Uchaux Limited

REGENTS PARK HOTEL, CAMDEN

Outline Construction Logistics Plan (CLP)

002
FEBRUARY 2021

PUBLIC

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CONTENTS

1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 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. The Proposed Development comprises a ground plus six storey building, comprising a 59-key micro hotel.

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 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 second floor and a single residential unit on the top floor.

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

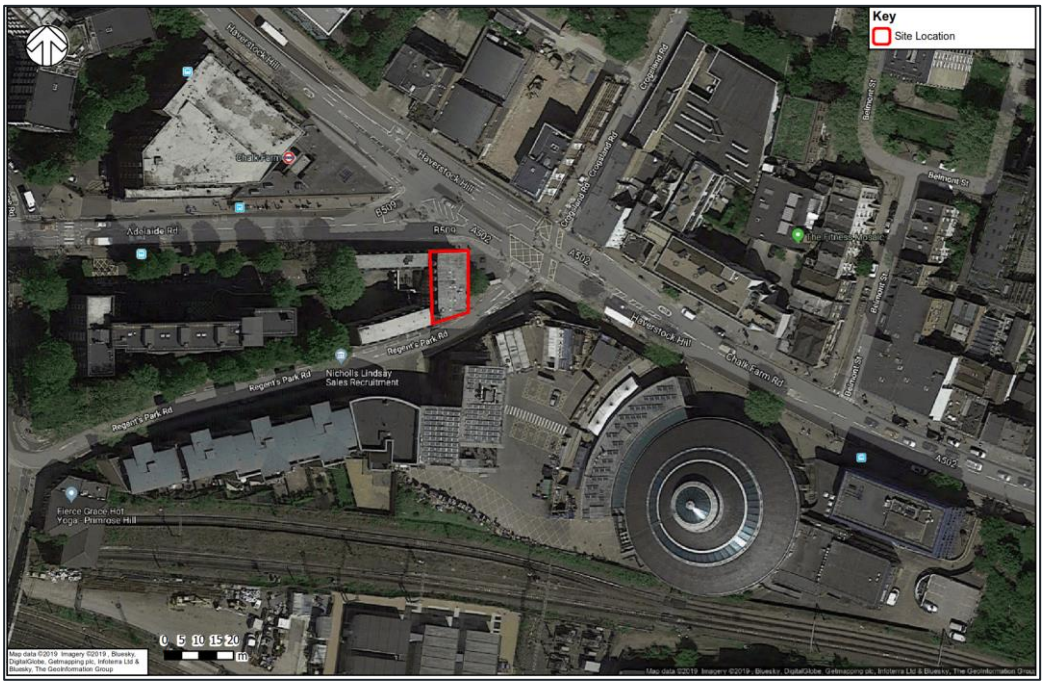


Figure 1-1 Site Location

1.4 DEVELOPMENT PROPOSALS

1.4.1 The Proposed Development comprises the following:

"Redevelopment to provide a part ground plus 6-storey building and part ground plus 3-storey building comprising a hotel 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 Publication 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 the 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 PUBLICATION LONDON PLAN (DECEMBER 2020)

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

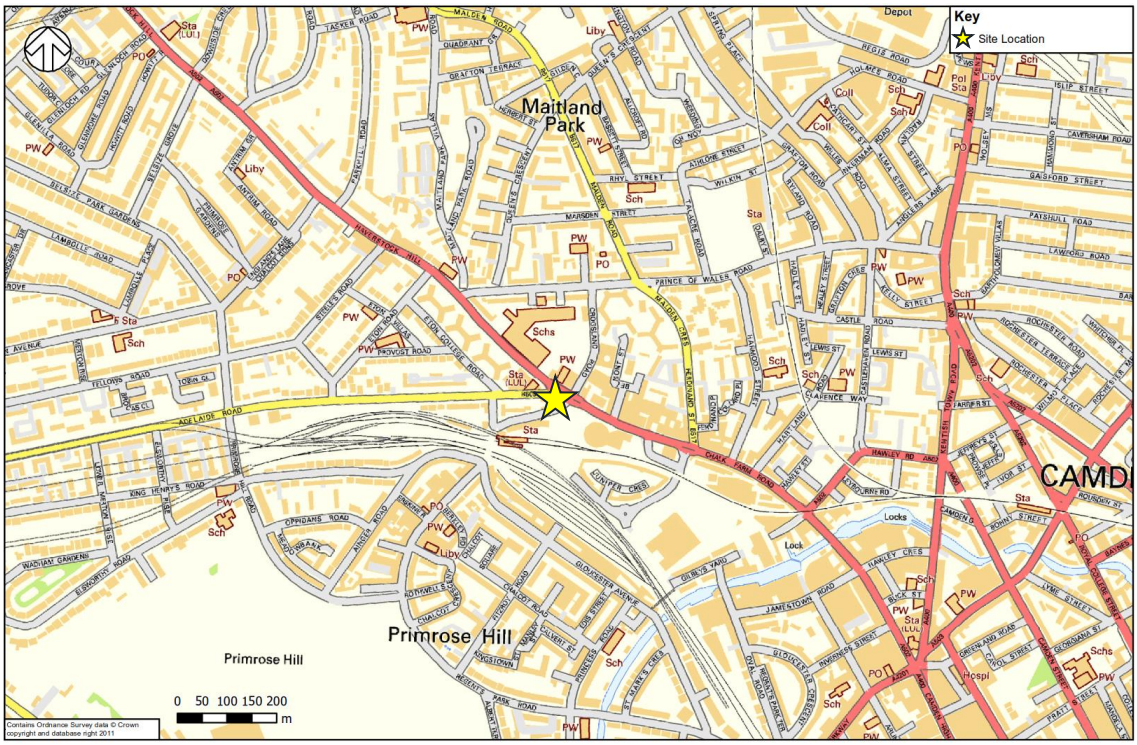


Figure 2-2 Local Context Plan

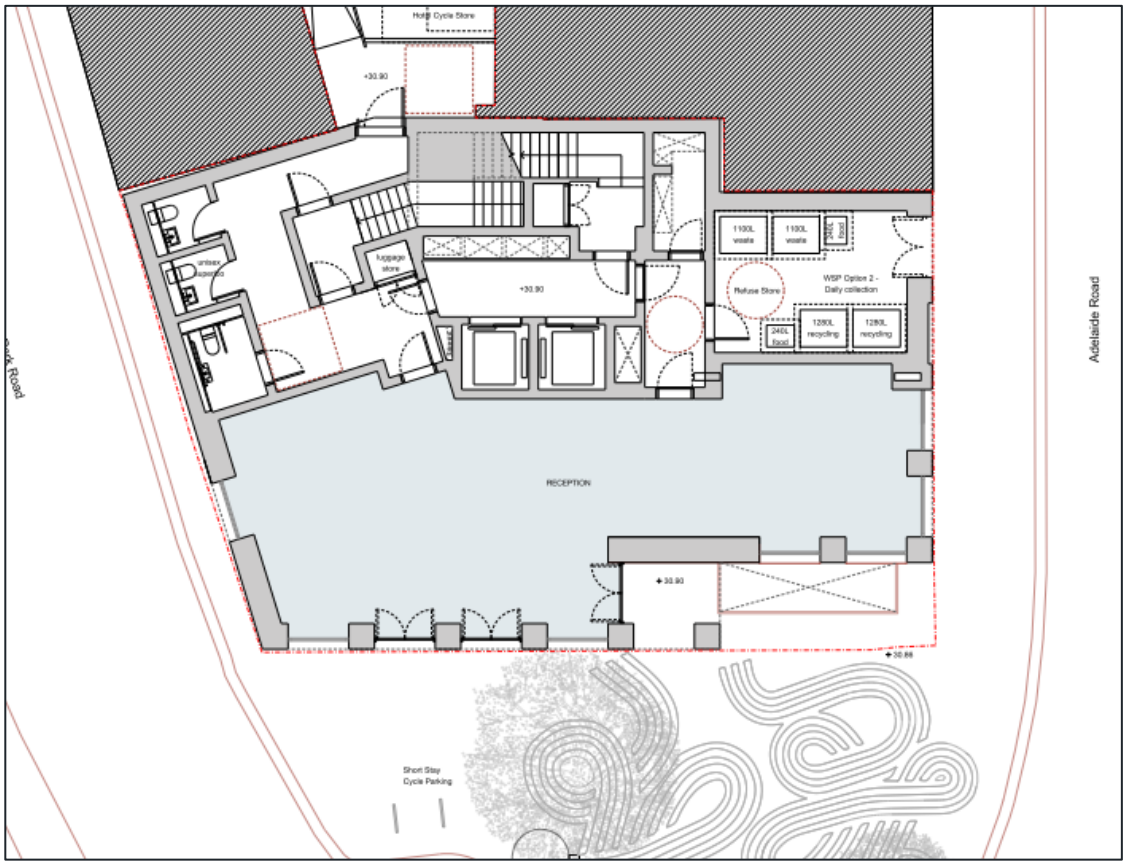


Figure 2-3 Site Boundary Plan

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.

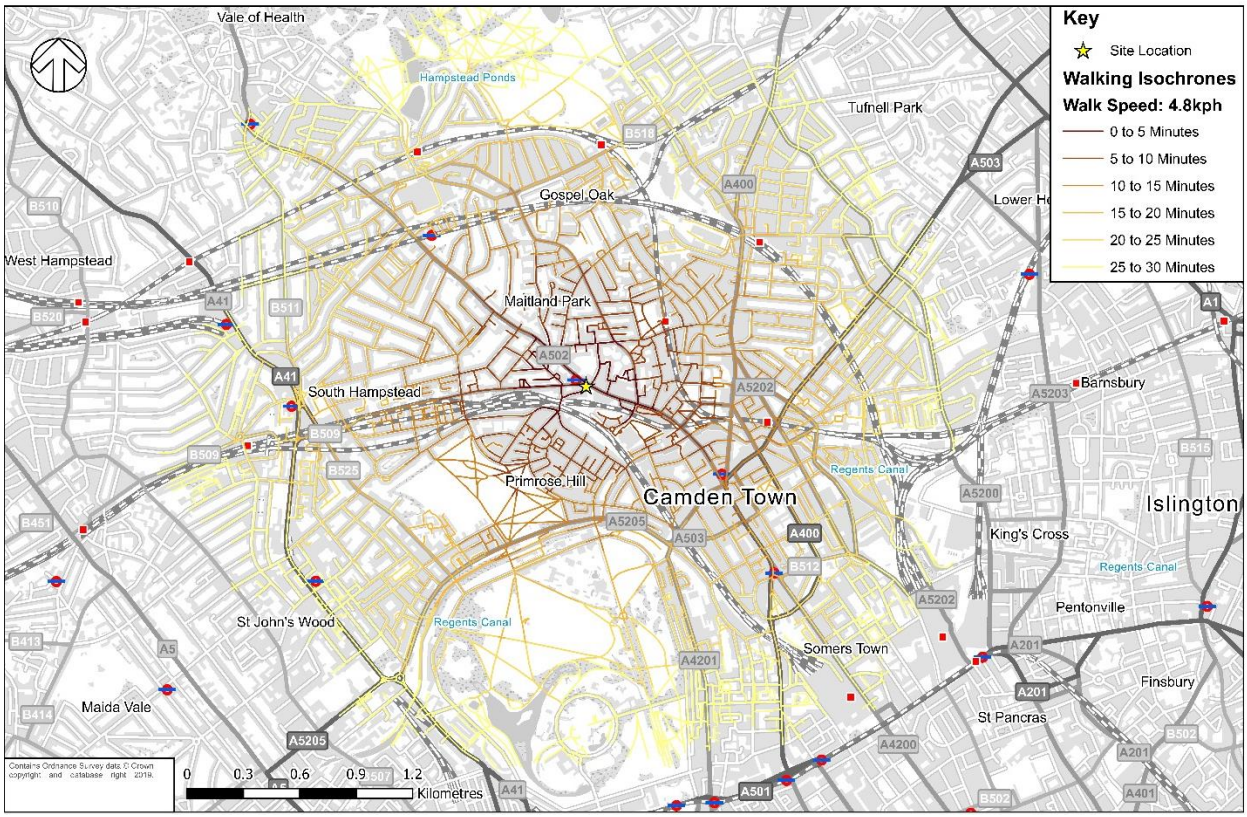


Figure 2-4 Pedestrian Isochrones

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.

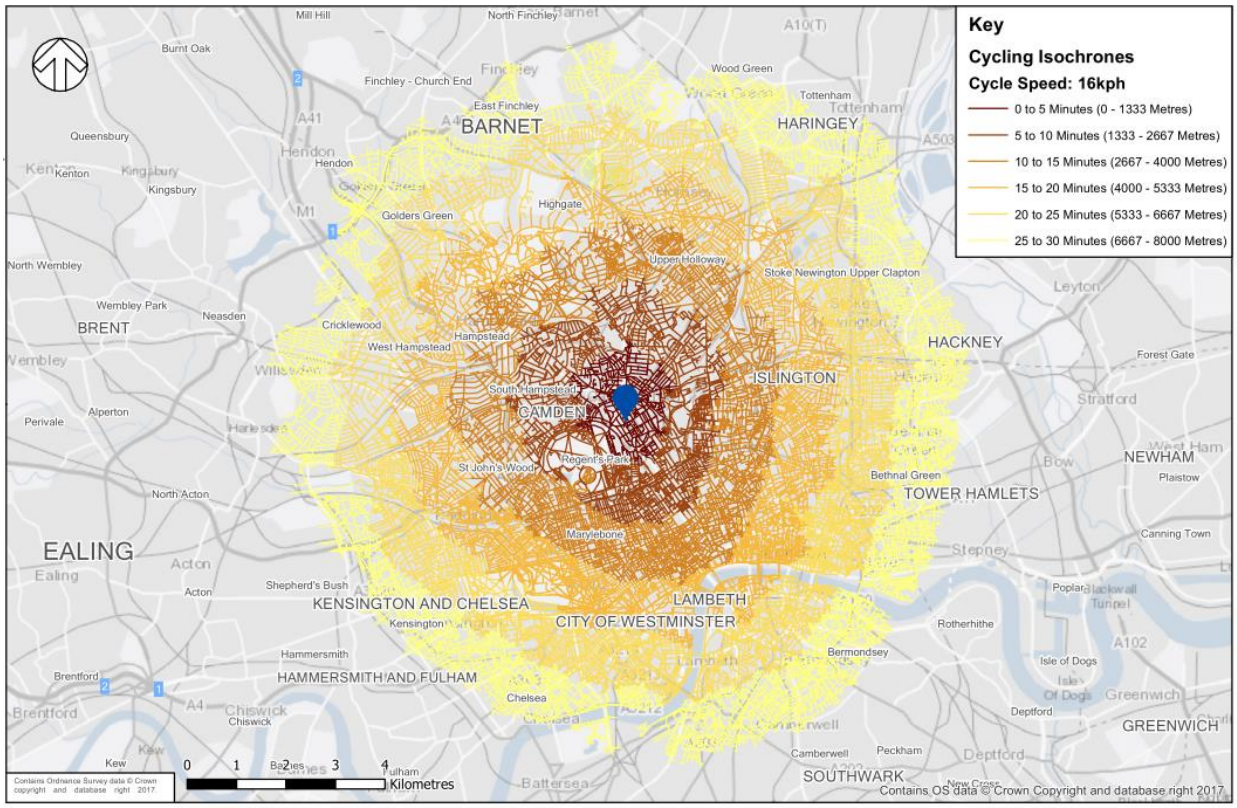


Figure 2-5 Cycling isochrone

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.

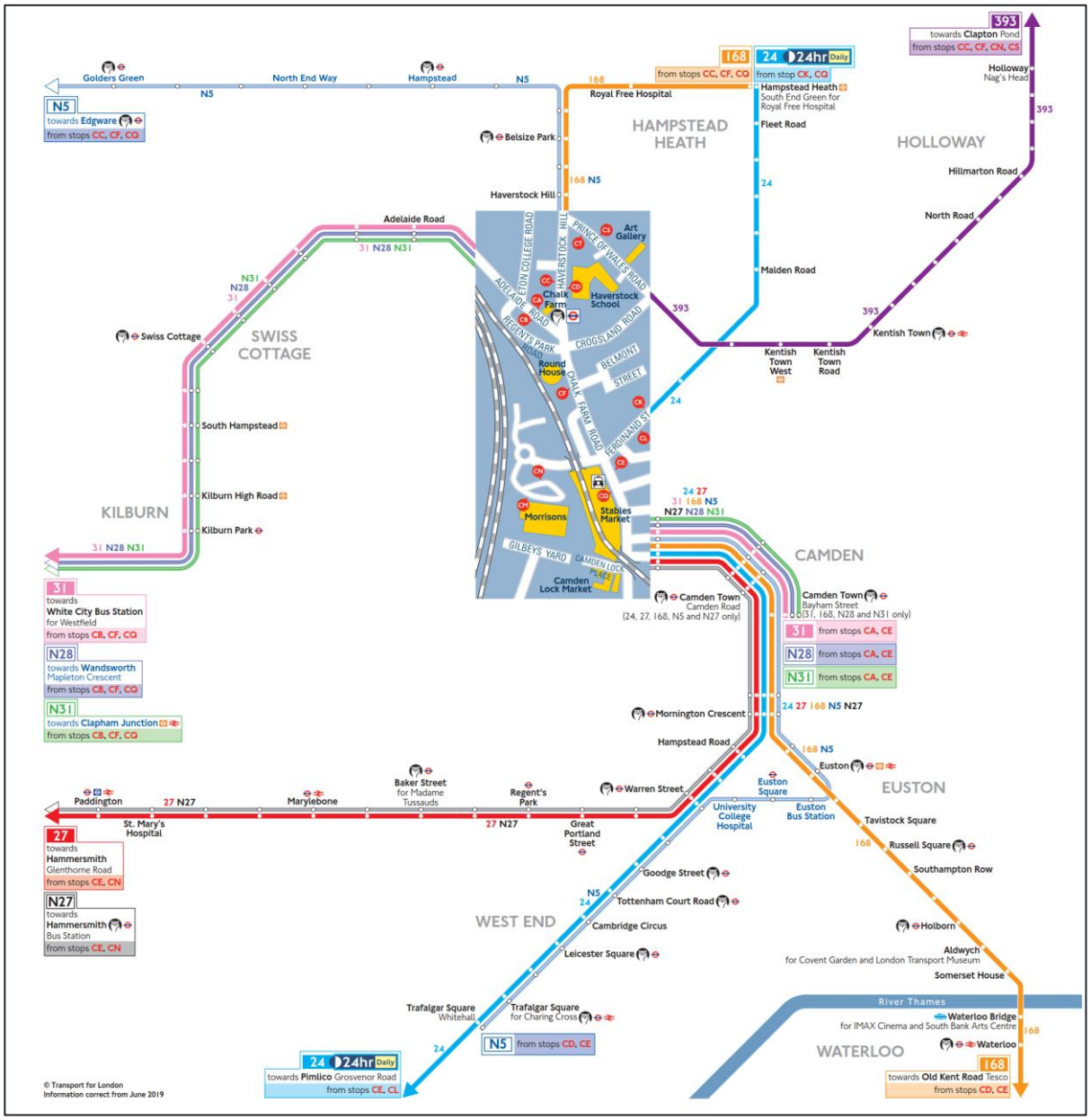


Figure 2-6: Local Bus Routes

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)

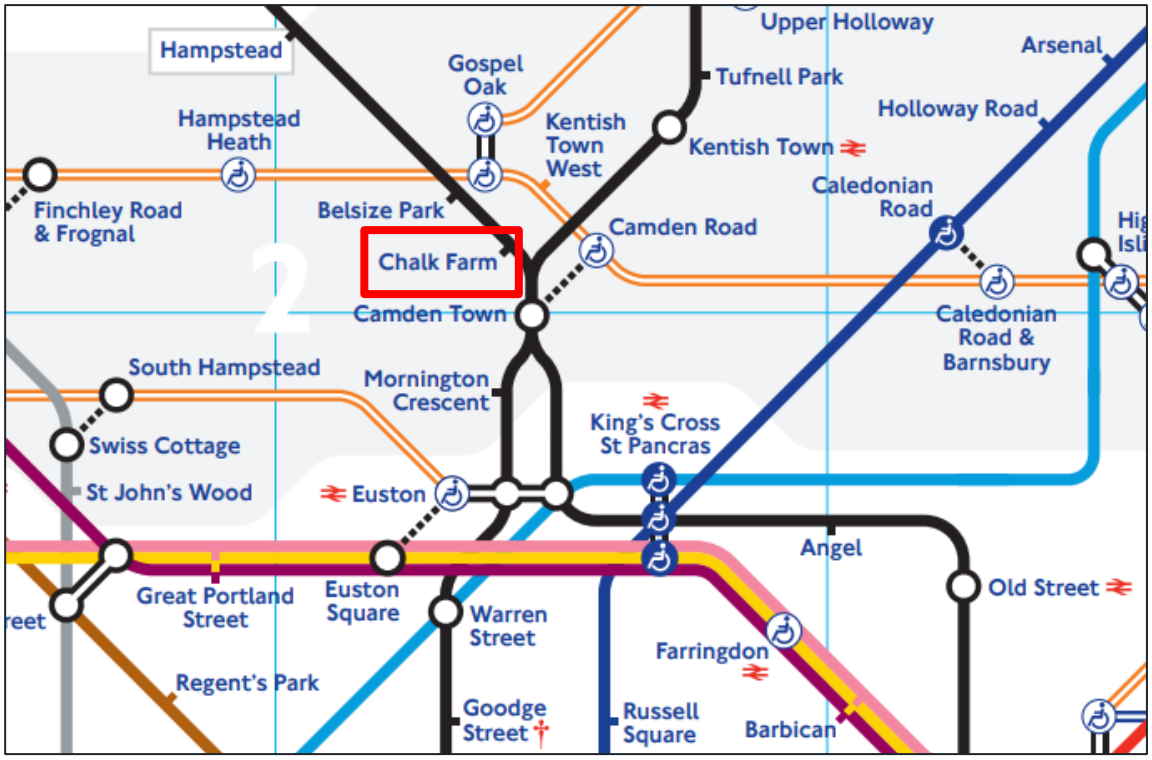


Figure 2-7: Local London Underground Services

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.

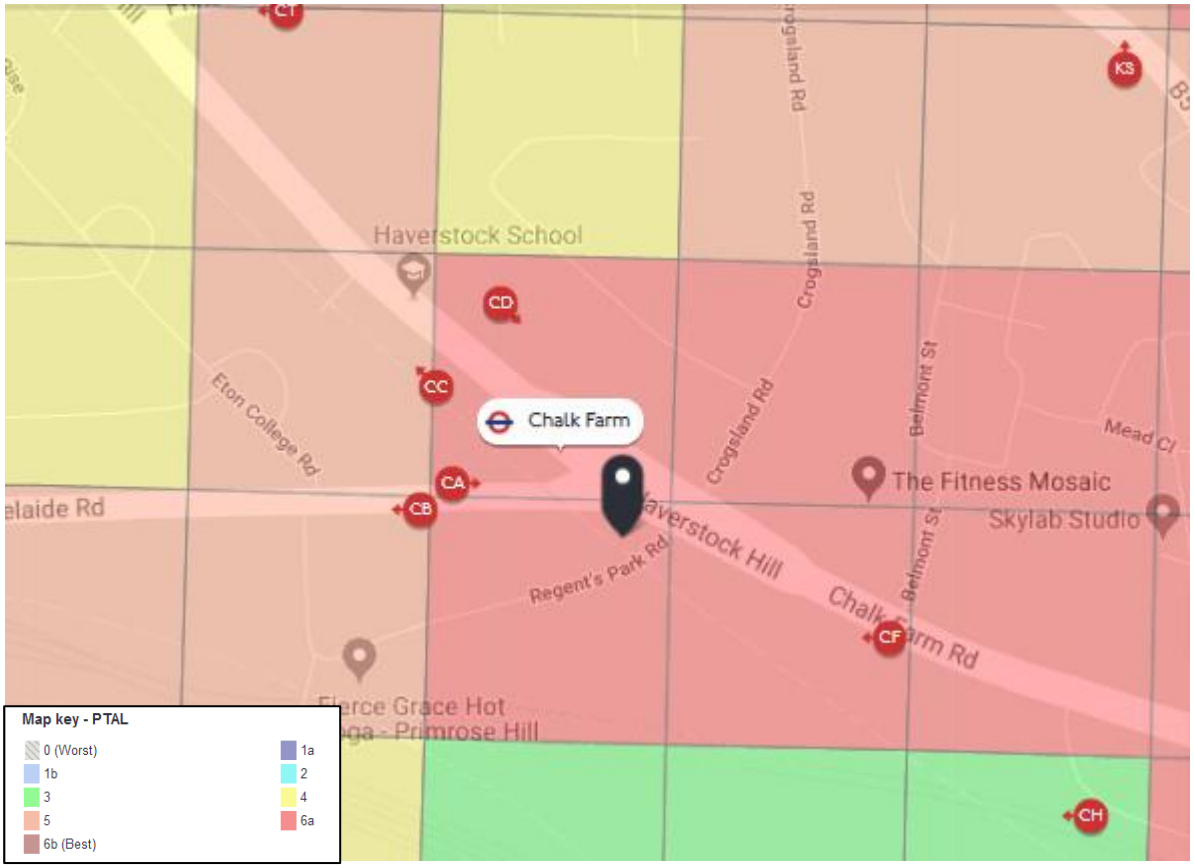


Figure 2-8: PTAL Map

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.

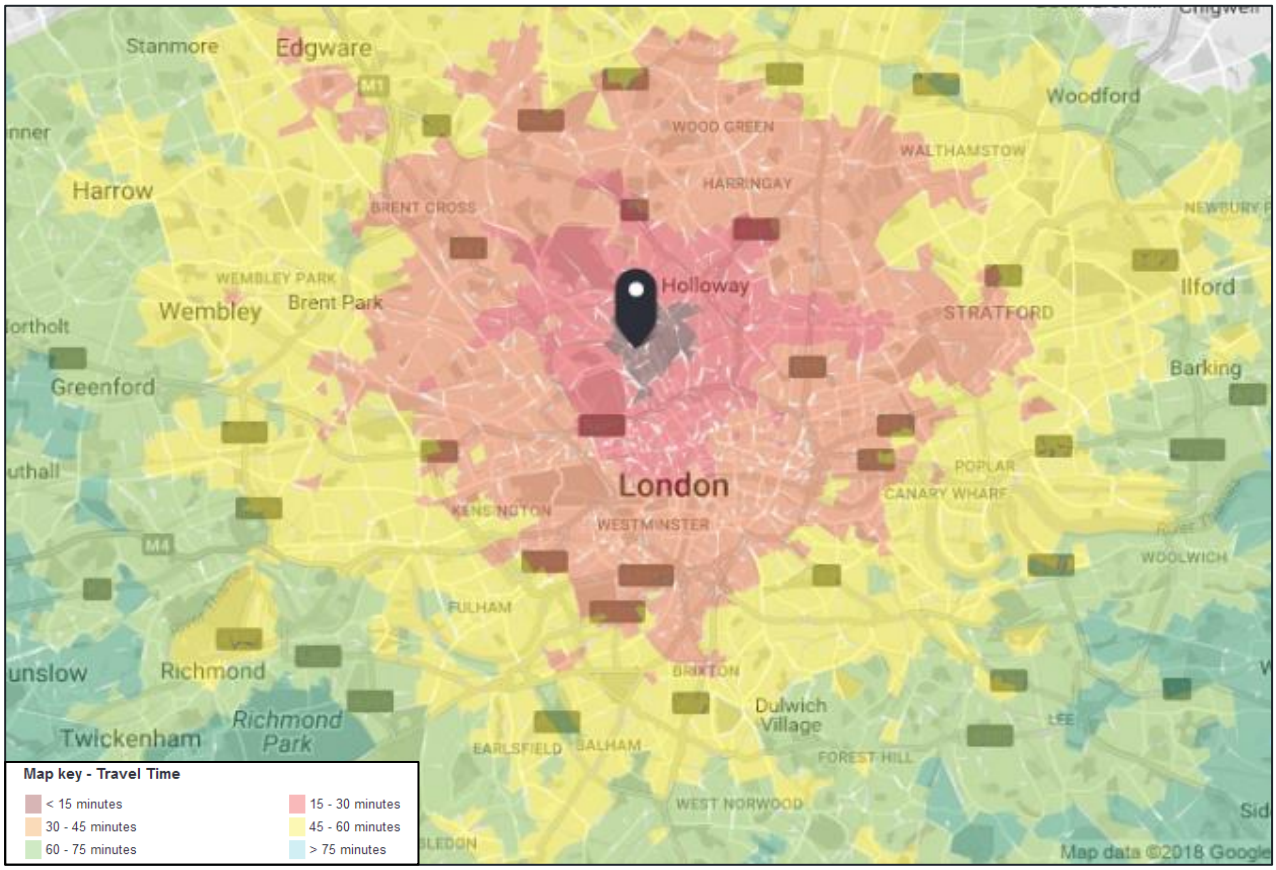


Figure 2-9: Time Mapping

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.

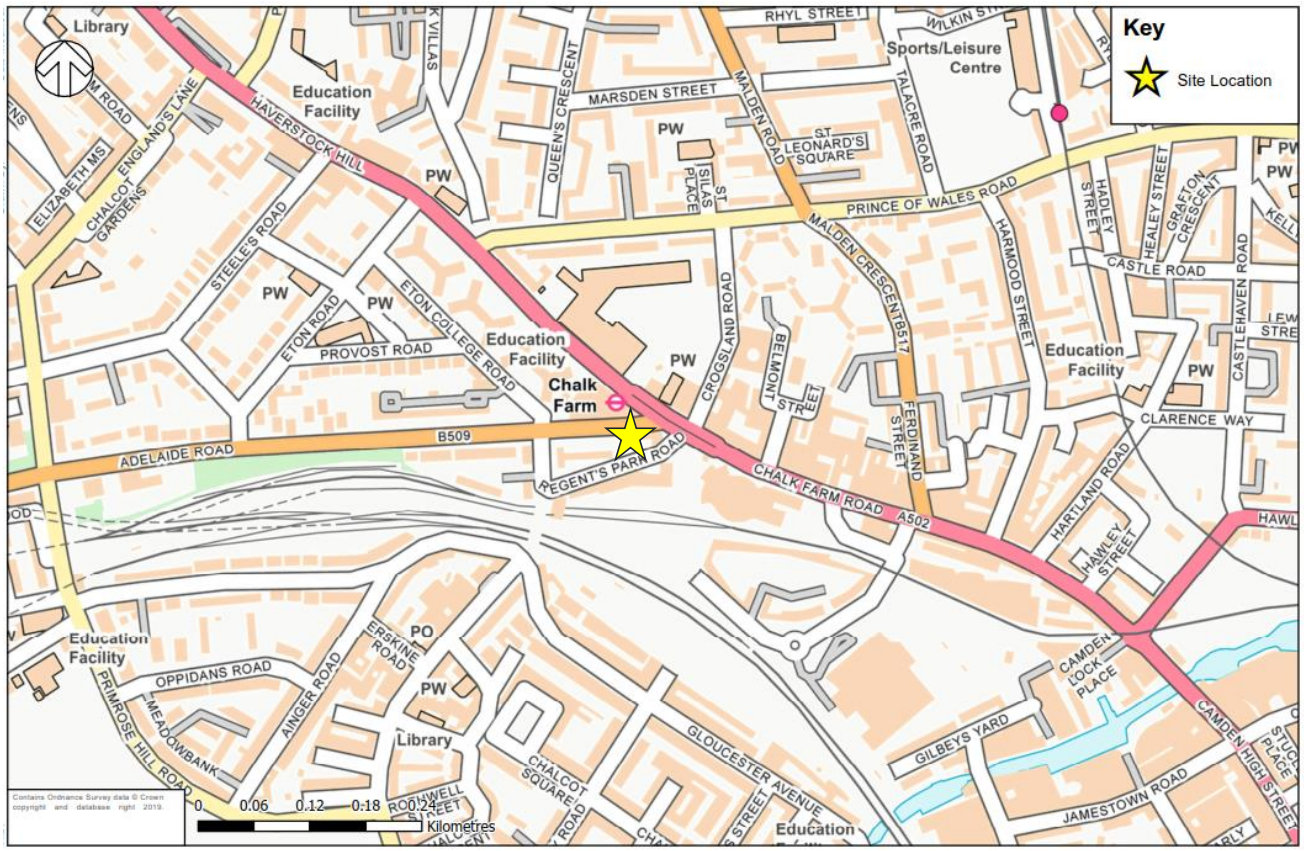


Figure 2-10: Local Highway Network Plan

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.

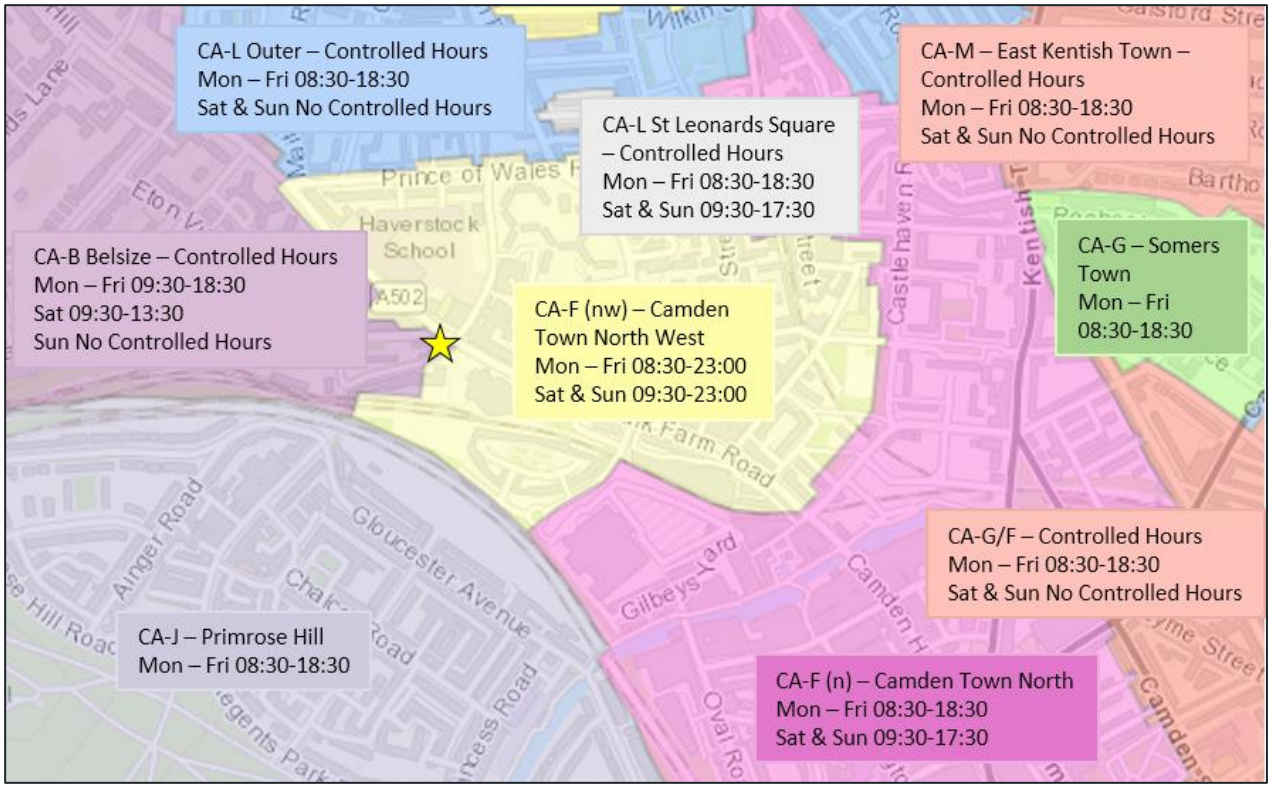


Figure 2-11: Camden Controlled Parking Zones

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.

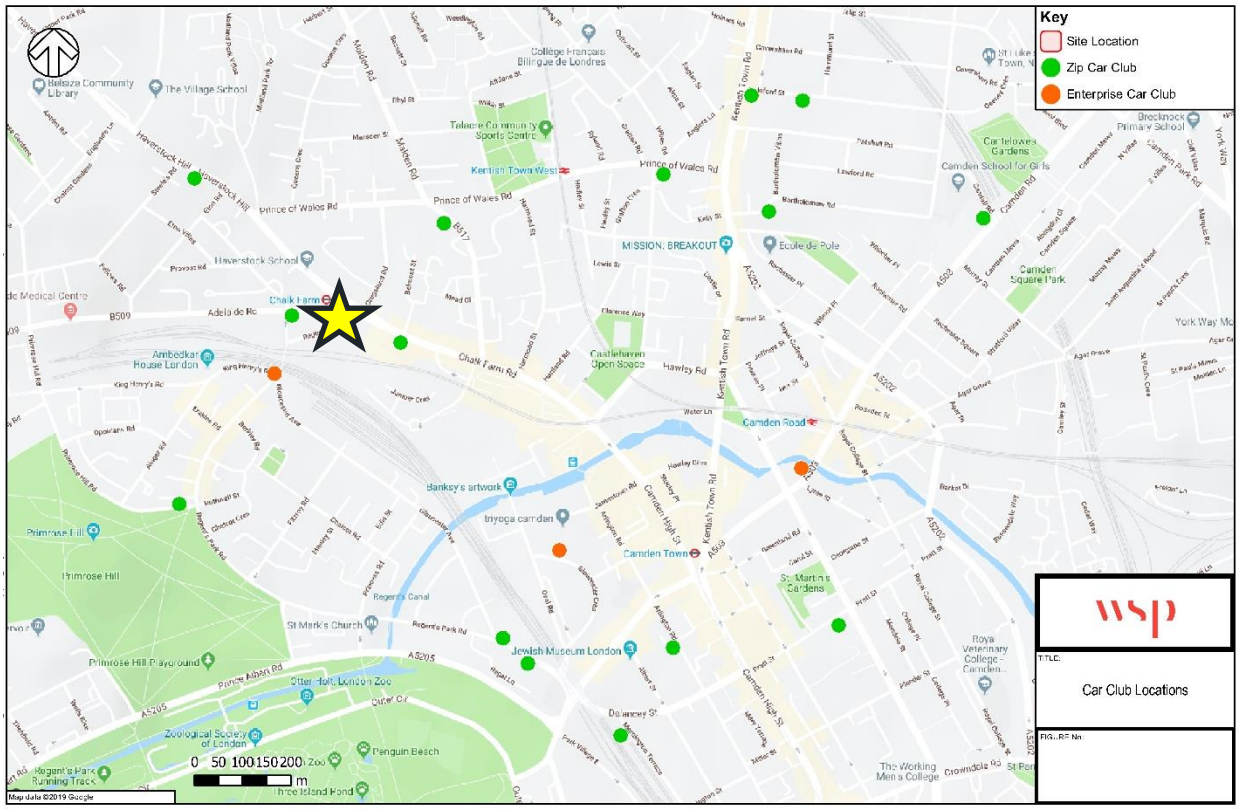


Figure 2-12: Car Club Locations

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 2021 with completion in 2023.

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

4 VEHICLE ROUTING AND SITE ACCESS

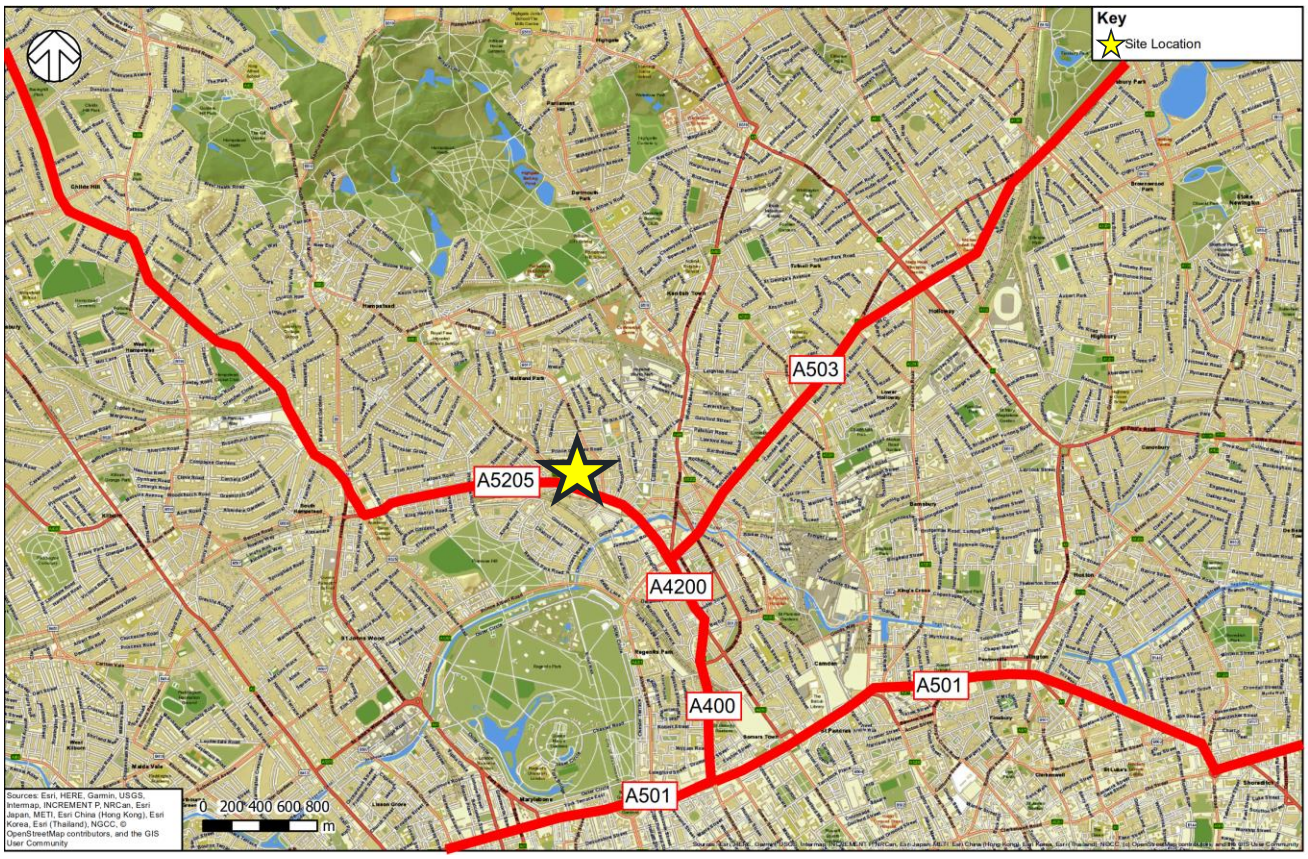
4.1 INTRODUCTION

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 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/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
05/02/2021	V1	WSP UK Ltd.

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 the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

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.**"

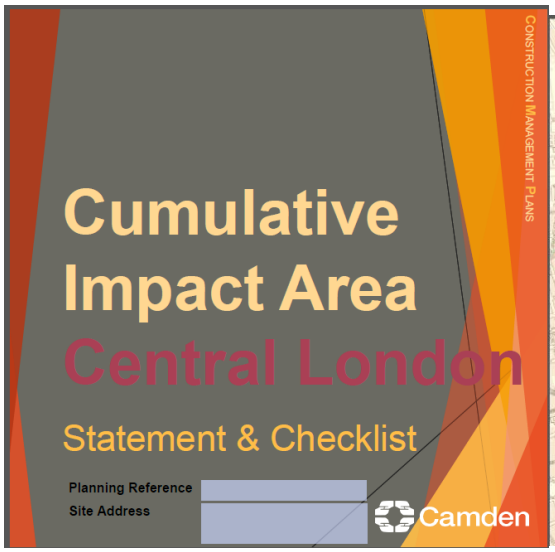
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

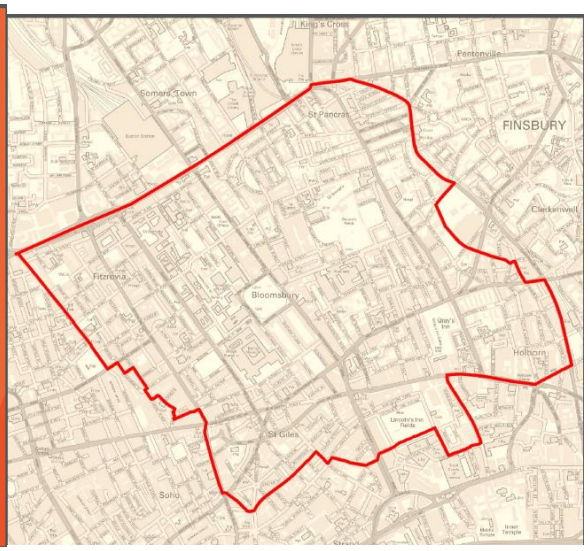
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

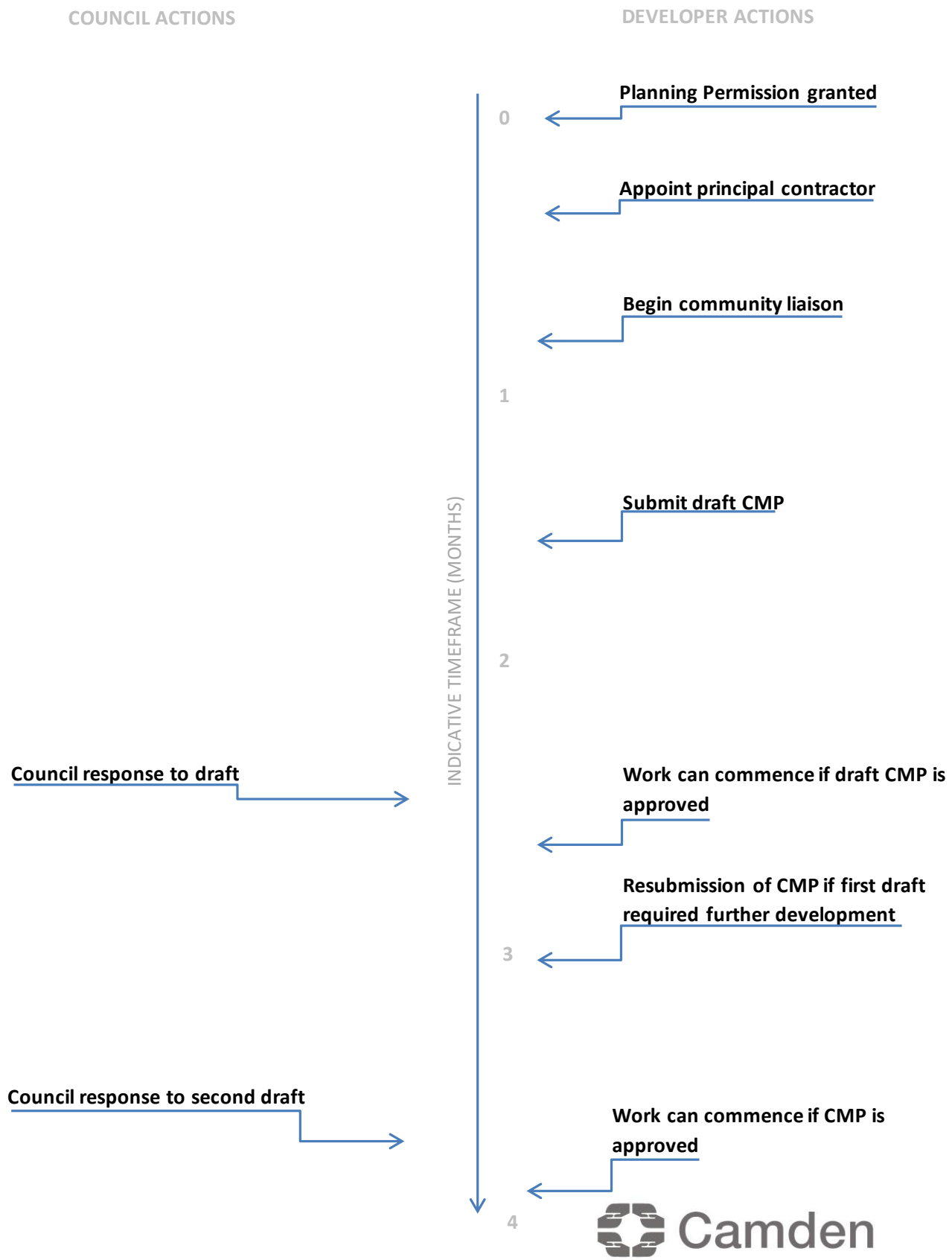
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Camden

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 indicative. 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 part ground plus 6-storey building and part ground plus 3-storey building comprising a hotel 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.

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. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

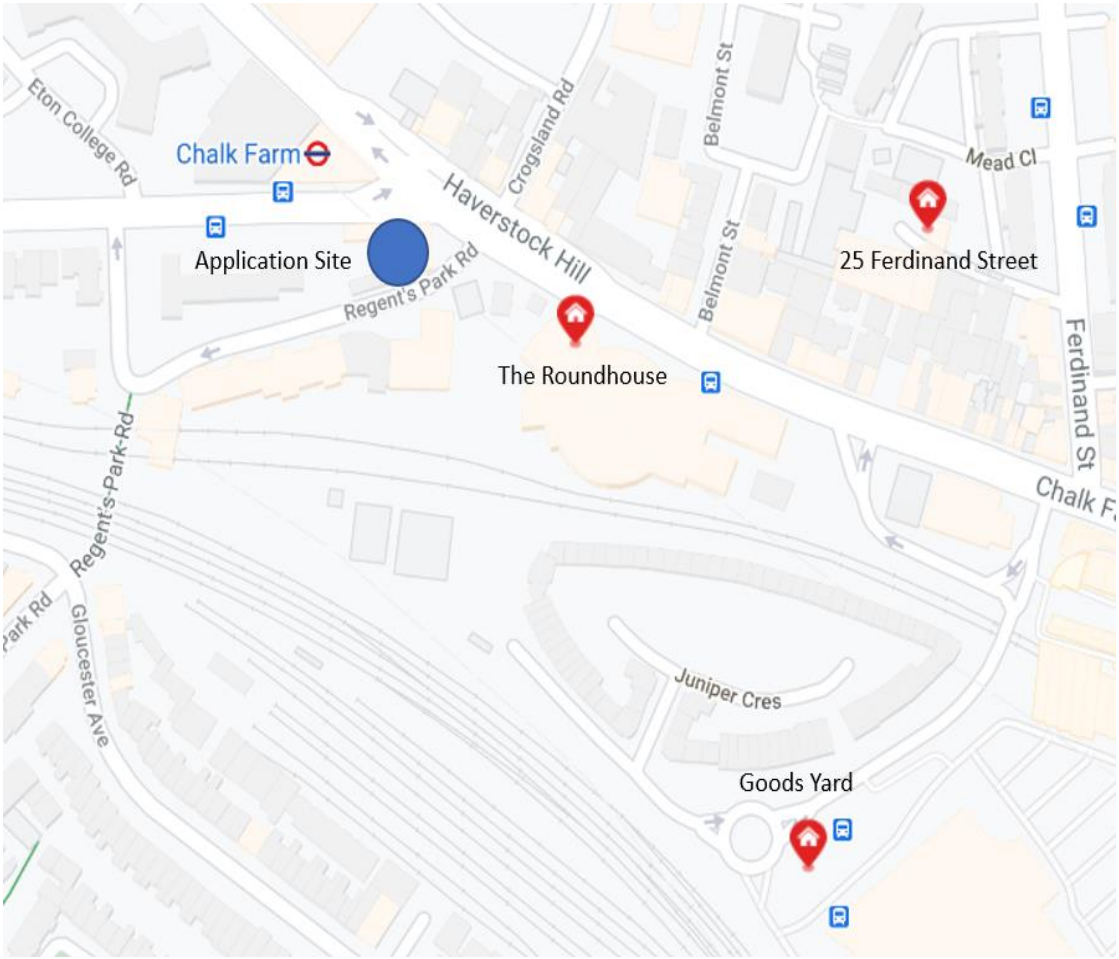
It is proposed to follow a 'Considerate Constructors Scheme". Further details will be provided once the Principal Contractor has been appointed.

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 schemes (as confirmed from the Construction map found via the Considerate Constructors Scheme website (https://www.constructionmap.info/).:

- 25 Ferdinand Street, London, London, NW1 8EU (Jul '20-Nov '21)
- The Roundhouse, Chalk Farm Road, Camden Town, London, NW1 8EH (Jan-Mar '21)
- Goods Yard, 95 Chalk Farm Road, Camden, London, NW1 8AA (Mar '21-Sept '27)



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.

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

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.

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.

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 once Principal Contractor is appointed.

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

Site Traffic

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

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)

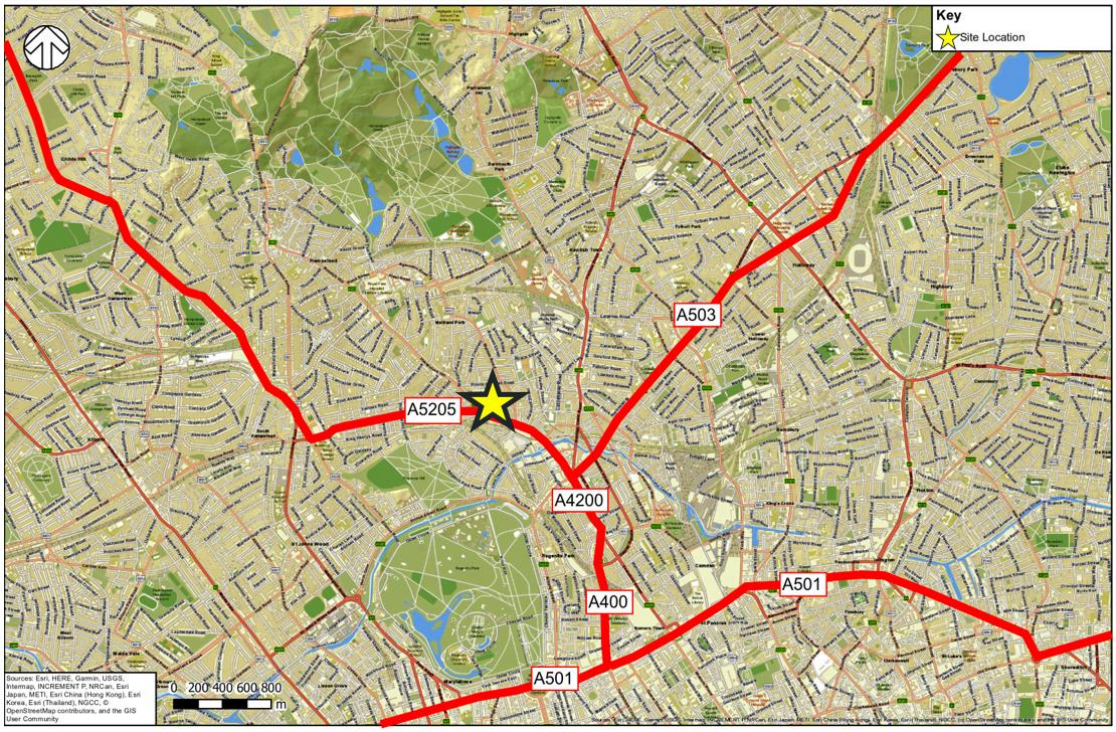
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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.

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.

No constrained manoeuvres are anticipated

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 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.

To be confirmed once Principal Contractor is appointed.

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, including instrumentation, locations of monitors and trigger levels where appropriate.

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 an Air Quality Assessment and/or Dust 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 2014 (SPG), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **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 the requirements of the SPG and is provided within the planning application submission documents (Doc Ref. 1016671-RPT-AQ-002). The site was assessed as 'MEDIUM' risk. The construction phase risk assessment is provided in Sections 3.2, 5.1 and mitigation measures included in Appendix M of the report.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact 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. Please confirm the number of real-time dust monitors to be used on-site.

Note: real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and explanation

on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

To be confirmed by the Principal Contractor

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 confirm 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:

To be confirmed once Principal Contractor is appointed

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/business/

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

To be confirmed once Principal Contractor is appointed

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.

V2.6

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