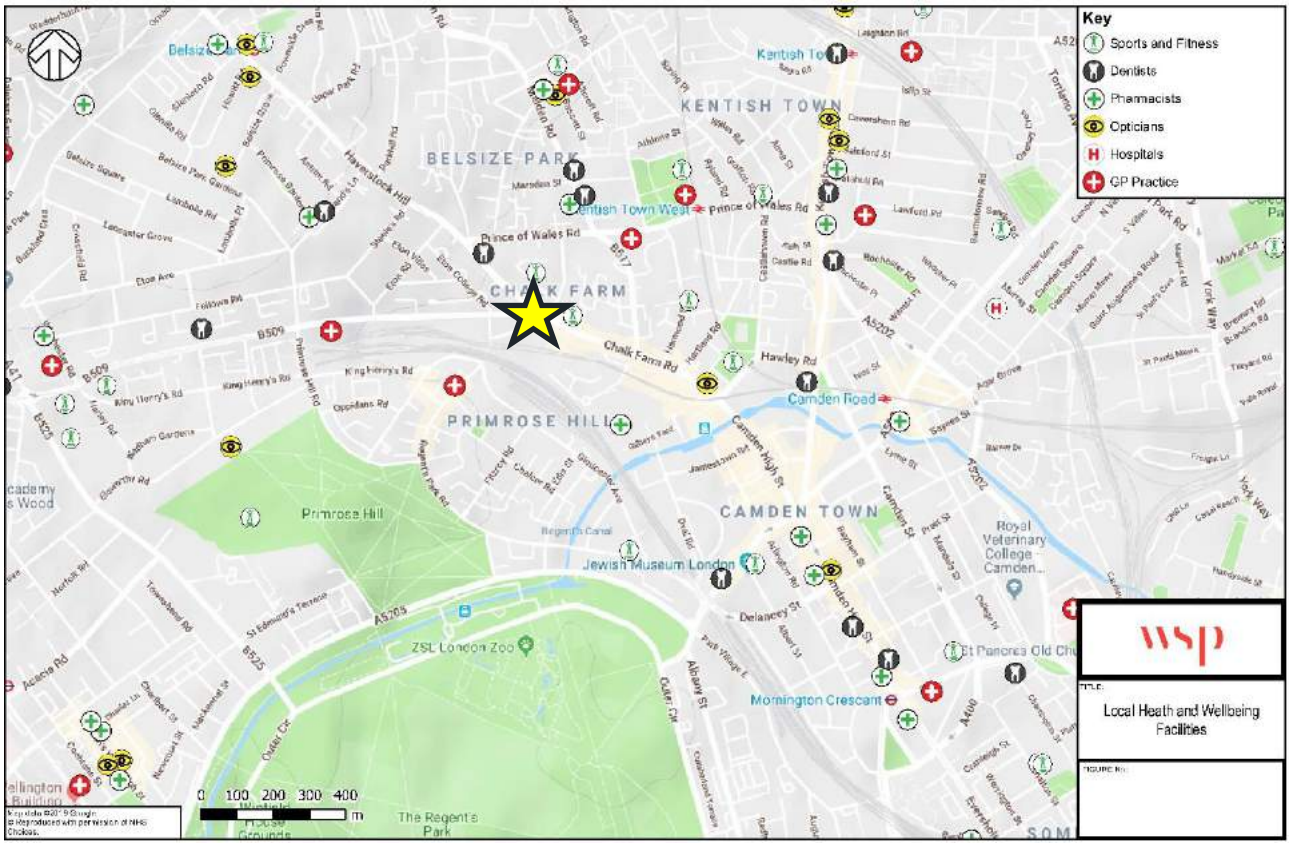

Figure 3-6: Local Health and Wellbeing Facilities

EDUCATION

3.4.7 The nearest Primary School is Primrose Hill Primary School, which is located 805m south or a 9 minute walk away from the Site. Haverstock school is the closest secondary school, only 160m or a 3minute walk from the site. There are several other educational facilities within the vicinity of the Site, including other primary, secondary and private schools.

3.4.8 Figure 3-7 illustrates the local educational facilities in the area surrounding the Site.

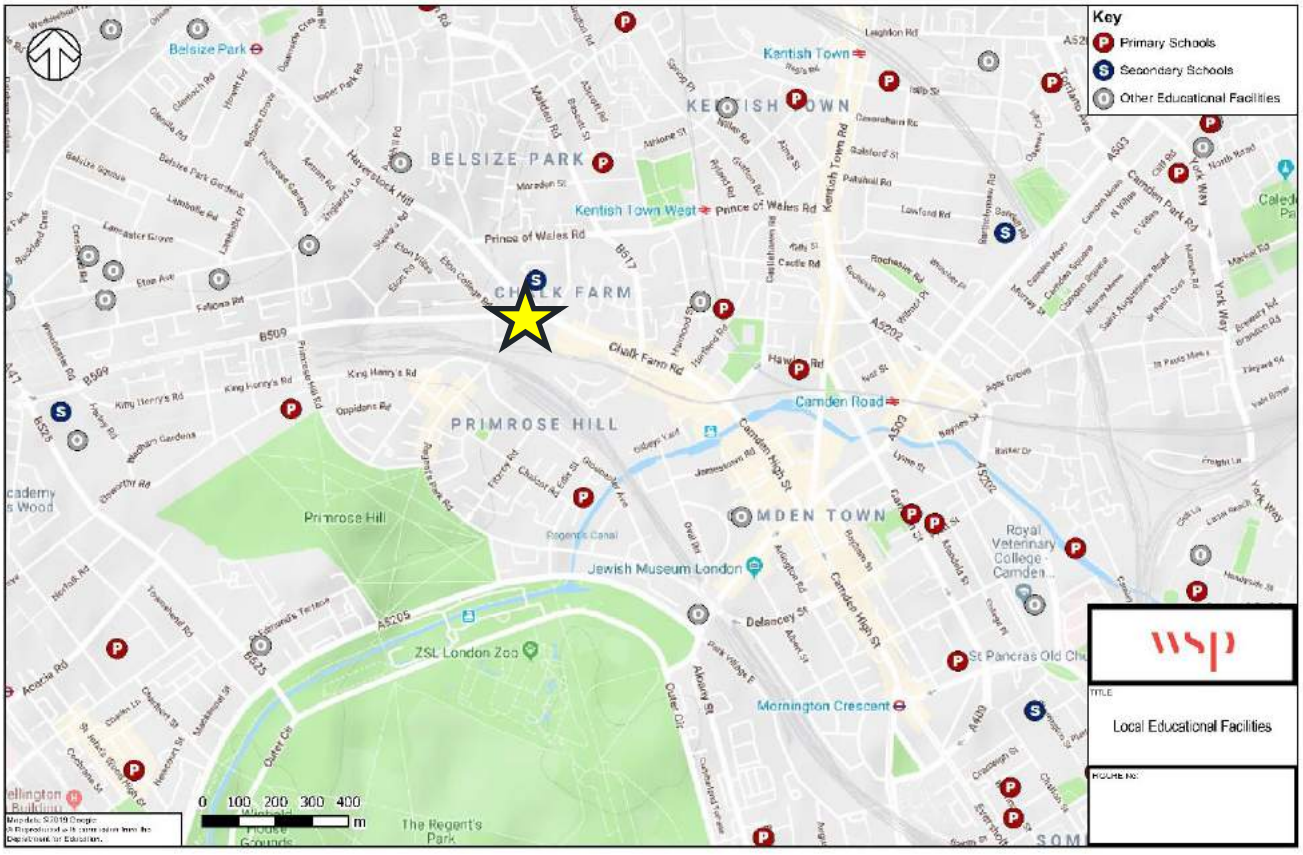

Figure 3-7: Local Educational Facilities

3.5 BUS

3.5.1 There is a number of bus stops within close proximity to the Site served by numerous bus routes. These are located on Kentish Town Road and Camden Road, as shown in Figure 3-8. The nearest bus stop is adjacent to the Site and is served by bus routes 31, N28 and N31.

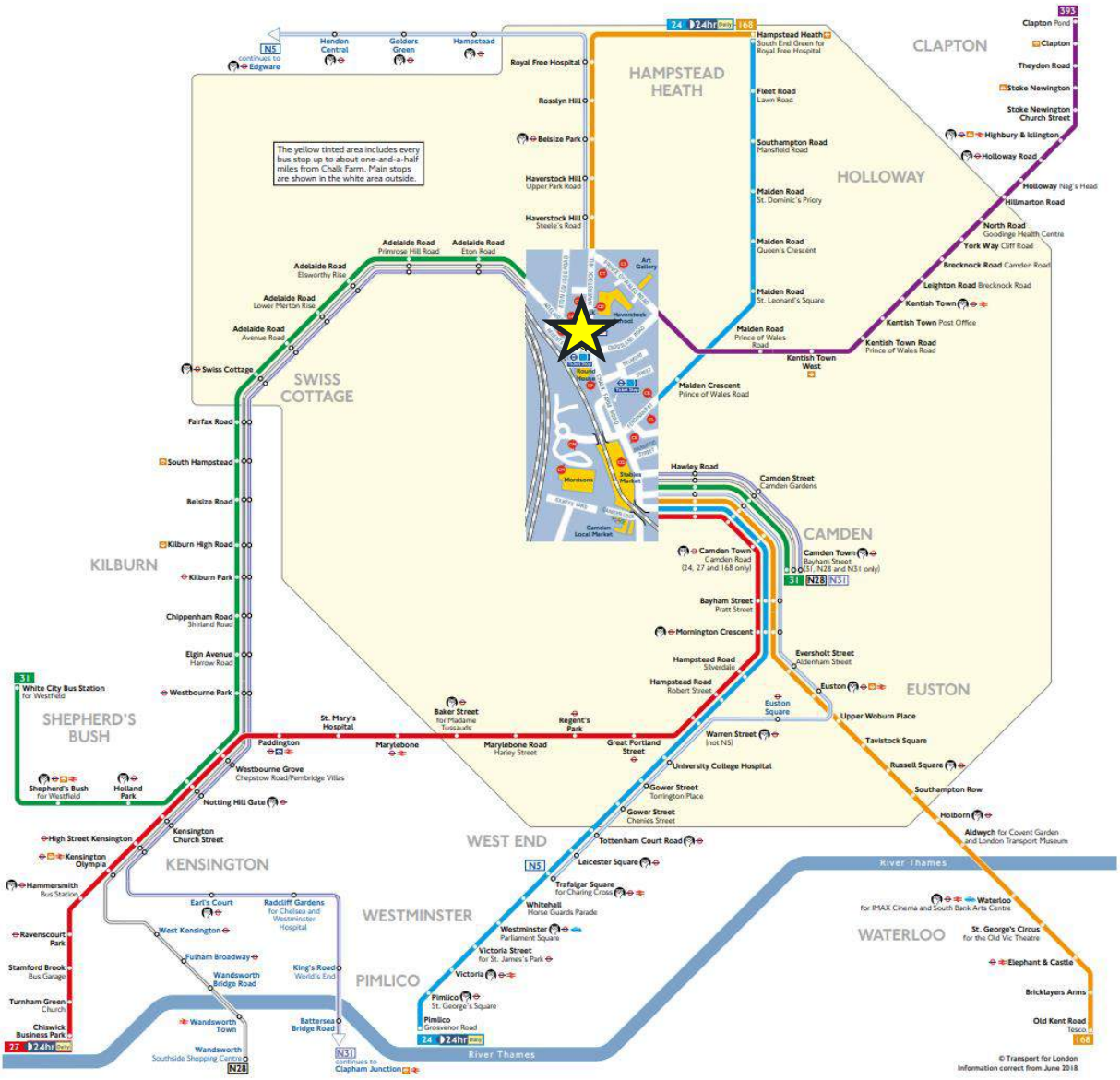

Figure 3-8: Local Bus Routes

Table 3-2: Bus Route Summary

Bus Service	Bus Stop	Route	AM Peak (08:00-09:00) Frequency	PM Peak (17:00-18:00) Frequency
24	Ferdinand Street (Stop CK)	Hampstead Health – Pimlico	9	9
	Ferdinand Street (Stop CL)	Grosvenor Road (Pimlico) – Royal Free Hospital (Hampstead Heath)	7	7
31	Chalk Farm (Stop CB)	Camden – White City	7	7
	Chalk Farm (Stop CA)	Camden Town	6	6
168	Chalk Farm (Stop CC)	Hampstead Heath – Old Kent Road	8	8
	Chalk Farm (Stop CD)	Old Kent Road – Hampstead Heath	8	8
393	Chalk Farm (Stop CC)	Lower Clapton	5	5
	Chalk Farm (Stop CD)	Terminates here	-	-

Source: Transport for London (TfL)

3.6 UNDERGROUND

3.6.1 The nearest station is Chalk Farm Underground Station, which is located immediately north of the site. The LU station is served by the western branch of the Northern Line, as shown on Figure 3-9. The Site is located within Zone 2 and provides frequent and fast services into Central London. Table 3-3 summarises the frequencies and destinations for the weekday AM and PM Peak hours.

Table 3-3: London Underground Services at Chalk Farm Station

Direction	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
Northbound	Edgware	17	21
Southbound	Kennington (via Tottenham Court Road)	25	24
	Morden (via Bank)	19	18

Source: Transport for London (TfL)

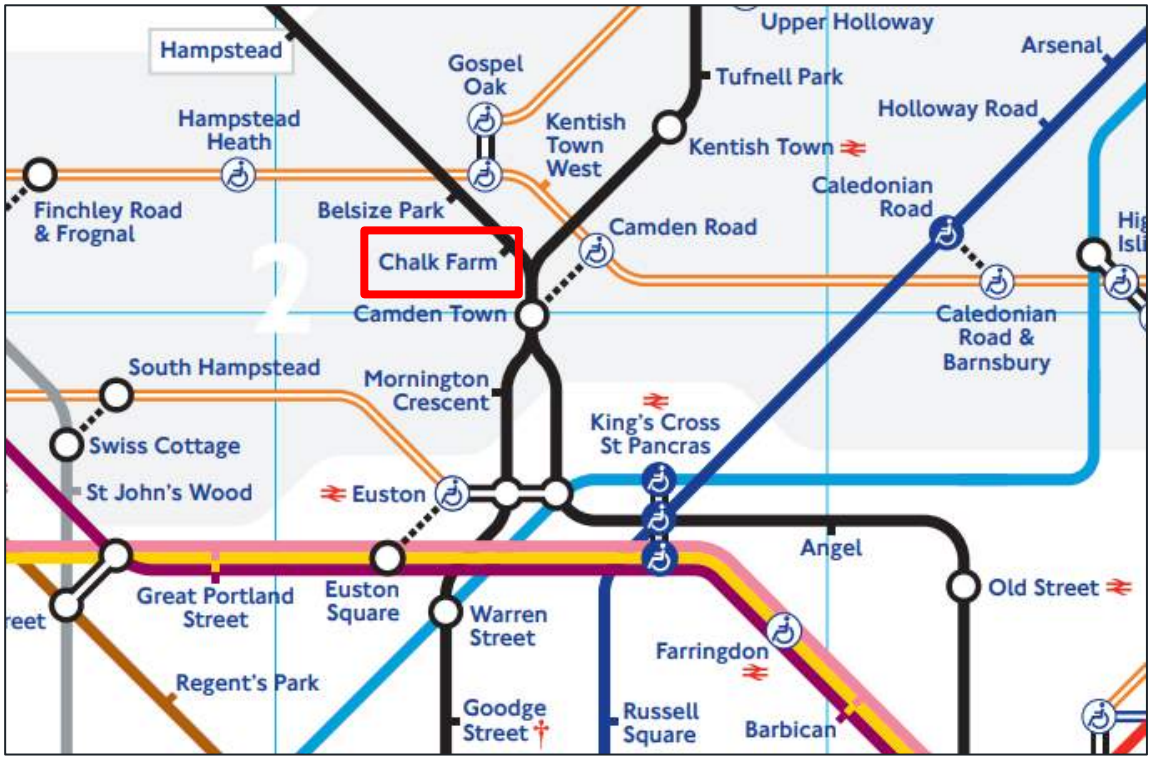

Figure 3-9: Local London Underground Services

3.7 LONDON OVERGROUND

3.7.1 The nearest London Overground station is Kentish Town West Rail Station located approximately 650m in a north-eastern direction from the Site. Details of London Overground frequencies at the station are provided in Table 3-4.

Table 3-4: London Overground Services at Kentish Town Station

Direction	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
East Bound	Stratford	8	8
West Bound	Clapham Junction	4	4
	Richmond	4	4

Source: Transport for London (TfL)

3.8 RAIL

3.8.1 Euston Station is accessible within a 20 minute walk, at a distance of 1.6km south of the Site, with services by Virgin, West Midlands and Caledonian Sleeper Trains, in addition to a different branch of the London Overground. This provides connections to various locations, including Edinburgh, Manchester, Birmingham, Northampton and Watford junction.

3.8.2 Table 3-5 provides a summary of the routing and frequency of direct rail services to and from key destinations during the weekday AM and PM peak hours.

Table 3-5: Rail Services at Euston Station

Operator	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
Overground	Watford Junction	3	3
Virgin	Wolverhampton	3	3
	Edinburgh Waverley	1	2
	Glasgow	1	0
	Holyhead	1	1
	Liverpool Lime Street	1	1
	Manchester Piccadilly	3	3

Source: Transport for London (TfL)

3.9 PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

3.9.1 TfL's online WEBCAT tool shows the Site as having a PTAL of 6a as shown in Figure 3-10.

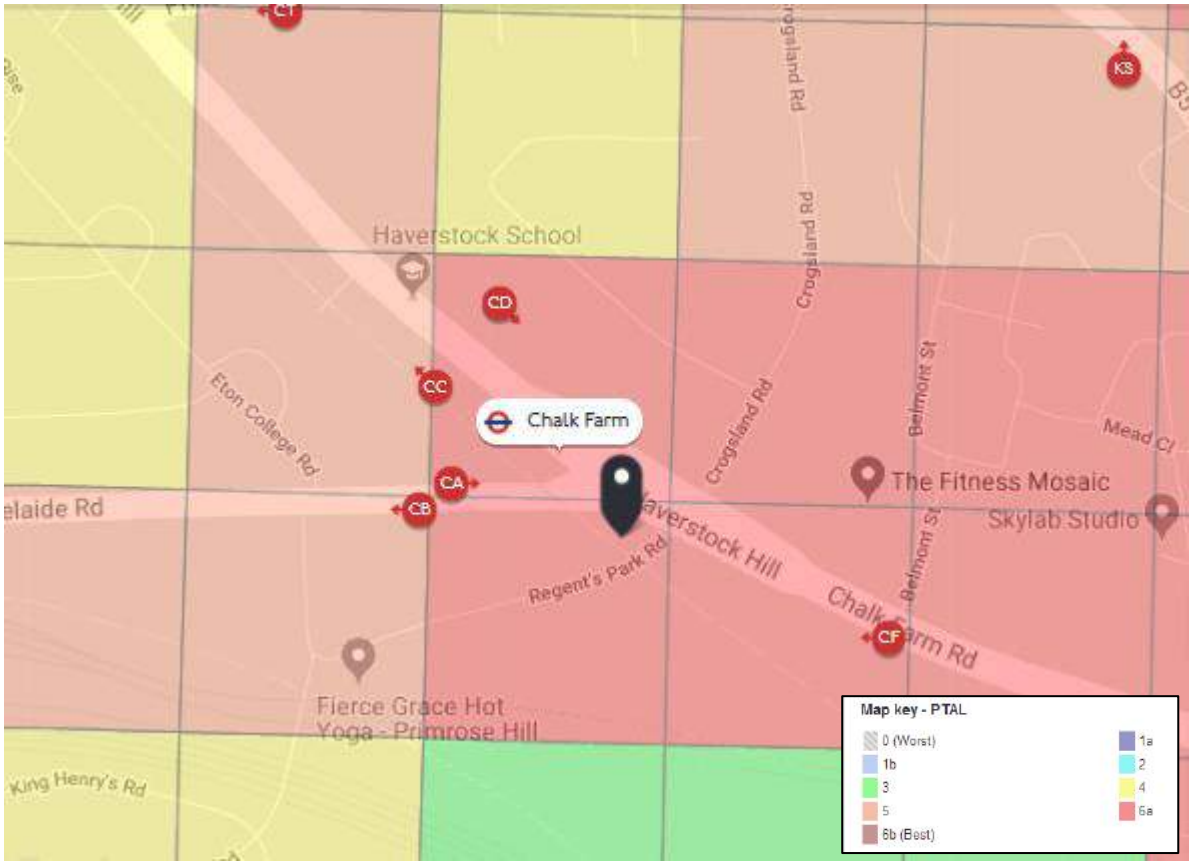

Figure 3-10: PTAL Map

3.10 TIME MAPPING (TIM)

3.10.1 The range and frequency of public transport services and existing connectivity is reflected in the TfL online time mapping calculator as shown in Figure 3-11.

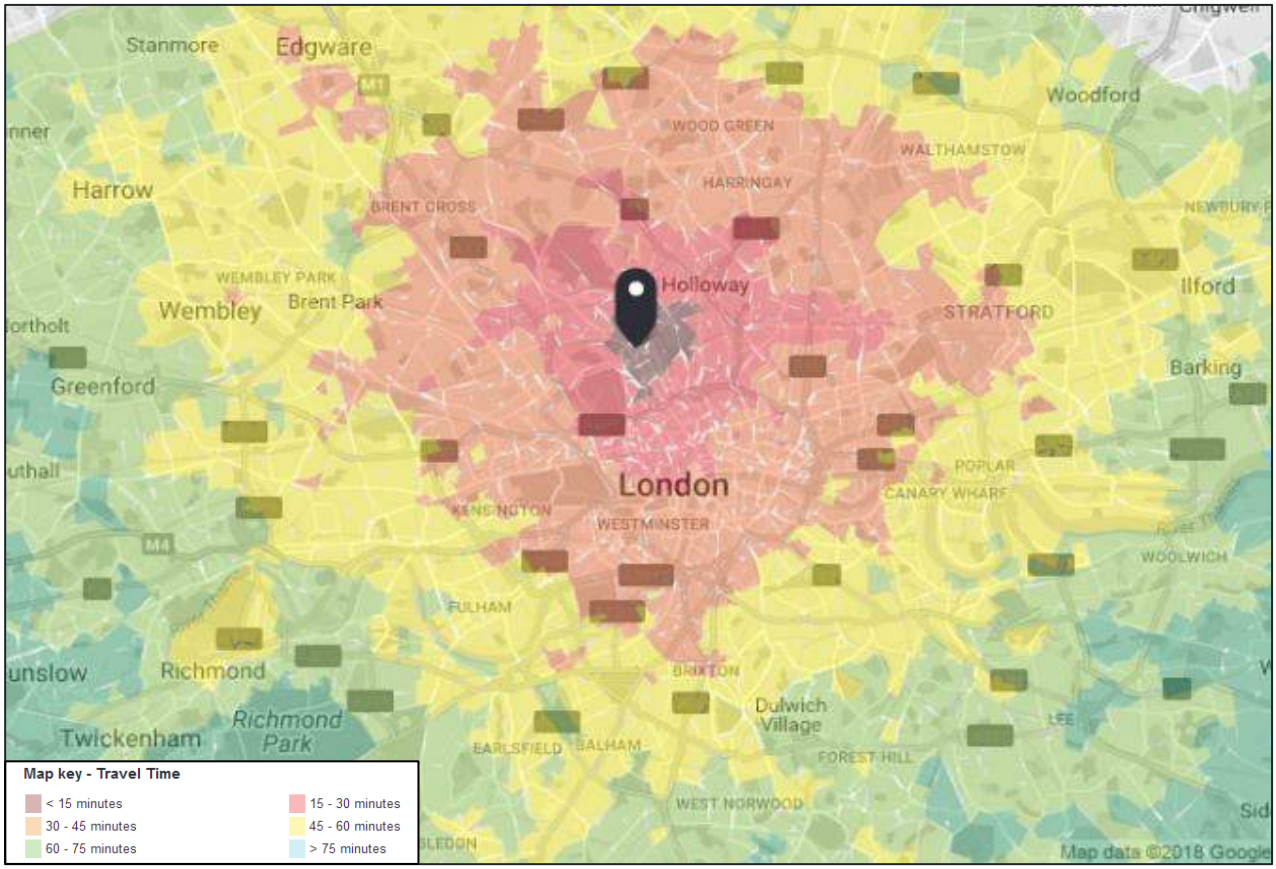

Figure 3-11: Time Mapping

3.10.2 The TIM mapping shows that the Site is within 30 minutes travel time of Holloway, City of London and Whitechapel, and within 30-45 minutes travel time of Wood Green, Brent Cross and Stratford.

3.11 HIGHWAY CONDITIONS

3.11.1 This section provides a description of the existing highway conditions in the vicinity of the Site, including a description of the local road network and a review of personal injury accident records.

LOCAL HIGHWAY NETWORK

3.11.2 The local highway network surrounding the Site is shown in Figure 3-12. The Proposed Development is bound by Regent's Park Rod to the south and Adelaide Road to the north.

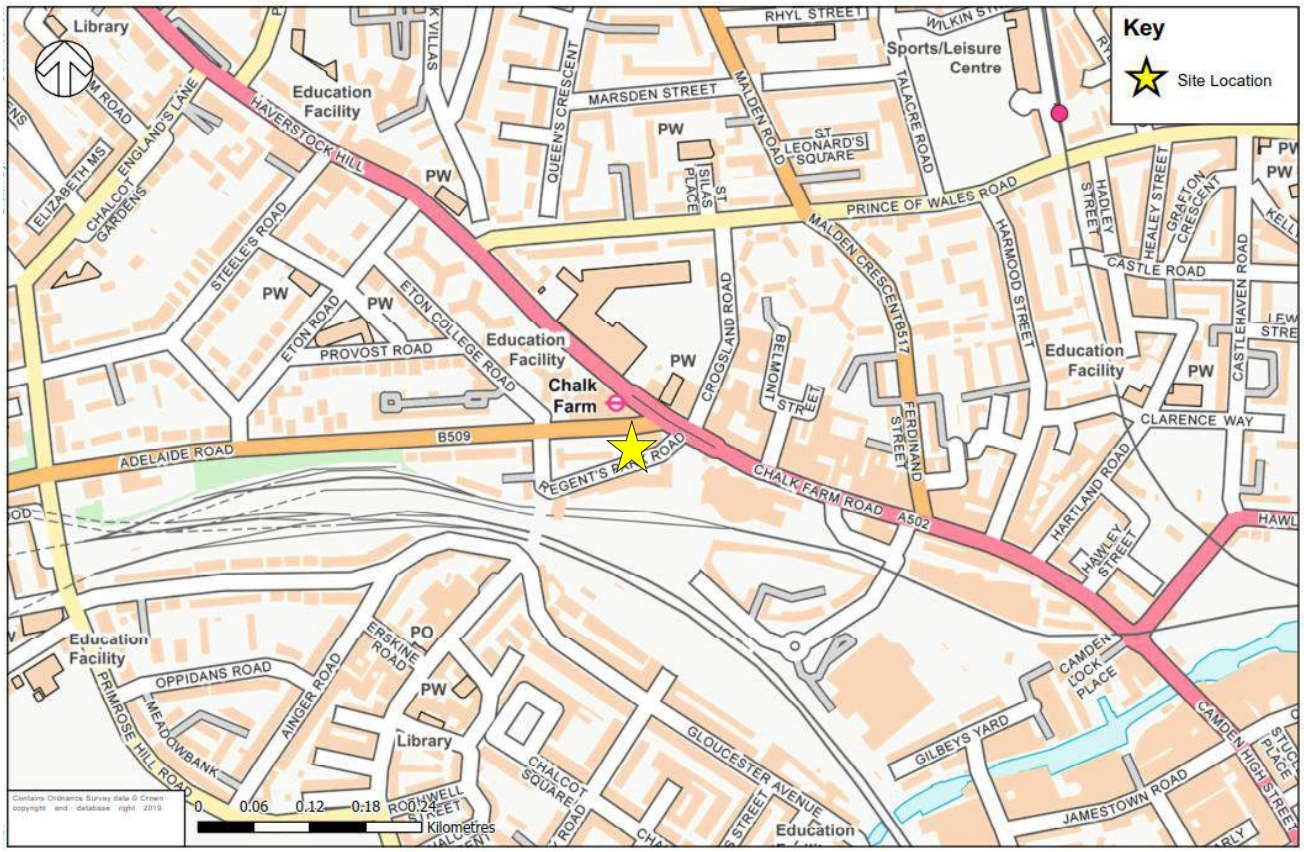

Figure 3-12: Local Highway Network Plan

3.12 ON-STREET PARKING AND LOADING RESTRICTIONS

3.12.1 The Site is within Camden Controlled Parking Zone CA-B Belsize, with adjacent streets in CA-F (nw) – Camden Town West. The CPZ around the Site provides a mixture of parking conditions which are operational within the hours of 09:30-18:30 Monday to Friday and between 09:30-13:30 on Saturdays and Sundays in CA-B Belsize CPZ.

3.12.2 A map of the CPZs is illustrated in Figure 3-13.

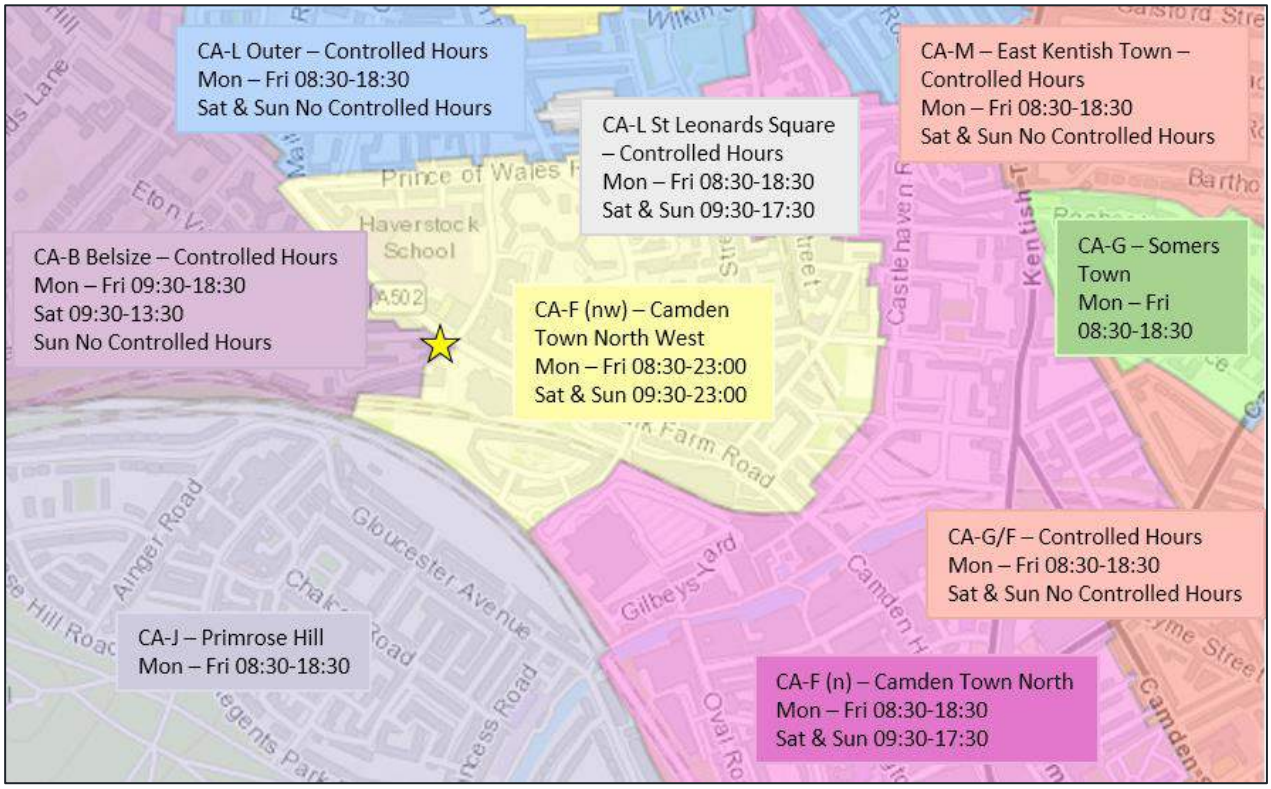

Figure 3-13: Camden Controlled Parking Zones

3.12.3 On Regent's Park Road, there is an east-bound cycle lane against the norther kerb, directly adjacent to the site. Parking is provide for c.15 vehicles further down on Regents Park Road against the southern kerb. These parking bays are subject to 'CA-f (nw)' parking restrictions. No parking is provided in the vicinity of the site on Adelaide road.

3.13 CAR CLUB

3.13.1 There are six car clubs located within a 10 minute walking distance from the Site, provided by Zipcar and Enterprise Car Club. The closest are on Adelaide Road and Chalk Farm Road, both 180m away or at a 2 minute walk from the Site. Other nearby locations include Regent's Park Road, 220m away or a 3 minute walk from the Site, and Haverstock Hill, 450m away or a 5 minute walk from the Site. The existing car clubs within the vicinity of the Site are illustrated in Figure 3-14.

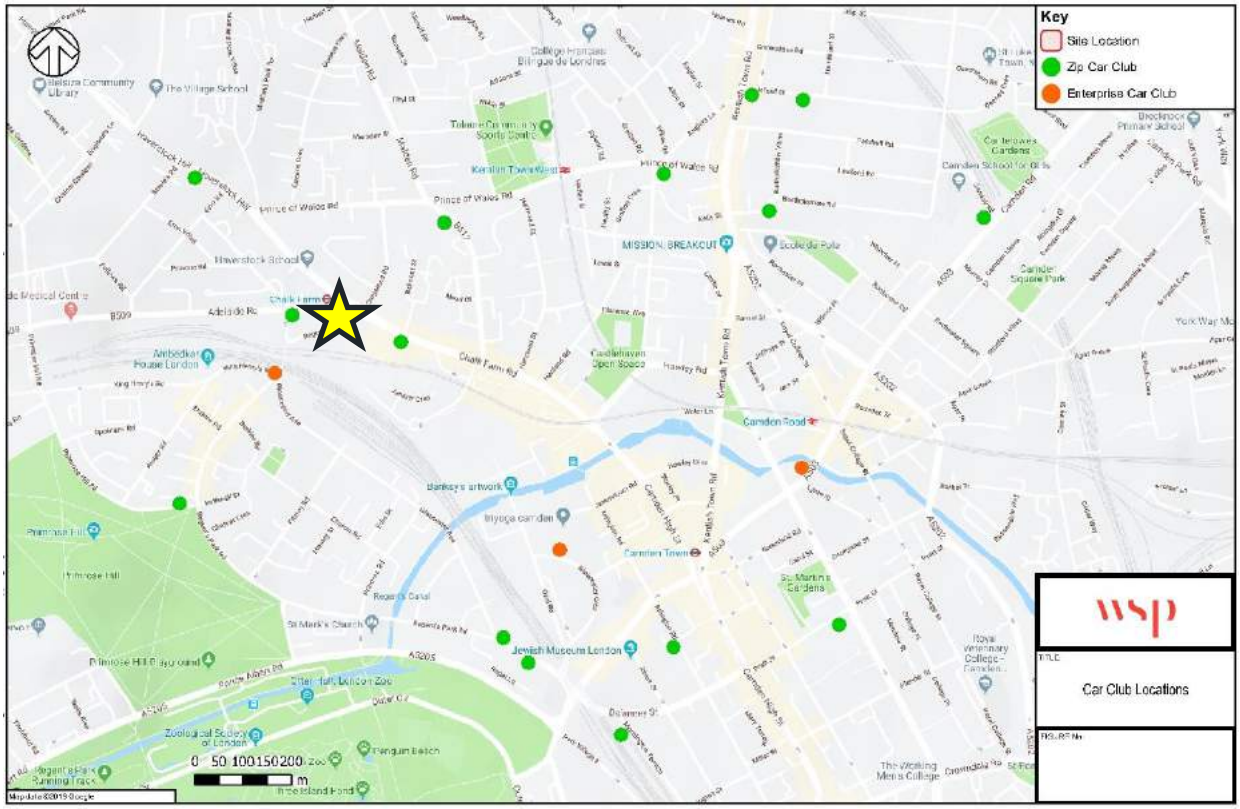

Figure 3-14: Car Club Locations

4 BASELINE TRAVEL DEMAND

4.1 SITE MONITORING

4.1.1 Given that the Proposed Development has not yet been constructed, it is not possible to undertake Site monitoring to establish baseline travel characteristics at this stage for all elements of the development.

4.1.2 The travel characteristics of occupants of the Proposed Development will however be monitored on a regular basis once the development is occupied. Travel surveys will be undertaken for the residential, school and leisure centre land-uses in accordance with the TRICS monitoring system that feeds into the TRICS survey database.

4.1.3 This survey will accurately identify the Site travel characteristics and the results will be known as Year 0. The initial travel survey will be co-ordinated and publicised by the Travel Plan Co-ordinator (TPC).

4.2 BASELINE TRAVEL DEMAND

4.2.1 In the absence of existing travel survey data at the Site modal shares have been determined from the trip generation analysis and supplementary surveys derived within the Transport Assessment produced by WSP.

TRIP GENERATION

4.2.2 The total trip generation is set out in Table 4-1. This trip generation exercise if based upon sites in the TRICS database and census mode of travel data.

Table 4-1: Total Trip Generation

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Train / underground	5	7	12	17	13	30	201	191	392
Bus	1	1	2	3	3	6	38	36	74
Taxi	0	0	0	0	0	0	3	3	6
Motorcycle, scooter or moped	0	0	0	0	0	0	3	3	6
Driving a car or van	0	0	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	3	3	6
On foot	1	1	2	2	2	4	24	24	48
Other method of travel to work	0	0	0	0	0	0	0	0	0
Total	**7**	**9**	**16**	**23**	**18**	**41**	**272**	**259**	**530**

5 OBJECTIVES AND TARGETS

5.1 OBJECTIVES

5.1.1 Travel plans should have measurable outputs or targets against which the progress of the plan can be monitored.

5.1.2 The strategy for this travel plan therefore has the following general objectives:

- To establish sustainable travel principles for the development as a whole;
- To facilitate tailored travel information;
- To encourage healthy and active travel;
- To reduce local congestion;
- To minimise single occupancy vehicle and taxi trips;
- To support car free lifestyles; and
- To raise awareness of sustainable modes of transport available for residents traveling to and from the Site.

5.2 TARGETS

5.2.1 In accordance with TfL's best practice guidance, all targets identified will be SMART, in that they are Specific, Measurable, Achievable, Realistic and Time-bound.

5.2.2 Two types of targets have been identified. 'Action' type targets are defined within Appendix Three of TfL's guidance as 'non-quantifiable actions that need to be achieved' (e.g. appointing a TPC before occupation, whilst 'Aim' type targets are 'quantifiable and relate to the degree of modal shift the plan is seeking to achieve or other outcomes' (e.g. the date by which an increase in walking and cycle mode split will be achieved). The 'Action' and 'Aim' type targets for the Site are set out below and will ultimately contribute towards achieving the objectives set out above.

5.3 'AIM' TYPE TARGETS

5.3.1 Given the 'car free' nature of the proposals it is not necessary to formulate specific 'aim type' targets for single occupancy vehicle trips as all employees will naturally travel to and from the Site via sustainable modes of transport. Instead, given the significant proposed cycle parking provision, it is proposed that the target will focus primarily on cycling to and from the Site. It should be noted that due to the high public transport accessibility, car-free nature of the development and the expected high levels of walking from the outset, mode share targets have not been set for walking, but rather the target will be for the baseline walking mode share to be maintained following occupation.

5.3.2 The mode shift target is shown in Table 5-1.

Table 5-1: Interim Cycling and Walking Mode Share Targets

Mode	Year 1	Year 3	Year 5
Cycling	1% increase from baseline survey	3% increase from baseline survey	5% increase from baseline survey
Walking	Maintain baseline walking mode share following occupation		

5.3.3 The interim target will be reviewed after the initial travel surveys have been undertaken at the Site.

5.4 ‘ACTION’ TYPE TARGETS

5.4.1 The following action type targets are potentially set for the commercial elements:

- Appointment of a Travel Plan Coordinator (TPC) by the Facilities Management company prior to occupation of the development;
- Produce a Travel Leaflet promoting alternative modes of transport and the key services provided through the Travel Plan, to be distributed electronically to all employees and visitors;
- Provide of long-stay and short-stay cycle parking spaces in line with the Draft London Plan;
- Provide changing facilities, showers and lockers for hotel staff;
- Promote to occupiers the benefits of offering cycle to work schemes to employees;
- Promote to occupiers the benefits of flexible working practices; and
- Undertake travel surveys at years one, three and five after initial occupation.

6 TRAVEL PLAN MANAGEMENT

6.1 TRAVEL PLAN CO-ORDINATOR

6.1.1 The TPCs will ensure that the adoption of the Travel Plan is effective and efficient, and will be included on all green leases for tenants, employees and visitors.

6.1.2 The role will involve:

- Giving a 'human face' to the Travel Plan – explaining its purpose and the opportunities on offer;
- Helping establish and promote the individual measures in the plan;
- Administration of the Travel Plan, which involves the maintenance of necessary paperwork, consultation and promotion. This ensures the plan remains up to date and provides current information to readers; and
- Measuring success and monitoring change.

6.2 MARKETING STRATEGY

6.2.1 It is recognised that a marketing and communication strategy is key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan, and disseminate travel information and notification of events and facilities provided.

6.3 SECURING THE TRAVEL PLAN AND FUNDING

6.3.1 The provision of an approved travel plan in accordance with current TfL guidance together with the implementation of Site wide 'action' type targets will be secured through planning condition for the development.

6.3.2 A commitment to the travel plan strategy for the Site forms part of the commitment to implement the travel plan to discharge conditions.

7 PACKAGE OF MEASURES

7.1 INTRODUCTION

7.1.1 This section outlines the measures which will be implemented on-site in order to achieve the objectives. These measures form the core of the Travel Plan. The measures have been grouped into three types as follows and considers in turn in the following sections:

- 'Hard' engineering measures incorporated into the design;
- 'Key services and facilities' provided; and
- 'Soft' marketing and management measures which ensure that sustainable travel behaviour is maximised.

7.1.2 All occupiers of the Proposed Development will be covered by site-wide measures. Hotel visitors and Employees will benefit from the site-wide measures being implemented.

7.1.3 The overarching measures which are to be implemented are detailed below. Additional measures that are specific to each of the occupiers (once known) will be provided within individual occupier Travel Plans.

7.2 'HARD' MEASURES – SITE DESIGN

7.2.1 It should be recognised that many physical aspects of the design of the Site will influence travel patterns, and will have a significant impact upon reducing dependence upon the car. The hard engineering measures that will be incorporated into the design of the Proposed Development are set out below. It should be noted that appropriate hard engineering measures will be provided during the construction of the building and landscaping within the Proposed Development prior to occupation and will be funded by the Applicant.

CAR PARKING PROVISION

7.2.2 There are currently no car parking spaces proposed. One blue badge parking space will be provided on-street for the hotel use.

CYCLE PARKING PROVISION

7.2.3 Long-stay cycle parking will be provided in secure location located in the courtyard of the site to the north of the site. A total of 4 cycle parking spaces will be provided for the hotel cycle store including one DDA compliant cycle parking space

7.2.4 A total of 3 cycle parking spaces will be provided for the residential unit including one DDA compliant cycle parking space.

7.2.5 A total of 4 short stay cycle parking spaces will be provided to the south of the site.

FACILITIES FOR ACTIVE MODES

7.2.6 Changing facilities, showers and lockers will be provided for hotel staff to encourage active travel modes.

7.3 KEY SERVICES & FACILITIES

7.3.1 A selection of key services and facilities to complement the location and physical design of the Site will also be sought to further encourage the use of sustainable transport modes. Details of possible key services are set out below:

CYCLE TO WORK SCHEME

7.3.2 The national Cycle to Work Scheme enabling employees who wish to cycle to work to purchase a bike on a tax-free basis could be promoted to all workplace occupiers for the benefit of their staff. Administration of this could be provided by the workplace occupiers.

CYCLE TO WORK WEEK

7.3.3 A cycle to work week could be organised by the Travel Plan Coordinator. The cycle to work week could be funded by the workplace occupiers to promote cycling to staff. The event could be co-ordinated with the National Bike Week, where timescales permit.

INTEREST FREE SEASON TICKET LOANS FOR EMPLOYEES

7.3.4 Occupiers could be encouraged to provide employee interest free loans for the purchase of public transport season tickets. If offered, the provision of interest free season ticket loans could be communicated with employees through the travel leaflet.

ENCOURAGING PHYSICAL ACTIVITY AS PART OF DAILY TRAVEL

7.3.5 The Travel Leaflet will detail the cycle facilities available on Site and could include details of the local sports facilities and discounts with different outlets (gymnasiums and sports shops).

SUSTAINABLE DELIVERY INITIATIVES

7.3.6 Off-site delivery consolidation is proposed which will reduce the number of service vehicles that need to access the Site, and therefore minimise potential pedestrian/ cyclist conflict with vehicles, as well as environmental impacts.

7.4 'SOFT' MEASURES – COMMUNICATION AND PROMOTION

7.4.1 The location of the Site, its design and proximity to public transport services within the surrounding area should create all of the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the success of the Travel Plan. Details of possible elements of the communication strategy for the Site are set out below.

TRAVEL LEAFLET

7.4.2 Travel Leaflets could be made available electronically to hotel visitors and employees. The leaflets could be produced by the TPC.

A key role of the Travel Leaflet would also be to raise awareness of the sustainable travel initiatives being implemented through the travel plan including:

- Access initiatives: The Travel Leaflet could contain a high quality map showing walking, cycling and public transport routes to/ from the Site, together with the locations of key local facilities such as shops services and restaurants – all of which will be accessible on foot. Additional sources of further information such as TfL's Journey Planner website and mobile applications could also be provided;

- Promotion of key services and facilities: Details of the key services and facilities such as the location and access arrangements for cycle parking and maintenance facilities. Sources of more detailed further information could also be included;
- Promotion of membership to the London Cycling Campaign (LCC): Promote the LCC, a cycle organisation with local groups throughout London. Details of the local LCC group together with membership information could be included within the Travel Leaflet.
- Promotion of employee initiatives: Details of the national cycle to work scheme and the availability of interest free season ticket loans (subject to occupier agreement).
- Promotion of off peak travel: The Travel Leaflet could contain information regarding the benefit of off-peak travel, especially avoiding public transport services at the busiest times.

7.4.3 The Travel Leaflet could also invite those persons wishing to raise specific transport-related matters to engage in discussions with the TPC.

7.4.4 A copy of the Travel Leaflet could be available electronically via the TPC and will be updated regularly.

NOTICE BOARDS

7.4.5 Notice boards providing travel information to employees within the Site will be placed in prominent locations.

7.4.6 The notice boards will include information such as locations of on-site and off-site cycle parking; public transport service access points, and upcoming travel initiatives or events organised by the TPC, such as Bike Week and the Cycle to Work Scheme.

HOTEL WEBSITE

7.4.7 In addition to the Travel Pack, travel advice on walking, cycling and public transport routes to the site would be published on the hotel website and a link to this page included in booking confirmation for visitors.

8 MONITORING & REVIEW

8.1 INTRODUCTION

8.1.1 A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated. This will establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the Travel Plan Co-ordinator.

8.2 MONITORING

8.2.1 Monitoring the Travel Plan will be undertaken through annual travel surveys to understand the changing nature of travel habits and the effectiveness of measures in working towards meeting the travel plan's objectives.

8.2.2 The TPC will coordinate the baseline travel survey in Year 1 to identify the initial travel mode share and adjust the Travel Plan targets if necessary, in coordination with LBC Travel Plan officers. Surveys will be then repeated in Year 3 and Year 5 to monitor progress against targets.

8.2.3 Monitoring will follow TfL best practice guidance to be TRICS compliant such that the surveys could be incorporated into the database. The surveys will comprise the following components:

- Questionnaire surveys of employees undertaken through the different occupier TPRs;
- Pedestrian counts at the pedestrian accesses;
- Cyclist counts at the cycle accesses; and
- Servicing monitoring information to be provided by the off-site delivery consolidation centre, which will regularly collect servicing vehicle.

8.2.4 The TPC will compile a monitoring report outlining the results of the monitoring process. The report will include the following information:

- A summary of the Travel Plan objectives and targets;
- How and when information has been gathered;
- Modal split gathered on the travel survey;
- Progress towards meeting targets; and
- Future proposals for further refinement of the Travel Plan if required.

8.2.5 The monitoring report will be submitted to the LBC travel planning officers within one month of the survey date. The TPC will be responsible for coordinating the timing of the Travel Plan survey questionnaires, collating the results and submitting the monitoring report.

8.2.6 Once the Year 5 survey is undertaken and reported the monitoring requirements for the Travel Plan will have been completed.

AIM TARGET MONITORING AND REPORTING:

8.2.7 To measure progress against the Aim target, the following monitoring regime is proposed:

- Year 1, 3 and 5 Surveys
  - A TRICS compliant monitoring survey will be undertaken during the first reasonably practicable neutral month and a monitoring report setting out the surveyed results will be submitted to the approving authority.

REVIEW

8.2.8 The TPC will report the results of the monitoring survey to the LBC travel planning officer within one month of the survey being undertaken. The TPC and officers of LBC will then review the results and, if appropriate, revise the targets and measures accordingly for the following 24 month period. The results of the travel survey and revised targets will be included in the subsequent revisions of the travel plan. If the monitoring results identify that targets are not being met, remedial measures to encourage cycling will be implemented.

8.3 ACTION PLAN

8.3.1 The programme for the implementation of the Travel Plan measures is set out in Table 9-1 including tasks, intended implementation dates and responsibilities.

8.3.2 The Action Plan is intending to be a live plan to be updated by the TPC to reflect the outcome of consultation with the local planning authority, once the first full multi-modal travel survey has been completed.

Table 9-1: Workplace Action Plan

Action	Target (values)	Funding	Indicator/ measured by	Responsibility
Prior to Occupation				
Appointment of TPC	N/A	Developer	Appointment of TPC	Developer
Agree Travel Plan Objectives and Targets with LBC	N/A	Developer	Agreement being reached with Camden	TPC
Agree Travel Plan Measures and Travel Leaflet with LBC	N/A	Developer	Agreement being reached with Camden	TPC
Provision of cycle parking secured through planning	Provision of short and long stay cycle parking spaces in line with the draft London Plan standards	Developer	Completion of short and long stay cycle parking	Developer
Provision of active mode facilities	Showers	Developer	Completion of facilities available for employee use	Developer
Upon Occupation and throughout duration of Travel Plan				
Dissemination of the Travel Leaflet to each workplace	N/A	Facilities Management	Travel Leaflet sent electronically	TPC

Install and update employee notice board	N/A	Facilities Management	Notice boards installed	Developer / TPC
Promote Cycle to Work scheme to employers	N/A	Facilities Management	Evidence of promotion activity/ uptake	TPC
Year 1 Survey (one year after first Occupation)				
Undertake initial travel surveys	N/A	Facilities Management	Receipt of survey results	TPC
Agree target values for mode split with LBC	Target subject to negotiations with Camden	Facilities Management	Receipt of written agreement of targets.	TPC
Years 3 and 5 Surveys				
Undertake travel surveys and analysis every two years for the duration of the monitoring period and discuss results with LBC	N/A	Facilities Management	Receipt of survey results	TPC

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Appendix F

DELIVERY AND SERVICING PLAN

Uchaux Limited

REGENTS PARK HOTEL, CAMDEN

Delivery & Servicing Plan (DSP)

001
JULY 2019

PUBLIC

Uchaux Limited

REGENTS PARK HOTEL, CAMDEN

Delivery & Servicing Plan (DSP)

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70059971

OUR REF. NO. 001

DATE: JULY 2019

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QUALITY CONTROL

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CONTENTS

APPENDICES

1 INTRODUCTION

1.1.1 This Delivery and Servicing Plan (DSP) is submitted in support of a detailed planning application ('the Application') made on Uchaux Limited ('the Applicant') for the Proposed Development at 155-157 Regent's Park Road.

1.1.2 Haverstock Hill and Adelaide Road. The London Borough of Camden (LBC) is the local planning authority and the local highway authority.

1.1.3 The location of the site is illustrated in Figure 1-1.

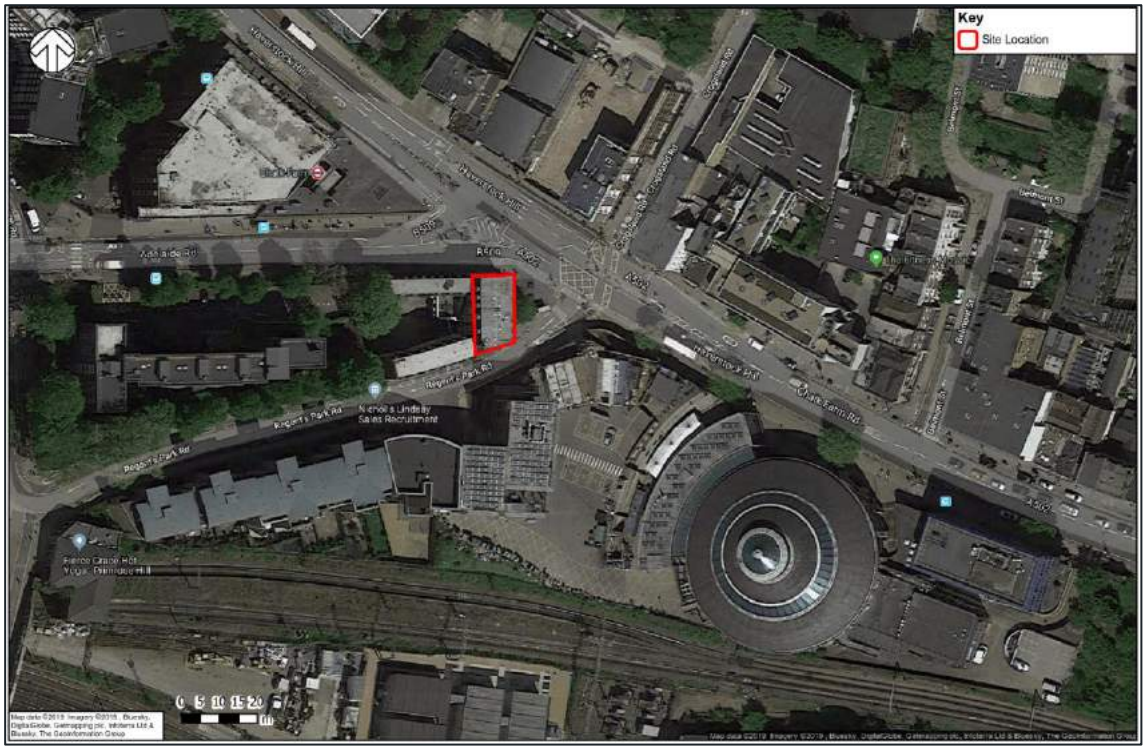


Figure 1-1 Site Location

1.2 DEVELOPMENT PROPOSALS

1.2.1 The Proposed Development comprises the following:

"Redevelopment to provide a basement (2 levels), ground plus 7-storey building comprising a retail unit at ground, a hotel and single residential unit on the upper floors, with associated works."

1.2.2 The development will be 'car-free' apart from a single blue badge car parking space which will be available for the hotel.

1.2.3 Cycle parking spaces will be provided in line with the minimum Draft New London Plan and Camden Planning Guidance.

1.3 REPORT PURPOSE

1.3.1 The purpose of this DSP is to identify where loading and unloading activity will occur and facilitate the safe and efficient use of areas for servicing. This report has been drafted in accordance with guidance provided within the Transport for London (TfL) document 'Management Freight Effectively: Delivery and Servicing Plans'. The DSP will remain a live document that will evolve over time to ensure that objectives are met in the most appropriate manner. It is intended that this will complement the objectives of the Travel Plan through the implementation of sustainable delivery initiatives.

1.3.2 Following this introduction, the remainder of this report is structured as follows:

- Chapter 2: Planning Context;
- Chapter 3: Servicing & Delivery Strategy;
- Chapter 4: Refuse Strategy;
- Chapter 5: Servicing Vehicle Generation;
- Chapter 6: Site Management; and
- Chapter 7: Monitoring & Review.

2 POLICY GUIDANCE

2.1 THE LONDON PLAN 2016

2.1.1 The London Plan 'The Spatial Development Strategy for London Consolidated with Alterations Since 2011' was published in March 2015 and updated in April 2016.

2.1.2 Policy 6.14: Freight - The Mayor of London will work with all relevant partners to improve freight distribution (including servicing and deliveries) and to promote movement of freight by rail and waterway. The Mayor supports the development of corridors to bypass London, especially for rail freight, to relieve congestion within London.

2.1.3 Development proposals will be considered more favourably should the following criteria be met:

- Locate developments that generate high numbers of freight movements close to major transport routes;
- Promote the uptake of the Freight Operators Recognition Scheme, construction logistics plans and delivery and servicing plans. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight; and
- Increase the use of the Blue Ribbon Network for Freight Transport.

2.1.4 DRAFT NEW LONDON PLAN WITH SUGGESTED CHANGES (AUGUST 2018)

2.1.5 The Draft New London Plan was issued for consultation in November 2017 with suggestion changes in August 2018 and is set to be adopted in Autumn 2019. In the meantime, the current 2016 London Plan remains adopted, however the Draft New London Plan provides useful context for the direction of future policy.

2.1.6 Policy T7 (Freight and servicing) of the London Plan discusses the vision for freight controls. It notes that it will seek to:

- "Reduce freight trips to, from and within these areas;
- Coordinate the provision of infrastructure and facilities to manage freight and servicing at an area-wide level; and
- Seek to reduce emissions from freight, such as through sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.
- Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.
- Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.
- At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.
- Development proposals must adopt appropriate construction site design standards to enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites."

2.1.7 It notes that the Mayor will work with all relevant partners to improve freight distribution (including servicing and deliveries) and to promote movement of freight by rail and waterway.

2.1.8 It notes support for development proposals that are located close to major transport routes and promotes the uptake for Fleet Operators Recognition Scheme, Construction Logistics plans, delivery and servicing plans and more innovative freight solutions with a view to minimising congestion and improving safety.

2.2 DRAFT NEW LONDON PLAN – CONSOLIDATED SUGGESTED CHANGES (JULY 2019)

Policy T7 'Deliveries, servicing and construction' states that:

- *"When planning freight movements, development proposals should demonstrate through Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes. Where rail and water freight facilities are available, Transport for London's freight tools should be used when developing the site's freight strategy.*
- *Construction Logistics and Delivery and Servicing Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.*

2.3 ULTRA LOW EMISSION ZONE (ULEZ) – 2019

2.3.1 To help improve air quality, an Ultra-Low Emission Zone (ULEZ) will be in place in central London from 8 April 2019. Most vehicles including cars and vans will need to meet new, tighter exhaust emission standards (ULEZ standards) or pay a daily charge to travel within the area of the ULEZ.

2.3.2 It will operate 24 hours a day, 7 days a week, every day of the year, within the same area as the current Congestion Charging Zone (CCZ).

2.3.3 The ULEZ will expand to Inner London from October 2021 which will included LB Camden as shown below.

2.4 TRANSPORT FOR LONDON – DELIVERIES IN LONDON

2.4.1 TfL work with operators, boroughs and partners across the freight industry to ensure that goods and services get delivered in London on time, and in a safe, clean and efficient way.

2.4.2 The 'Deliveries in London' online portal provides advice on making and receiving deliveries, including parking and loading, delivering efficiently and driving near vulnerable road user. The guidance portal seeks to:

- Ensure that London's transport networks allow for the efficient and reliable handling and distribution of freight and the provision of servicing to support London's economy;
- Minimise the adverse environmental impact of freight transport and servicing in London; and
- Minimise the impact of congestion on the carriage of goods and provision of servicing.

2.4.3 This section provides a summary of the TfL guidance and best practice in relation to deliveries and servicing.

RETHINKING DELIVERIES REPORT

2.4.4 The Rethinking Deliveries Report seeks to understand different delivery strategies currently employed across the world and subsequently implement effective solutions on a wider scale in both the private and public sectors.

2.4.5 The goal of the report is to consolidate deliveries, whereby they reduce the number of vehicles carrying freight into a city by making sure that their carry capacity is fully utilised. Consolidation solutions can be split into either behavioural or physical solutions, as follows:

- Behavioural solutions
  - Procurement led solutions;
  - Upstream supply chain; and
  - Click & collect at store.
- Physical solutions
  - Urban consolidation centres;
  - Micro-consolidation centres;
  - Locker boxes / locker banks; and
  - Pick up drop off (PUDO) parcel shop.

2.4.6 The Rethinking Deliveries Report identifies that: "working in tandem with neighbouring organisations in joint procurement and consolidation has the potential over the longer term to reduce costs, streamline ordering processes, enhance collaborative working and minimise environmental impacts".

GETTING THE TIMING RIGHT: MAKING THE MOST OF QUIETER TIMES FOR DELIVERIES

2.4.7 The guidance aims to help local authorities, businesses and fleet operators make the most of the opportunities that re-timing deliveries can offer, outlining the benefits and key issues to consider when planning deliveries.

2.4.8 Relating to businesses specifically, the guidance sets out that re-timing deliveries brings the following benefits:

- More cost-effective deliveries, at a time to suit the business;
- More reliable delivery patterns, as journeys are less likely to be delayed by congestion, enabling businesses to plan the working day more effectively;
- A better experience for customers if products are always available when they want them, premises are clear of delivery equipment and staff have more time to focus on offering a good service; and
- Being a better neighbour and enhancing corporate social responsibility by reducing the number of vehicles delivering to site.

2.4.9 The guidance documents also explain that, provided deliveries are completed quietly, spreading them more evenly throughout the day ensures a better environment for businesses, residents and visitors to the area. Other benefits of spreading deliveries include:

- Safer streets, with less risk of collisions between goods vehicles and vulnerable road users;
- Reduced congestion and more efficient use of on-street loading facilities; and
- Air quality improvements, as traffic moves around the area more easily.

CODE OF PRACTICE FOR QUIETER DELIVERIES

2.4.10 TfL's Code of Practice for Quieter Deliveries offers guidance on how to minimise noise from out-of-hours deliveries. The guidance provides a list of general guidance pointers, as well as measures for drivers and measures to reduce noise at the delivery point. Key measures include:

- Ensuring all equipment is well maintained and in good working order;
- Using quieter vehicles and equipment where possible e.g. quiet roll cages, rubber floor mats;
- Making sure all colleagues involved are briefed and trained appropriately, and are aware of the Code of Practice;
- Liaising with suppliers to minimise the likelihood of vehicles arriving at the same time; and
- Ensuring the driver is aware of any local access issues.

FREIGHT OPERATOR RECOGNITION SCHEME

2.4.11 Freight Operator Recognition Scheme (FORS) is a voluntary scheme that encourages sustainable best practice for fleet operators. FORS promotes safe working practices, legal compliance and a corporate social responsibility to improve the performance of fleet operators. The project has already been developed with trade union involvement and with close collaborative partnership to engage effectively with freight operators and facilitate the sharing of information.

2.4.12 Operators will join the scheme as members, with tiers of membership reflecting freight operator achievements. It will offer members incentives to increase the sustainability of their operations and to develop their skills, including best practice development for:

- Training to improve safety and reduce CO2 and emissions;
- Maintenance, to improve safety and reduce fuel consumption, CO2 and emissions;
- Management of road risk to improve safety, particularly for pedestrians and cyclists;
- Fuel efficiency, to save costs and reduce CO2 and emissions; and
- The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel cells and biofuels to reduce CO2 and emissions.

2.4.13 It will recognise legal compliance as the base 'bronze' level and promote the uptake of best practice covering fuel efficiency, alternative fuels and low carbon vehicles, management of road risk, legal record keeping and reducing penalty charge notices through the higher 'silver' and 'gold' levels. It

will also recognise operator achievements with rewards that encourage operators to raise standards to reduce, in particular, CO2 emissions and collisions between heavy goods vehicles (HGVs) and cyclists.

2.4.14 Benefits will be developed recognising operator needs. These will include a subsidised training programme called London Freight Booster which will include an NVQ Level 2 qualification that supports the on-going competencies requirements for drivers.

2.4.15 Members will also benefit from advice about fuel efficiency, Penalty Charge Notice (PCN) reduction, legal record keeping and the management of occupational road risks. Tailored action plans to help reduce collisions, emissions and costs will also be developed.

2.4.16 The project will set Freight Operator Recognition Scheme Standards, a quality benchmark for use by clients when awarding servicing, maintenance and supply contracts. This provides a simple way for clients to ensure the sustainable credentials of freight operators.

SAFER LORRY SCHEME

2.4.17 The Safer Lorry Scheme came into force on 1 September 2015. The scheme ensures that only lorries with basic safety equipment fitted will be allowed on London's roads. As a result, most vehicles currently exempt from national legislation will for basic safety equipment, will have to be retrofitted.

2.4.18 HGVs are involved in a disproportionate number of fatal collisions involving vulnerable road users such as pedestrians and cyclists. To reduce this, vehicles over 3.5 tonnes entering the 'Safer HGV Zone' will be required to:

- Be fitted with Class V and Class VI mirrors, giving the driver a better view of cyclists and pedestrians around their vehicles; and
- Be fitted with side guards to protect cyclists from being dragged under the wheels in the event of a collision.

2.4.19 The scheme, enforced by law, operates across London, 24 hours a day, 7 days a week, and covers the same area as the Low Emission Zone.

DELIVERY AND SERVICING PLANS

2.4.20 Delivery and Servicing Plans (DSPs) will be used to increase building operational efficiency by reducing delivery and servicing impacts to premises, specifically CO2 emissions, congestion and collisions. They also provide a tool for use by Traffic Authorities and Planning Authorities to improve reliability.

2.4.21 DSPs aim to reduce delivery trips (particularly during peak periods) and increase availability and use of safe and legal loading facilities, using a range of approaches including the consideration of consolidation and collaborative delivery arrangements to help reduce the impact of commercial goods and servicing vehicle activity in and out of premises/developments.

2.4.22 Specific consideration will be given to increasing the number of freight operators using best practice, and promoting Freight Operator Recognition Scheme (FORS) membership through appropriate contract award criteria for servicing, maintenance and supply contracts. Organisations using this approach will be able to demonstrate best value and environmental credibility. DSPs specifically help to:

- Proactively manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak;
- Identify and promote areas where safe and legal loading can take place; and
- Select delivery companies who can demonstrate their commitment to follow best practice (e.g. FORS).

2.4.23 These plans can sit alongside, and work in conjunction with, an employee travel plan, to ensure that all transport associated with a site is efficient, cost-effective and as sustainable as possible. DSPs will ultimately be integrated into the travel planning process and monitored in the same way as a travel plan.

2.4.24 TfL and the GLA Group will take a lead in implementing DSPs for their own premises, with the boroughs following in due course. In parallel, DSPs will be linked to planning conditions for major new developments.

2.4.25 In time, borough and GLA planners will require all large planning applications for developments and all smaller developments over an agreed threshold to develop and implement DSPs. Plans will be tracked through the Travel Plan iTrace system and will feed the TRICS database to provide valuable freight data.

2.4.26 To help prioritise where attention should be focused in line with the Traffic Management Act 2004, London's traffic authorities will be encouraged to monitor the location and density of penalty charge notices for commercial vehicles.

2.5 TRANSPORT FOR LONDON: DELIVERY AND SERVICING PLANS - MAKING FREIGHT WORK FOR YOU

2.5.1 TfL provide additional guidance on the production of Delivery and Servicing plans within their on-line document entitled Delivery and Servicing Plans: Making Freight Work for You. The document identifies that the plan needs to be tailored to the specific requirements of the building, but outputs can include:

- Proactively managing deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak;
- Identify areas where safe and legal loading can take place; and
- Select delivery companies who can demonstrate their commitment to following best practice – for example, FORS members. Visit www.tfl.gov.uk/fors for more details.

2.5.2 The guidance also identifies out some of the most effective tools and techniques to minimise the impact of freight activity on London's roads.

2.6 TRANSPORT FOR LONDON – PROTECTING THE ENVIRONMENT

THE LONDON LOW EMISSIONS ZONE - 2008

2.6.1 The Low Emissions Zone (LEZ) is a scheme that aims to improve air quality in the city by setting and enforcing new emissions standards for HGV's, Large Vans and minibuses, and deterring the use of the most polluting vehicles by freight operators. The London LEZ is a "first" for the UK and is one of the largest schemes of its type in the world.

2.6.2 The LEZ came into force on 4 February 2008 for lorries over 12 tonnes with different vehicles affected over time and more stringent emission standards introduced in 2012. Cars and motorcycles are not affected.

2.6.3 The LEZ operates 24 hours a day, 7 days a week, every day of the year including weekends and public holidays, with a daily charge of £200 being applicable for lorries, buses and coaches, and £100 for heavy vans and minibuses which do not meet the required standards.

2.6.4 The LEZ is enforced through fixed and mobile cameras which read vehicle registration number plates within the LEZ and check them against a database of vehicles which meet the LEZ emissions standards, or are either exempt or registered for a 100% discount, or have paid the LEZ daily charge.

LOCITY: COLLABORATING TO PROTECT THE ENVIRONMENT

2.6.5 LoCITY is an industry-led initiative to reduce the impact of commercial vehicles on the environment through:

- Improving London's air quality and delivering health benefits to Londoners;
- Contributing towards London's targets on reducing carbon dioxide emissions; and
- Helping fleets save money by running clearer, more efficient vehicles.

2.6.6 LoCITY targets a reduction in NOx emissions from commercial vehicles, to comply with the European Commission air quality levels.

2.7 TRANSPORT FOR LONDON TRAVEL PLANNING GUIDANCE (2013)

2.7.1 TfL have incorporated servicing management plans within the overall scope of the preparation of Travel Plans for new developments, with the aim of achieving the following:

- Consolidate, simplify and improve previous guidance on development-related travel planning. This will be based on the lessons learned and experience gained over recent years;
- Facilitate further progress across London in the quantity and quality of travel plans secured through the planning process;
- Ensure that deliveries and servicing are considered from the earliest stage in the planning process; and
- Provide boroughs with assistance on the requirements/considerations to be included within their Local Development Frameworks (LDFs).

2.8 LOCAL POLICY

2.8.1 LONDON BOROUGH OF CAMDEN LOCAL PLAN (JULY 2017)

2.8.2 On the premise of improving health and wellbeing, air quality and sustainable communities, the Camden Local Plan seeks to prioritise sustainable transport such as walking, cycling and public transport and to minimise the use of motor vehicles to transport both people and freight. The following policy are relevant to the Grand Union House site.

2.8.3 Policy T4 regarding the 'Sustainable movement of goods and materials' seeks to promote more sustainable means of freight transport and to minimise the movement of goods and materials by road. The policy states that the council will:

- Encourage the movement of goods and materials by canal, rail and bicycle where possible;

- Protect existing facilities for waterborne and rail freight traffic and;
- Promote the provision and use of freight consolidation facilities.

Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

- Minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;
- Accommodate goods vehicles on site; and
- Provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.

3 SERVICING & DELIVERIES STRATEGY

3.1 INTRODUCTION

3.1.1 This chapter details the servicing and delivery strategy for the Proposed Development.

3.2 SERVICING AND REFUSE COLLECTION

3.2.1 Refuse collection for the existing Site is currently undertaken on Regents Park Road to the west of the Site, and will continue to for the proposed residential and commercial development.

3.2.2 It is proposed to undertake all servicing on-street as shown in Figure 3-1, and in **Appendix A**. Servicing vehicles travelling on Regents Park Road will be able to pull up on street and service the hotel and retail uses; and residential elements of the building.

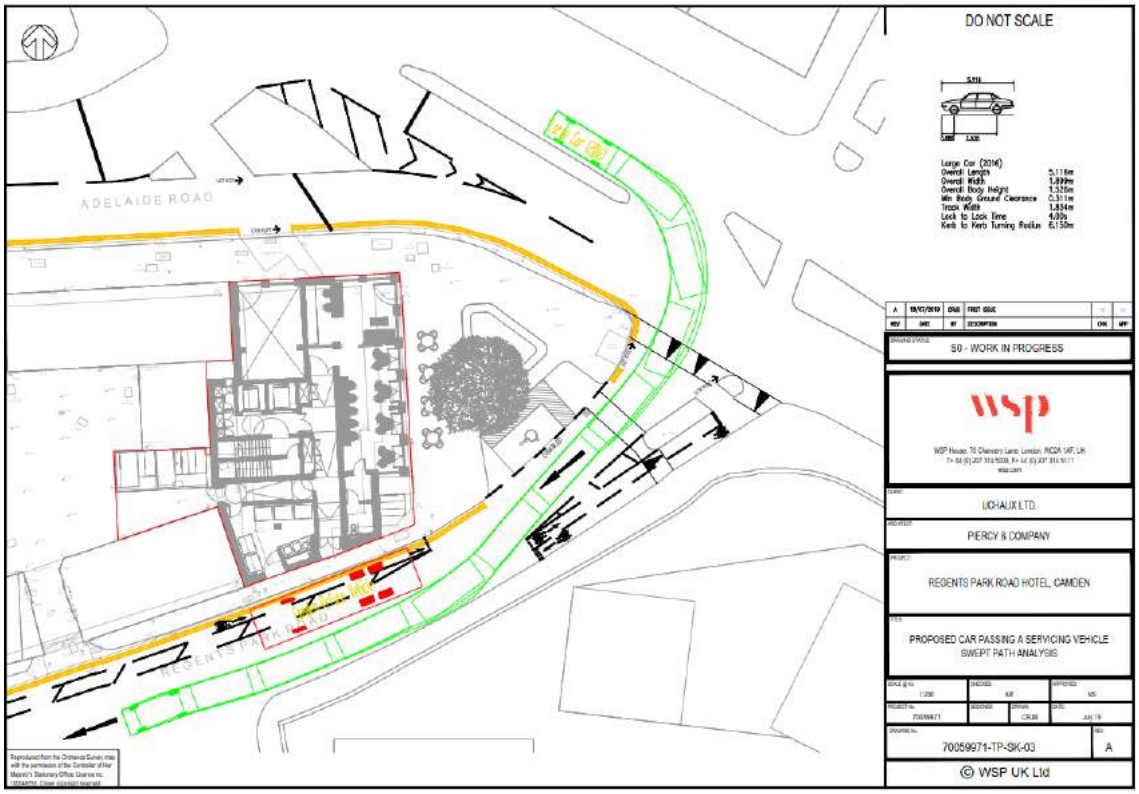


Figure 3-1: Proposed Servicing Location

4 REFUSE STRATEGY

4.1 WASTE MANAGEMENT STRATEGY

4.1.1 A Waste Management Strategy report has been prepared by WSP and submitted as a separate standalone report to accompany the planning application, with a summary of the refuse collection arrangements provided below.

4.1.2 The following provides a summary of the refuse strategy for the Residential, Hotel and Retail uses associated with the Proposed Development.

Residential Waste

4.1.3 The residential unit will incorporate sufficient internal waste storage containers to promote the separation of recyclable materials at source.

4.1.4 The resident will be provided with a dedicated waste storage area at ground floor level, which contains sufficient number of refuse, recycling and food waste containers.

4.1.5 The residents will be responsible for transporting the waste from their apartment directly to the waste store area at ground floor level, and for separating their recyclables into the appropriate containers.

Hotel Waste

4.1.6 The hotel will be provided with a waste storage area at ground floor level which will have sufficient bins to store one day's waste. The waste storage area will be for the sole use of the hotel.

4.1.7 The hotel operator's staff will be responsible for transporting the waste from the point of generation to the waste storage area.

4.1.8 The hotel operator will appointment a licenced waste management contractor who will park on Regent's Park Road and will collect the bins directly from the waste storage area.

4.1.9 Once the bins have been emptied the waste management contractor will return them to the waste storage area.

Retail

4.1.10 The retail tenant will provide their own internal waste storage area as part of their fit out.

4.1.11 Each commercial tenant on Level 00 will appoint their own waste management contractor who will collect their waste directly from the waste storage area.

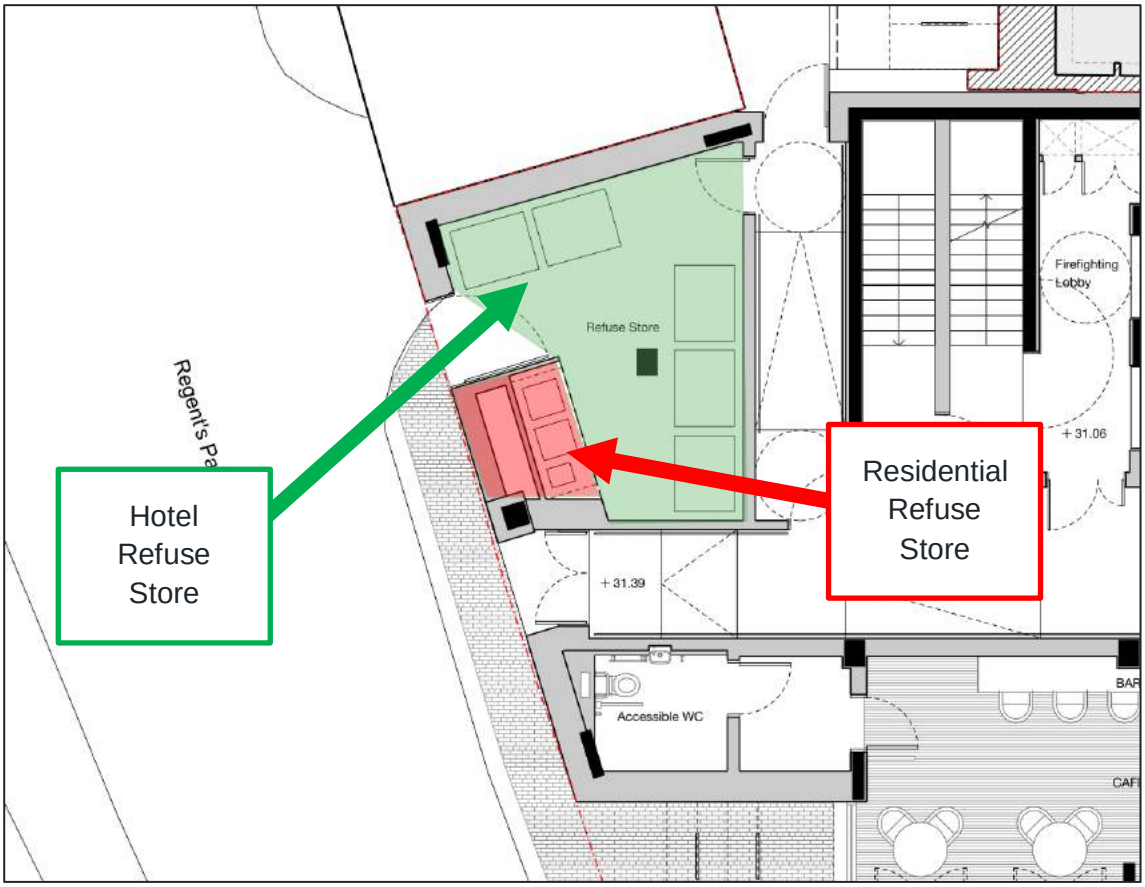
4.1.12 Commercial tenants will not be permitted to present their waste on street for collection.

Bin Store Locations

4.1.13 Residents and hotel occupiers will be responsible for transporting their waste from their individual apartments directly to the residential and hotel waste store on the ground floor. The waste will be collected on a weekly basis by LBC waste collection operatives who will wheel out the bins to the refuse vehicle on Regents Park Road.

4.1.14 The residential and hotel refuse store are highlighted in figure 4-1.

Figure 4-1: Location of Refuse Stores



4.1.15 There is a clear path between the refuse store and the location of the refuse vehicle on Regents Park Road. Bins will be brought out to a collection point prior to collection to ensure the dragging distance is kept to a minimum.

5 SERVICING VEHICLE GENERATION

5.1 FORECAST DELIVERY TRIPS

5.1.1 In order to determine the level of servicing trips associated with Proposed Development, the selected Greenwich TRICS site (GR-06-A-03) has been interrogated.

5.1.2 Table 5.1 provides a summary of the servicing trips (LGV and OGV trips) and 5.2 provides trip generation associated with a 70 room hotel during AM and PM peak hours.

Table 5.1: Proposed Servicing Trip Rates (Per room)

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
	In	Out	In	Out	Total	Total	In	Out	Total
LGV	0.007	0.013	0.020	0.000	0.000	0.000	0.088	0.086	0.174
OGV	0.000	0.000	0.000	0.000	0.000	0.000	0.021	0.021	0.042

Table 5.2: Proposed Servicing Trips (70 Rooms)

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
	In	Out	In	Out	Total	Total	In	Out	Total
LGV	0	1	1	0	0	0	6	6	12
OGV	0	0	0	0	0	0	1	1	2
Total	**0**	**1**	**1**	**0**	**0**	**0**	**7**	**7**	**14**

6 SITE MANAGEMENT

6.1 INTRODUCTION

6.1.1 This Chapter outlines the overarching measuring and initiatives to be included within the Delivery and Servicing Plan which are applicable to the commercial and flexible retail and leisure occupiers.

6.1.2 The Building Management Company, and in particular the Building Manager, will be responsible for implementing the Delivery and Servicing Plan.

6.1.3 This Delivery and Servicing Plan aims to ensure that servicing of the Development can be carried out efficiently, without creating any negative impacts upon the local highway network.

6.1.4 In accordance with TfL's best practice guidance contained within their document entitled 'Managing Freight Effectively: Delivery and Servicing Plans', the proposed management measures and initiatives have been grouped into the following areas, each of which are considered in turn below:

- Design;
- Procurement Strategy;
- Operational Efficiency;
- Waste Management; and
- Road Trip Reduction.

6.2 DESIGN

6.2.1 The London Freight Plan recognises that good design can minimise disturbance for residents at or travelling to the Site and the impact of servicing upon the surrounding highway network. Design related measures implemented as part of the development proposals are set out in turn below.

RISK ASSESSMENT OF KERBSIDE LOADING AREAS

6.2.2 A risk assessment would normally be undertaken by suitably trained site management staff prior to use. This assessment will examine the following issues:

- Adequate manoeuvring space for the vehicles;
- Interaction with pedestrians;
- Adequate space for unloading;
- Level route from vehicle to destination;
- Interaction with vehicles; and
- Visibility of management staff.

SECURITY MEASURES

6.2.3 Security measures will be provided within the development site. This includes:

- Vehicle movements associated with kerbside loading will be monitored and reviewed by the security office, or by personnel to ensure that it is being used safely and at appropriate times.

ACCOMMODATING SPECIAL DELIVERIES

6.2.4 Any special deliveries to the Site, such as plant maintenance vehicles will need to be pre-arranged. The delivery time and duration will be negotiated with the Site management office to minimise the

impact upon the routine daily servicing requirements of the development. Out of peak deliveries will be encouraged for such deliveries where possible.

6.3 PROCUREMENT STRATEGY

6.3.1 Procurement process should demonstrate an awareness of all vehicle activity associated with the Site, its impacts and appropriate measures to reduce it. This will be undertaken by site management.

FREIGHT OPERATOR RECOGNITION SCHEME

6.3.2 Commercial occupiers will be encouraged to contract suppliers registered with a best practice scheme, such as the Freight Operator Recognition Scheme (FORS). Full details of the benefits associated with FORS are detailed earlier within this document.

CONSOLIDATION OF SUPPLIERS

6.3.3 Occupiers of the Site will be encouraged to co-ordinate deliveries in instances where common suppliers are used.

SUSTAINABLE SUPPLIERS

6.3.4 Measures which will be recommended to suppliers including choosing the most appropriate delivery mode. For example, using smaller vehicles or motorcycles where possible, switching to hybrid and/or electric vehicles, and seeking to ensure safe, efficient and considerate operations, such as switching off engines when making deliveries.

6.4 OPERATIONAL EFFICIENCY

DELIVERY RESTRICTIONS AND ENFORCEMENT

6.4.1 Peak hour deliveries will be discouraged through consultation with occupiers of the building by the Site managers.

COMMUNICATION OF DELIVERY PROCEDURES

6.4.2 The delivery procedures in operation on the Site will be communicated to staff upon occupation. The occupiers will be responsible for informing their suppliers of any delivery restrictions and communicating the booking/ management strategy as set out below:

OUT OF HOURS DELIVERIES

6.4.3 Any deliveries expected during the very early morning and later evening periods would require a noise abatement strategy if appropriate.

6.5 WASTE MANAGEMENT

WASTE REDUCTION, STORAGE AND REMOVAL MEASURES

6.5.1 Guidance contained within the London Freight Plan identifies that developments should provide sufficient facilities for storage and collection of segregated waste.

6.5.2 The Proposed Development site will provide segregated waste storage, segregating into general waste and dry comingled recyclables. The commercial waste storage areas will be sorted prior to collection, and residents will be responsible for transporting their waste from the residential unit directly to the residential waste store on the ground floor.

6.6 ROAD TRIP REDUCTION

DELIVERY AND COLLECTION FREQUENCIES

6.6.1 The number of service vehicle trips has been considered in detail earlier within this document. The surveys associated with the future Travel Plans will provide detail on the number of service vehicle trips associated with the development.

ENCOURAGING DELIVERIES BY SUSTAINABLE MODES

6.6.2 The occupiers of the Site will be encouraged to use suppliers who are affiliated to the Freight Operator Recognition Scheme and operating green fleets complying with the emission standards set out by the London Emission Zones. Workplace occupiers will also be encouraged to publicise sustainable 'best practice' measures via the Freight Information Portal. In so doing this measure will contribute towards encouraging more maintenance contractors to use electric vehicles.

6.6.3 The London Low Emission Zone will also require suppliers operating delivery vehicles which do not meet emission standards, to pay a daily charge for journeys within London.

6.7 ENFORCEMENT

6.7.1 The contents of this Delivery and Servicing Plan have been prepared to inform LBC of developer's intent for managing deliveries to and from the Site. It must therefore be complied with unless otherwise agreed in writing with LBC.

7 MONITORING AND REVIEW

7.1 MONITORING

7.1.1 A programme of monitoring and review will be implemented for a period of five years (in line with the Travel Plan) to generate information by which the success of the Delivery and Servicing Plan can be evaluated.

7.1.2 Monitoring and review of deliveries to the Site will be the responsibility of Building Management; this process is expected to be aligned to the monitoring of the associated Travel Plan for the Development.

7.1.3 A delivery survey will be undertaken as part of the baseline surveys linked to the Travel Plans. The delivery surveys will be undertaken in accordance with the standard TRICS Delivery Survey Methodology to allow their incorporation into the iTRACE monitoring database. The delivery surveys will be undertaken simultaneously with the travel surveys associated with the implementation of the Travel Plan, where timescales permit.

7.1.4 Building Management (or Travel Plan Co-ordinator for the associated Travel Plan) will ensure the delivery surveys are undertaken during the first, third and fifth year after the initial survey.

7.1.5 The monitoring reports will be prepared to summarise the result of each survey for submission to the LBC, as set out below.

7.2 REVIEW

7.2.1 The Site Management Team will review and monitor the survey results within one month of the survey being undertaken. The monitoring process will however be an ongoing exercise which will generate information by which the success of the Plan can be evaluated. Monitoring activity will include recording deliveries and collections made via the on-site service area, recording feedback and comments received from tenants and noting any incidents and problems with delivery and servicing activity.

7.2.2 This process will provide the opportunity for current delivery operations and procedures on the Site to be reviewed and new management measures to be implemented.

7.3 CONCLUSION

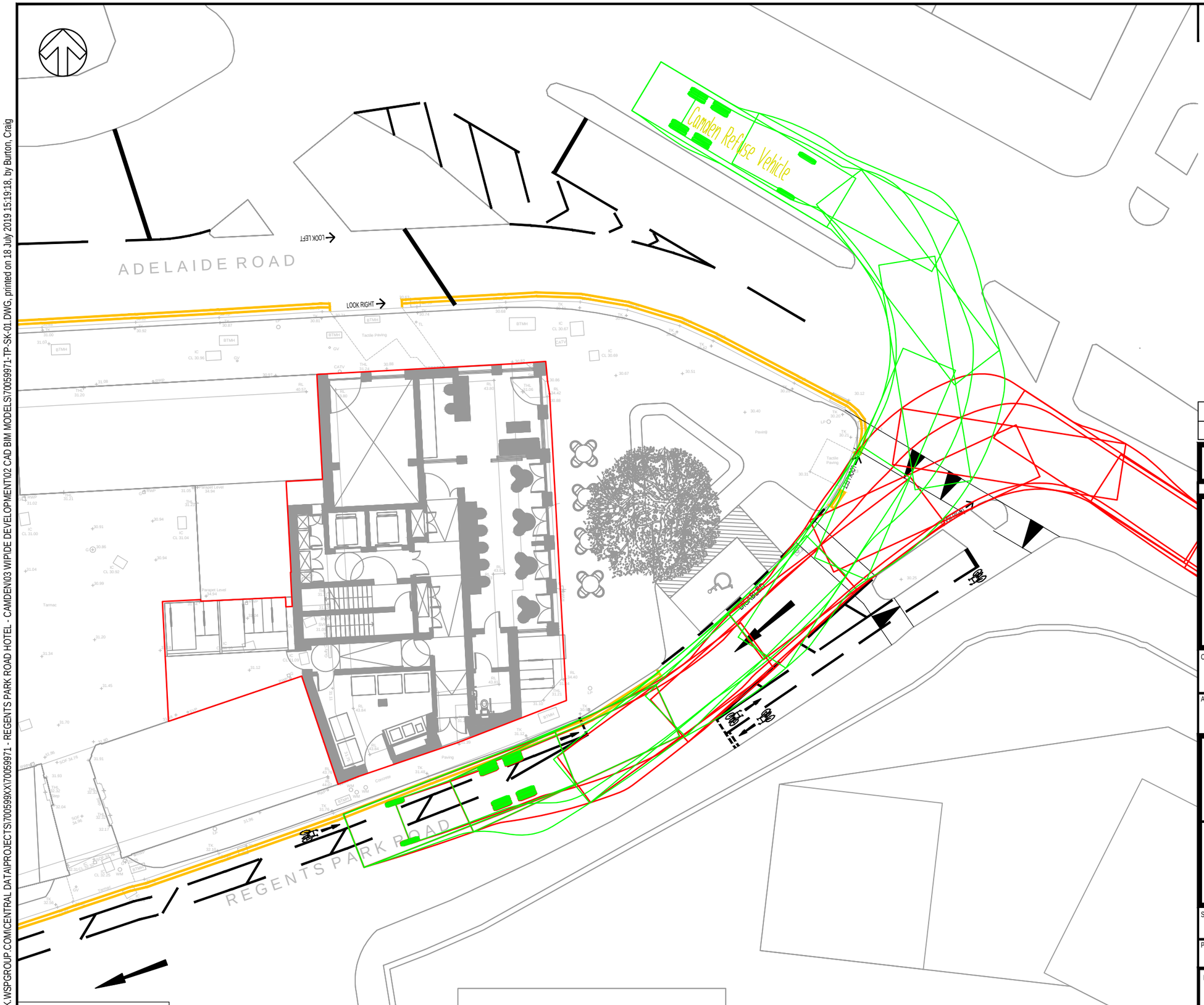
7.3.1 The DSP demonstrates that all servicing and refuse trips associated with the Proposed Development will be undertaken outside the site.

7.3.2 A commercial refuse store is provided for the residential and hotel uses. A total of 7 two-way servicing trips are forecast per day which will be consolidated where possible and a management system will be put in place to determine slots for each delivery.

7.3.3 The servicing and refuse management will be monitored and reviewed regularly to ensure it is as efficient as possible.

Appendix A

PROPOSED SERVICING LOCATION & SWEPT PATH ANALYSIS



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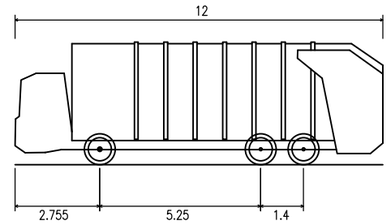

Camden Refuse Vehicle	
Overall Length	12.000m
Overall Width	3.000m
Overall Body Height	4.000m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.250m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	18/07/2019	CRJB	FIRST ISSUE	AR	NS

DRAWING STATUS: S0 - WORK IN PROGRESS

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wsp.com

CLIENT: UCHAUX LTD.

ARCHITECT: PIERCY & COMPANY

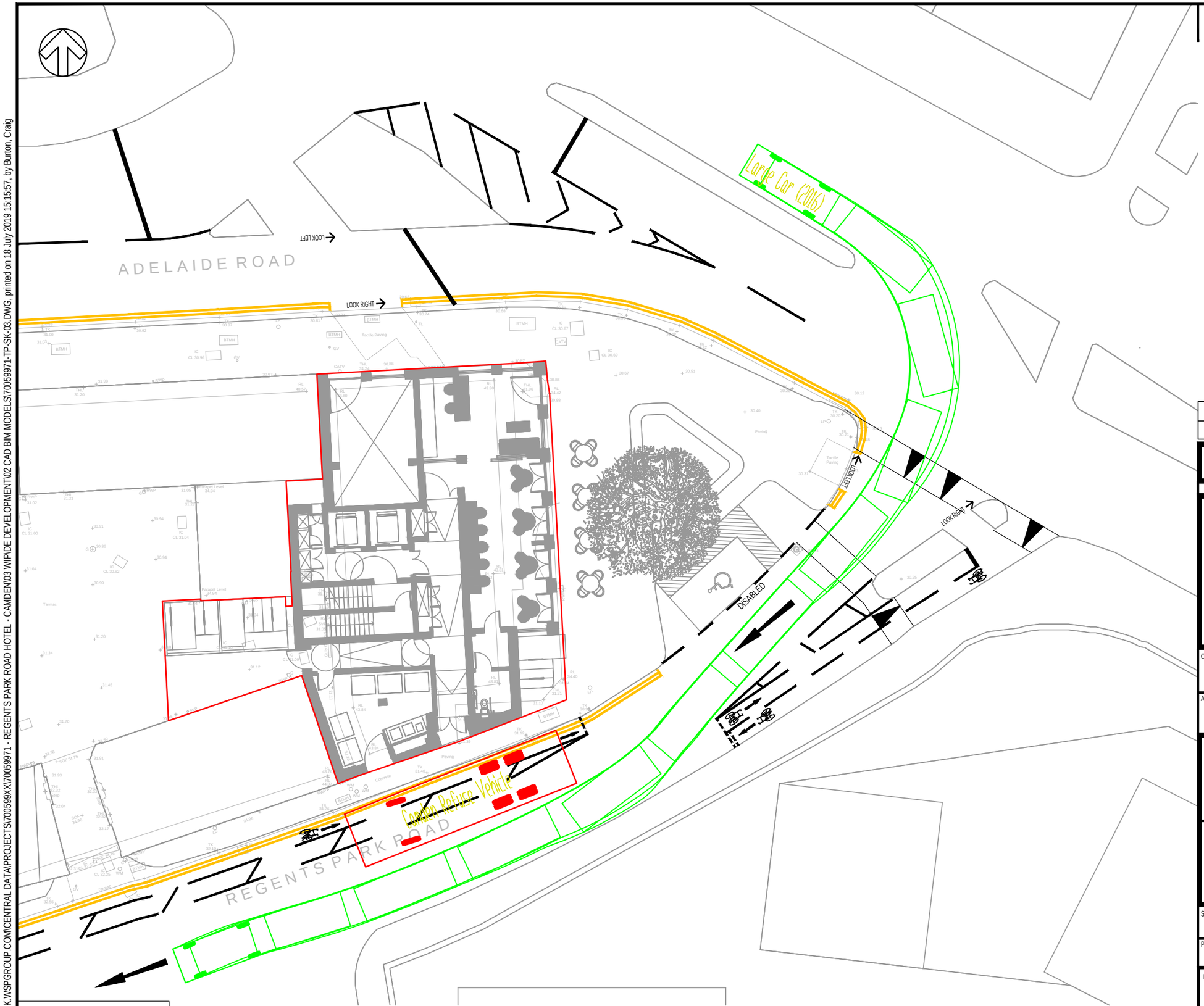
PROJECT: REGENTS PARK ROAD HOTEL, CAMDEN

TITLE: PROPOSED REFUSE COLLECTION SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:	APPROVED:
1:200	AR	NS

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70059971		CRJB	July 19

DRAWING No:	REV:
70059971-TP-SK-01	A



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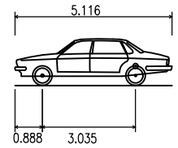

Large Car (2016)	
Overall Length	5.116m
Overall Width	1.899m
Overall Body Height	1.526m
Min Body Ground Clearance	0.311m
Track Width	1.834m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.150m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	18/07/2019	CRJB	FIRST ISSUE	AR	NS

DRAWING STATUS: S0 - WORK IN PROGRESS

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wsp.com

CLIENT: UCHAUX LTD.

ARCHITECT: PIERCY & COMPANY

PROJECT: REGENTS PARK ROAD HOTEL, CAMDEN

TITLE: PROPOSED CAR PASSING A SERVICING VEHICLE SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:		APPROVED:
1:200	AR		NS
PROJECT No:	DESIGNED:	DRAWN:	DATE:
70059971		CRJB	July 19

DRAWING No: 70059971-TP-SK-03 REV: A

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Appendix G

CONSTRUCTION LOGISTICS PLAN

PUBLIC

Uchaux Limited

REGENTS PARK HOTEL, CAMDEN

Outline Construction Logistics Plan (CLP)

001
JULY 2019

PUBLIC

Uchaux Limited

REGENTS PARK HOTEL, CAMDEN

Outline Construction Logistics Plan (CLP)

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70059971

OUR REF. NO. 001

DATE: JULY 2019

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Issue			
Date	July 2019			
Prepared by	A Rashid			
Signature	A R			
Checked by	N Sunderland			
Signature	N S			
Authorised by	S Foxcroft			
Signature	S F			
Project number	70059971			
Report number	001			
File reference	\\uk.wspgroup.com\central data\Projects\700599xx\70059971 - Regents Park Road Hotel - Camden\03 WIP\DE Development\05 Reports\Construction Logistics Plan			

CONTENTS

1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 This Outline Construction Logistics Plan ('CLP') is submitted in support of a detailed planning application ('the Application') made on behalf of Asserson Law ('the Applicant') for the Proposed Development at 155-157 Regent's Park Road. The Proposed Development will comprise of a ground floor plus seven storey building, comprising a circa 70-key micro hotel, with a single residential unit.

1.2 REPORT PURPOSE

1.2.1 This Outline Construction Logistics Plan (CLP) is submitted as part of the Planning Application for the Site. The CLP is based upon an indicative construction programme and provides details of vehicle routing and access, strategies to reduce vehicle impacts and estimates of the numbers of vehicles.

1.2.2 A detailed CLP would be prepared prior to construction, once a contractor is appointed, and would be implemented and monitored throughout the construction programme.

1.2.3 A Draft Construction Management Plan (CMP) is included in **Appendix A**, which aims to minimise construction impacts. This is intended to be a live document, and will be updated accordingly as the development progresses.

1.3 EXISTING SITE

1.3.1 The Existing building is situated at the junction of Regent's Park Road, Chalk Farm Road, Haverstock Hill and Adelaide Road. LBC is the local planning authority and the local highway authority.

1.3.2 The location of the site is illustrated in Figure 1-1.

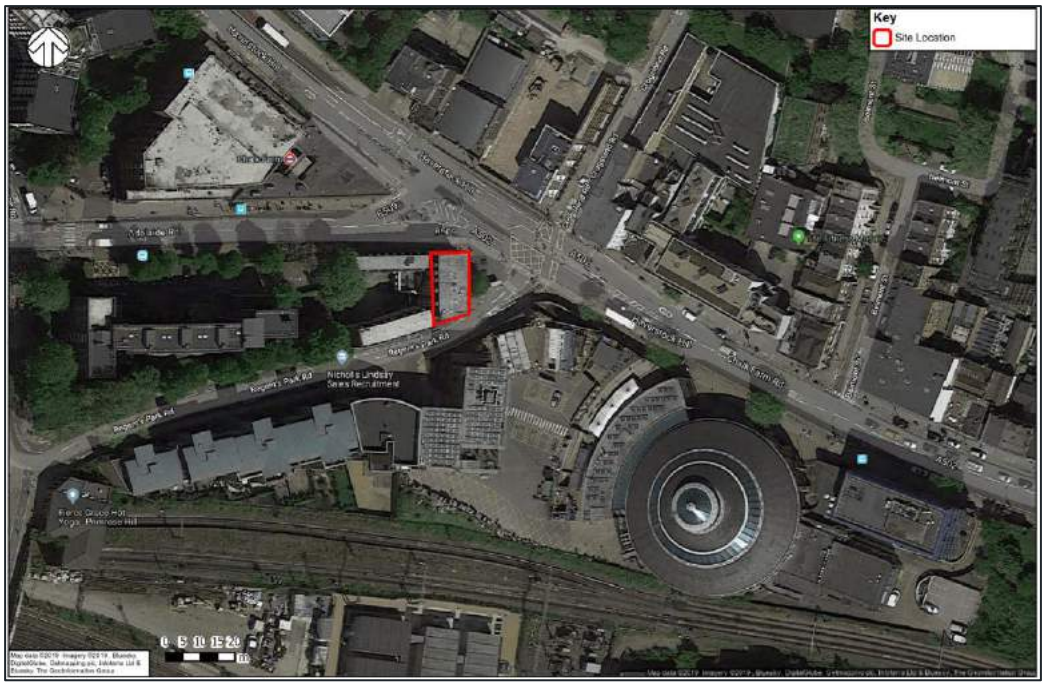


Figure 1-1 Site Location

1.4 DEVELOPMENT PROPOSALS

1.4.1 The Proposed Development comprises the following:

"Redevelopment to provide a basement (2 levels), ground plus 7-storey building comprising a retail unit at ground, a hotel and single residential unit on the upper floors, with associated works."

1.4.2 The development will be 'car-free' apart from a single blue badge car parking space which will be available for the hotel.

1.4.3 Cycle parking spaces will be provided in line with the minimum Draft New London Plan and Camden Planning Guidance.

1.5 OBJECTIVES OF THE CLP

1.5.1 CLPs developed through the planning process seek to support sustainable development. They are drafted within the context of the guidance provided within the TfL's best practice guidance.

1.5.2 This CLP seeks to support achievement of the following objectives:

- To demonstrate that construction materials can be delivered and waste removed in a safe, efficient and environmentally friendly way;
- To identify deliveries that can be reduced, re-timed or even consolidated, particularly during peak periods;
- To help cut congestion on London's roads and ease pressure on the environment;
- To encourage construction workers to travel to the site by non-car modes;
- To improve vehicle and road user safety;
- To encourage the use of greener vehicles;
- To improve the reliability of deliveries to the site; and
- To reduce fuel costs and carbon emissions for freight operators.

1.6 CLP STRUCTURE

1.6.1 The CLP is divided into the following chapters:

1. Introduction;
2. Context, considerations and challenges;
3. Construction programme and methodology;
4. Vehicle routing and access;
5. Strategies to reduce impacts;
6. Estimated Vehicle movements; and
7. Implementing, monitoring and updating

2 CONTEXT, CONSIDERATION AND CHALLENGES

2.1 INTRODUCTION

2.1.1 This section describes the local context and issues identified.

2.1.2 A review of regional and local transport policy that relates to delivery and servicing requirements for new developments is provided below.

2.2 THE LONDON PLAN

2.2.1 The London Plan was initially published in July 2011 with subsequent alterations since adopted; Revised Early Minor Alterations to the London Plan in October 2013, Further Alterations to the London Plan (FALP) in March 2015 and Minor Alterations to the London Plan in March 2016 with a final version in January 2017.

Policy 6.3 'Assessing effects of development on transport capacity' states that:

- Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.

2.2.2 This policy also notes that "*the use of construction logistics plans and delivery and servicing plans may help ease congestion and/or encourage modal shift*".

2.2.3 Policy 6.14: Freight - The Mayor of London will work with all relevant partners to improve freight distribution (including servicing and deliveries) and to promote movement of freight by rail and waterway. The Mayor supports the development of corridors to bypass London, especially for rail freight, to relieve congestion within London.

2.2.4 Development proposals will be considered more favourably should the following criteria be met:

- Locate developments that generate high numbers of freight movements close to major transport routes;
- Promote the uptake of the Freight Operators Recognition Scheme, construction logistics plans and delivery and servicing plans. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight; and
- Increase the use of the Blue Ribbon Network for Freight Transport.

2.3 DRAFT NEW LONDON PLAN – CONSOLIDATED SUGGESTED CHANGES (JULY 2019)

Policy T7 'Deliveries, servicing and construction' states that:

- *"When planning freight movements, development proposals should demonstrate through Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes. Where rail and water freight facilities are available, Transport for London's freight tools should be used when developing the site's freight strategy.*
- *Construction Logistics and Delivery and Servicing Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of*

vehicles to ensure freight is safe, clean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.

- *To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions Development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level, enabling the use of vehicles with improved levels of driver direct vision. To support the procurement of these vehicles and to minimise road danger, the Mayor has introduced his Direct Vision Standard, which rates Heavy Goods Vehicles on a star rating from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab windows."*

2.4 FREIGHT OPERATOR RECOGNITION SCHEME

2.4.1 The Freight Operator Recognition Scheme (FORS) is a voluntary scheme that encourages sustainable best practice for fleet operators. FORS promotes safe working practices, legal compliance and a corporate social responsibility to improve the performance of fleet operators. The project has been developed with trade union involvement and collaboration with freight operators and the facility of sharing information.

2.4.2 Operators join the scheme as members, with tiers of membership reflecting freight operator achievements. It will offer members incentives to increase the sustainability of their operations and to develop their skills, including best practice development for:

- Training to improve safety and reduce CO2 and emissions;
- Maintenance, to improve safety and reduce fuel consumption, CO2 and emissions;
- Management of road risk to improve safety, particularly for pedestrians and cyclists;
- Fuel efficiency, to save costs and reduce CO2 and emissions; and
- The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel cells and biofuels to reduce CO2 and emissions.

2.5 THE LONDON LOW EMISSIONS ZONE - 2008

2.5.1 The Low Emissions Zone (LEZ) is a scheme that aims to improve air quality in the city by setting and enforcing new emissions standards for HGV's, Large Vans and minibuses, and deterring the use of the most polluting vehicles by freight operators. The London LEZ is a "first" for the UK and is one of the largest schemes of its type in the world.

2.5.2 The LEZ came into force on 4 February 2008 for lorries over 12 tonnes with different vehicles affected over time and more stringent emission standards introduced in 2012. Cars and motorcycles are not affected.

2.5.3 The LEZ operates 24 hours a day, 7 days a week, every day of the year including weekends and public holidays, with a daily charge of £200 being applicable for lorries, buses and coaches, and £100 for heavy vans and minibuses which do not meet the required standards.

2.5.4 The LEZ is enforced through fixed and mobile cameras which read vehicle registration number plates within the LEZ and check them against a database of vehicles which meet the LEZ emissions standards, or are either exempt or registered for a 100% discount, or have paid the LEZ daily charge.

2.6 ULTRA LOW EMISSION ZONE (ULEZ) – 2019

2.6.1 To help improve air quality, an Ultra-Low Emission Zone (ULEZ) will be in place in central London from 8 April 2019. Most vehicles including cars and vans will need to meet new, tighter exhaust emission standards (ULEZ standards) or pay a daily charge to travel within the area of the ULEZ.

2.6.2 It will operate 24 hours a day, 7 days a week, every day of the year, within the same area as the current Congestion Charging Zone (CCZ).

2.6.3 The ULEZ will expand to Inner London from October 2021 which will included LB Camden as shown below.

2.7 TFL CONSTRUCTION LOGISTICS PLAN GUIDANCE

2.7.1 Transport for London issued the 'Construction Logistics Plan Guidance' in July 2017 ("Guidance"), the purpose of which is to ensure that CLPs of high quality are produced to minimise the impact of construction logistics on the road network. The Guidance focuses on reducing the impact of construction in terms of:

- *Environmental impact: Lower vehicle emissions and noise levels;*
- *Road risk: Improving the safety of road users;*
- *Congestion: Reduced vehicle trips, particularly in peak periods; and*
- *Cost: Efficient working practices and reduced deliveries.*

2.7.2 CLPs provide a framework for understanding and managing construction vehicle activity into and out of a proposed development and should detail:

- *The amount of construction traffic generated;*
- *The routes the construction vehicles will use and consideration of local impacts;*
- *The impact on relevant Community Considerations; and*
- *Any traffic management that will be in place.*

2.7.3 There are two types of CLPs that may be required. An outline CLP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. A detailed CLP is submitted to a planning authority pursuant to, and in discharge of, a condition that has been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme.

2.8 The Guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.

2.9 CONTEXT MAPS

2.9.1 The following maps show the area around the development site. Figure 2-1 shows a regional plan with the location of the site in the context of greater London and the road network. Figure 2-2 shows the location of the site in relation to the surrounding local area. Figure 2-3 shows the site boundary plan.

Figure 2-1 Regional Plan

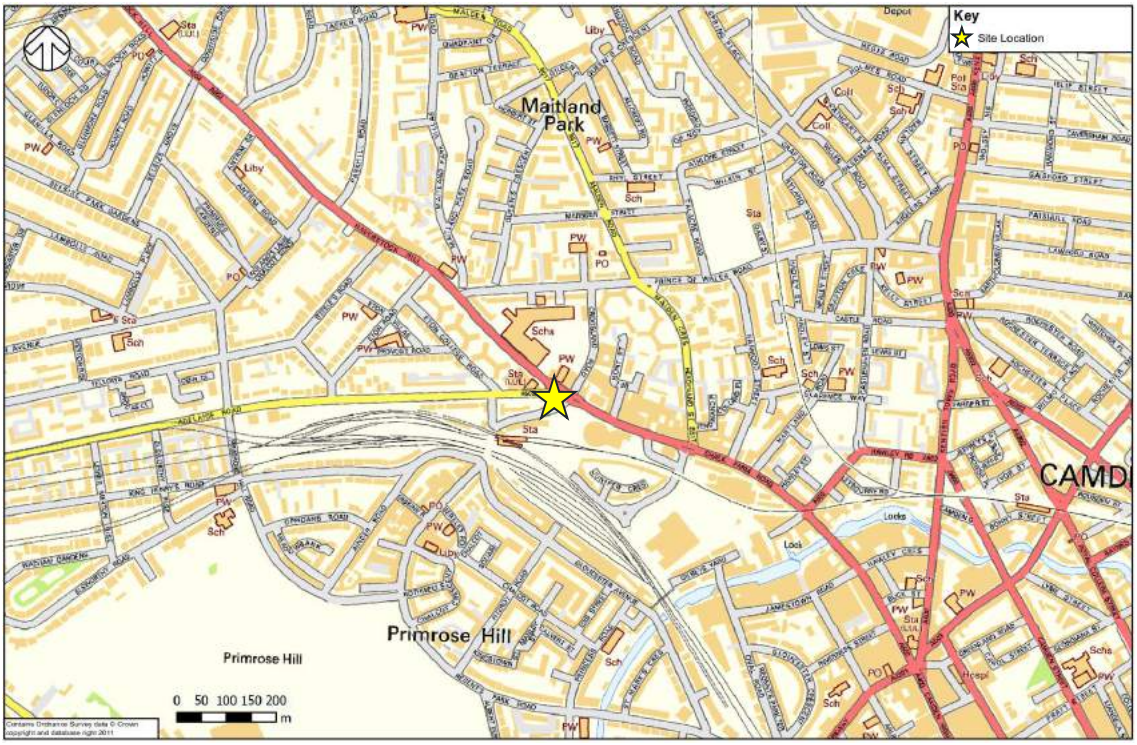


Figure 2-2 Local Context Plan

Figure 2-3 Site Boundary Plan

2.10 LOCAL ACCESS INCLUDING HIGHWAY, PUBLIC TRANSPORT, CYCLING AND WALKING

2.10.1 This section details the existing conditions for the transport network surrounding the Site. This includes the pedestrian, cycle, road and public transport provisions.

2.11 SITE LOCATION

2.12 The existing building is situated at the junction of Regent's Park Road, Chalk Farm Road, Haverstock Hill and Adelaide Road.

2.13 WALKING

2.13.1 The surrounding area has an established network of footways and footpaths which provide access to nearby bus stops and various rail and London Underground stations. A 30-minute pedestrian isochrones map is shown in Figure 2-4.

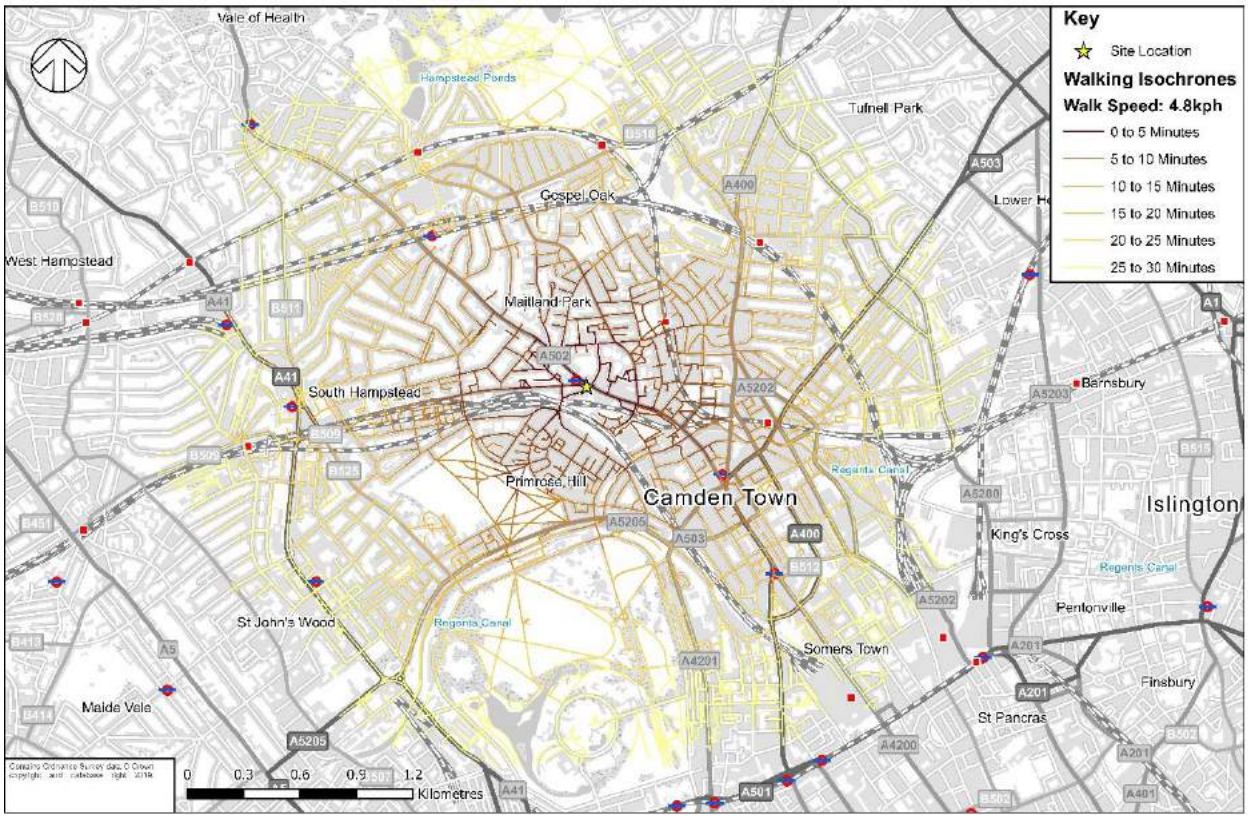


Figure 2-4 Pedestrian Isochrones

2.14 CYCLING

2.14.1 Figure 2-5 shows the cycle isochrones for the Site in 5-minute increments up to a 30-minute cycle ride. The cycle isochrones show cycle accessibility to the surrounding area based on an average cycling speed of 16 km/h.

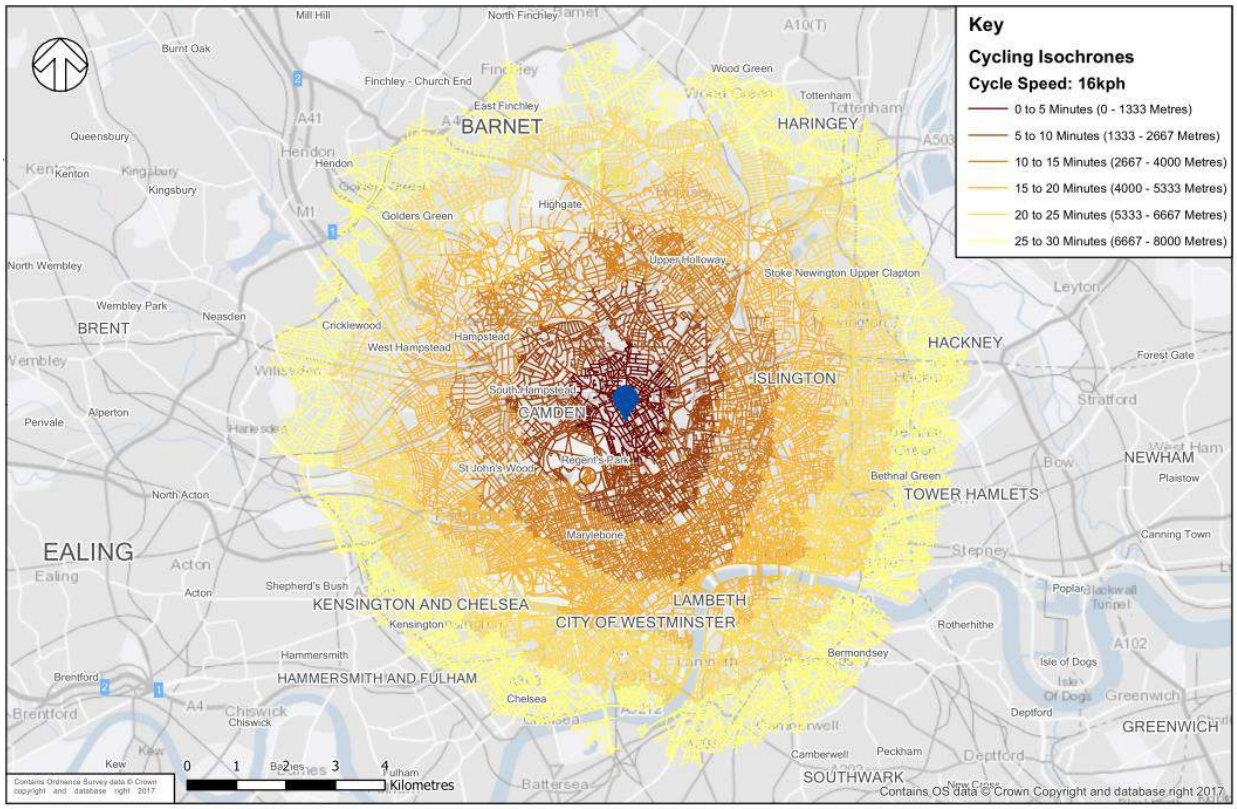


Figure 2-5 Cycling isochrone

2.14.2 The Site is conveniently placed within an efficient network of on and off-road cycle routes. To the south west of the Site, routes lead to Regents Park and Primrose Hill, providing cyclists with a safe and scenic throughway to Central London. There are recommended roads for cycling which lead to Euston, St Pancras and Kings Cross Stations towards the south east, and various routes into the London Borough of Hackney further afield. Routes to the north of the Site provide direct access to Hampstead Heath and Finsbury Park.

2.15 PUBLIC TRANSPORT NETWORK

2.15.1 The site benefits from various London Underground, mainland rail and bus services in close proximity.

2.15.2 There is a number of bus stops within close proximity to the Site served by numerous bus routes. These are located on Kentish Town Road and Camden Road, as shown in Figure 2-6. The nearest bus stop is adjacent to the Site and is served by bus routes 31, N28 and N31.

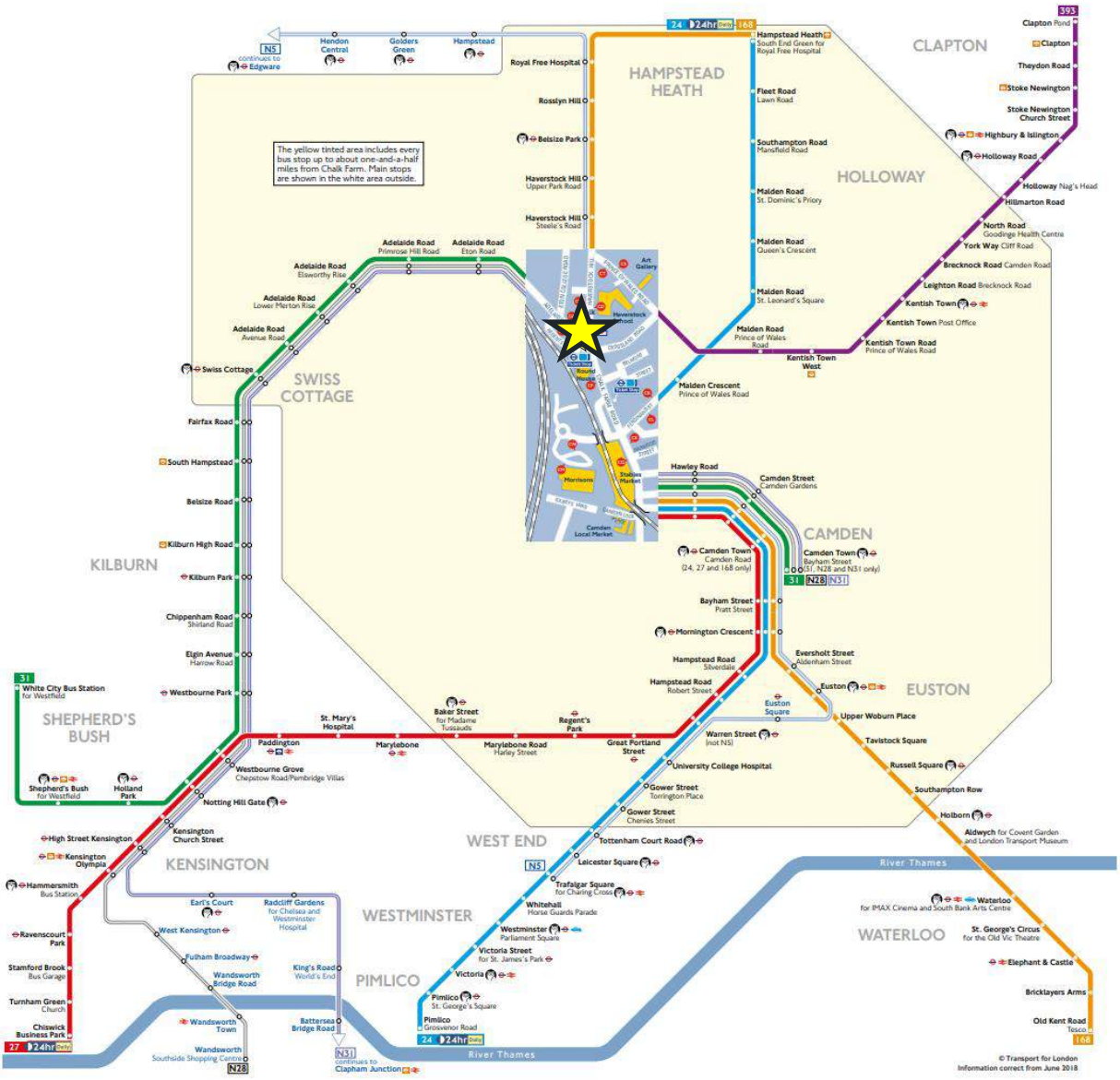


Figure 2-6: Local Bus Routes

Table 2-1: Bus Route Summary

Bus Service	Bus Stop	Route	AM Peak (08:00-09:00) Frequency	PM Peak (17:00-18:00) Frequency
24	Ferdinand Street (Stop CK)	Hampstead Health – Pimlico	9	9
	Ferdinand Street (Stop CL)	Grosvenor Road (Pimlico) – Royal Free Hospital (Hampstead Heath)	7	7
31	Chalk Farm (Stop CB)	Camden – White City	7	7
	Chalk Farm (Stop CA)	Camden Town	6	6
168	Chalk Farm (Stop CC)	Hampstead Heath – Old Kent Road	8	8
	Chalk Farm (Stop CD)	Old Kent Road – Hampstead Heath	8	8
393	Chalk Farm (Stop CC)	Lower Clapton	5	5
	Chalk Farm (Stop CD)	Terminates here	-	-

Source: Transport for London (TfL)

2.16 UNDERGROUND

2.16.1 The nearest station is Chalk Farm Underground Station, which is served by the western branch of the Northern Line, as shown on Figure 2-7. The Site is located within Zone 2 and provides frequent and fast services into Central London. Table 2-2 summarises the frequencies and destinations for the weekday AM and PM Peak hours.

Table 2-2: London Underground Services at Chalk Farm Station

Direction	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
Northbound	Edgware	17	21
Southbound	Kennington (via Tottenham Court Road)	25	24
	Morden (via Bank)	19	18

Source: Transport for London (TfL)

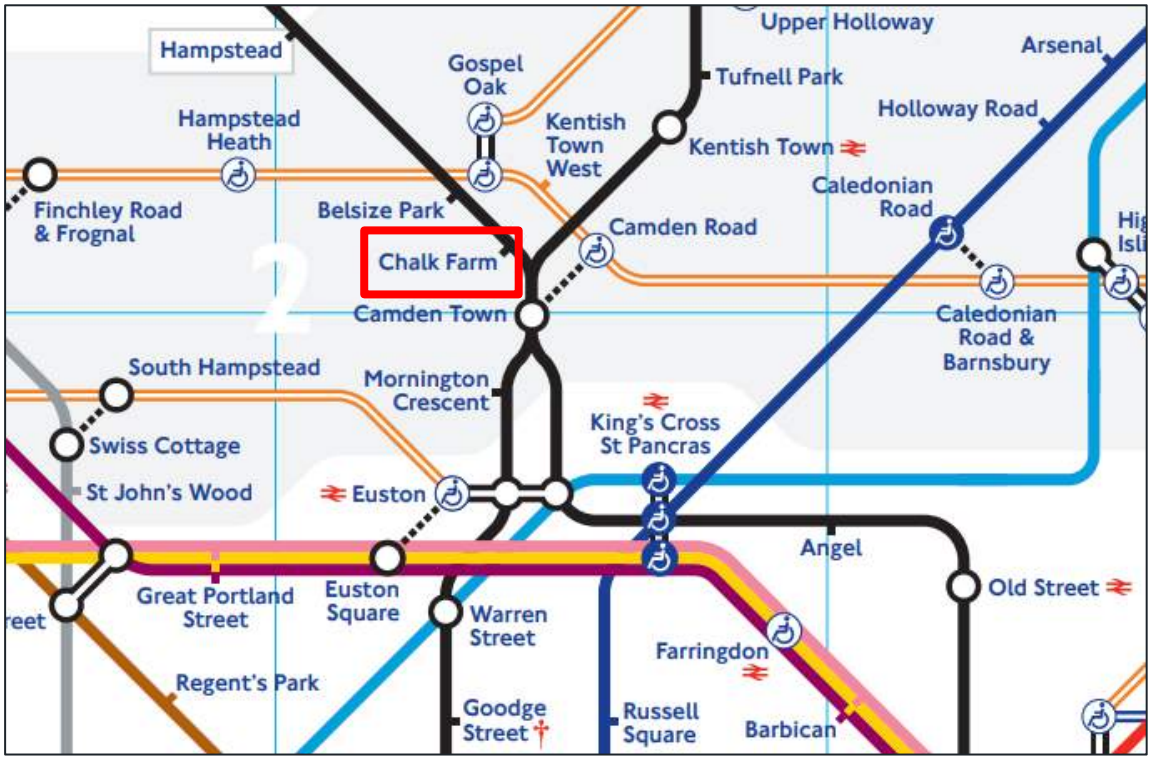


Figure 2-7: Local London Underground Services

2.17 LONDON OVERGROUND

2.17.1 The nearest London Overground station is Kentish Town West Rail Station located approximately 650m in a north-eastern direction from the Site. Details of London Overground frequencies at the station are provided in Table 2-3.

Table 2-3: London Overground Services at Kentish Town Station

Direction	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
East Bound	Stratford	8	8
West Bound	Clapham Junction	4	4
	Richmond	4	4

Source: Transport for London (TfL)

2.18 RAIL

2.18.1 Euston Station is accessible within a 20-minute walk, at a distance of 1.6km south of the Site, with services by Virgin, West Midlands and Caledonian Sleeper Trains, in addition to a different branch of the London Overground. This provides connections to various locations, including Edinburgh, Manchester, Birmingham, Northampton and Watford junction.

2.18.2 Table 2-4 provides a summary of the routing and frequency of direct rail services to and from key destinations during the weekday AM and PM peak hours.

Table 2-4: Rail Services at Euston Station

Operator	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
Overground	Watford Junction	3	3
Virgin	Wolverhampton	3	3
	Edinburgh Waverley	1	2
	Glasgow	1	0
	Holyhead	1	1
	Liverpool Lime Street	1	1
	Manchester Piccadilly	3	3

Source: Transport for London (TfL)

2.19 PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

2.19.1 TfL's online WEBCAT tool shows the Site as having a PTAL of 6b as shown in Figure 2-8.

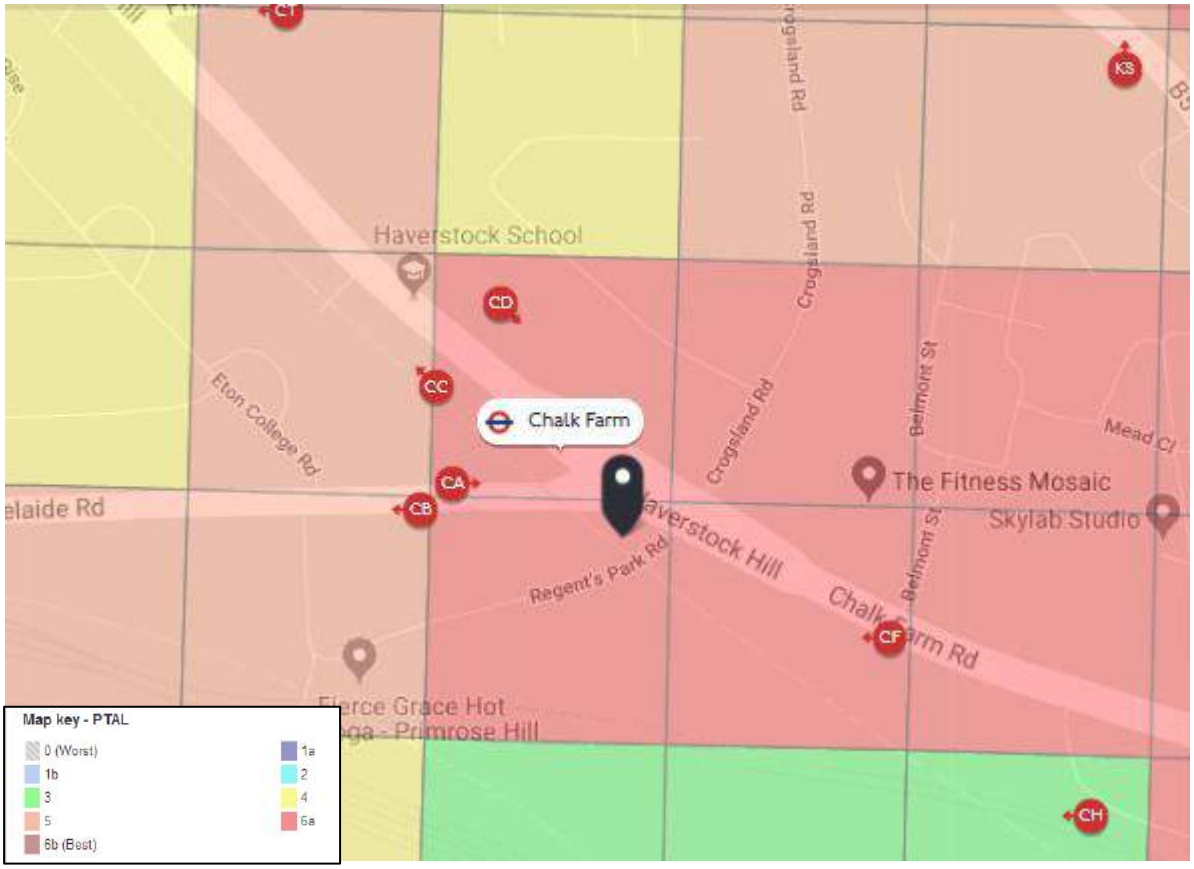


Figure 2-8: PTAL Map

2.20 TIME MAPPING (TIM)

2.20.1 The range and frequency of public transport services and existing connectivity is reflected in the TfL online time mapping calculator as shown in Figure 2-9.

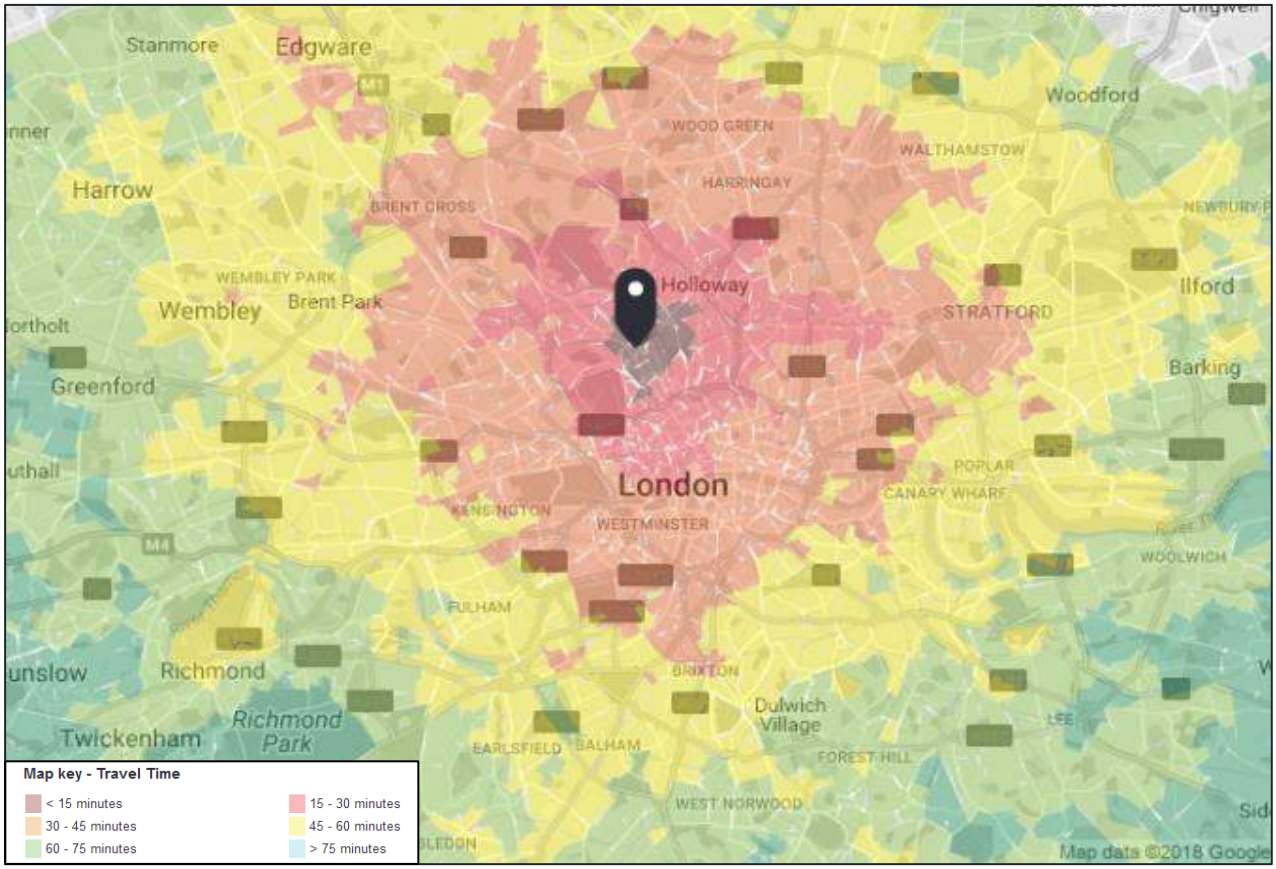


Figure 2-9: Time Mapping

2.20.2 The TIM mapping shows that the Site is within 30 minutes travel time of Holloway, City of London and Whitechapel, and within 30-45 minutes travel time of Wood Green, Brent Cross and Stratford.

2.21 LOCAL HIGHWAY NETWORK

2.21.1 The local highway network surrounding the Site is shown in Figure 2-10. The Proposed Development is bound by Regent's Park Rod to the south and Adelaide Road to the north.

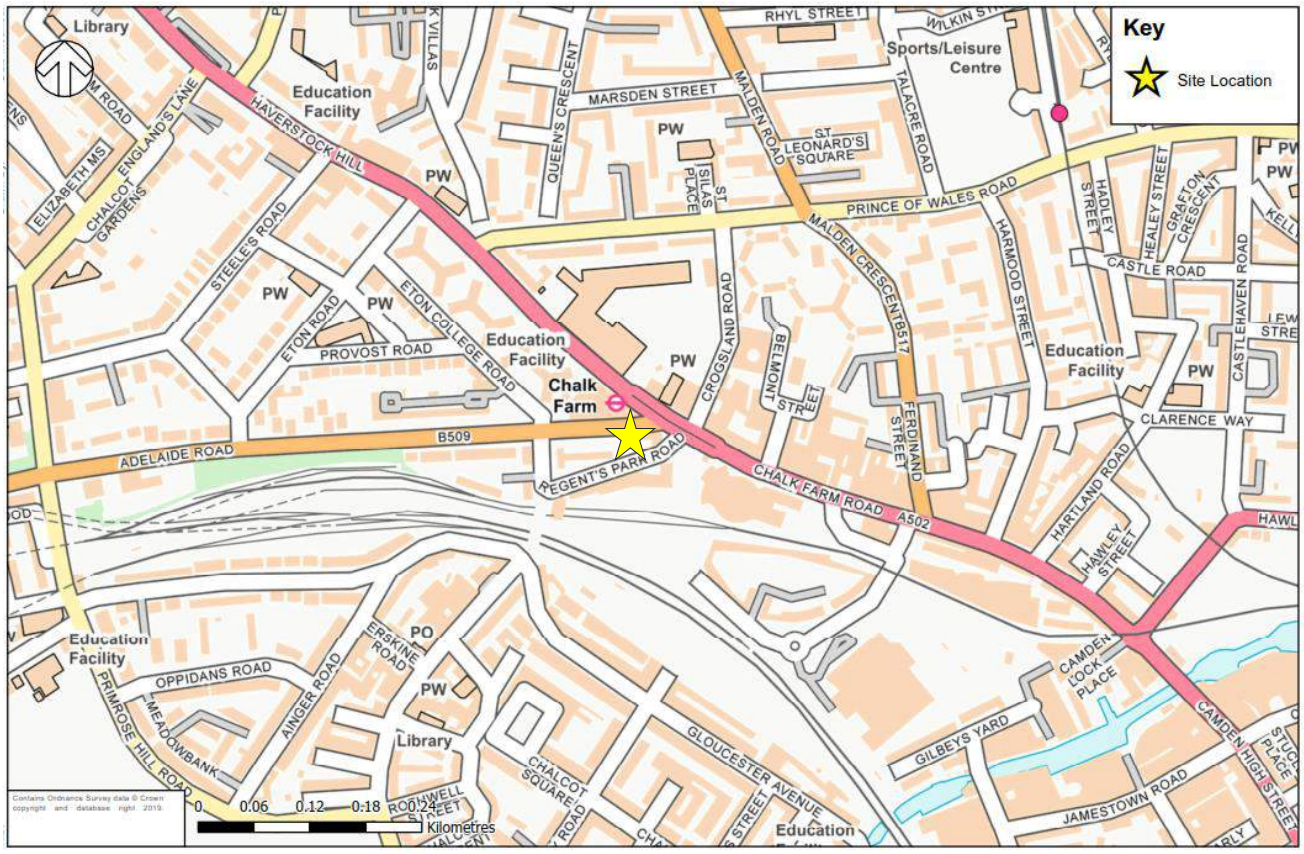


Figure 2-10: Local Highway Network Plan

2.22 ON-STREET PARKING AND LOADING RESTRICTIONS

2.22.1 The Site is within Camden Controlled Parking Zone CA-B Belsize, with adjacent streets in CA-F (nw) – Camden Town West. The CPZ around the Site provides a mixture of parking conditions which are operational within the hours of 09:30-18:30 Monday to Friday and between 09:30-13:30 on Saturdays and Sundays in CA-B Belsize CPZ.

2.22.2 A map of the CPZs is illustrated in Figure 2-11.

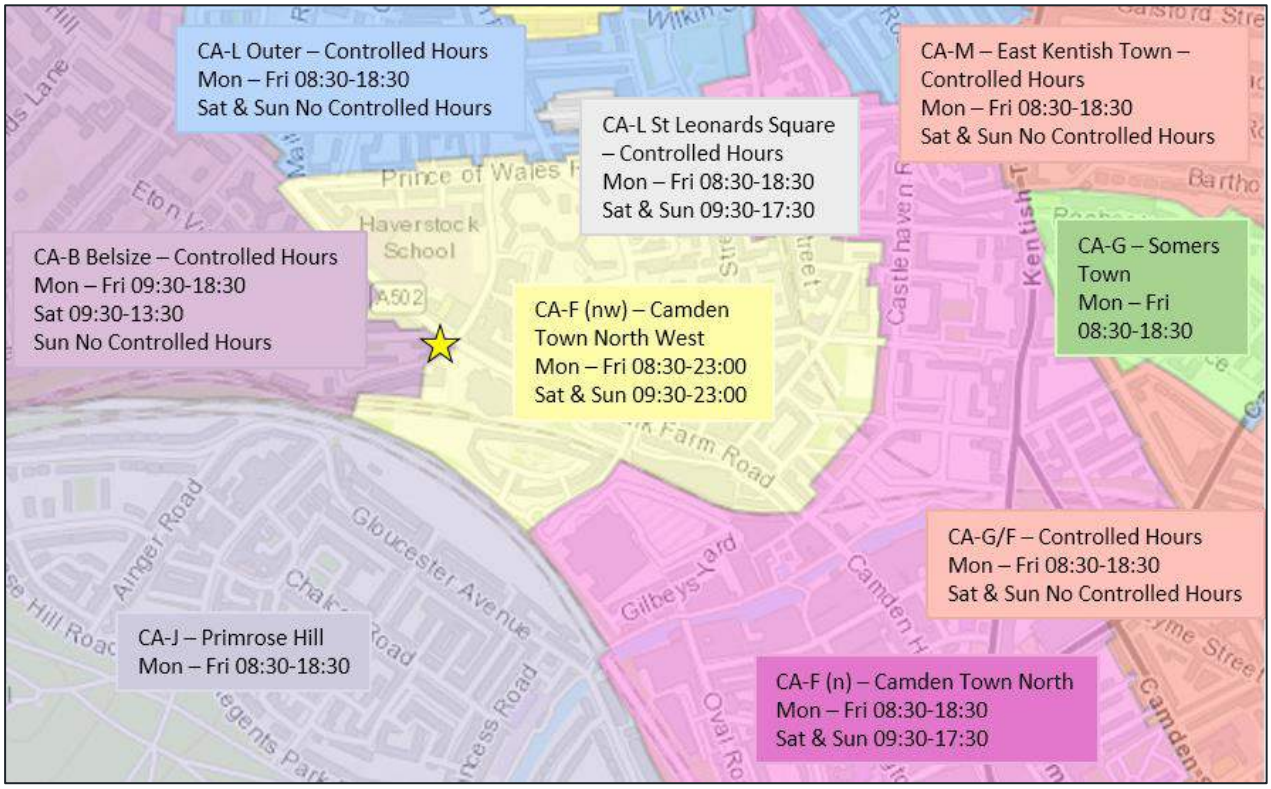


Figure 2-11: Camden Controlled Parking Zones

2.22.3 On Regent's Park Road, there is an east-bound cycle lane against the norther kerb, directly adjacent to the site. Parking is provide for c.15 vehicles further down on Regents Park Road against the southern kerb. These parking bays are subject to 'CA-f (nw)' parking restrictions. No parking is provided in the vicinity of the site on Adelaide road.

2.23 CAR CLUB

2.23.1 There are six car clubs located within a 10 minute walking distance from the Site, provided by Zipcar and Enterprise Car Club. The closest are on Adelaide Road and Chalk Farm Road, both 180m away or at a 2 minute walk from the Site. Other nearby locations include Regent's Park Road, 220m away or a 3 minute walk from the Site, and Haverstock Hill, 450m away or a 5 minute walk from the Site. The existing car clubs within the vicinity of the Site are illustrated in Figure 2-12.

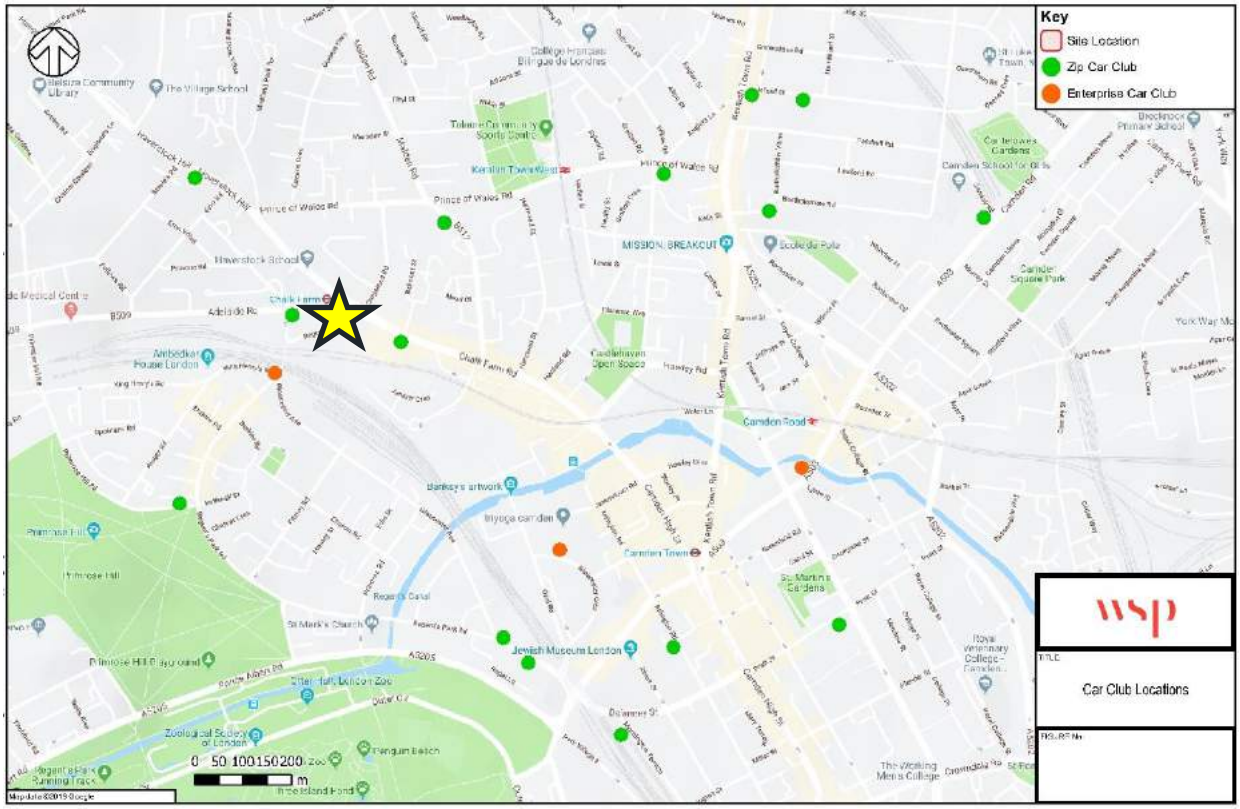


Figure 2-12: Car Club Locations

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 INTRODUCTION

3.1.1 This chapter sets out the indicative construction programme for the Proposed Development. Once a contractor is appointed, a Detailed CLP will be prepared providing further detail and confirming the programme and detailing the construction methodology.

3.2 CONSTRUCTION PROGRAMME

3.2.1 Construction is expected to begin in January 2020 with completion by January 2022.

3.2.2 Full details of the construction programme will be provided once a contractor has been appointed and will be broken down by the six phases of construction.

4 VEHICLE ROUTING AND SITE ACCESS

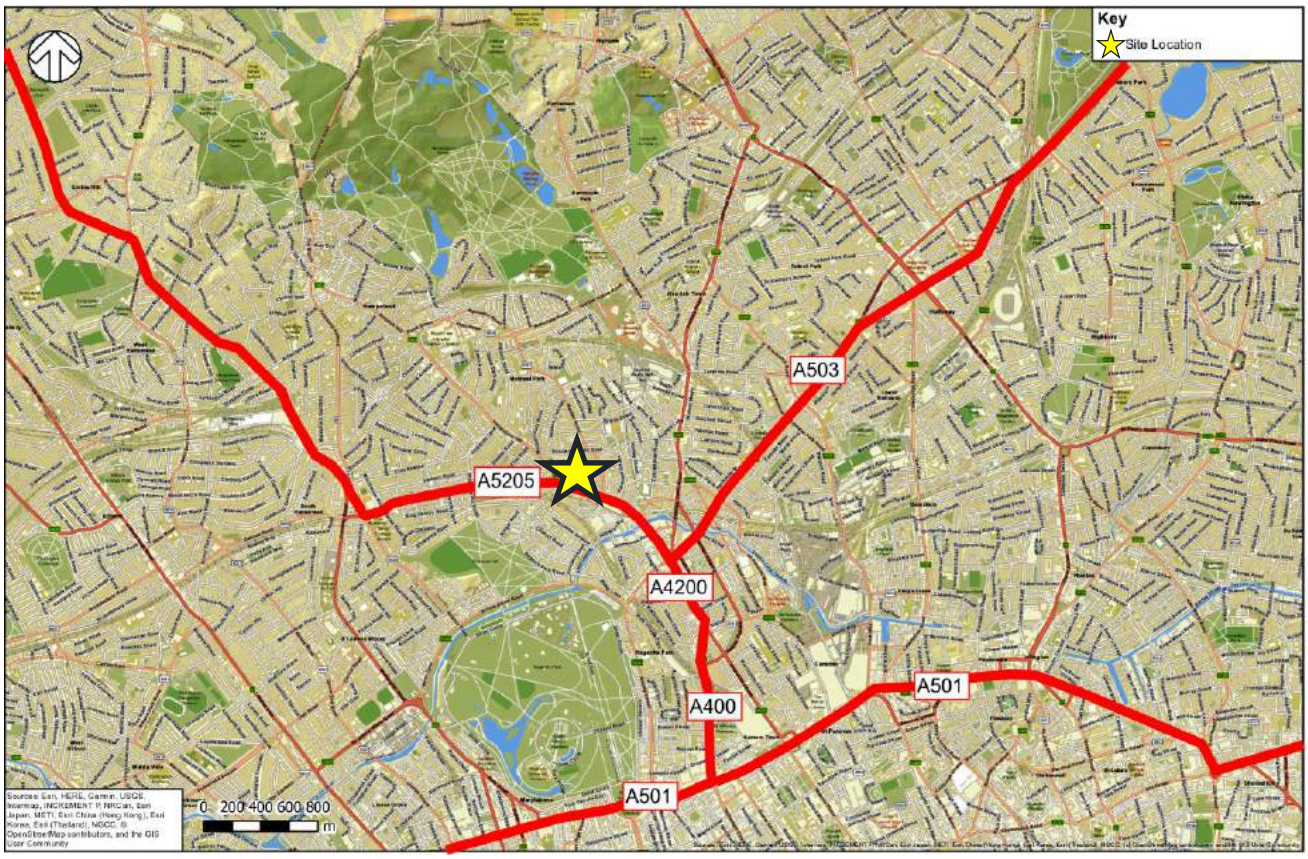
4.1 INTRODUCTION

4.1.1 This chapter details the vehicle routing and access arrangements for construction vehicles to and from the Site. These arrangements have been designed to minimise the impact of construction traffic to the wider highway network and surrounding neighbourhood.

4.1.2 The following maps show the area around the development site. Figure 4-1 shows a regional plan with the vehicle routes through London highlighted. These routes follow the Transport for London Road Network (TLRN) until the final approach to the site where local roads are used for access.

4.1.3 The indicative proposed construction vehicle routing is shown in Figure 4-1.

Figure 4-1 Proposed Construction Vehicle Routing



5 STRATEGIES TO REDUCE IMPACTS

5.1.1 The following Planned Measures have therefore been identified to help the contractor achieve the goals of the CLP and better manage the challenges identified in Section 2.

Table 5-1 Medium Impact Site Planned Measures

Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling		X	
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres			X
Measures to encourage sustainable freight			
Freight by Water			X
Freight by Rail			X
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on site		X	
Smart procurement		X	
Other Measures			
Collaboration amongst other sites in the area			X
Implement a staff travel plan		X	

5.2 MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES

Safety and Environmental Standards and Programmes

5.2.1 We are committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

5.2.2 It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS). FORS Bronze, with progression to Silver within 90 days, will need to be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use. An up-to-date list of trained companies and drivers is available at www.fors-online.org.uk.

5.2.3 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk

5.2.4 The site will be registered with the 'Considerate Constructors Scheme'. This is a national initiative through which construction sites and companies registered with the scheme are monitored against a code of considerate practice, designed to encourage best practice beyond statutory requirements.

5.2.5 The procurement process for contractors will take into account commitment to safer, more efficient and more environmentally friendly distribution by contacting operators registered with a best practice scheme, such as Freight Operator Recognition Scheme (FORS) and Construction Logistics and Cyclist Safety (CLOCS) Champions.

Adherence to Designated Routes

5.2.6 Details of routes to be used for journeys to and from site for road operations are provided in Section 4**.** The routes to/from the Transport for London Road Network and Strategic Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

5.2.7 A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery Scheduling

5.2.8 A web-based delivery management system will be used to control the volume of deliveries to site. This system will work by defining the number of 'resources' a site has and thus can service in 30 minute intervals. It then limits the number of delivery bookings per half-hour to this defined capacity.

5.2.9 Sub-contractors and hauliers must be booked in a minimum of 48-hours in advance in order to allow the request to be reviewed and subsequently approved/declined. The system can be accessed by completing a new user application form and submitting it, countersigned by your supplier relationship manager or package manager to the delivery manager.

5.2.10 KPIs will be proposed to indicate that; zero unplanned vehicles, zero non-compliant vehicles and zero instances of project-related vehicles involved in a collision, arrive at site.

Re-timing for Out of Peak Deliveries

5.2.11 Deliveries in general will arrive between 08.00 – 16.00, thus managing an extension on this period will assist in reducing the delivery failure.

Re-timing for Out of Hours Deliveries

5.2.12 The developer will seek planning permission for out of hour's deliveries and commit to deliveries in these times where possible.

Use of Holding, Vehicle Call off Areas and Consolidation

5.2.13 An efficient and effective logistical operation is of high importance to the Contractor and therefore we will strongly encourage the use of a consolidation service. We are proposing that the Avondale: The Assertive Centre consolidation centre be used, which is located some 3 minutes drive from the Site and which has also been highlighted with TfL's directory of construction consolidation centres.

5.2.14 Details of the consolidation centre have been provided below.

Figure 5-2 Avondale: The Assertive Centre

3.2.10 Avondale: The Assertive Centre

AVONDALE CONSTRUCTION

Operator
Avondale Construction Ltd / Assertive Transport

Address
Avondale: The Assertive Centre, 8 Stucley Place, London, NW1 8NS

FORS accredited
Silver

Size
1,041m²

Covered warehouse area
650m²

Uncovered warehouse area
260m²

Storage capacity
from 910m² (1,400 stacked pallets approximately)

Operating days
Monday to Friday 06:00 – 18:00. Can operate 24 hours, seven days a week for inbound and outbound deliveries with no restrictions upon request

Vehicle fleet information
Total vehicle fleet including:
- Ford transit van
- 17 tonne rigid curtain trailer (a tail lift is available)
- 18 tonne rigid flatbed trailer, includes a HIAB crane
- Have agreements in place with independent hauliers who are both Road Haulage Association (RHA) members and approved FORS operators

Safety

- CLOCS Champion
- Vehicles are Crossrail compliant and any supplementary haulier used will be compliant

Drive time to central London
40 minutes

Key projects delivered/involved in
Ministry of Defence Whitehall

On-site facilities and other services
- Baler
- Construction logistics advice and pre-construction services i.e. swept-path analysis

Services available	
Waste management	✓
Recycling	✓
Bulk waste	✓
Work pack creation	✓
Tool storage	✓
Pre-construction activity	✓
Security	✓
On-site / off site loading	✓
Vehicle marshalling	✓
Container handling (warehouse only)	✓
Crane handling facilities	✓

Contact details
nick.curran@avondale-construction.co.uk
020 7485 3475

General email
info@avondale-construction.co.uk

For more information visit
www.avondale-construction.co.uk

Please note that all information regarding this Construction Consolidation Centre was current at the time of publication.

Source: https://constructionlogistics.org.uk/wp-content/uploads/2017/07/The-Directory-of-London-Construction-Consolidation-Centres-1.pdf

5.2.15 The introduction of a consolidation centre and truck holding helps to alleviate congestion on the surrounding roads.

5.2.16 Holding is external parking for trucks waiting to come to site or redirected by site, who may have arrived early for their slot, or that we wish to hold for a later delivery slot due to a change in site circumstance on that day.

5.3 MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT

Freight by Water and Rail

5.3.1 Use of water and rail as a freight network has been considered and found to be too difficult and disruptive to the nearby lines and navigable water-ways.

5.4 MATERIAL PROCUREMENT MEASURES

Design for Manufacture and Assembly and off-site manufacture

5.4.1 Reducing delivery numbers and effective delivery management is a core value of this development. Therefore, the option of off-site construction will be discussed upon appointment of a contractor and used where possible.

Re-use of material on site

5.4.2 Measure to re-use material on site will be explored. However, given the bespoke nature of the Proposed Development, opportunities for re-use of material are likely to be limited.

Smart procurement

5.4.3 Opportunities will be explored to source material from local suppliers to contribute to the local economy.

5.5 OTHER MEASURES

Collaboration amongst other sites in the area

5.5.1 The developer and appointed contractor will consult with LBC, TfL, and other contractor/developers in the area to minimise disruption. We are currently not aware of any adjacent projects which will benefit from this. The Developer will continue to review due to the benefits this shared solution provides.

Implement a staff travel plan

5.5.2 There will be no on-site parking provided for construction worker's vehicles. CPZ restrictions will also prevent on-street parking. As there are excellent transport links nearby, travel by public transport will be strongly encouraged.

5.6 EMERGENCY ACCESS

5.6.1 Safe access routes for the emergency services will be maintained and controlled by a Traffic Marshal permanently located at the principal construction site access.

5.7 HOURS OF OPERATION

5.7.1 Construction and demolitions works audible beyond the boundary of the site should only be carried out between

- 08:00 – 18:00 hours weekdays (Monday – Friday);
- 08:00 – 13:00 hours Saturday; and
- No working normally undertaken on Sundays or Bank Holidays.

6 ESTIMATED VEHICLE MOVEMENTS

6.1.1 For the purpose of this Outline CLP, a high-level estimate of analysis of construction vehicle activity has been made based on extensive past experience of construction across London.

6.1.2 Detailed construction vehicular trip generation will be provided for each of the six phases of construction within the detailed CLP once a contractor has been appointed.

6.1.3 It is expected that the development will have the highest impact during the excavation and construction of the sub-structure and the construction of the super-structure.

6.1.4 The estimated number of daily trips for Proposed Development associated with the key phases are summarised in Table 6-1. These will be confirmed by the appointed contractor.

Table 6-1 Estimated Construction – Monthly & Daily – Regents Park Hotel

Construction stage	Estimated peak no. of trips (Daily)
Site Set Up and Demolition	30
Sub-structure	60
Super-structure	60
Fit-out, testing and commissioning	25

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 OVERVIEW

7.1.1 A programme of monitoring and review will be confirmed in the detailed CLP. The monitoring is intended to generate data against which the success of the CLP can be measured and new management measure introduced where necessary.

7.1.2 The Principal Contractor will be responsible for monitoring and reviewing activity on the site including vehicle arrivals and departures. Monitoring will be documented and made available to the local authority on request.

7.1.3 An appointed Construction Logistics Manager will be in charge of implementing the Detailed CLP on behalf on the Contractor. Their job description will include collecting data on:

- **Number of vehicle movements to site; collected through a delivery booking-in system •**
  - By vehicle type/size/age;
  - Time spent on site;
  - Consolidation centre utilization; and
  - Delivery/collection accuracy compared to schedule
- **Breaches and complaints**
  - Vehicle routing
  - Unacceptable queuing
  - Unacceptable parking
  - Supplier FORS accreditation
  - Low Emissions Zone (LEZ) compliance
- **Safety**
  - Logistics-related accidents
  - Record of associated fatalities and serious injuries
  - Ways staff are travelling to site
  - Vehicles and operations not meeting safety requirements
- **Description of the contractor's handbook**
- **Description of the driver's handbook**

Appendix A

CMP PROFORMA

Construction Management Plan

pro forma v2.3

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
17/07/2019	V1	WSP UK LIMTIED

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 all construction activity both on and off site that impacts on the wider environment.

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 nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity, **(CPG)** 8: Planning Obligations and **(CPG)** Air Quality (March 2019).

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)**.

Camden charges a fee for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during construction. 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 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.**"

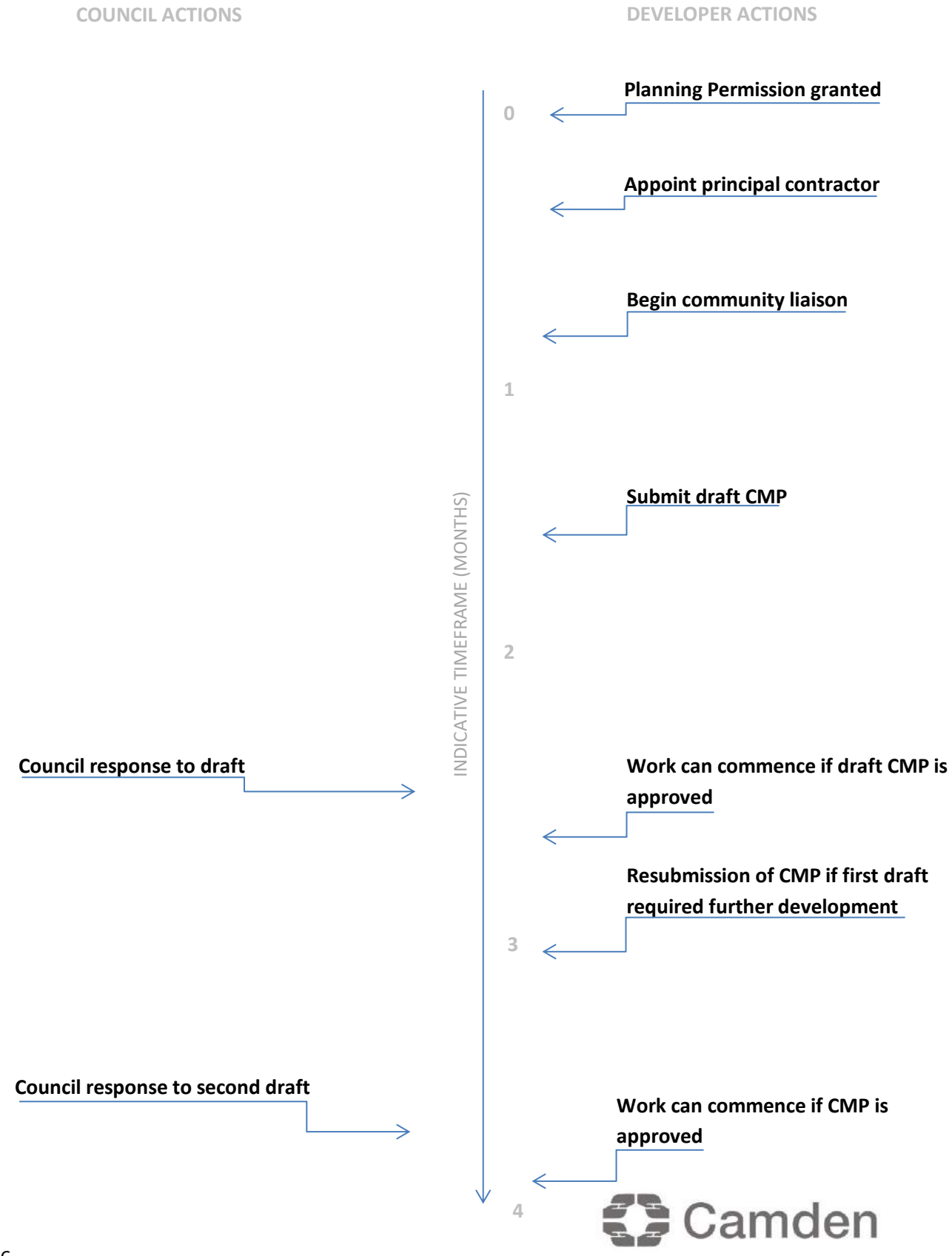
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow

comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

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

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission granted
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address:

REGENTS PARK ROAD HOTEL, 155 - 157 REGENTS PARK ROAD, LONDON, NW1 8BB

Planning reference number to which the CMP applies:

To be confirmed once planning application is registered. This is a draft CMP to accompany the planning application for the redevelopment of the site. At this stage the information provided is a broad indication. This document will be taken forward once the principal contractor is appointed and a detailed construction methodology is known.

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

Name: To be confirmed

Address:

Email:

Phone:

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

Name: The site project manager has not yet been appointed

Address:

Email:

Phone:

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

Name: To be confirmed Address: Email: Phone:

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

Name: The Principal Contractor has not yet been appointed Address: Email: Phone:

Site

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

Site and surrounding context:

The existing site comprises a four-storey building on the corner of Regents Park Road and Haverstock Hill. The building fronts Haverstock Hill and is set back from the main road by an area of public realm. The site comprises a mix of uses including retail at ground floor with office accommodation at first and third floors above and a single residential unit on the top floor.

Site designations:

The Site is within a Neighbourhood Centre. The site is immediately adjacent to Chalk Farm Station and is located next to the Roundhouse Arts venue. The site is not located within the Conservation Area but is in close proximity to the Primrose Hill, Eton and Regents Canal Conservation Area.

Description of development:

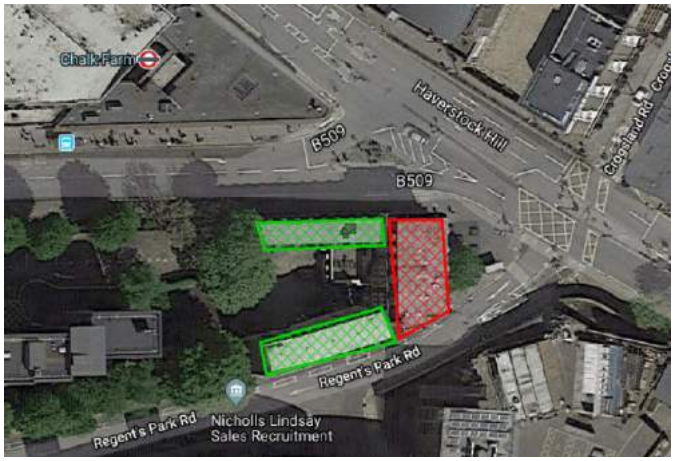
Redevelopment to provide a ground plus 7-storey building comprising a retail unit at ground, a hotel and single residential unit with associated works.

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

The proposals include the demolition of the existing building (red hatching below). The demolition does not include the 'wings' as shown below in green hatching. The proposed development is to be constructed on the same site.

The adjacent buildings, which will be retained, have a mix of residential and office use. The Roundhouse arts and concert hall is located 85 metres south east of the site.

Exact details of the construction works will be provided in due course.



8. 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).

Exact details of the construction programme will be provided in due course.

9. 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

8.00am to 6pm on Monday to Friday
8.00am to 1.00pm on Saturdays
No working on Sundays or Public Holidays

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.

10. Sensitive/affected receptors

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.).

- Dwellings adjacent to the property in all directions
- Chalk Farm LU Station
- Businesses along Haverstock Hill incl. Roundhouse Arts venue
- Pedestrians and cyclists

11. 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.

All neighbouring occupiers will be contacted by the Principal Contractor to explain the activities to be undertaken, the duration of the works and the working hours. The consultation process (relating specifically to demolition and construction impacts) will take place following the granting of planning permission. The consultation process will include all individuals and groups that stand to be affected by the proposed demolition and construction works. These individuals and groups will be provided with a copy of the draft CMP and / or a link to an online document, and will be given adequate time with which to respond to the draft CMP.

It should also be noted that two consultation events have been held, so locals are therefore aware of potential works.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

Prior to the commencement of the works, a contact telephone number will be provided. The Principal Contractor will maintain a full-time site contact for the public and LBC for them to be able to obtain information, register a complaint or request action. The Principal Contractor will also liaise with LBC to discuss working methods and measures to be used to minimise disruption.

During the works, communication with neighbours and the community liaison groups will be maintained via a dedicated phone line for complaints, notice boards on hoardings (displaying contact details for key personnel), and emails. Neighbours will also be specifically informed about any abnormal work or road closures proposed.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring.

Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

It is proposed to follow a 'Considerate Constructors Scheme". Further details will be provided once the Principal Contractor has been appointed.

14. 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.

The development is in close proximity to the following two schemes:

1) Marine Ices Scheme – 19 Residential Units
2) Wider Camden Goodsyard masterplan – 600 residential units.

The developer and appointed contractor will consult with LBC, TfL and other contractor /developers in the area and actively purse collaborative working to minimise disruption.

Further information will be collated, assed and provided once the Principal 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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, 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

15. Name of Principal contractor:

The Principal Contractor has not yet been appointed. Further details will be provided once an appointment has been made.

16. 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).

The exact checking methodology will be confirmed once the Principal Contractor has been appointed.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

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

We confirm that we have read and understood the CLOCS Standard and that it will be included in any contracts with contractors and suppliers. Once the Principal Contractor has been appointed, we will ensure that it is aware of the CLOCS Standard.

We agree to sign up to join the CLOCS Community by expressing an interest online.

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.

18. 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)

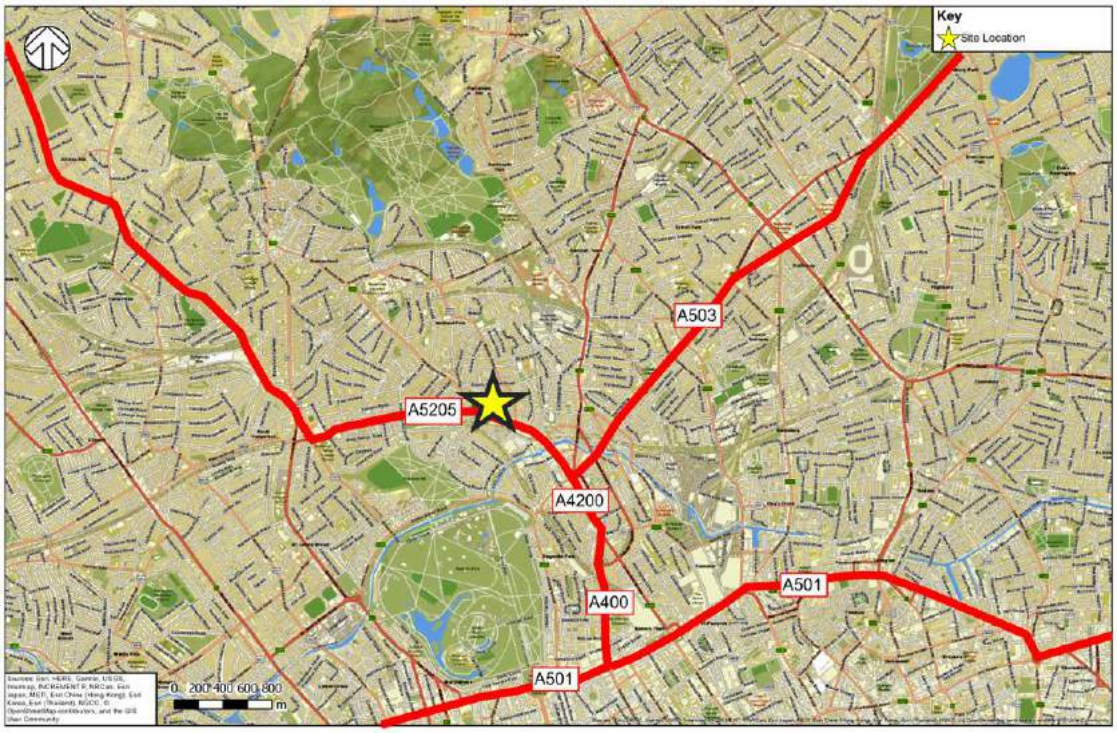
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Construction traffic routes will be agreed with LBC. All construction vehicles will have followed a pre-determined route to ensure vehicles only use routes appropriate to their vehicle types. The primary aims are to prohibit all vehicles associated with the development from using unsuitable roads and to retain all vehicles on the strategic highway network, (SRN/TLRN), for as long as practically possible. The proposed construction traffic routes are shown below.



b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Once agreed with LBC, the Principal Contractor and/ or the Project Manager will make sure all contractors, delivery companies and visitors are aware of the route to and from the site and of any on-site restrictions, prior to any journeys being undertaken. This will include information on any limitations and restrictions, particularly if routes include sensitive receptors such as schools.

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

The largest vehicles anticipated on a regular basis are tipper lorries, concrete mixers, low loaders and general HGVs with a maximum legal length (16.5m). Other smaller vehicles such as contractor vans and skip lorries may also be prevalent. It is not known at this stage if any abnormal loads will be required; however, such vehicle trips will be kept to a minimum and prior authorisation, times and routes will be agreed with LBC.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Given the planning stage of the development, there is no current information on other sites which may be developed concurrently to the proposed site. This information will be collated, based and provided once the Principal Contractor has been appointed.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

No constrained manoeuvres are anticipated

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

This information will be provided by the Principal Contractor, once appointed.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

The need for any construction material consolidation centres is not anticipated at this stage. This will be confirmed upon appointment of the Principal Contractor.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

This will be confirmed upon appointment of the Principal Contractor.

20. 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)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

This will be confirmed upon appointment of the Principal Contractor. It is expected that sites will access and egress via Adelaide and Regents Park Road.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Operational areas will be separated from publicly accessible areas (including pedestrian walkways) using hoardings, barriers, fences or other appropriate equipment. High quality hoardings will be used where the general public could be in close proximity to operational activity.

• The Principal Contractor will adhere to all local traffic management regulations when determining the access strategy to the Site.

• Banksmen will be present at all times to ensure the safe movement of any vehicles arriving at and leaving the Site and to ensure material and equipment are delivered and removed with as little disruption to local road users and traffic in the immediate vicinity of the Site. The banksmen and Site Foreman will also ensure that the correct vehicle attends the correct part of the Site at the correct time.

• All access to and egress from the Site will be made in a forward direction.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

No tight manoeuvres are expected

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Wheel washing and road cleaning facilities will be provided at a sufficient level to ensure the surrounding road network is kept clear of spoil and debris. Public highways will be swept clean and kept free from obstructions during the works, should any mud or debris did get onto the highways.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

This will be confirmed upon appointment of the Principal Contractor.

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

This will be confirmed upon appointment of the Principal Contractor.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

This will be confirmed upon appointment of the Principal Contractor.

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in

months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

This will be confirmed upon appointment of the Principal Contractor.

24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

This will be confirmed upon appointment of the Principal Contractor.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

This will be confirmed upon appointment of the Principal Contractor.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion

signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

This will be confirmed upon appointment of the Principal Contractor.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

This will be confirmed upon appointment of the Principal Contractor.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

This will be confirmed upon appointment of the Principal Contractor.

27. Services

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.

This will be confirmed upon appointment of the Principal Contractor.

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.

Noisy operations will be restricted to the following hours:

- Mondays to Fridays between 08:00-18:00
- Saturdays between 08:00 - 13:00
- At no time on either Sundays nor Bank Holidays

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.

Once the principle contractor is appointed, and equipment determined for the demolition and construction works, the contractor will carry out an assessment of the potential noise and vibration from such works and determine what mitigation measures are required to comply with Local Authority requirements. It is not anticipated that the works will result in any abnormal levels of noise and vibration

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

Once the principle contractor is appointed, and equipment determined for the demolition and construction works, the contractor will carry out an assessment of the potential noise and vibration from such works and determine what mitigation measures are required to comply with Local Authority requirements. It is not anticipated that the works will result in any abnormal levels of noise and vibration

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.

As per the measures described in the CLP.

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

The Principal Contractor will ensure that the relevant staff have been trained on BS 5228:2009.

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

Dusty activities are likely to take place during both demolition and construction works. The Principal Contractor will provide a detailed account of dusty activities and how to mitigate against dust nuisance.

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.

Any significant amounts of dirt or dust that may be spread onto the public highway will be cleared using street cleansing vehicles. No development dirt will be evident on the highway at the end of any working day.

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

Monitoring shall be the responsibility of the Principal Contractor. Final details of noise, vibration and dust monitoring are to be agreed with the Council.

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.

An Air Quality Assessment, including a construction dust risk assessment, has been undertaken in accordance with requirements of the SPG and is provided within the planning application submission documents. The site was assessed as 'MEDIUM' risk. The risk assessment and mitigation checklist is provided in Sections 3.2, 5.1 and Appendices M, N and O.

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.

The GLA's checklist will be completed following appointment of the Principal Contractor.

- 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.

Where relevant, the Principal Contractor will confirm the location, number and specification of the monitors. The Principal Contractor shall also be responsible for collating reports for submission to the Council.

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).

The Principal Contractor shall be responsible for taking the necessary measures to ensure proper control of rodents.

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

Prior to the site clearance, an asbestos demolition survey will be carried out to check the presence of any notifiable asbestos or hazardous materials. Key findings will be shared with the Council.

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.

Adequate staff facilities will be provided by the Principal Contractor 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.

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 (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:

All the above to be confirmed on appointment of the Principal Contractor.

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.

Signed: ……

Date: ……..

Print Name: ……

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

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