Construction Management Plan

Roundhouse Campus Project

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
30.11.17	1	H Fraser
10.12.20	2	J Stammers
02.02.21	3	J Stammers
07.04.21	4	J Stammers

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Produced by
02/02/21	1	Appendix 1: Programme
02/02/21	1	Appendix 2: Utilities
02/02/21	1	Appendix 3: Community Consultation & Feedback
02/02/21	1	Appendix 4: Swept Path Analysis
02/02/21	1	Appendix 5: Noise Survey
02/02/21	1	Appendix 6: Air Quality Assessment
02/02/21	1	Appendix 7: Pest Control
02/02/21	1	Appendix 8: TfL (London Underground)

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.**"

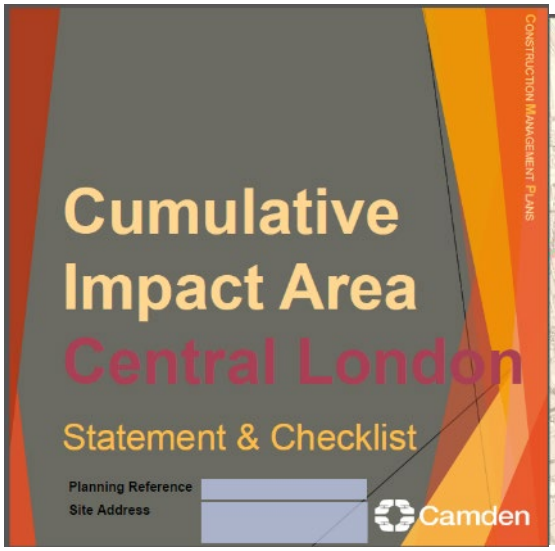
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

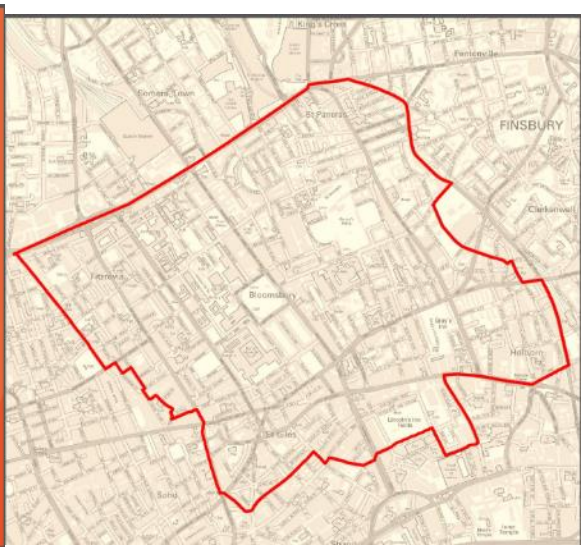
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

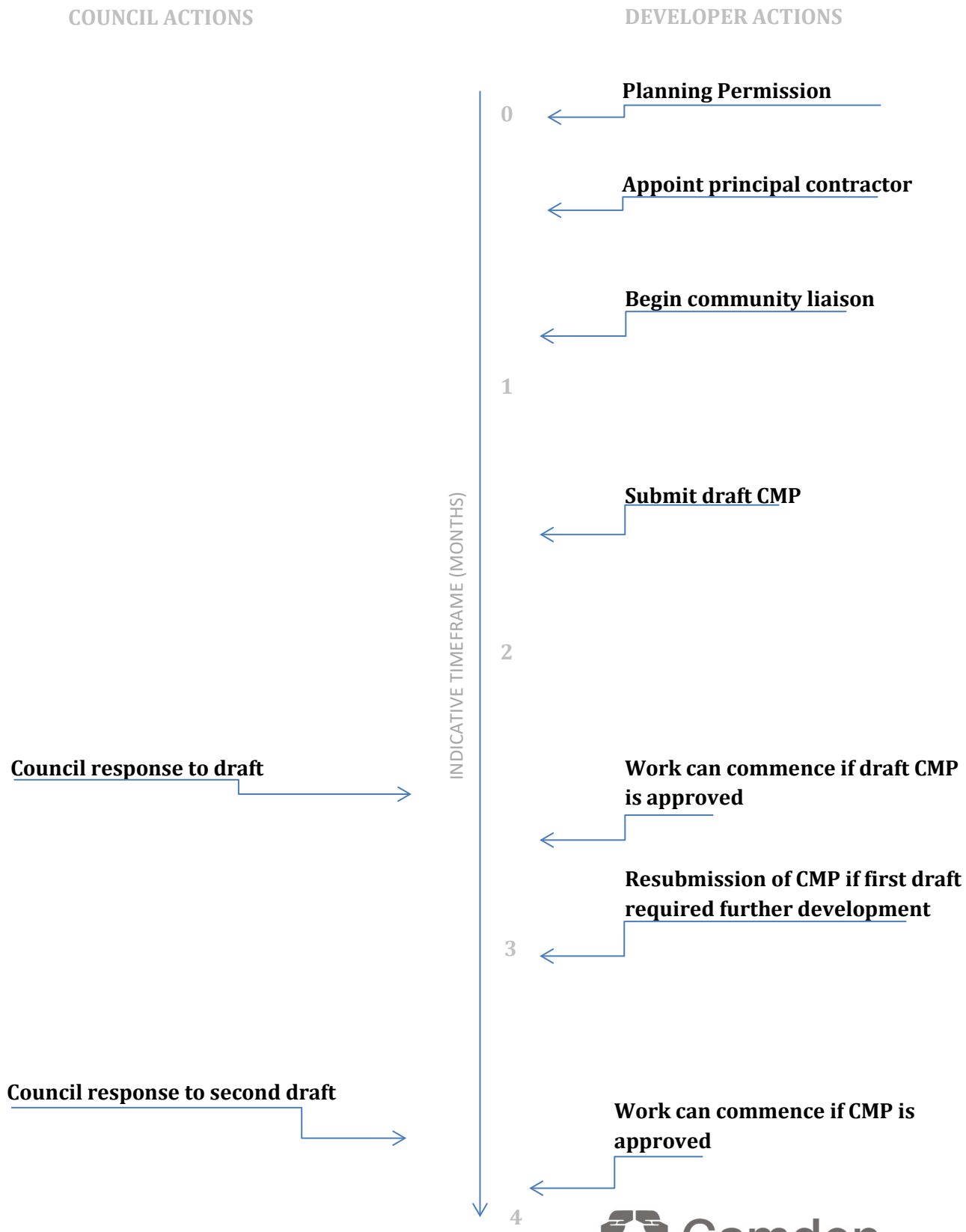
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – 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





Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
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: The Roundhouse, Chalk Farm Road, London NW1 8EH

Planning reference number to which the CMP applies: 2016/5760/P

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

Name: James Stammers

Address: Bristow Consulting, 55 New Oxford Street, London WC1A 1BS

Email: j.stammers@bristowconsulting.co.uk

Phone: 07816 512314

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.

On-site duty manager

The Roundhouse, Chalk Farm Road, London NW1 8EH

Contactable through reception desk (24 hour)

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 Stammers

Address: Bristow Consulting, 55 New Oxford Street, London WC1A 1BS

Email: j.stammers@bristowconsulting.co.uk

Phone: 07816 512314

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.

Phase 1: 6th Floor Container Building (Complete)

Eric Reynolds
Urban Space Management
Riverside Building
Trinity Buoy Wharf
64 Orchard Place
London, E14 0JW

Phase 2: Railside Enabling Works

James Beale
DJ Civils
Discovery Park
Innovation House
Ground Floor Unit 21
Sandwich
CT13 9ND

Phase 3: Container Storage Building

Eric Reynolds
Urban Space Management
Riverside Building
Trinity Buoy Wharf
64 Orchard Place
London, E14 0JW

Phase 4: Campus Building

To be advised. Contractor to be appointed Spring / Summer 2021.

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 application site comprises the Roundhouse Service Yard, within which the development will be constructed, all within the curtilage of the Roundhouse that runs west to Regents Park Road.

The Site Location Plan (Figure 1) below shows the Serviceyard Site (red) and the existing Roundhouse Theatre (blue). This is followed by Figure 2 (Birdseye View of the Site) which shows the serviceyard site in the context of the local environment.

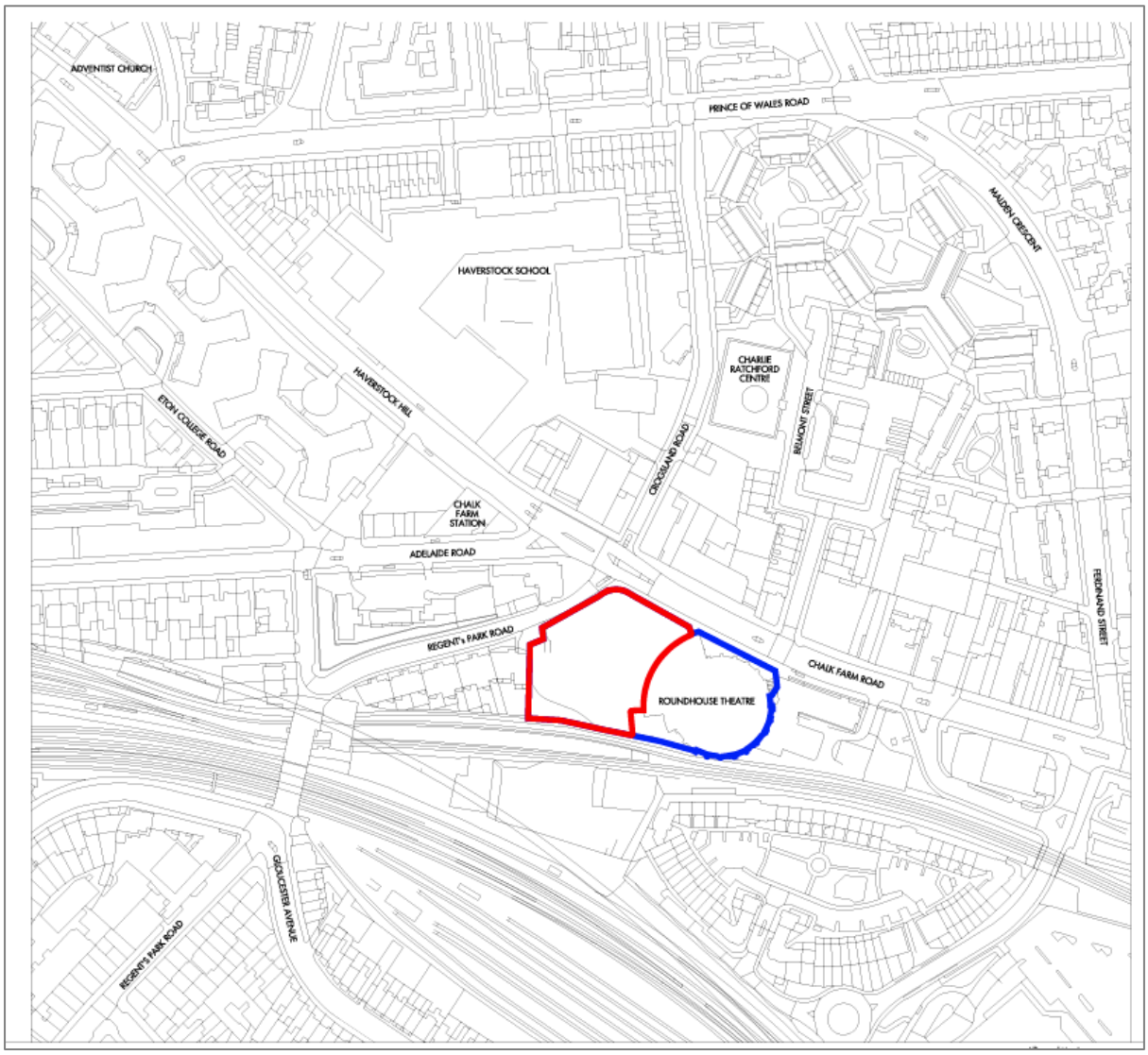


Figure 1: Site Location Plan

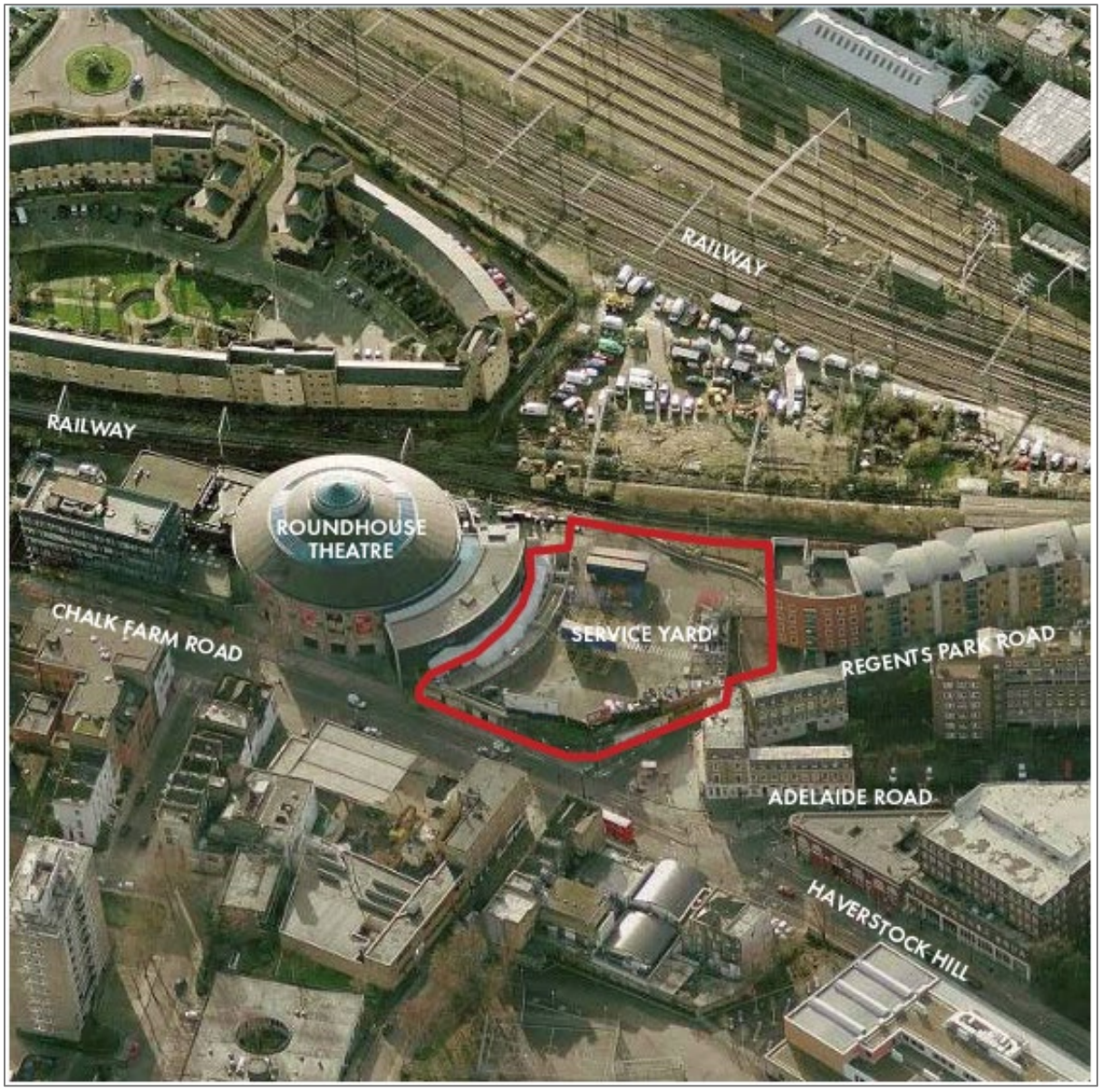


Figure 2: Birdseye View of the Site Looking South

The Roundhouse is listed Grade II* Theatre and a Transport Heritage Site. It has a circular plan 48 m. in diameter and is constructed of white Suffolk brick with a low pitched conical slate roof with a central smoke louvre, now glazed, and bracketed eaves. The slate roof is carried internally on 24 cast-iron Doric columns on a framework of curved ribs.

A 2-storey foyer wing was attached to the northwestern side of the building in 2005/06 housing a box office, a bar, cafe and a foyer / gallery. The foyer wing is of modern design, constructed with a concrete frame, clad in glass and steel with louvered aluminium rain screen panels. '*MADE,'* a single storey bar

and dining room with a separate entrance was added to the foyer wing in 2010 alongside Chalk Farm Road.

The site boundary to Chalk Farm Road comprises a yellow London stock brick wall with stone dressings varying in height from approximately 2.75 m. to 3.5 m. the upper section having been partially lost. Although not mentioned in the Statutory List, the boundary wall has listed status being within the curtilage of the Roundhouse. On the corner of Regents Park Road, a 19th century granite, Grade II listed drinking fountain approximately 2 m. in height, presented by the Metropolitan Cattle Trough and Drinking Fountain Association, is attached to the wall. The boundary wall is surmounted by a timber fence, which, on the corner with Regents Park Road, supports a pair of 64 and 48 sheet commercial advertising displays operated by '*Primesight*.' On Regents Park Road the perimeter wall exhibits street art before giving way to recent brickwork and concrete set behind a timber fence.

The ground level of the service yard along the Chalk Farm Road frontage, behind the retaining wall, is approximately 4 m. above road level. This reduces to some 1.5 m. above the level of Regents Park Road at the western end of the site due to the slope of the surrounding land that rises to the west.

There is a ramped 6 m. wide two-way vehicular access to the application site from Regents Park Road. Regents Park Road carries one-way traffic west bound. The Regents Park Road railway bridge is pedestrianised and closed to vehicles with traffic routed via Bridge Approach to Adelaide Road that carries two-way traffic.

Immediately west of the vehicular entrance, No. 210 Regents Park Road is a modern 5-storey, flat roofed block of residential apartments, *'Circa,'* with a basement car park. This building is clad in terracotta panels and provided with front windows overlooking Regents Park Road and rear windows and balconies overlooking the railway line to St. Pancras station that bounds the application site to the south. The flank wall of the '*Circa'* has no windows facing the application site. When the '*Circa'* apartments were constructed, the design and planning arrangements anticipated a future development in the Roundhouse service yard. As such, the east-facing wall was conceived without windows.

The development comprises a number of phases which are outlined in Figure 3 below:

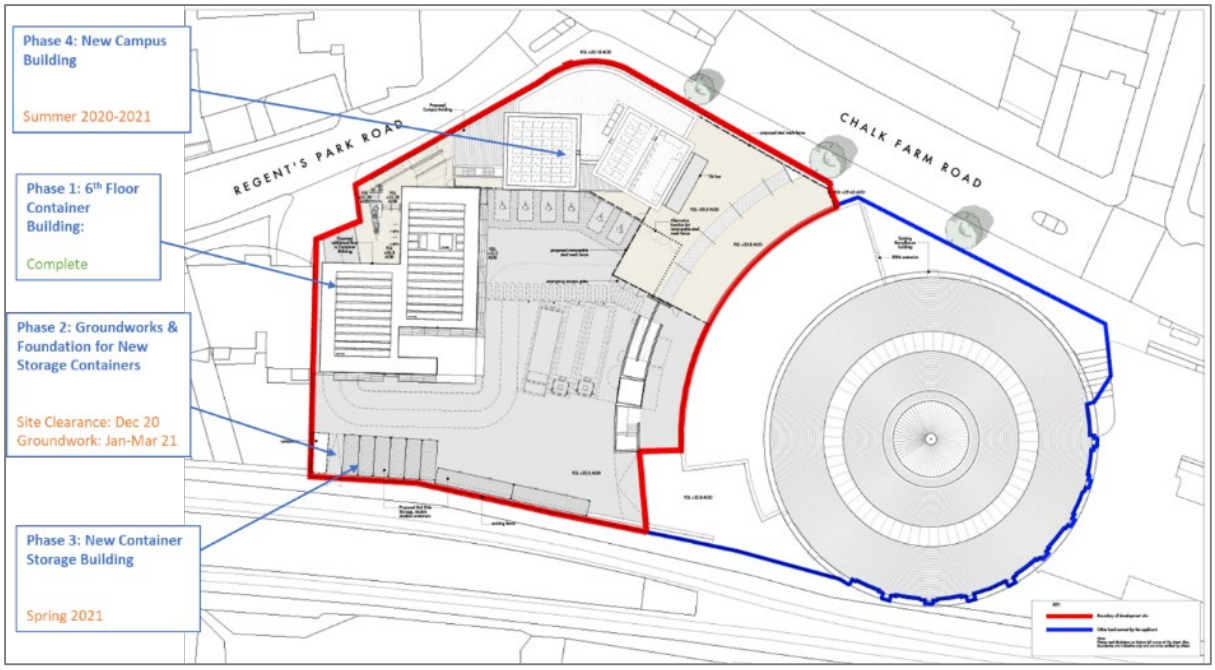


Figure 3: Phasing

- **Phase 1 (Complete):** An additional (6th) storey has been added to the Roundhouse Administration Building using prefabricated adapted containers to match the current fifth level design. This phase of the development is complete.
- **Phase 2:** Groundworks associated with the installation of storage containers to the South West corner of the site. This will include installation of concrete foundations, drainage, attenuation and bicycle storage facilities
- **Phase 3:** Is the installation of a new container storage building as highlighted in the associated planning application. This will comprise 12/13 storage containers built over two levels, with access stairs and associate facilities
- **Phase 4:** Is the construction of a new building to the north of the site adjacent the junction of Chalk Farm Road and Regents Park Road. This will comprise a building with three floors containing three new studio, office space, education facilities and a recording studio.

Each phase is being delivered by a separate Contractor, details of which provided throughout this document, revised versions of which will be issued to the Council as Contractors are procured.

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 development comprises four key phases which were outlined in Figure 3 above. Additional details of each Phase are provided below. The key challenges affecting the development will be the proximity to the West Coast Mainline and accommodating construction traffic within the existing Roundhouse Serviceyard to allow uninterrupted operations at the Theatre.

Phase 1 (Complete): An additional (6th) storey has been added to the Roundhouse Administration Building using prefabricated adapted containers to match the current fifth level design. This phase of the development is complete.

Figure 4: Floor Plan - 6th Floor Container Building

Phase 2: Groundworks associated with the installation of storage containers to the South West corner of the site. This will include installation of concrete foundations, drainage, attenuation and bicycle storage facilities

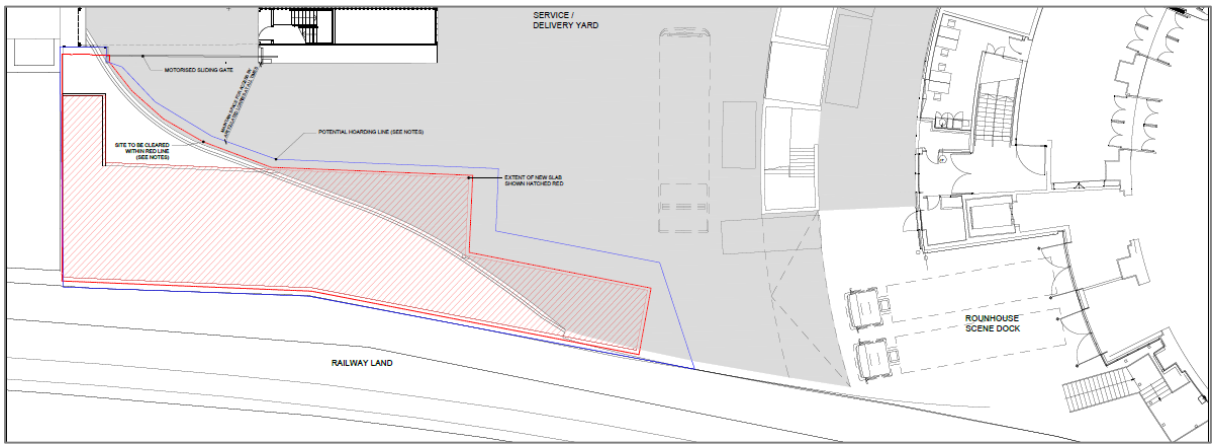


Figure 5: Extent of Railside Ground Works Shown in Red

Phase 3: Is the installation of a new container storage building on the location of the new foundation slab to be installed under Phase 2. This will comprise 12/13 storage containers built over two levels, with access stairs and associated facilities.

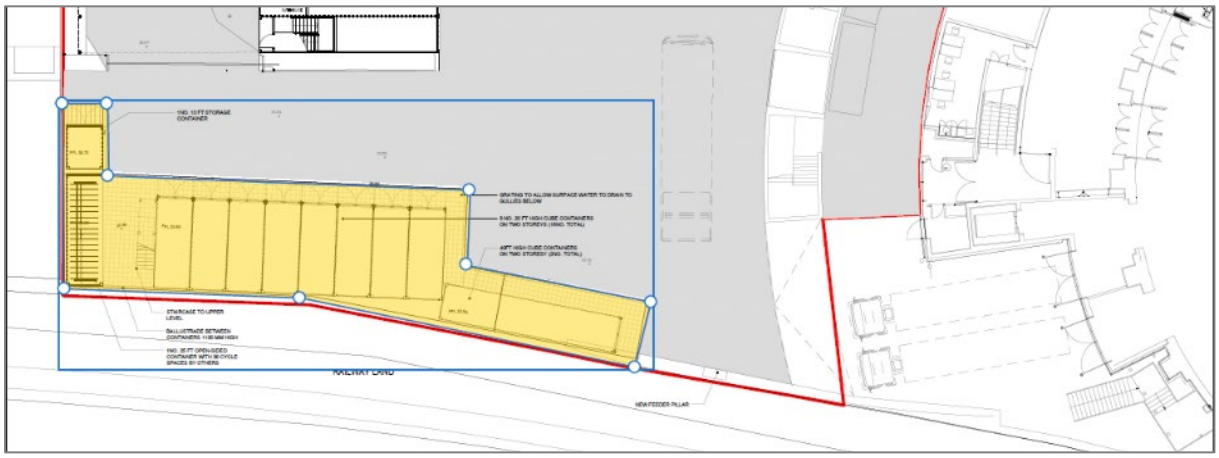


Figure 6: Extent of Container Storage Shown in Yellow

Phase 4: Is the construction of a new building to the north of the site adjacent the junction of Chalk Farm Road and Regents Park Road. This will comprise a building with three floors containing three new studio, office space, education facilities and a recording studio.

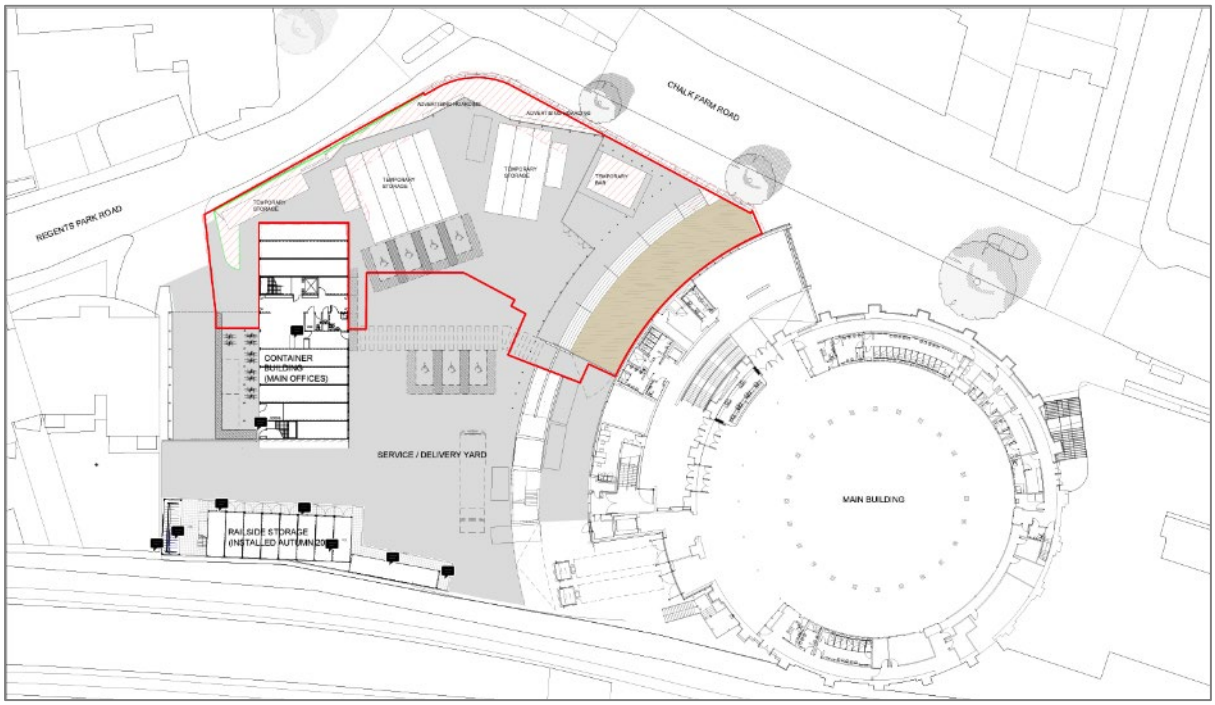


Figure 7: Extent of the Works Associated with the new Campus Building Indicated in Red

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 current anticipated Phasing Dates Are:

Phase 1 Container Building: Complete

Phase 2 Railside Groundworks: January-March 2021

Phase 3 Container Storage: April 2021

Phase 4 Campus Building: May 2021 – Summer 2022

Details are provided in the Gantt Chart at Appendix 1.

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

Confirmed – Our site hours will follow the standard working hours for Camden

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 nearest potential receptors are identified in figure 8 and described following this.

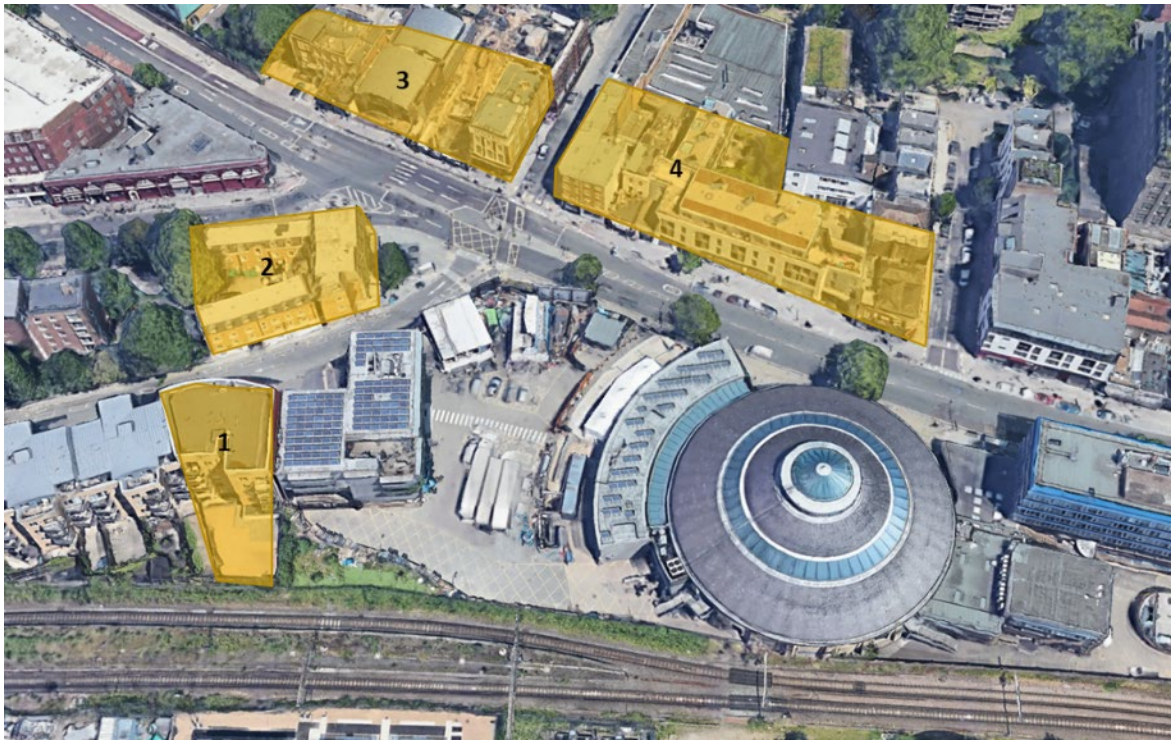


Figure 8: Immediate Receptors Indicated in Yellow

1. Immediately west of the vehicular entrance, No. 210 Regents Park Road is a modern 5-storey, flat roofed block of residential apartments, *'Circa,'* with a basement car park. This building is clad in terracotta panels and provided with front windows overlooking Regents Park Road and rear windows and balconies overlooking the railway line to St. Pancras station that bounds the application site to the south. The flank wall of the '*Circa'* has no windows facing the application site. When the '*Circa'* apartments were constructed, the design and planning arrangements anticipated a future development in the Roundhouse service yard. As such, the east-facing wall was conceived without windows.

2. Opposite the application site, Nos. 151-153 Regents Park Road (the site of the former Adelaide Tavern) is a pastiche Victorian terrace used as six flats. The building is on 3-storeys plus a mansard roof with dormer windows. This development extends to Adelaide Road and includes No. 155 Regents Park Road (facing Chalk Farm Road) again 3-storey plus mansard roof used as offices and residential flats with a Class A5 (Hot food take-away) and a Class A3

(Restaurant) on the ground floor.

3. At the bottom over Haverstock Hill, opposite the proposed Campus Building is the Enterprise Public House. A three storey building with public house on the ground floor and office accommodation above.

4. Also opposite the proposed Campus Building on Chalk farm Road, are a number of ground floor retail units (including Marathon restaurant and Evans Cycles) with mixture of office and residential spaces above.

5. On the other side of the site, on the opposite side of the railway to the Railside Works and Container Storage, is a 2-storey modular office building currently occupied by Network Rail / High Speed 2.

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.

Community consultation throughout the project, both as part of the Roundhouse's usual programme of community support and specifically in relation to the development project.

Consultation completed to date is outline below and is followed in Section 14 by a summary of how we intend to conduct further consultation as the project progresses.

Local Residents, Local Councillors & Businesses

Local residents, Councillors & businesses have been kept informed of all activities undertaken to date. This includes the 6th floor of the container building (complete) and the Phase 1 works associated with the Railside which will be undertaken in January / February 2021.

Ongoing communication has consisted of letters or newsletters being issued to residents directly affected by any work, prior to work starting. Examples of this type of communication are provided in Appendix 3. These communications have included contact details for the Roundhouse so that residents can address any concerns they may have.

In terms of formal consultation for the Construction Management Plan an initial consultation event was held on 21st January 2021. The event was advertised to residents and business identified in the 'receptors' plan (Figure 8 above). Due to COVID19 restrictions the meeting was held virtually using Microsoft Teams.

The event comprised:

- Introduction to the development by the Roundhouse
- Presentation of the proposed development by the project Architect
- An overview of the construction programme
- Overview of the Construction Management Plan
- Questions and Answers

Three invitees attended the event, these were all local Councillors. A copy of the information presented to attendees as well as feedback and our response to feedback is provided in Appendix 3

A web link to the draft CMP was issued to all attendees following the event and will be provided to other residents & stakeholders on request. **Feedback and our response to this is provided in Appendix 2 within the CMP Consultation Feedback document.**

Network Rail

The Roundhouse has a BAPA agreement with Network Rail which requires Network Rail approval for any works adjacent to the railway at the rear of the site. Phases 2 and 3 are within this area and consultation has been ongoing as follows:

- Phase 2: Consultation with Network Rail commenced in October 2020 and approval to proceed with Phase 1 was given by Network Rail in January 2021
- Phase 2: Consultation for Phase 2 commenced with Network Rail in January 2021 with works scheduled to proceed in April 2021. Approval was received from Network Rail on 6th April 2021.

Transport for London

Phase 4 of the Project (the Campus Building) is close to the route of the Northern Line. Consultation

has been ongoing with TfL for a considerable period of time to determine whether construction of the building will have any impact on the underground railway.

TfL have confirmed approval of the construction proposals as of January 2021 and work will proceed in line with their requirements (See Appendix 8).

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.

The Roundhouse has established relationships and forums with its neighbours and communicates regularly with them regarding forthcoming programmes, any likely disruptions and offers of tickets and discounts to Roundhouse programmes. As such, there is currently no intent to additionally establish a Construction Working Group with the local community.

However, the following activities will however be programmed ahead of and during forthcoming phases of development:

- A newsletter updating consultees on general progress is due to be issued in January 2021.
- Minor groundworks (Phase 2) are programmed for January / February 2020, to include the installation of a foundation slab for the container storage units. This is in the south west corner of the site and neighbouring properties will be advised of this work at least 2 weeks ahead of work starting. This is minor work and traffic movements and noise is expected to be minimal. Residents will be given details of who to call in the event of any complaints / issues arising.
- Phase 3, comprising the installation of the container storage units is a slightly larger scale piece of work, particularly entailing the delivery of 13/14 storage containers and the installation of these. As there will be greater traffic to the site for installation of these, we will undertake an engagement exercise with residents adjacent the access to the Service Yard and the south west corner of the site prior to these works taking place. This will consist of a letter to residents with an online meeting offered (via Teams or Zoom) due to COVID19 restrictions. This work is programmed for Spring 2020.
- At the same time, we will re-engage local residents in wider consultation on the delivery of the main Campus Building (Phase 4), which is due to commence construction in May / June 2021. We will undertake two consultation events, the first in April / May 2021 ahead of construction starting and the second in early 2022 whilst works are progressing. These will be designed to give the wider community (as outlined above) an overview of progress with the development and the

current timeline for the delivery of the main building. These events will take place online or on site at the Roundhouse depending on COVID19 restrictions in place at the time.

During any construction activity The Roundhouse has security staff on duty and a duty management system in place. Prior to work commencing, neighbours will receive communication from the Roundhouse reiterating how contact can be made with us in person, by email and by phone during operating hours; and as a first point of contact, the Visitor Services team will provide a swift response and take remedial action where an urgent or safety-related issue is raised. During the works, there will be specific site management and security and information will be clearly posted to provide contact details for both the Roundhouse and the contractors on site.

We will also arrange regular communications with neighbours and the local community via our website and by post detailing the timetable and duration of each stage of the works and addressing any specific issues for those living or working in the locale.

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.

The Camden Guide will be followed by contractors on all Phases.

In terms of Considerate Constructors:

- Phase 1 6th Floor Container Building: This is already complete
- Phase 2 Railside Groundworks: 124664
- Phase 3 Container Storage: TBC prior to start on site in April 2021
- Phase 4 Campus Building – to be confirmed on appointment of Contractor in May 2021

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.

There are a number of construction sites in the area that we are aware of. We are in contact with each developer and will liaise with them regarding programme and timing of our works to understand any programme logistics that may contribute to cumulative impacts. Once the Contractor for Phase 4 of our development is appointed, they will be asked to engage with all relevant local construction sites to co-

ordinate activities (as far as possible).

For example, we are in regular contact with the Camden Goods Yard development team and attend their community engagement meetings. Regular meetings with the Camden Goods Yard team will be scheduled as the development progresses to monitor cumulative impact.n Construction sites we are aware of are listed below, followed by a location plan:

- 151-153 Regents Park Road – Refurbishment of the existing upper floors to provide hotel accommodation.
- Camden Goods Yard (NW1 8AA) – A development of 1,2,3 bed apartments on Juniper Crescent off Chalk Farm Road to the south east of the Roundhouse. We have reviewed the draft CMP for Camden Goods Yard available at https://camdengoodsyardconsultation.com/wp-content/uploads/sites/120/2020/01/Draft-Construction-Management-Plan.pdf and can confirm that our proposed vehicle access route (under point 20 below) does not conflict with that for the Camden Goods Yard project.
- The HS2 preparatory works are expected to proceed during this period, however we do not anticipate that they will impact on this site.

It is not believed that there are any other construction sites in the surrounding area (within 450 metres of the site), as confirmed from the Construction map found via the Considerate Constructors Scheme website (https://www.constructionmap.info/). Anticipated construction sites will continue to be monitored as part of our ongoing engagement plan.

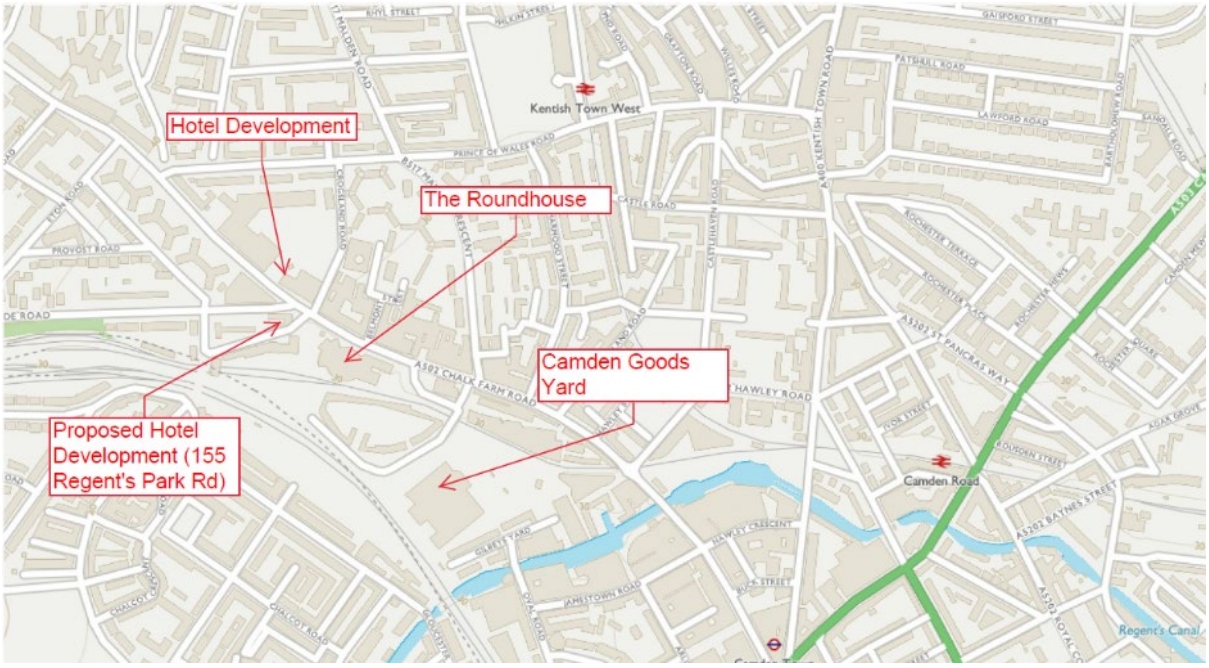


Figure 9:Known Construction Sites in The Area

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations 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.

15. Name of Principal contractor:

Phase 1: 6th Floor Container Building (Complete)

Eric Reynolds
Urban Space Management
Riverside Building
Trinity Buoy Wharf
64 Orchard Place
London, E14 0JW

Phase 2: Railside Enabling Works

James Beale
DJ Civils
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CT13 9ND

Phase 3: Container Storage Building

Eric Reynolds
Urban Space Management
Riverside Building
Trinity Buoy Wharf
64 Orchard Place
London, E14 0JW

Phase 4: Campus Building

To be advised. Contractor to be appointed Spring / Summer 2021.

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

Contracts FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible.

Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x e-learning module OR Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.).

CLOCS Compliance will be included as a contractual requirement. Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site checks A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site.

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:

Confirmed

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.

In terms of construction traffic, all vehicle movements both to and from site will be made via the A41 at Swiss Cottage, on the TfL PRN, onto the B509 Adelaide Road to Haverstock Hill. At Haverstock Hill, vehicles will turn into Regent's Park Road (one way). On exiting the site, all traffic will turn left into Regent's Park Road (one way) and return to the B509 Adelaide Road. Vehicles will turn left onto the B509 Adelaide Road and return to the TfL PRN on the A41 at Swiss Cottage.

The map below highlights the route from the A41 (marked blue) via Adelaide Road and Regent's Park Road (marked Green) to the Roundhouse and back again. This is followed by a detailed plan showing the route in the immediate vicinity of the Roundhouse.

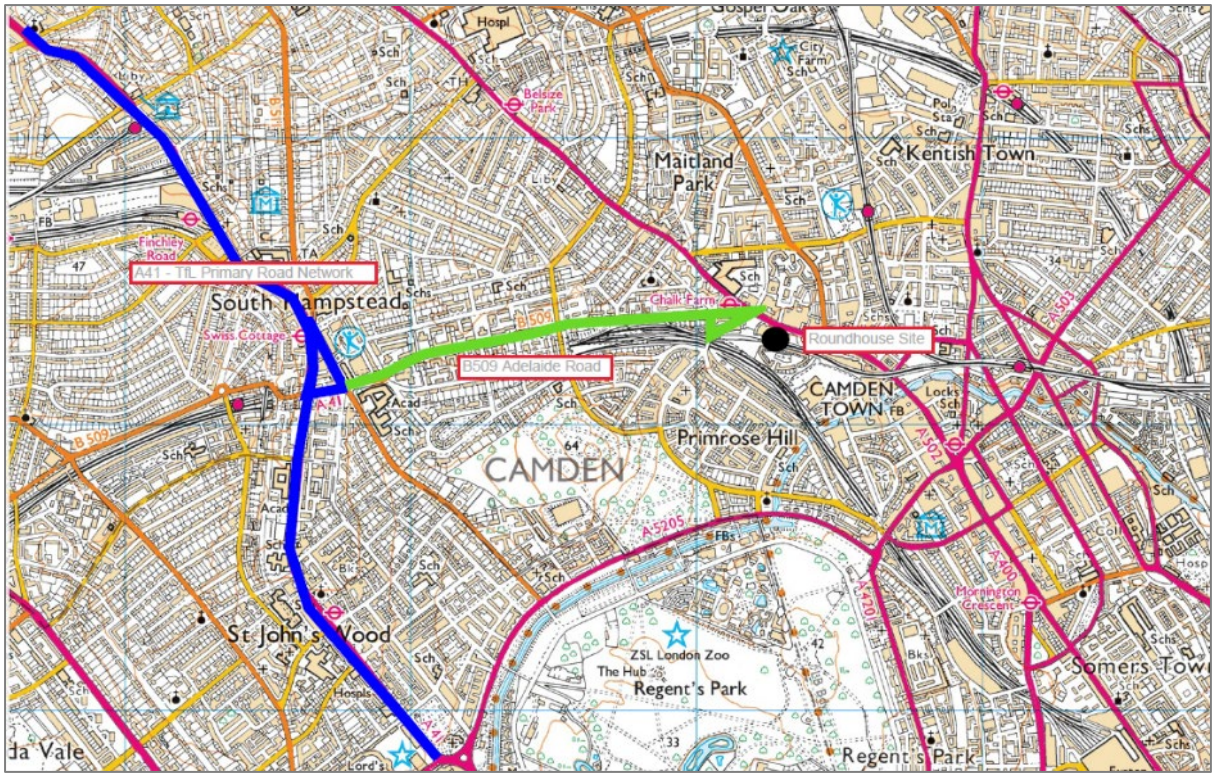


Figure 10: Route from the TfL PRN to the Roundhouse

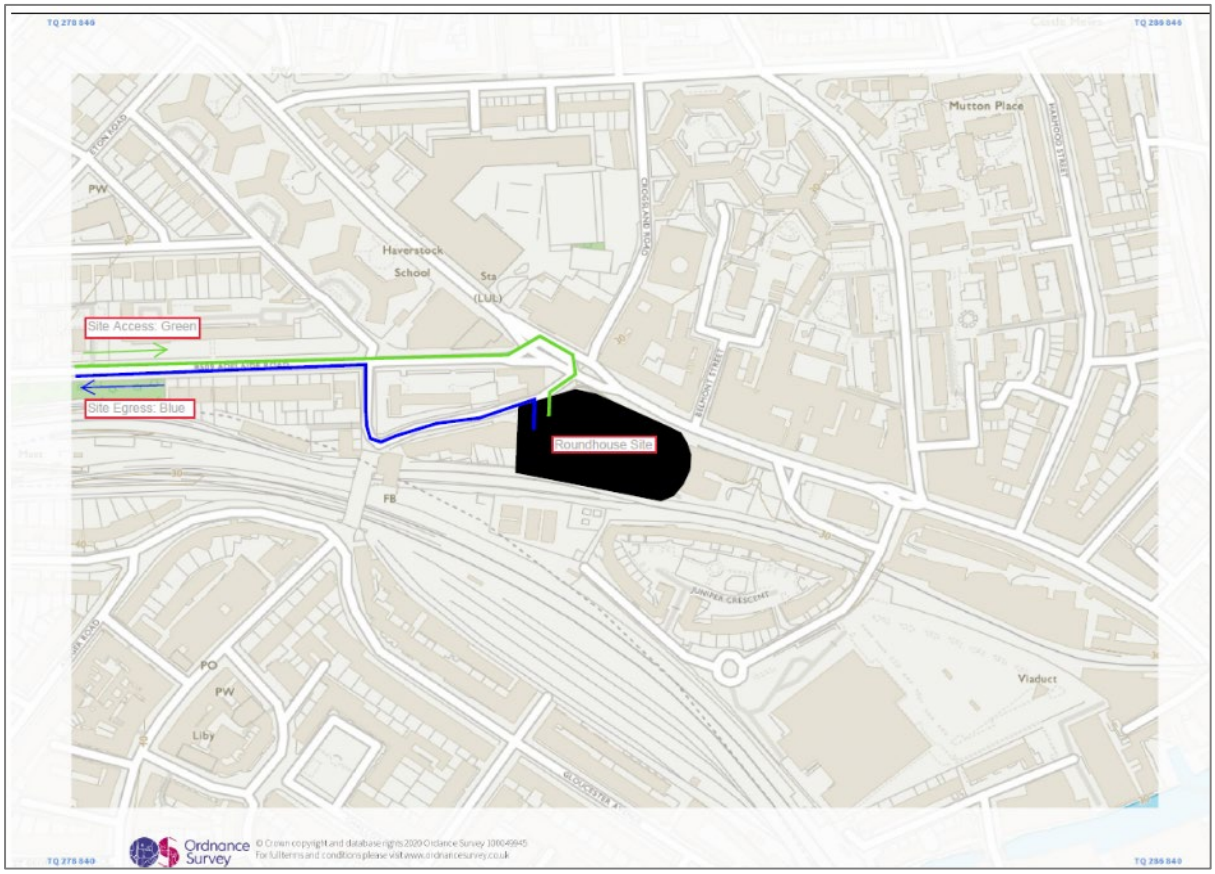


Figure 11: Site Access & Egress

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.

The CMP will be issued in tender document to Contractors and will form part of the construction contract.

For all contractors, delivery companies and visitors, the map will be issued prior to arrival. The address will be given and a map emailed as necessary. There will be an appointed person on site at the time of deliveries available to answer queries and their telephone number will be given to all drivers.

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

For all phases vehicle movements will as far as possible be programmed between 9:30 and 3pm. Typical Vehicle movements are outlined below.

Phase 1 6th Floor Container Building – Complete

Phase 2 Railside Groundworks

Details of the typical sizes of all vehicles:

- 8 wheeled tipper truck – 32tonnes GVW
- 8 wheeled Concrete Lorry – 32tonnes GVW
- 2 Axle Skip Lorry – 18tonnes GVW
- 6 Axle Arctic (Excavator Haulage) – 41tonne GVW

Approximate frequency and times of day when they will need access to the site

- 8 wheeled tipper truck – Occasional, around 2-4/week
- 8 wheeled Concrete Lorry – Infrequent, two separate visits, 8no maximum movements
- 2 Axle Skip Lorry – Infrequent, one per week
- 6 Axle Arctic (Excavator Haulage) – Infrequent, two visits
- All deliveries will be arranged between the hours of 08:00 & 17:00

Estimation of the average daily number of vehicles during each major phase of the work, including their dwell time at the site

- Average daily number is 1-2, dwell time on site is 45minutes

High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures

- During a high number we would expect upto 8 vehicles in one day, dwell time on site for each vehicle is 45minutes

Phase 3 Container Storage

Phase 3 consists of the installation of a pre-fabricated building constructed from shipping containers. All manufacturing takes place off site and vehicle movements / deliveries will therefore be limited to around 10 HIAB related vehicles attending site across 2-3 days for installation of the building.

Phase 4 Campus Building

The contractor for the Campus Building will be appointed in May 2021 and this CMP will be updated with detailed vehicle movement information as soon as practical upon their appointment.

Typical Vehicle sizes are outlined below:

Type of vehicle	Length	Width	Height
Site Clearance			
Skip Lorry	8m	2.5m	3.5m
Plant deliveries	Less than 16m	2.5m	Less than 3.5m
External Finishes			
Rigid lorry	Less than 12m	2.5m	Less than 3.5m
Internal Fit-Out			
Rigid lorry	10m	2.5m	Less than 5m
Medium van	6m	2.2m	3.5m

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.

151-153 Regents Park Road – Refurbishment of the existing upper floors to provide hotel accommodation.

Camden Goods Yard (NW1 8AA) – A development of 1,2,3 bed apartments on Juniper Crescent off Chalk Farm Road to the south east of the Roundhouse. We have reviewed the draft CMP for Camden Goods Yard available at https://camdengoodsyardconsultation.com/wp-content/uploads/sites/120/2020/01/Draft-Construction-Management-Plan.pdf and can confirm that our proposed vehicle access route (under point 20 below) does not conflict with that for the Camden Goods Yard project.

The HS2 preparatory works are expected to proceed during this period, however we do not anticipate that they will impact on this site.

It is not believed that there are any other construction sites in the surrounding area (within 450 metres of the site), as confirmed from the Construction map found via the Considerate Constructors Scheme website (https://www.constructionmap.info/). Anticipated construction sites will continue to be monitored as part of our ongoing engagement plan.

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

Please see swept path analysis provided at Appendix 4.

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 off-site holding areas are anticipated. The Roundhouse Serviceyard can accommodate a number of vehicles and deliveries will be managed carefully as described previously to make sure its capacity is not exceeded.

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.

None required. Serviceyard has sufficient capacity and direct access to strategic transport network

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).

On site, drivers will be required to turn off engines wherever practical. Signage will be used at the site entrance to indicate that engines should be turned off when vehicles are not in use. This will be monitored by the Roundhouse project team.

In terms of idling off site, contractors will be required to abide by the requirements of this CMP and put in place policies to reduce vehicle idling at all locations. The CMP will be included within all construction contracts. Contractors will be asked to provide details of their environmental and sustainability policies as part of any procurement process that takes place.

It is not anticipated that vehicles will be stationary directly outside the site entrance. However, contractors will be asked to inform drivers to turn off engines in the event that this occurs.

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.

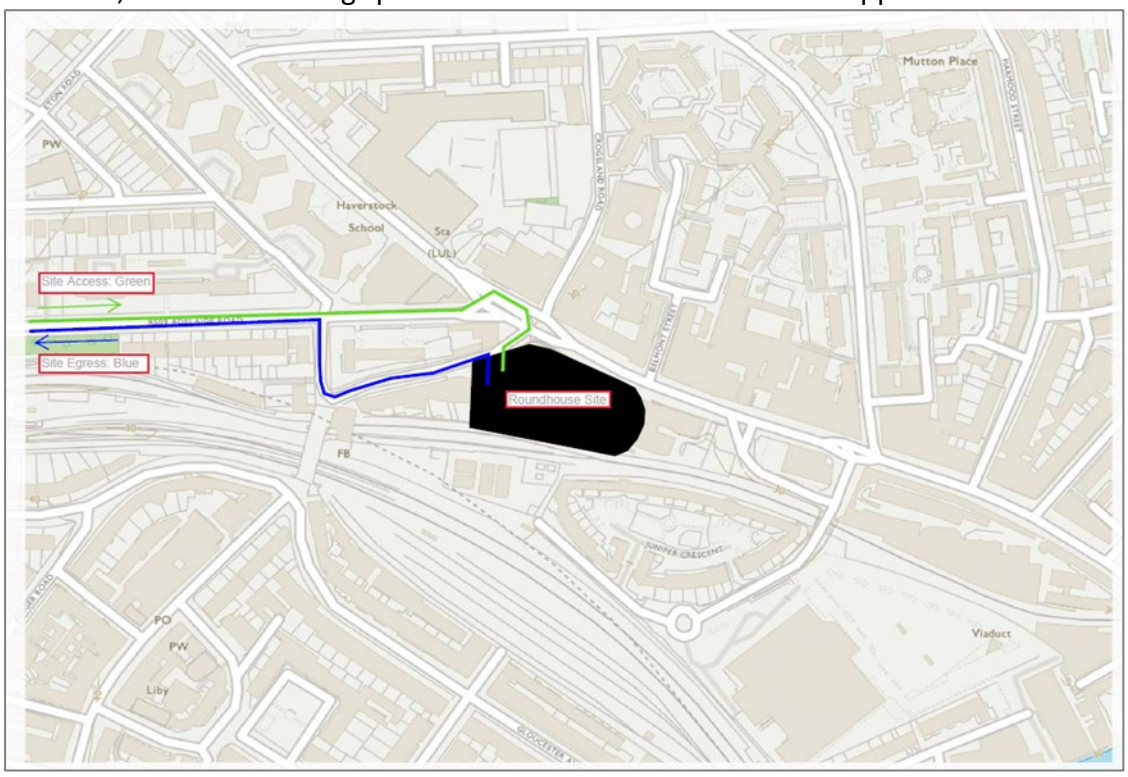


Figure 12: Access & Egress Routes

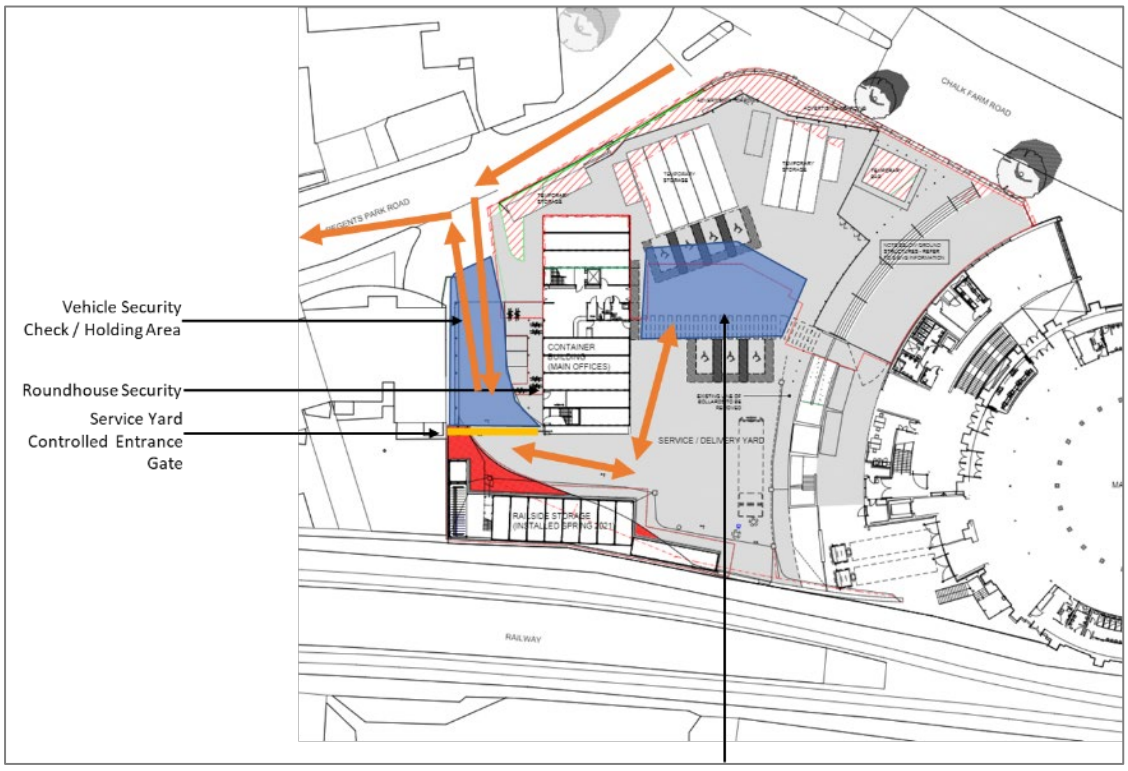


Figure 13: Service Yard Access Arrangements

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.

The site entrances is managed by Roundhouse security 24/7. Security personnel will have access to the vehicle booking system and will direct vehicles to the correct location on arrival.

Vehicles will turn off Regent's Park Road onto the private road which forms the access to the Roundhouse.

The Roundhouse Service Yard has a controlled security gate which will act as the site entrance for all construction vehicles. This is controlled by Roundhouse Security.

Vehicles will approach the gate to the site and advise Security of their arrival and intended destination within the service yard. The vehicles will not need to wait on the street.

Additional signage will be installed as required to assist in vehicle movements.

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.

Please see swept path analysis provided at Appendix 4.

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.

Phase 1: 6th Floor Container Building (Complete)
This work is complete, no wheel wash facilities were required.

Phase 2: Railside Enabling Works.
No wheel washing facilities are required, all road going vehicles will be kept to the asphalt areas of the existing carpark, if required a jet wash maybe utilised to keep the asphalt areas clean and tidy.

Any jet-wash will be undertaken within the serviceyard and runoff controlled via the existing service-yard drainage infrastructure.

Phase 3: Container Storage Building
No wheel washing facilities are required, all road going vehicles will be kept to the asphalt areas of the existing carpark, if required a jet wash maybe utilised to keep the asphalt areas clean and tidy.

Any jet-wash will be undertaken within the serviceyard and runoff controlled via the existing service-yard drainage infrastructure**.**

Phase 4: Campus Building
Due to the nature of the works, including early groundworks it is anticipated that a wheel wash will be required. This will be confirmed by the Campus Building contractor on conclusion of the procurement process in May 2021 and the CMP will be updated at that time.

If required, a wheelwash facility will be installed at the entrance / exit of the site compound within the Serviceyard. All run-off will be accommodated through existing Serviceyard drainage infrastructure.

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.

Not Applicable - All loading/ unloading will take place on site, within the Roundhouse Serviceyard

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.

Not Applicable - All loading/ unloading will take place on site, within the Roundhouse Serviceyard

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.

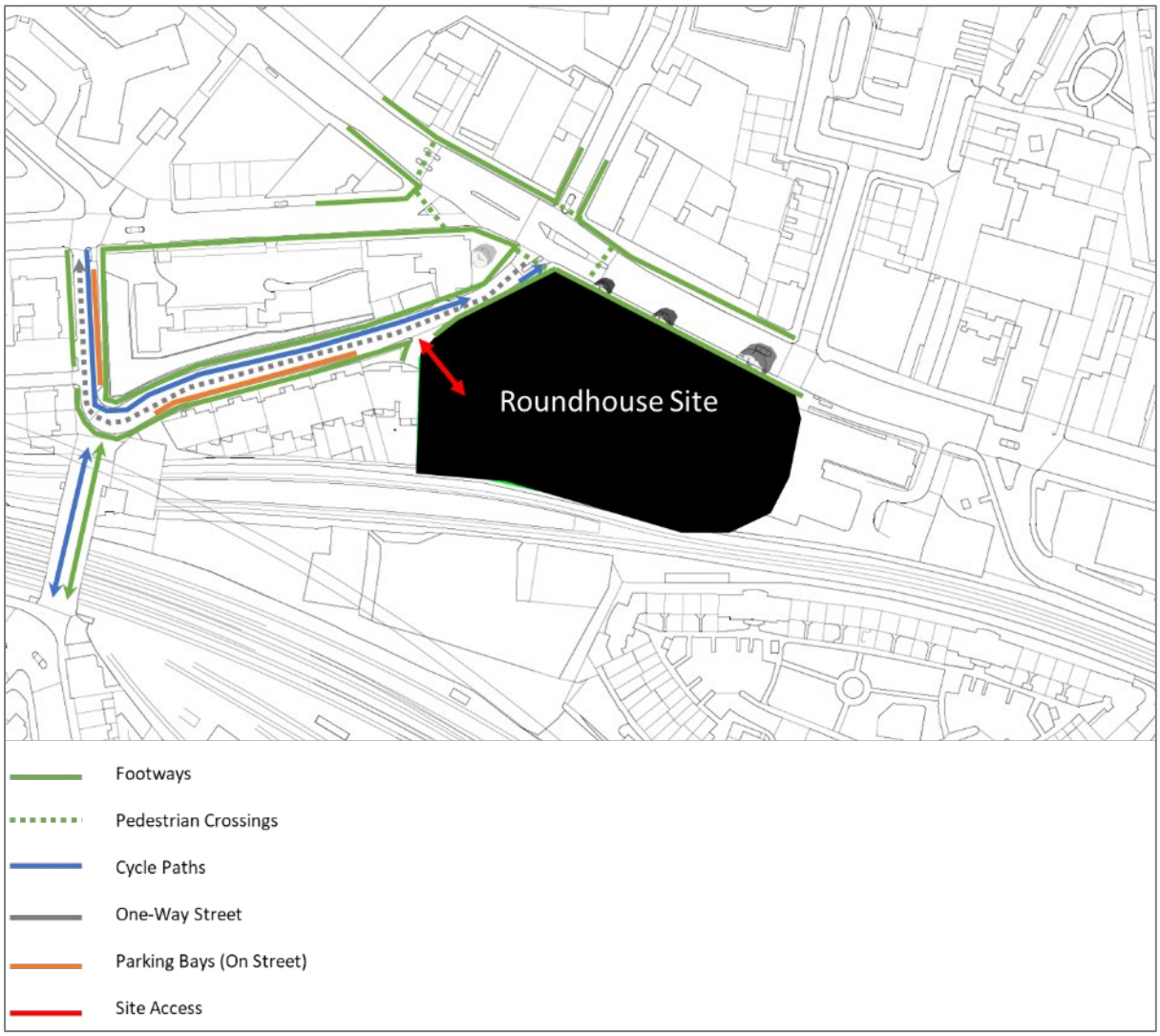
Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.



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.

Not 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.

Not Required

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.

Not Required

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.

Not Required

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.

Phases 1-3 are not adjacent the public highway.

Phase 4 is adjacent Chalk Farm road and the associated pavement. Whilst the majority of works will not affect the public pavement the following issues are noted and further detail will be provided on appointment of the Phase 4 Contractor in Spring 2021:

- Part of the existing retaining wall to Chalk Farm Road is to be demolished and re-built as part of the access ramp to the development. This work may required limited closure of the footpath and diversion of the footpath to the other side of the road. Details will be provided on confirmation of the construction methodology. The stretch of wall affected is indicated on the plan below.

Figure 14: Retailing Wall to be Demolished Marked in Green. Limited pavement closure may be required in this area.

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.

Phases 1-3 are not adjacent the public highway.

Phase 4 is adjacent Chalk Farm road and the associated pavement. Whilst the majority of works will not affect the public pavement the following issues are noted and further detail will be provided on appointment of the Phase 4 Contractor in Spring 2021:

- The front elevation of the new Campus Building is close to the retaining wall at the front of the development. Scaffolding in this area may need to be cantilevered over the pavement. Details will be confirmed on appointment of the contractor for Phase 4.

Figure 15: Possible location of cantilevered scaffold highlighted orange

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.

The following works to services are being carried out as part of the developments:

Phase 3: Container Storage Building

Telephone Installation

A new incoming telephone service is to be provided directly into the existing container building comms room (administration block). The purpose of the service is to provide the Roundhouse with an element of redundancy through diverse routing of services. The Electrical Services Installer shall allow to liaise with BT Openreach and progress the application for a new service. New sites Registration number is L/PRI-143.

Phase 4: Campus Building

Utility Cold Water Supply

A new 50mm MDPE incoming cold-water supply shall be brought into the site via Regents Park Road, below the road and footpath. The 50mm connection shall be teed off an existing 125mm MDPE branch below ground. Please find attached the Thames Water Quotation and Drawing (Appendix 2), which provides further details. Thames Water have allowed to coordinate a traffic management plan, which will be coordinated with other incoming drainage and electrical utility supplies.

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.

Phase 2: Railside Enabling

Noisy works will be limited to the following:

- breaking of the existing asphalt carpark to facilitate the installation of the ducting and drainage. This will be done using a hydraulic breaker attached to a 9t excavator. We will restrict noisy works to between 09:00 and 17:00

Phase 3: Container Storage

Phase 3 consists of the installation of a prefabricated structure constructed from re-used shipping containers. All manufacturing takes place offsite, therefore no noisy operations will take place on site.

Installation of the entire structure will take place over 2-3 days in early April 2021.

Phase 4:

Contractor to be appointed May 2021. Revised information will be submitted at that time.

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.

A preliminary environmental noise survey to establish the daytime (07:00-23:00) noise levels on site was completed in 2016. This proposed maximum noise levels at our nearest noise sensitive receivers (on which our noise control strategy was based).

This survey is attached in Appendix 5

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

A preliminary environmental noise survey to establish the daytime (07:00-23:00) noise levels on site was completed in 2016. This proposed maximum noise levels at our nearest noise sensitive receivers (on which our noise control strategy was based).

This survey is attached in Appendix 5

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.

All works will employ the 'Best Practicable Means' as referred to in BS 5228-1 :2009, to minimise the effects of noise and vibration that can be practicably applied at reasonable cost.

For example, using muncher attachments to excavators, in lieu of pneumatic breaker and utilising separation cut lines to minimise vibration transfer Where appropriate, the following measures to minimise noise and vibration levels will be adopted:

- Using modern, quiet and well-maintained equipment
- Using low impact techniques, such as munchers
- Using electrically powered equipment (mains or super silenced generators)
- Use of screws and drills rather than nails installing the hoarding
- Careful material handling such as lowering rather than dropping items
- Isolating the deconstruction works from sensitive neighbours, in order to minimise
- the transfer of vibration and structure borne noise
- Avoidance of unnecessary noise between operations, shouting, loud radios or
- excessive revving of engines by effective site management
- The use of radios on site, shouting, swearing, singing; sitting outside the site is not to
- be permitted at any time
- No idling engines to reduce noise and pollution.
- The distance between noise and vibration sources and sensitive neighbours will be maximised and the sound path obstructed, where practical, by considerate siting of stationary plant and loading/unloading areas.

The suitability of specific noise limits is highly dependent upon the individual situation. The factors to be considered include the characteristics of the potentially affected neighbours, baseline ambient noise levels and the nature and duration of the works.

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

This requirement will be included within tender documentation for all contractors and will be kept on file by the Roundhouse.

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

When dusty activities are undertaken, all works will be subject to regular and sustained use of water suppression techniques and where appropriate, on-tool extraction and water suppression equipment are to be employed.

See Appendix 6 (Air Quality Assessment) for further details.

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.

If appropriate, wheelwash or jet wash facilities will be installed to avoid dust or dirt spreading to the public highway.

If dirt or dust is inadvertently spread to the highway during the normal course of works, contractors will be instructed to undertake appropriate cleaning.

Prevention of the spread of dirt or dust to the highway will be included as a requirement in construction contracts.

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 undertaken to monitor dust and noise levels at regular intervals throughout the construction processes, which more regular monitoring during particularly evident periods (earthwork movement/piling etc). These can be undertaken by hand-held monitoring equipment or dispersion tubes. These shall be checked and recorded regularly.

See Appendix 5 (Noise Survey) and 6 (Air Quality Assessment) which provides further details

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**.

See Sustainable Design & Construction Statement and Air Quality Assessment provided at Appendix 6.

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.

See Sustainable Design & Construction Statement and Air Quality Assessment provided at Appendix 6.

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.

The site is low risk as outlined in Appendix 6 (Air Quality Assessment)

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).

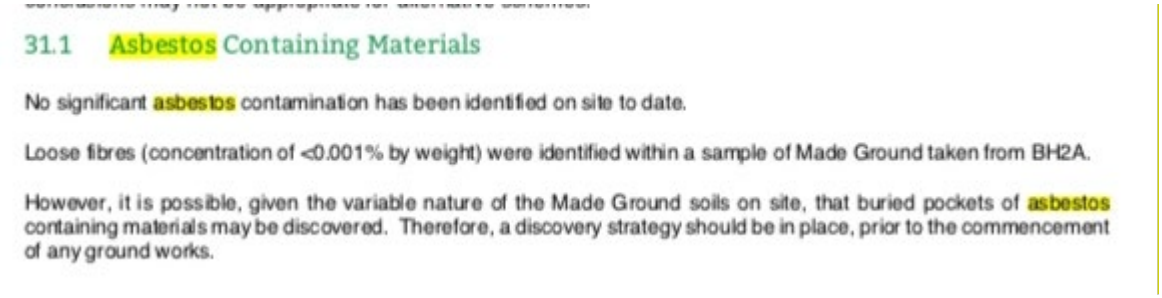
The site is part of a popular entertainment venue (The Roundhouse) and has a team that monitors the site for rodent activity already. This development will fall within this monitoring.

Copies of invoices to evidence regular pest control methodologies are provided in Appendix 7.

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

This is a new-build project and asbestos surveys are not applicable.

In terms of asbestos in the ground, the following extract from the Ground Investigation undertaken in 2017 summarises the position. The requirement for a discovery strategy will be included in the Construction Contract in relation to borehole BH2A as identified.



31.1 Asbestos Containing Materials

No significant asbestos contamination has been identified on site to date.

Loose fibres (concentration of <0.001% by weight) were identified within a sample of Made Ground taken from BH2A.

However, it is possible, given the variable nature of the Made Ground soils on site, that buried pockets of asbestos containing materials may be discovered. Therefore, a discovery strategy should be in place, prior to the commencement of any ground works.

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 is screened from passers by already so interactions with the public will be low. A smoking area will be provided.

Requirements for strict rules will form part of the construction contract in relation to supply chain method statements and will be covered in site induction and tool box talks. Operatives found repeatedly in contravention of the required standards will be removed from 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:

NB: The scheme does not fall into the CAZ but is within Greater London, therefore if NRMM are used on site, they will meet the requirements of Stage IIIB of EU Directive 97/68/EC. See reference to NRMM in our Air Quality Assessment in Appendix 6.

a) Construction time period:

Phase 1: Complete
Phase 2: January-March 2021
Phase 3: April 2021
Phase 4: May 2021-June 2022

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

No

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

Confirmed

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

The CMP will be included as a contract document for all phases of work and contractors will obliged to fulfil all obligations, including where appropriate registration on the NRMM register.

Compliance will be monitored by the Project Management Team and evidence of registration requested.

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.

On site, drivers will be required to turn off engines wherever practical. Signage will be used at the site entrance to indicate that engines should be turned off when vehicles are not in use. This will be monitored by the Roundhouse project team.

In terms of idling off site, contractors will be required to abide by the requirements of this CMP and put in place policies to reduce vehicle idling at all locations. The CMP will be included within all construction contracts. Contractors will be asked to provide details of their environmental and sustainability policies as part of any procurement process that takes place.

It is not anticipated that vehicles will be stationary directly outside the site entrance. However, contractors will be asked to inform drivers to turn off engines in the event that this occurs.

The Roundhouse as an organisation is committed to sustainability and is reviewing the 'Engines Off Pledge' with a view to joining this campaign. Whilst the Roundhouse doesn't have it's own fleet of vehicles it will work with Contractors to reduce air pollution from engines wherever practical.

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.

V2.6