Construction Management Plan

pro forma v2.3

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
31 July 2019	First Issue	Ward Williams Associates on behalf of Premier Inn

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 and **(CPG)** 8: Planning Obligations.

This CMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Community Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

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.**"

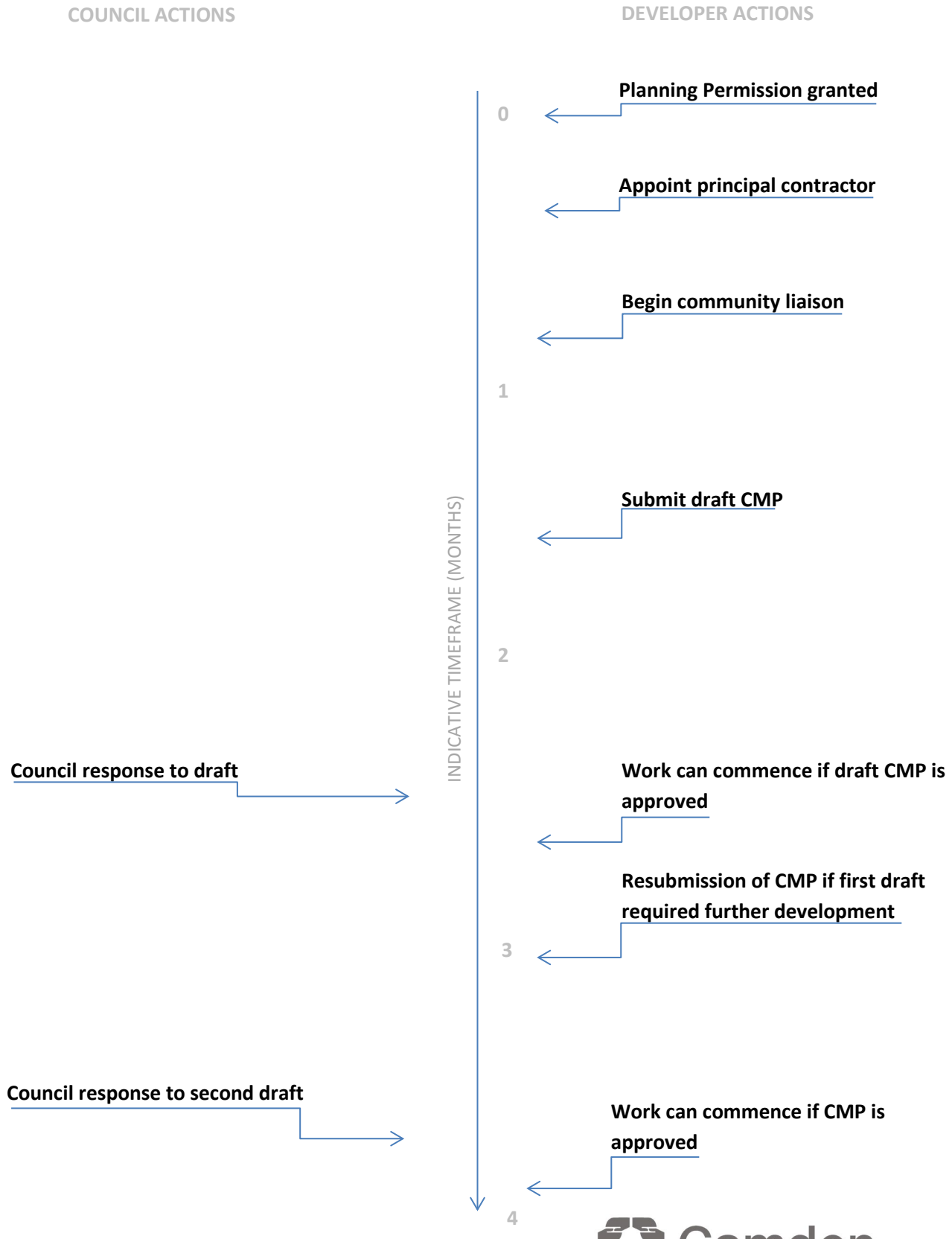
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

Premier Inn, 1 Duke's Road, London WC1H 9PJ

Planning reference number to which the CMP applies:

To Be Confirmed

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

Name:

Phil Brown, Ward Williams Associates

Email:

philbrown@wwa.uk.com

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

To be advised post planning on appointment of a Principal Contractor

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:

James Anderson - Whitbread

Emily Barnes / Richard Pia - Camargue

Email:

info@onedukesroadextension.co.uk

Phone:

James Anderson – 07850 944798

Camargue - 020 7636 7366

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.

To be advised post planning on appointment of a Principal Contractor

Site

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

The site is currently used as an existing Premier Inn Hotel, Thyme format restaurant, Costa Coffee Outlet and as Camden Council Leased residential accommodation located at the Corner of Duke's Road and Euston Road.

A site location plan is included within the planning application documents submitted for consideration.

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).

- **Two storey rooftop extension to existing Premier Inn Hotel;**
- **Six storey rear service extension to the existing Premier Inn Hotel;**
- **Existing ground Floor remodelling to incorporate new larger restaurant format, and relocation of hotel entrance from Duke's Road to Euston Road.**

- ❖ **Construction near residential and commercial neighbours;**
- ❖ **Constrained delivery routes;**
- ❖ **Constrained working areas;**
- ❖ **Access to building elevations on Euston Road.**

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).

The forecast programme is 65 weeks. A detailed programme will be published post planning consideration and on appointment of a Principal Contractor.

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**

Noting that Premier Inn will remain an operational hotel for the duration of the construction, the project specification will require it's contractors to minimise noisy works as follows:

Noisy works should be kept to a minimum before 09:00 and after 16:30 Mon-Fri inclusive and before 10:30hrs on Sat. No Sunday or Bank Holiday working is permitted without prior agreement of both the Project Manager, Premier Inn operation manager and after consultation with council Environmental Health Officers and prior warning to affected neighbours.

For this, works that would be considered noisy are those works that:

- **exceed the average ambient noise levels for that time of day or night,**
- **require the use of Hand Tools, plant, machinery and/or motorised equipment to progress**
- **require deliveries to the site, or include the parking of vehicles on site where engines are left running**
- **require general building works in the proximity to existing guest bedrooms**

Where it is essential to carry out noisy works within the excepted hours designated within this paragraph, the contractor shall advise Whitbread's Project Manager a minimum of 21 days in advance of the need for the works. The PM will liaise with the stakeholders and attempt to negotiate a local relaxation of the period noted. However, there is no guarantee this will be achievable.

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.).

The Premier Inn Euston building is neighboured by a mix of residential and commercial users and occupiers. These range from residents in the adjacent Somerton House block to business uses to the sides and rear (eg The Place dance studio). Whitbread has mapped these as part of its pre-application engagement activity. It is anticipated that this same set of stakeholders will form the basis of the receptors/audiences with whom Whitbread will engage on CMP.

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.

Whitbread has a defined programme of engagement with local residents, neighbours, groups, businesses and stakeholders as a whole. Our approach to engagement is consistent with our Whitbread brand principles around great service and being straightforward to deal with.

As we start our defined process for pre-app engagement (explaining the proposals and discussing them with stakeholders), we anticipate seeking their views on buildability and construction traffic and, from there, drawing those insights across into how we then develop, agree and apply an appropriate and effective CMP. The channels to be used in our pre-application engagement include a combination of briefings/meetings, letter writing (to raise awareness and keep people informed), an information website, and a noted point of contact (email and telephone) for community relations enquiries. Our pre-application engagement will evolve into construction management communications (subject to consent) and ensure we have continuity and consistency between our pre-application and our construction communications.

We anticipate that engagement with the Somerton House Residents Association will be a key part of the process.

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.

We know from experience the importance of having a dedicated point of contact (PoC) for site construction communications. James Anderson is overall PoC for Whitbread Property communications and would provide oversight and coordination. As per 11 (above) we see the construction communications evolving from and being informed by the results and issues raised through our pre-application communications and engagement. We anticipate that it may prove beneficial to establish a Construction Working Group and are open to doing so – we would expect a decision to be taken based on discussion with LBC and assessing the feedback and potential priorities and/or concerns arising from the pre-app dialogue with stakeholders in respect of construction and construction vehicles. As we potentially evolve the pre-app communications and engagement into construction-specific communications, we will ask stakeholders for feedback and evaluate the effectiveness of our pre-app engagement – this will provide insight and lessons learned which we can carry forward into establishing the most suitable construction communications activity and channels.

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".

Whitbread works with an established framework of contractors which adhere to Whitbread brand standard and bring the relevant assurances of standards and professionalism. Whitbread's standard requirement is for our contractors to subscribe to the CCS. Following the appointment of a main contractor (subject to planning permission), we will provide the registration details.

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.

We are aware of the current and many of the anticipated developments in the local area and conscious of cumulative impact and the benefits of coordination. We anticipate working with our appointed main contractor (post planning) to carry out an assessment of neighbouring construction sites to be accurate at that point in time – this will ensure that we can produce a suitable and effective CMP which is current and has due consideration for and integration with neighbouring developments and their respective CMPs (where applicable).

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.

15. Name of Principal contractor:

To be advised post planning on appointment of a Principal Contractor

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).

Whitbread will specify that the contractor appoint a specific Construction Logistics Manager will oversee the implementation of the Construction Logistics Plan on behalf of the contractor. Their job description will include collecting data via a booking in system for the following:

- **Number of vehicle movements to site**
  - **Total per day/week/month.**
  - **Vehicle type.**
  - **Vehicle size.**
  - **Vehicle age.**
  - **Time spent on site.**
  - **Delivery/collection accuracy compared to schedule.**
  - **Supplier FORS accreditation.**
  - **Unplanned vehicles.**
  - **Low Emissions Zone compliance.**
- **Breaches and complaints**
  - **Vehicle route taken.**
  - **Unacceptable queuing.**
  - **Unacceptable parking.**
- **Safety**
  - **Logistics-related accidents.**
  - **Record of associated fatalities and serious injuries.**
  - **Ways staff are travelling to site.**
  - **Vehicles and operations not meeting safety requirements.**

The data collected with records will be held onsite, available for CLOCS monitoring as per the scheme.

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:

To be confirmed post planning on appointment of a Principal Contractor

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)

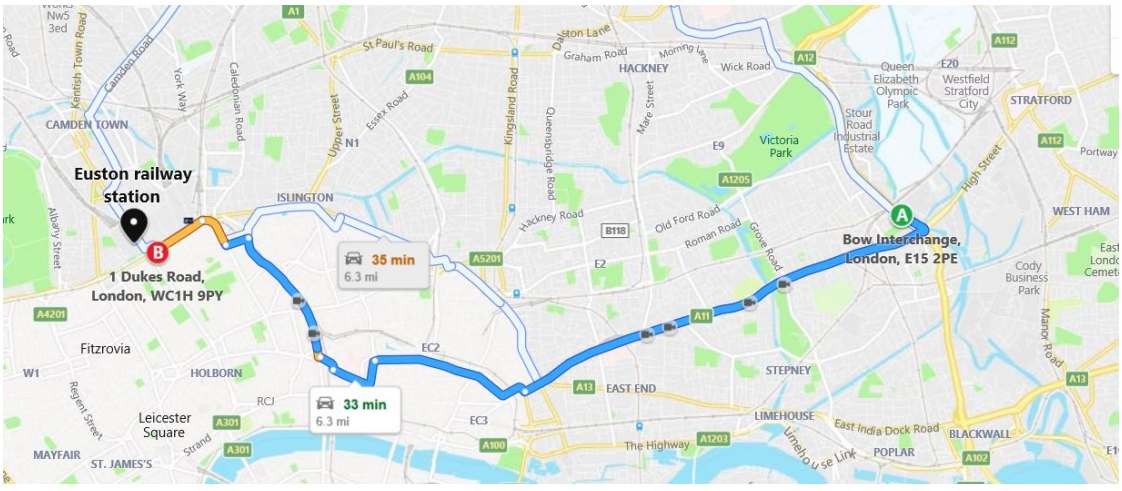
Routes should be carefully considered and risk assessed, considering the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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.

Deliveries, approaching from Bow, the location of builder's yards, concrete batching plants and consolidation centres will use the following route for access to the site and return on the same route.



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.

To minimise disruption and avoid additional strain on adjacent roads, the Main Contractor Procurement Manager together with our Construction Logistics Manager will liaise with all the supply chain companies to pre-arrange material and plant deliveries ensuring efficient off-loading to avoid traffic congestion adjacent to the site in what is already a busy thoroughfare. A leaflet with routes and time slots, with deliveries to be pre-booked, will be put into operation and issued as part of all orders in advance of deliveries.

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.

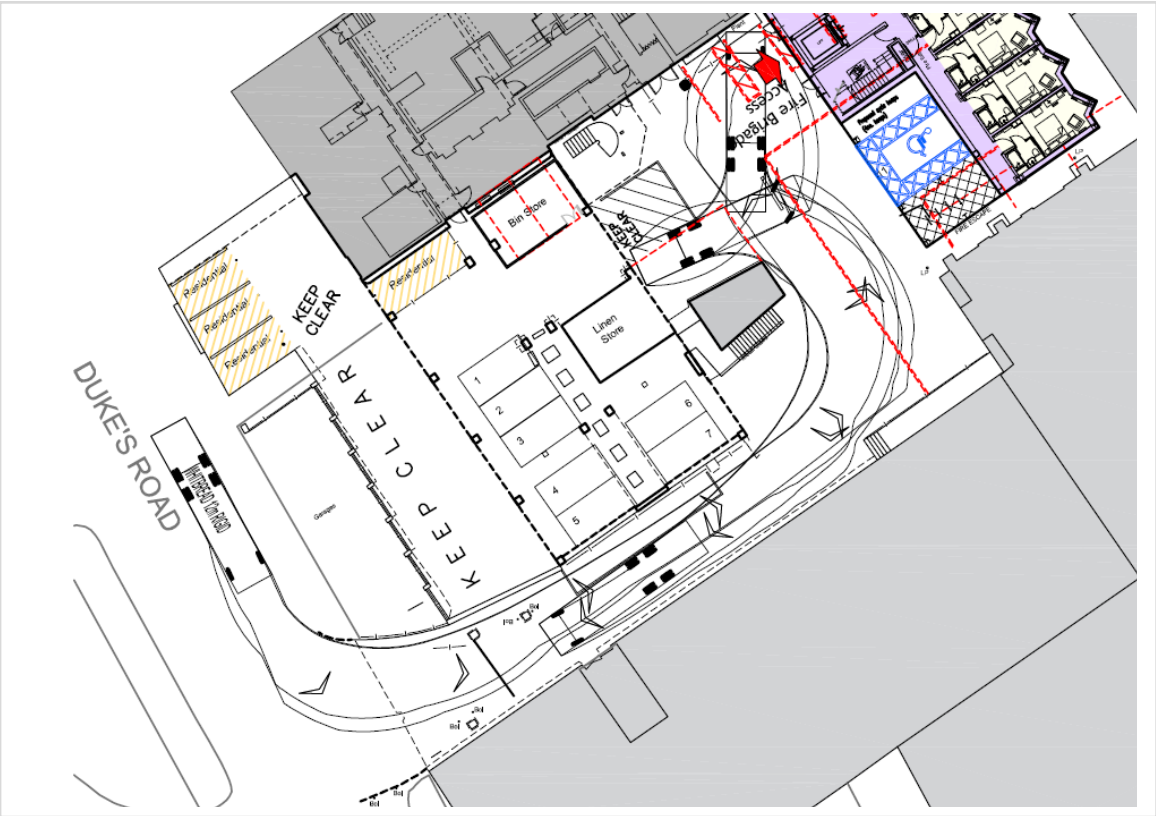
For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day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

To be developed by the Principal Contractor post planning and appointment.

b. Cumulative effects 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.

To be developed by the Principal Contractor post planning and appointment.

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



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.

The holding area will be located on Duke's Road, just prior to entering the site. To further control deliveries, all vehicles will need to be pre-booked into site, to allow coordination of site activities and avoid un-necessary traffic build-ups.

No stopping, waiting, loading/unloading for construction vehicles on Euston Road is planned

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 use of Construction Material Consolidation centres will be encouraged for the operation of this site where large quantities of product are required.

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).

Deliveries will be pre-booked in advance. In respect of onsite machinery, we encourage the use of battery powered and electrically driven plant and machinery were possible. We will encourage the use of the non-road mobile machinery (NRMM) scheme to log all plant and machinery as a way of monitoring onsite activities.

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.

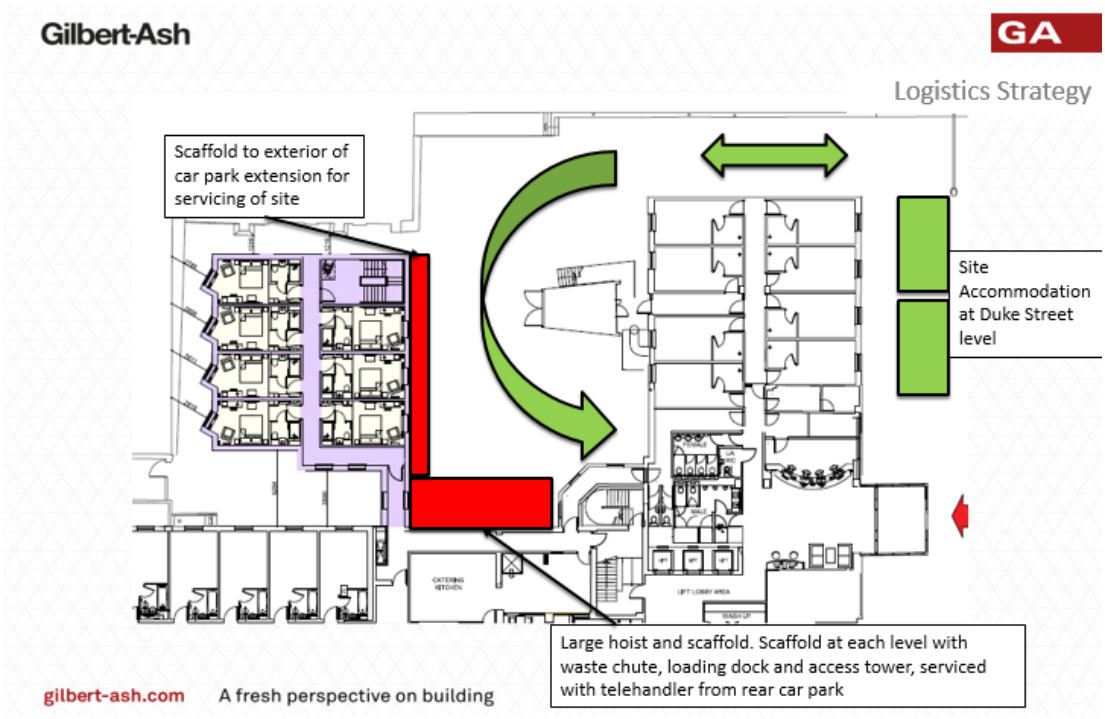
Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should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

Following a visit to site, the only observed access to Duke's Road will be from the main A501. No access is possible from Burtons Road, as Duke's Road narrows substantially after the hotel entrance and becomes a one-way street exiting out onto Burton Street Only.

Duke's Road, in the section between the A501 and the entrance to the hotel car park is a double width road, with double yellow lines on both sides of the road, with no car parking spaces noted. Duke's Road is in a congestion charge area.

After entering Duke's Road, from the A501, all construction traffic will need to be directed down the ramp to the rear car park of the hotel. All vehicles exiting site will be required to turn right back onto the A501.



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.

To minimise disruption and avoid additional strain on adjacent roads, our Procurement Manager together with our Construction Logistics Manager will liaise with all our supply chain companies to pre-arrange material and plant deliveries ensuring efficient off-loading to avoid traffic congestion adjacent to the site in what is already a busy thoroughfare with a busy transportation hub nearby at Euston Station.

A traffic marshal will ensure safe access and egress to and from the site. The traffic marshal will be assisted by the security officer that will be stationed at the car park entrance to check and sign in and out all staff and site visitors for the duration of the project. This will ensure that no unauthorised persons will enter the site through the new construction access point as indicated in previous figure.

The Construction Logistics Manager will ensure the adjacent areas are kept clean and clear always and prevent nuisance parking by site personnel and visitors and ensure the public transport network entrances, are not disrupted in any way.

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.

To be developed by the Principal Contractor post planning and appointment.

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 wash facilities will be stored in the rear service yard, with any muddy vehicles washed down prior to re-entering Duke's Road and the wider road network. As this is a refurbishment project with extension the scope for such muddy activity will be very limited to a period of piling works. The existing service yard will further reduce the chance of debris transference from occurring.

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.

All loading and off-loading activities for construction will be undertaken in the existing rear service yard.

During construction the hotel will remain operational and it is planned that these will occur on Duke's Road directly into the existing hotel entrance requiring the suspension/ dispensation of the existing '*no loading at any time*' restriction on Duke's Road which will be sought from Camden council's highways.

It is noted that current HGV restrictions on Duke's Road are as follows:

Duke's Road is also subject to a weight restriction which prohibits access by delivery vehicles greater than 18t between the hours of 21:00 - 07:00 (Monday to Friday), 13:00 – 07:00 (Saturdays) and any time on Sundays. Additionally, there is a no 'waiting restriction' on vehicles greater than 5t in weight, which is in place overnight between the hours of 6.30pm and 8am.

Operational deliveries will also be coordinated by the Construction Logistics Manager for the duration of the construction period to avoid interface issues between construction & operations.

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.

All loading and off-loading activities will be undertaken in the existing rear service yard. Refer to Q20b for an overview.

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.

To be developed by the Principal Contractor post planning and appointment.

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 secure.Information regarding parking suspensions can be found here.

No car parking spaces are available on Duke's Road. Therefore, no suspensions will be sought. Use of existing rear service yard required.

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.

We do not intend to occupy public footpaths or highways for the purposes described

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.

To be developed by the Principal Contractor post planning and appointment.

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.

None Planned

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.

Scaffolding will be required to the public footpath on Euston Road. Scaffold can be erected to maintain full access. A detailed plan will be developed by the Principal Contractor post planning and appointment.

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

Scaffolding will be the only required temporary structure to over sail the public footpath.

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.

It is intended to use existing services as we believe there to be enough capacity within these to support the proposal.

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.

- **Demolition of service yard for piling – Excavator with breaker**
- **Piling – Piling rig and concrete deliveries and pumping**
- **Structural alteration to existing roof – Drilling machines and small breakers**
- **Structural steel installation – Mobile crane and impact drills**
- **Metsec, window and cladding installation – Impact drills**

Please refer to planned working times rules stated in the response to Q9

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.

An onsite survey was carried out in late 2017, and the proposals have been reviewed against this survey data in July 2019.

It is intended to carry out an additional baseline noise survey prior to the start of construction operations to provide the latest data against which to judge performance.

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

To be developed by the Principal Contractor post planning and appointment.

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.

Refer to appendix 1 and document for control of noise, dust and vibration.

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

To be provided by the Principal Contractor post planning and appointment.

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

Refer to appendix 1 and document for control of noise, dust and vibration.

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.

Refer to appendix 1 and document for control of noise, dust and vibration.

Wheel wash facilities will be stored in the rear service yard, with any muddy vehicles washed down prior to re-entering Duke's Road and the wider road network. As this is a refurbishment project with extension the scope for such muddy activity will be very limited to a period of piling works. The existing service yard will further reduce the chance of debris transference from occurring.

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

Vibration monitoring will be recorded using a V901 Vibration Monitor or equivalent to and results recorded and reviewed against the trigger levels noted in Significant Observed Adverse Effect Level - BS5228 Part 1 as per table 3 and 4 below. Due to the presence of residential units in the immediate area of works Table 3 will apply.

Table 3 - Ground-borne noise and vibration[7] effect levels for permanent residential buildings (indoors near but not at the centre of any habitable room)

Ground-borne noise	Lowest Observed Adverse Effect Level	L_{pASmax} [dB]	35
	Significant Observed Adverse Effect Level	L_{pASmax} [dB]	45
Vibration	Lowest Observed Adverse Effect Level	VDVday[m/s$^{1.75}$]	0.2
		VDVnight[m/s$^{1.75}$]	0.1
	Significant Observed Adverse Effect Level	VDVday[m/s$^{1.75}$]	0.8
		VDVnight[m/s$^{1.75}$]	0.4

Table 4 - Ground-borne vibration impact levels for non-residential buildings (indoors near but not at the centre of floors)

Examples	VDVday[m/s$^{1.75}$]	VDVnight[m/s$^{1.75}$]
Hotels; hospital wards; and education dormitories	0.2	0.1
Offices; Schools; and Places of Worship	0.4	n/a
Workshops	0.8	n/a
Vibration sensitive research and manufacturing (e.g. computer chip manufacture); hospitals with vibration sensitive equipment / operations; universities with vibration sensitive research equipment / operations	Risk assessment will be undertaken based on the information currently available for the relevant equipment / process, or where information provided by the building owner or equipment manufacturer.	

- **1 mm/s for nearby occupied residential and educational buildings,**
- **3mm/s for occupied commercial premises where the activities are not of a sensitive nature (such as hospitals, schools or laboratories etc)**
- **5 mm/s for non-sensitive buildings.**

If these levels are reached, working methods will need to be reviewed and control measures put in place. Vibration measurements will be made so that ideally 3 orthogonal Peak Particle Velocity values are recorded for a minimum of 15-minute durations of 10 second or shorter samples. If complaints are received we shall install additional monitoring at neighbouring

If these levels are reached, working methods will be reviewed and additional control measures put in place. Vibration measurements will be made so that ideally 3 orthogonal Peak Particle Velocity values are recorded for a minimum of 15-minute durations of 10 second or shorter samples. Should complaints are received we shall install additional monitoring at neighbouring premises.

This will include the installation of Target Reflectors to the adjacent party walls which will be monitored daily to record any movements against base readings taken prior to works commencing and Vibration Monitors which will also be used to ensure levels are recorded and do not reach levels that could damage neighbouring properties.

In respect of noise, Noise Monitoring will be done daily at set times with an ATP DT8820 Noise Monitor or equivalent. Records to be kept for inspection.

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

To be developed by the Principal Contractor post planning and appointment.

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.

As Response to Q36 above.

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.

As Response to Q36 above.

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

To be developed by the Principal Contractor post planning and appointment.

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

The existing Premier Inn occupied buildings are subject to an ongoing asbestos management strategy and surveys are carried out as required by this plan. WYG are the appointed consultant for asbestos management across the Whitbread & Premier Inn estate.

Additional Refurbishment and Demolition surveys will be carried out as required ahead of construction works and findings will be managed appropriately following the guidance in HSG264

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.

The site will be registered and monitored as part of the Considerate Constructors Scheme which addresses such issues.

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): **To be confirmed post planning**

b) Is the development within the CAZ? **Yes**

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? **Yes**

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

To be developed by the Principal Contractor post planning and appointment.

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:

To be developed by the Principal Contractor post planning and appointment.

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:

To be developed by the Principal Contractor post planning and appointment.

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.

Gilbert-Ash

Methodology – Noise, Dust & Vibration Control Assessment

Site

Premier Inn Euston Road, London

Overview

The following Dust Control Assessment should be read in conjunction with the issued construction methodology document. The following assessment considers the control of duct arsing as a direct result of works from within our site.

- Noise Monitoring: ATP DT8820 Noise Monitor or equivalent to be used for monitoring.
- Vibration Monitoring: V901 Vibration Monitor or equivalent to be used for monitoring.

Item	Description of Dust Release	Likelihood of Incident Low/Med/High	Control Measures to be implemented	Has the likelihood of incidence been addresses to a satisfactory level? Yes/No
1	Dust release due to site transport movements on existing site surfaces. Noise from site transport.	Medium	Tool Box Talks to be delivered on use of wheel wash facility to rear yard. Dampen down site during dry conditions. Tarpaulins to be fitted to cover large skips. Smaller skips to be enclosed. Solid Hoarding to be installed to front and rear of site where available. Good house-keeping to be observed. Site vehicles to be fitted with white noise reversing alarms. No deliveries outside of normal working hours.	Yes- To be monitored onsite.

2	Dust release due to removal of existing service yard slab. Vibration and noise to be monitored.	Medium	Tool Box Talks to be delivered. Dampening down of site during removal of slab. Site activities to be monitored for vibration. Noise to be limited as works take place internally and no works to be undertaken outside of normal working hours. Use acoustic sound barrier sheets to dampen noise.	Yes- To be monitored onsite.

3	Dust release from preparation of piles. Noise pollution from breaking and preparation of pile head. Vibration to be monitored.	High	Tool Box Talks to be delivered.	Yes- To be monitored onsite.
			Pile head cut into sections for removal by concrete saw with water suppression attached to achieve a wet cut.	
			Acoustic barriers to be erected around the cut area to contain wet cut spray and noise.	

			Hand held mechanical chipping hammers to break remaining pile head to formation level. Water suppression to be used to dampen down areas.	
			Noise control barriers, in form a heras Acoustic Barrier membrane, to be erected around works area to absorb and reduce the degree of noise pollution.	
4	Dust release from storage of aggregates for works.	Low	Tool Box Talks to be delivered.	Yes- To be monitored onsite.
			Dampening down of site during dry conditions and materials to be covered during storage.	
			Tool Box Talks to be delivered on dust suppression	

5	Dust release from cutting block and brick. Noise from operation of concrete saw	Medium	with water bottles attached to concrete saws if their use is required. Mechanical block splitters to be used where possible to avoid use of concrete saw. Dust & acoustically screened area to be installed within building for use of concrete saw where required.	Yes- To be monitored onsite.
6	Dust release at high level elevations from scaffold due to wind.	Low	Tool Box Talks to be delivered. Scaffolding to be erected to be wrapped in a heavy plastic monarflex covering.	Yes- To be monitored onsite.
7	Dust release from removal of concrete upstands and formation of	Medium	Tool Box Talks to be delivered. Erect crash decks to underside of areas and erect screens around areas to contain	Yes- To be monitored onsite.

	openings in concrete slabs. Noise from operations and potential of vibrations.		arisings. Temporary works to be designed and inspected by a structural engineer to ensure removal does not cause and failures or vibrations through building.	
			Crush concrete with use of mechanical brokk to avoid use of vibration causing breakers. Water suppression to be used.	

Tool Box Talks

Suggested tool box talks.

- 008
- 015
- 030
- 032
- 038
- 039
- 041
- 043
- 049
- 050
- 051
- 053
- 058
- 059
- 066
- 070
- 078
- 079
- 081