ORIEL

Construction Management Plan

PROJECT NAME	**ORIEL**
ORIGINATOR	**BOUYGUES UK**
TITLE	**Construction Management Plan**

STAGE(s) (RIBA/BSRIA):	**5**	SUITABILITY CODE:	**D5**

ORL	BYG	XX	XX	TPC	R	000040	P05
PROJECT	ORIGINATOR	FUNCTIONAL BREAKDOWN	SPATIAL BREAKDOWN	FORM	DISCIPLINE	SEQUENCE NUMBER	REVISION

ORIEL

Construction Management Plan

ORIEL –Construction Management Plan – version P05 – 24 January 2023

The following CMP version P05 for ORIEL has been updated to reflect incorporation of LB Camden comments dated 19 January 2023. We have highlighted in dark orange the clarifications and responses to those comments for easy tracking by LB Camden

We have kept the previous changes from version P03 in green and P04 in red

The CMP also includes all inputs from engagement with the following parties:

1. ORIEL project Client Team

2. C&I NHS Trust Patient Safety Group

3. Construction Working Group

4. Community consultation process

5. LB Camden planning obligations and consultees

Construction/ Demolition Management Plan

pro forma

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
16th October 2020	1st Issue (Tender stage)	Bouygues UK
6th August 2022	V2 (for ORIEL / PSG / CWG) acceptance	Bouygues UK
2nd October 2022	P01 – for community consultation	Bouygues UK
17th October 2022	P02 – for submission to LB Camden	Bouygues UK
10 November 2022	**P03 – including LB Camden comments 24/10/2022**	**Bouygues UK**
15 December 2022	**P04 – including LB Camden comments 28/11/2022**	**Bouygues UK**
24 January 2023	**P05 - including LB Camden comments 19/01/2023**	**Bouygues UK**

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

Document	Date	Version	Produced by
Appendix 01: Proposals for Environmental Monitoring	September 2022	V3	Clarke Saunders Associates
Appendix 02: A QA - Construction phase mitigation measures	October 2020	-	AECOM
Appendix 03 – Construction Phasing Plans	October 2022		Bouygues UK
Appendix 04 – Traffic - Swept Path Analysis	September 2022		Bouygues UK
Appendix 05 Consultation report	10 October 2022		Concilio
Appendix 06 Construction Working Group Meeting minutes	5 October 2022		Concilio
Appendix 07 C&I NHS Trust letter – South Wing Pedestrian Entrance	10 October 2022		C&I NHS Trust
Appendix 8 – CMR Addendum	**24/10/2022**		**Bouygues UK**
Appendix 09 – Traffic Management plan	**16 December 2022**		**NRP**

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.

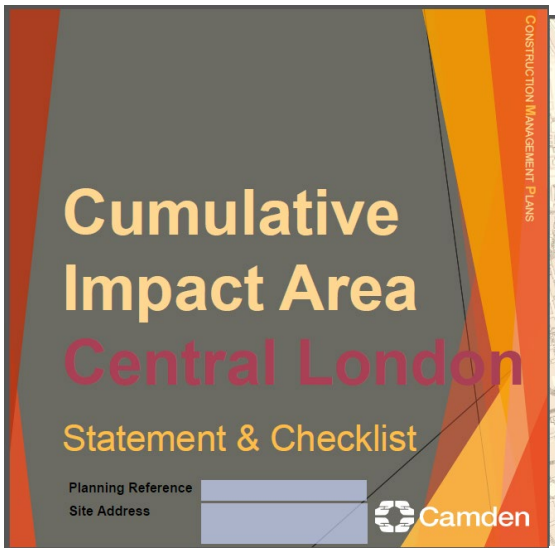
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

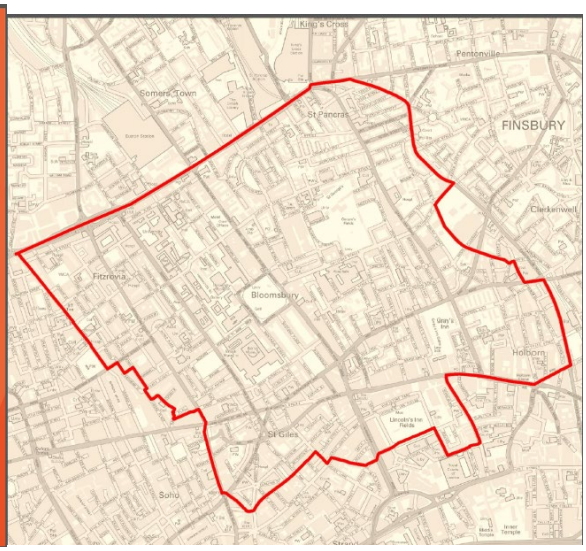
Revisions to this document may take place periodically.

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.

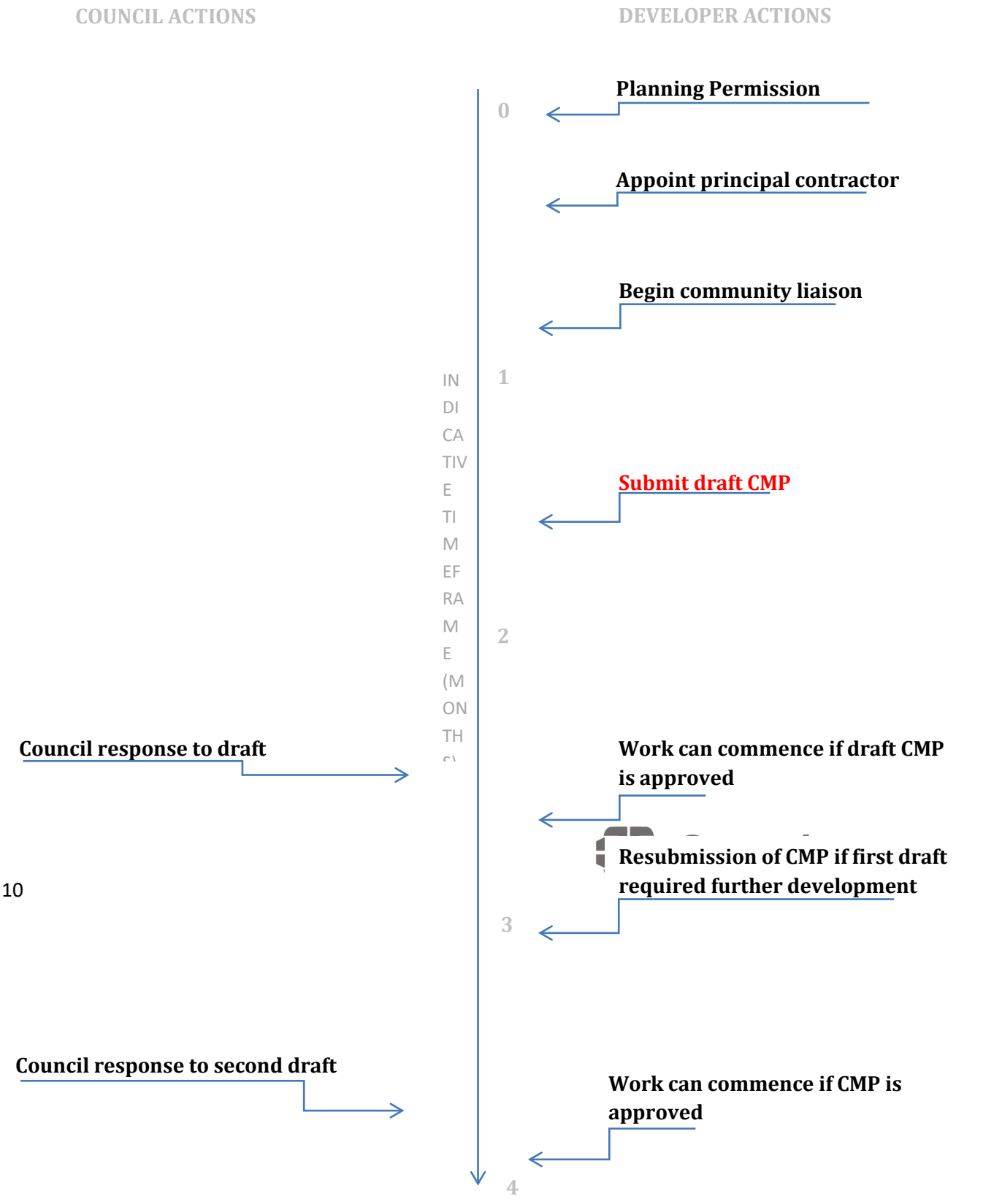
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans

Important Note: the ORIEL site does not fall within the Cumulative Impact Area.


CONSTRUCTION MANAGEMENT PLANS
Cumulative
Impact Area
Central London
Statement & Checklist
Planning Reference
Site Address
Camden


Somers Town
St Pancras
FINSBURY
Clerkenwell
Fitzrovia
Bloomsbury
Holborn
St Giles
Soho

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
INDICATIVE TIMEFRAME (MONTHS)
Submit draft CMP
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:

4 St Pancras Way, London NW1 0PE

Planning Reference: 2020/4025/P

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

Name: Eric Pincemin

Address: Bouygues UK 1 Lambeth Palace Road, London SE1 7EU

Email: eric.pincemin@bouygues-uk.com

Phone: 07930 407 001

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: Eric Pincemin

Address: Bouygues UK 1 Lambeth Palace Road, London SE1 7EU

Email: eric.pincemin@bouygues-uk.com

Phone: 07930 407 001

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: Yiannis Sophocleous

Address: 131 Finsbury Pavement, London, EC2A 1NT

Email: ysophocleous@conciliocomms.com

Phone: 07423 605 868

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: Bouygues UK Limited (Eric Pincemin)

Address: Bouygues UK, 1 Lambeth Palace Road, London SE! 7EU

Email: eric.pincemin@bouygues-uk.com

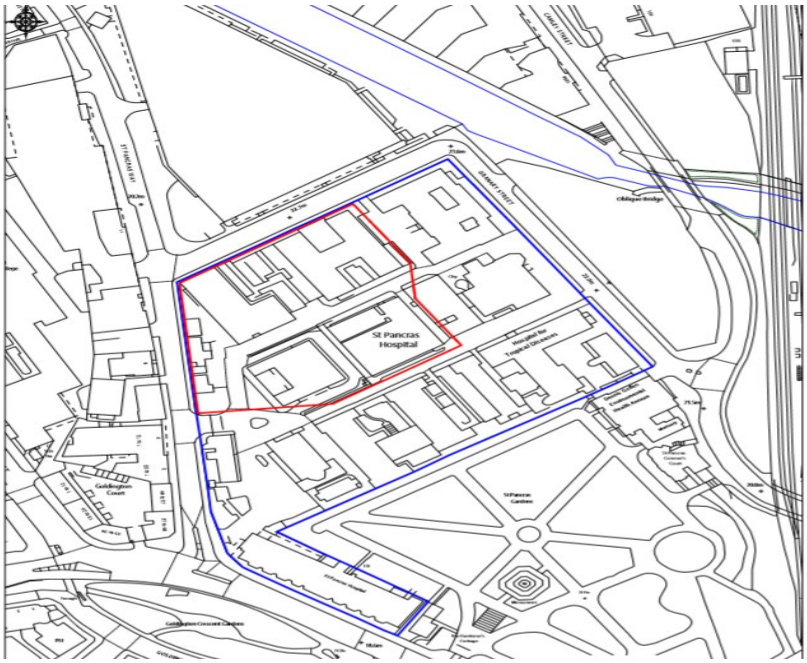
Phone: 07930 407 001

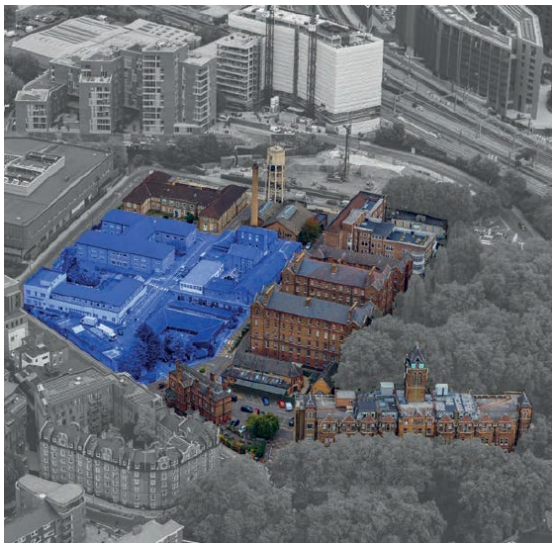
Site

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 Proposed Oriel site is located on the site of the old St Pancras Hospital on St Pancreas Way currently in the ownership of Camden & Islington Mental Health Trust (C&I).

The site is part of the landholding of Camden & Islington Mental Health Trust, which extends to 2.182 Ha (5.39 acre). The Proposed Oriel site is currently a parcel of land of 0.739 Ha (1.83 acres) of the C&I landholding. The adjacent map shows the site in the centre of the image where the red line delineates the site of the Proposed Oriel building which is part of and within the blue line delineating the entire land holding of Camden & Islington Mental Health Trust.





Proposed Site in blue

The site is surrounded by a diverse built environment and mix of uses. Immediately adjoining the site to the east, south and west is the St Pancras Hospital Campus which comprises a range of 2-5 storey Victorian buildings and infrastructure, constructed as part of the site's original use as a workhouse, and low rise modern buildings. To the north of the site is the Tribeca development site (on the site of The Ugly Brown Building) which received planning permission for a comprehensive mixed use redevelopment comprising a mix of commercial and residential uses. To the east, beyond the St Pancras Hospital is Regent's Canal and 101 Camley Street, a mixed use new development now completed. To the west of the site is a mixed use development comprising student housing and a builders' yard. To the south, beyond the Hospital campus is St Pancras Gardens.

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 Proposed Development comprises a single building, between seven and ten storeys in height (including Ground Level and Lower Ground Level, as well as plant at Roof Level), as well as provision of public realm at ground level, blue badge parking, and vehicular drop off points along St Pancras Way. The building is arranged around a central atrium and connection space. There is also a roof terrace on the Sixth Floor Level on the south-western corners of the building.

The Proposed Development will be up to 69.15 metres (m) Above Ordnance Datum (AOD) in height and will have a gross external area of approximately 48,851 square metres (sq m) and a gross internal area of approximately 46,468 sq m.

The Proposed Development will comprise a mix of uses including clinical, research and education purposes, including accident and emergency (A&E) department, outpatients, operating theatres, research areas, education space, café and retail areas, facilities management, office space and plant space.

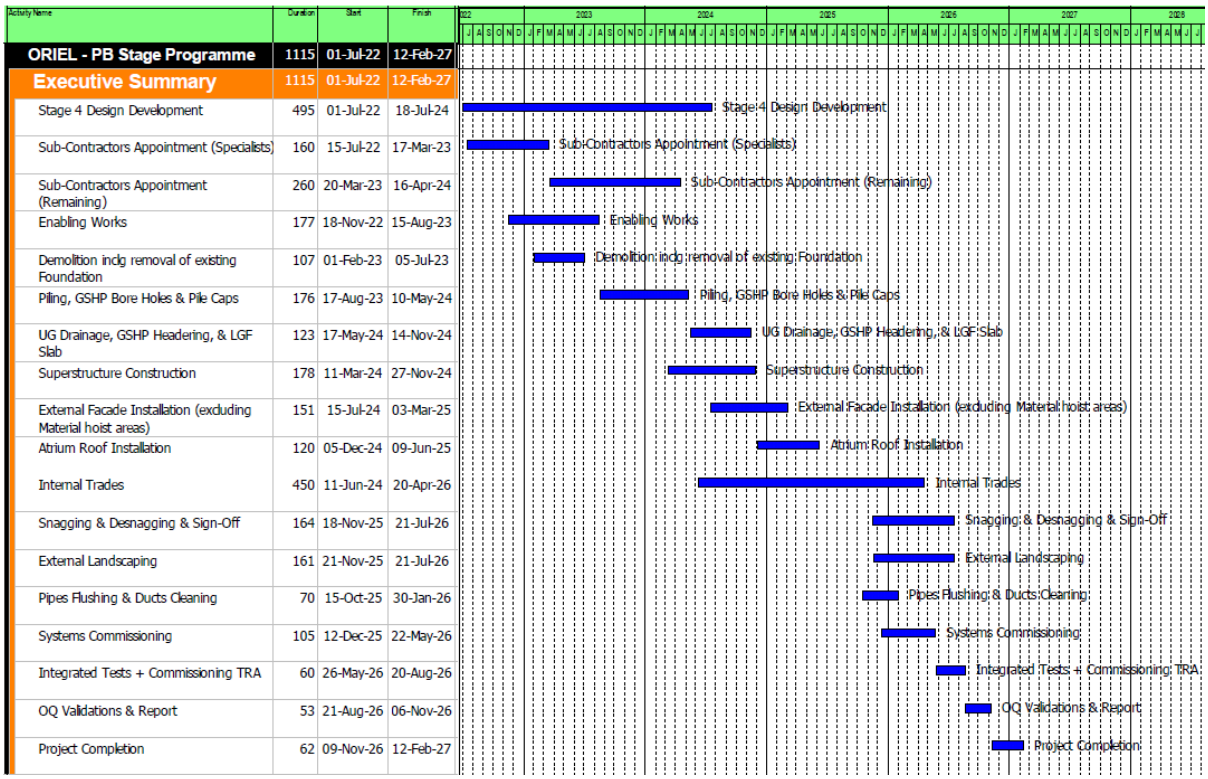
The 2.02 hectare (ha) site of St Pancras Hospital is currently owned by Camden and Islington NHS Foundation Trust (C&I Trust). King's Cross Central Limited Partnership ('KC(SPH)LPKC(SPH)LP') is the development partner of the C&I Trust and they intend to submit a planning application for redevelopment of the remaining part of the St Pancras Hospital site in 2023. The existing mental health inpatient wards located at St Pancras Hospital are planned to move to a new, purpose-built facility next to the existing Highgate Mental Health Centre and the Whittington Hospital.

Main challenges are:

- *Construction works within occupied and live St Pancras Hospital Site*
- *Coordination of logistics with the following developments*
    - *Tribeca development north of Granary street – from February 2023*
    - *KC(SPH)P mixed use development on Saint Pancras Hospital Site – from 2025*

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).

Currently proposed start and end dates are
Start of enabling works: November 2022
Start of demolition: 1 February 2023 (Implementation Date)
Project completion: February 2027



Activity Name	Duration	Start	Finish
ORIEL - PB Stage Programme	1115	01-Jul-22	12-Feb-27
Executive Summary	1115	01-Jul-22	12-Feb-27
Stage 4 Design Development	495	01-Jul-22	18-Jul-24
Sub-Contractors Appointment (Specialists)	160	15-Jul-22	17-Mar-23
Sub-Contractors Appointment (Remaining)	260	20-Mar-23	16-Apr-24
Enabling Works	177	18-Nov-22	15-Aug-23
Demolition incl removal of existing Foundation	107	01-Feb-23	05-Jul-23
Piling, GSHP Bore Holes & Pile Caps	176	17-Aug-23	10-May-24
UG Drainage, GSHP Headering, & LGF Slab	123	17-May-24	14-Nov-24
Superstructure Construction	178	11-Mar-24	27-Nov-24
External Facade Installation (excluding Material hoist areas)	151	15-Jul-24	03-Mar-25
Atrium Roof Installation	120	05-Dec-24	09-Jun-25
Internal Trades	450	11-Jun-24	20-Apr-26
Snagging & Desnagging & Sign-Off	164	18-Nov-25	21-Jul-26
External Landscaping	161	21-Nov-25	21-Jul-26
Pipes Flushing & Ducts Cleaning	70	15-Oct-25	30-Jan-26
Systems Commissioning	105	12-Dec-25	22-May-26
Integrated Tests + Commissioning TRA	60	26-May-26	20-Aug-26
OQ Validations & Report	53	21-Aug-26	06-Nov-26
Project Completion	62	09-Nov-26	12-Feb-27

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 Standard hours of work will be within the above standards

Special Programme events may require additional hours working through weekends such as

- *Tower cranes erection/dismantling*
- *Mechanical Plant delivery*
- *Utilities / Statutory Connections*
- *Services shut down and emergency repairs - Etc*

These will be the subject of further detailed planning and specific notification and licence application will be made when full details are established

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.).

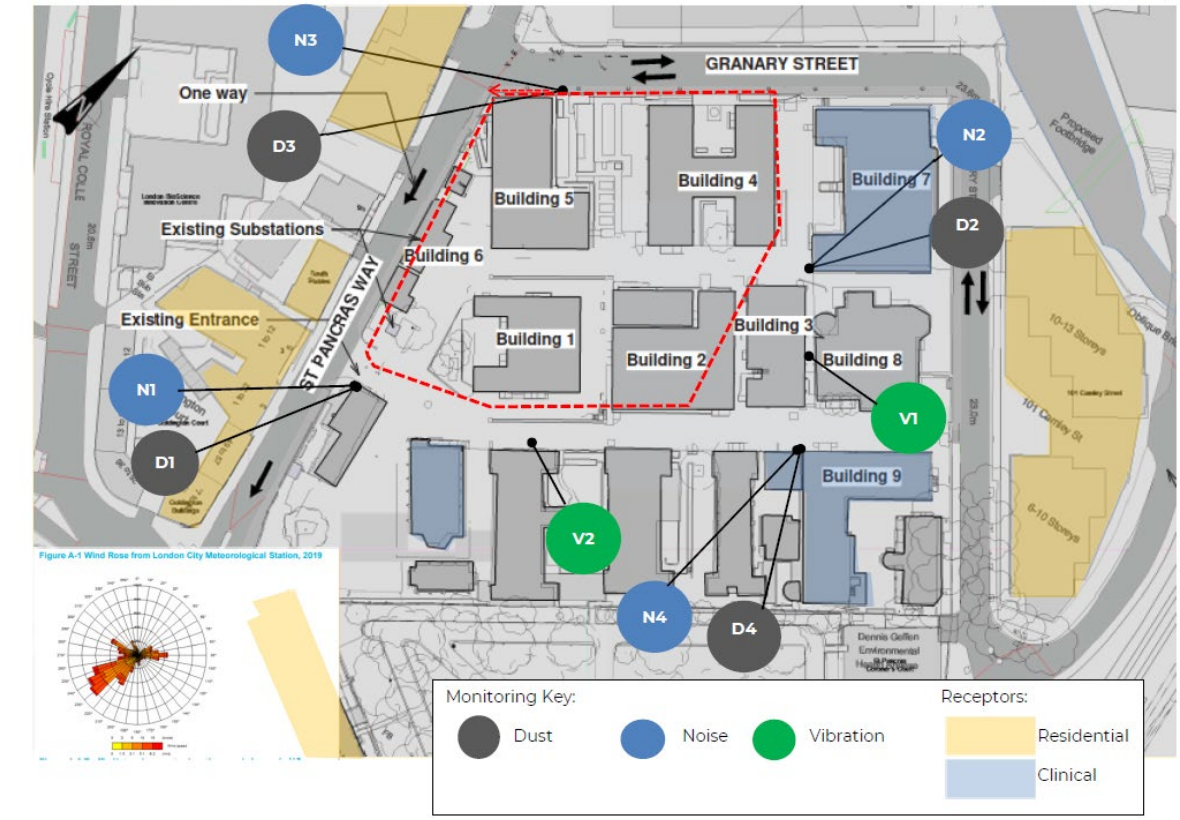
The nearest receptors in relation to the Oriel Development are:

1. Hospital live retained buildings on the St Pancras Hospital Site including
a. buildings providing clinical services:
- Mary Rankin Dialysis Unit (Building 7 = North Wing)
- Huntley centre (Building 9)
- River Crisis Center
- South Wing
b. Other buildings on the same site:
- Residence block, East and West Wing buildings, River Crisis Centre
- St Pancras Coroner Office

2. Residential & commercial buildings near the site as identified on plan below:
- Student accommodation unit on St Pancras Way
- residential and commercial buildings on St Pancras Way
- residential units on Granary Street (101 Camley street development)

Please refer to the plan on the next page identifying the above receptors.

Site Plan showing receptors and proposed monitoring locations 06 September 2022



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.

Concilio was appointed in August 2022 to work with the Oriel project team and facilitate a comprehensive community consultation on the draft Construction Management Plan (CMP) that included engagement with neighbouring developers, local residents, businesses, local resident groups and political stakeholders. The Oriel project team was keen to ensure the consultation strategy put in place delivered a series of key aims to assist with the evolution and development of the draft Construction Management Plan (CMP)::

- *To raise awareness of the Construction Management Plan (CMP) and all the future works that will be taking place*
- *To create a diverse and representative CWG membership, reflecting the range of voices and opinions from the local community*
- *To undertake consultation to ensure feedback could be incorporated in the draft CMP*
- *To build a relationship with the local community and reengage with all the parties consulted during the pre-application process;*

- *To enable constructive dialogue between local stakeholders, the community and the project team;*
- *To ensure everyone who wanted to take part in the consultation was able to by being accessible and inclusive.*

To ensure that the aims of the consultation were met and that feedback from the community helped with the drafting of the CMP, Concilio has:

- *Conducted an engagement programme that is appropriate for the local community and key stakeholders;*
- *Conducted a well-publicised and accessible consultation;*
- *Explained clearly what the scope of the consultation is;*
- *Analysed the results from the consultation objectively and provided independent scrutiny to ensure effective and meaningful engagement*
- *Publicised collective responses, with due regard to the Data Protection Act and GDPR requirements;*
- *Summarised how these responses have informed the proposals.*

The team sought to engage with key stakeholders and local residents in a meaningful way. To do this we hosted one in-person event at St Pancras Community Association on Tuesday 4th October, 18:30-20:00. The event was attended by members from the Oriel project team, representatives from UCL Institute of Ophthalmology, Moorfield Eye Hospital and the preferred contractor, BYUK. During this event the project team provided a presentation that outlined what is Oriel, the vision, what it will mean for the local community, the future construction works, the Draft CMP and the ways to raise any questions with the community liaison. The event was attended by a total of 6 people which included a representative from the Camley Street Neighbourhood Forum and residents. More details on the event and the feedback received can be found in Appendix 5.

We hosted an online webinar on the Thursday 6th October 18:00-19:00 to ensure that those who were unable to attend the in-person events could still participate in the consultation, share their views and ask

questions about the CMP. The webinar was attended by the same members of the project team who had the chance to engage with interested parties directly. A representative from the Camden Cycling Society was amongst the attendees to the event and had the opportunity to discuss their concerns and provide their feedback on the draft CMP. A recording of the webinar and the presentation were uploaded on the project website https://oriel-london.org.uk/get-involved/ to provide the opportunity for anyone interested to view the draft CMP. Also, attendees were notified that current construction plans and progress of the development could be viewed on the website. During the events we provided the opportunity for people to view the draft CMP if they wanted to. More details on community event participation and consultation can be found in Appendix 5.

All the events, and the launch of the consultation, were advertised through a newsletter which was sent to 4,557 addresses between 22nd September-24th September. To ensure that engagement reached different demographic groups, social media adverts were also created and posted. An advert on Meta platform reached 21,240 people and an advert on TikTok received 24,701 impressions. The Oriel project team also emailed 563 people on the Oriel mailing list along with 70 people who sit on three different Oriel advisory groups made up of patients, staff and partner organisations. Multiple letters inviting residents' groups, political stakeholders, local businesses and community stakeholders to the consultation meetings and asking if they would like a briefing with the Oriel team were also sent. Through these methods of engagement, the contact details for the community liaison were provided to ensure people had access to any information and could ask their questions to the project team directly. A dedicated email address was also set up at oriel@conciliocomms.com and a dedicated freephone number at 0800 433 2067. Political stakeholders were notified with all the details . Overall, we received a total of 26 surveys with people providing us their feedback, asking questions and letting us know the ways in which they would like to remain up to date with any updates. All the details relating to the events and the survey responses can be found in Appendix 5.

A meeting was also held on Thursday 13th October 17:00 with representative of St Pancras Old Church. The meeting lasted for one hour and half where members of the project sat down to speak to the church as a major stakeholder. The meeting revealed that the church has a vested in interest in many patients

and their family members as the church is in close proximity to the current hospital. Father James, who represented the church highlighted several key concerns:

- *The presence of a Chapel and other religious places for patients, staff and family members in oriel.*
- *It is difficult to engage with residents in the area as properties are often temporary accommodation for students, vacant or being occupied by wealthy parents who don't have the time to engage.*
- *Development fatigue was highlighted as the area has undergone several changes over the last century, so people have constantly endured construction and developments of big projects*
- *Advised that for further engagement, the patients are an important part of the project, and they should be at the forefront of engagement as the project affects them the most.*

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.

12.1. Person responsible for community liaison:

Yiannis Sophocleous, Concilio
M: 07423 605 868
ysophocleous@conciliocomms.com

12.2. Construction Working Group members

On Wednesday 5th October, 18:30-20:00, at St Pancras Community Association, the first Oriel CWG meeting was held. Invitations were sent on the 22nd September 2022 to the following representatives:

I. Professor Andrew Dick- Director of UCL Institute of Ophthalmology
II. Jon Spencer - Chief Operating Officer Moorfields Eye Hospital
III. Eric Pincemin- Production Director BYUK
IV. Yiannis Sophocleous-Community Liaison-Account Manager Concilio
V. C & I NHS Representative-Representing Tenants and patients
VI. Argent Services LLP Representative-Senior Development Manager
VII. Reef Group Representative- Design Director
VIII. Studio Mackereth Representative (7 St Pancras Way) -Principal
IX. Unite Students, St Pancras Way Representative -11 St Pancras Way TBC
X. Travis Perkins St Pancras Way Representative (13 St Pancras Way)
XI. Camley Street Neighbourhood Forum Representative-Secretary
XII. Enclave Kings Cross-101 Camley Street Representative- Customer Service Associate

The minutes and the details on the meeting can be found in Appendix 6.

Note that following the first meeting of the OCWG on Wednesday 5th October, the CWG will meet on a monthly basis.

The team has undertaken public consultation in advance of submitting the draft CMP to ensure local and political stakeholders, community groups, residents, businesses have had an opportunity to provide feedback.

The submission of the draft CMP does not mark the end of this consultation. The team will continue to meet with local groups and individuals as appropriate throughout the process to ensure that the community is informed and updated regularly on the construction works and ensure there is engagement that makes a difference to the local community. Working with BYUK and the Oriel project team, the creation of a 5-year engagement strategy will ensure meaningful and responsive engagement will continue throughout the lifetime of the project. Responding to the feedback received during the pre-submission consultation period the 5-year engagement strategy will look to engage and inform interested parties pro-actively. Respondents noted a preference to be informed by regular notifications through online mediums such as email and text message Our 5-year engagement strategy will reflect feedback received on preferred ways of engagement.

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 will be requirement that the appointed contractor enrols the project in the "Considerate Contractors Scheme" and that the project will be managed in a manner to achieve a high score of 41/50 or higher.

Registration was completed in August 2022 and the Site ID confirmed as 132419.

The name and contact details of the Project Manager will always be displayed on the CCS poster located at the entrance of the site.

We confirm that we have read and understood the Guide for Contractors

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.

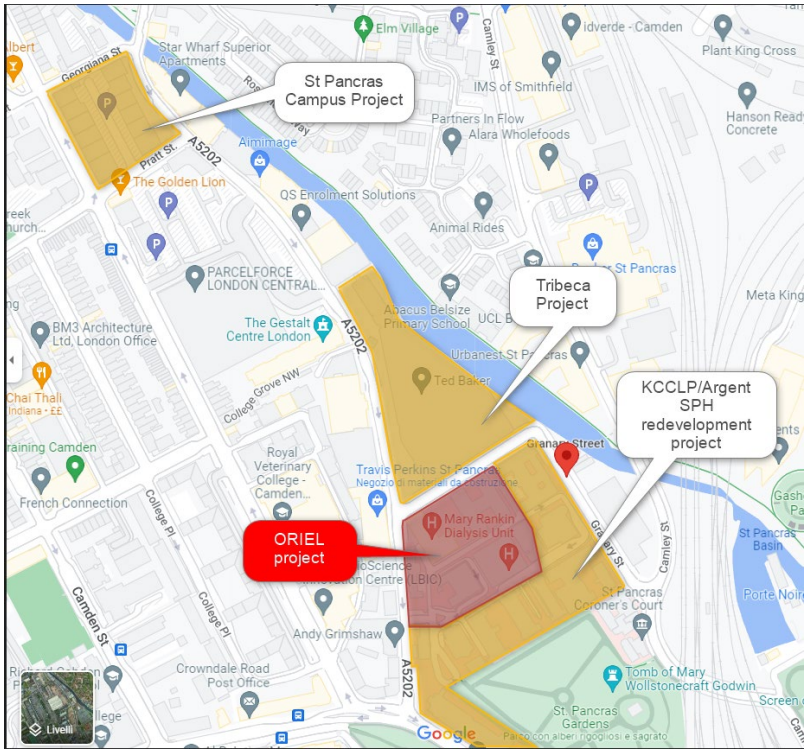
Adjacent major sites

1. KC(SPH)LPmixed use Development of existing St Pancras Hospital site

2. Tribeca / Reef re-development of the "Ted Baker - Ugly Brown Building" site

Major sites further North (St Pancras Way / Royal College Street)

3. W.RE / BAM development of St Pancras Campus, Pratt Street, Camden



Mitigation of the cumulative impacts of these projects:

1. Coordination of activities for adjacent sites via Construction Working Group (KC(SPH)LP and Tribeca /Reef are members of the project's CWG) to agree logistics plan (St Pancras Way / Granary Street)

2. Offsite Consolidation centre to minimise traffic and congestion with timed deliveries.

3. Continuous and ad-hoc liaison with other major sites in relation to major deliveries and potential road closures applications

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:

Bouygues UK Limited

1 Lambeth Palace Road

London SE1 7EU

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

Bouygues as Principal Contractor and all Trade Contractors will have the requirement to abide by, comply and adhere to the CLOCS Standards for construction logistics throughout the duration of the contract. This sets out a set of standards for items such as traffic routing; warning signage; side underrun protection; blind-spot minimisation; vehicle manoeuvring warnings; driver training, development and licensing; collision reporting; control of site access and egress; vehicle loading and unloading on site.

Each requirement has been developed to reduce the risk of a collision between heavy goods vehicles in the construction sector and vulnerable road users such as cyclists and pedestrians. The Standard sets the detailed minimum requirements to create a consistent baseline but is written in a way that encourages road safety to be managed ever more rigorously as new best practice emerges. The CLOCS Standard is a key step to demonstrate the commitment of construction logistics industry organisations to improve road safety throughout the supply chain.

Bouygues as Principal Contractor will arrange for vehicles to be checked on entering the site and to take the appropriate action under the contract. Bouygues will produce a plan and / or process for complying with the contract. CLOCS key checks will be carried out randomly onto incoming vehicles, as per the CLOCS Compliance checklist. It will also be envisaged to work with the Considerate Constructors Scheme in order to ensure compliance to the CLOCS standards.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

Operators must be FORS accredited. Where accredited to FORS Bronze level, written assurances must be sought that ensure that the above requirements are met.

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.

Bouygues UK confirm we will include the requirement to abide by the CLOCS Standard in our contracts to our contractors and suppliers:

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

Site Traffic

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

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.

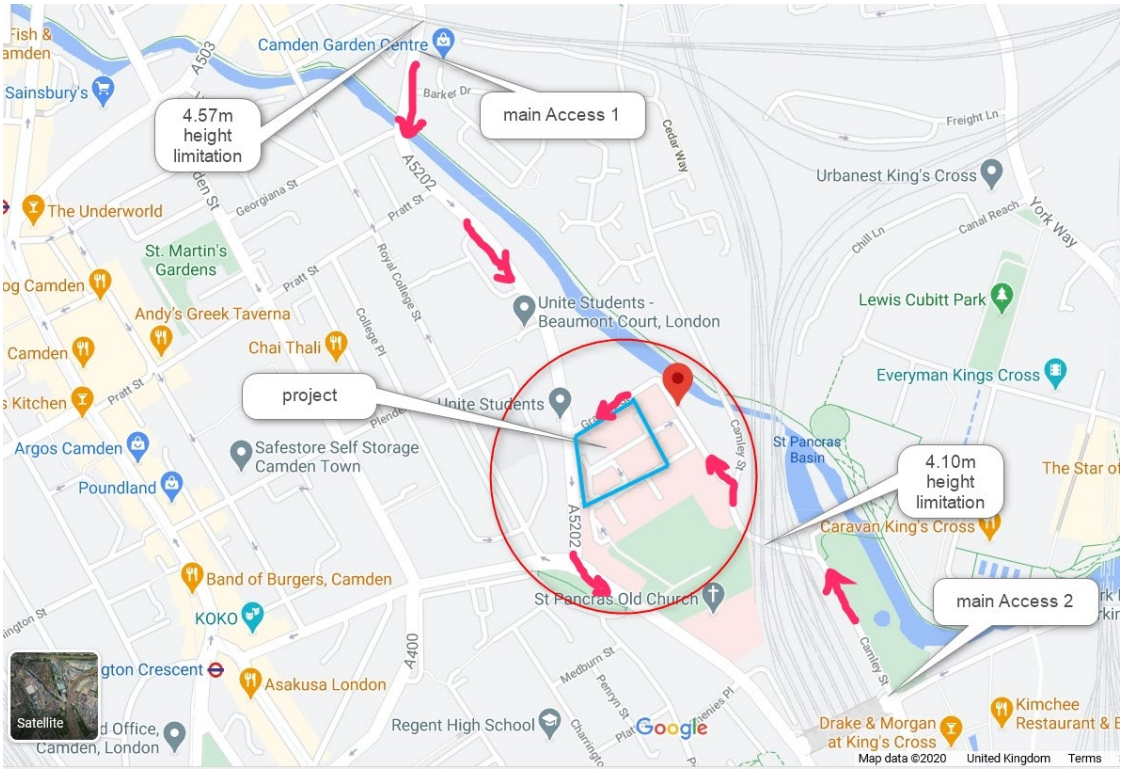
Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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.

Large vehicles will make use of the TRLN from the Motorway Network into Central London with the principle route being the A501 then A201 to the site. This will avoid cross London N- S journeys. Smaller vehicles such as vans will make use of the Borough Principle Road Network.

It is noted that construction vehicular access is to be prioritised from the Main Access point 1 to minimise heavy traffic along Goods Way which has high pedestrian activity.



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.

Vehicle routes will be discussed and agreed with suppliers and contractors in advance at the pre-start meeting, and the agreed traffic routing included in all sub-contracts and supply orders. Any changes to the plan will be communicated through further meetings to ensure that the use of residential and minor roads is prevented.

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)

Deliveries to site will occur within the standard working hours (8am until 6pm Mon-Fri and 8am until 1pm Sat.).

Peak time deliveries will be minimised wherever possible and will be discussed on a package per package basis with the supply chain however we will also implement strict adherence to planned time to allow vehicles on site so will not allow more vehicles than can accommodated on site. Vehicles that can be accommodated on site will be permitted to arrive at 08.00

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

Our gates will be fully manned by competent traffic marshalls at all times. Traffic will be stopped and all areas in front of site gates kept safe when pedestrian traffic is oncoming.

All deliveries will be booked via our online system to ensure that deliveries arrive at the correct part of site and 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.

Frequency of Vehicle Movements

- *30 vehicle movements per hour at peak were assessed over a 5 hour period, hence 150 vehicle movements average a day. We do not anticipate peak vehicle movements over the whole working day (10 hours).*

- *During groundworks stage, vehicle movements are expected to occur mostly between 8am and 3pm.*
- *During concrete frame stage, vehicle movements are expected to occur mostly between 10am and 6pm.*
- *During facades and fit-out stage, vehicle movements are expected to occur mostly between 8am and 3pm.*
- *Tipper Lorry : Up to 75 daily During excavation and demolition works*
- *Van : 2 to 7 daily Delivery of small materials, plant, etc.*
- *Low Loader: Occasional: Visits for delivery and collection of larger items of plant*
- *Mobile Crane : Occasional : Visits for erection and dismantle of tower cranes. Will be site based for a period for some items of work if necessary.*
- *Articulated Lorry : 1 to 4 per Day at peak : Will be used for delivery of some materials and equipment*
- *Flat Bed Lorry : Frequent :1 to 3 per day Will be used for delivery of plant and materials*
- *Grab Lorry : Occasional : Collection of arisings from excavations*
- *Concrete Pump : Infrequent :1 to 5 per week Will be used for concrete placement where static pumps are not practicable*
- *Concrete Truck : 25 to 40 per day During concrete works*
- *Skip Lorry : Frequent : 6yds up to 10 per week, 40 yards up to 4 per week for Waste*

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

Adjacent major sites

1. KC(SPH)LP mixed-use Development of existing St Pancras Hospital site

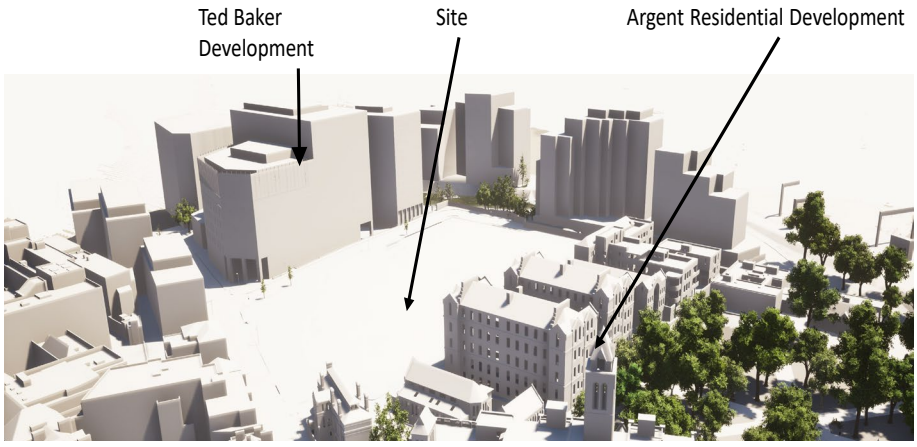
2. Tribeca / Reef re-development of the "Ted Baker - Ugly Brown Building" site

Phasing drawings [included under CMP Appendix 03a - Construction phasing plans - ORL-BYG-MTH-000060-Oriel SPH Site Vehicular and Pedestrian Access_P04] now capture coordinated ORIEL and Tribeca construction access and pedestrian traffic

Major sites further North (St Pancras Way / Royal College Street)

3. W.RE / BAM development of St Pancras Campus, Pratt Street, Camden

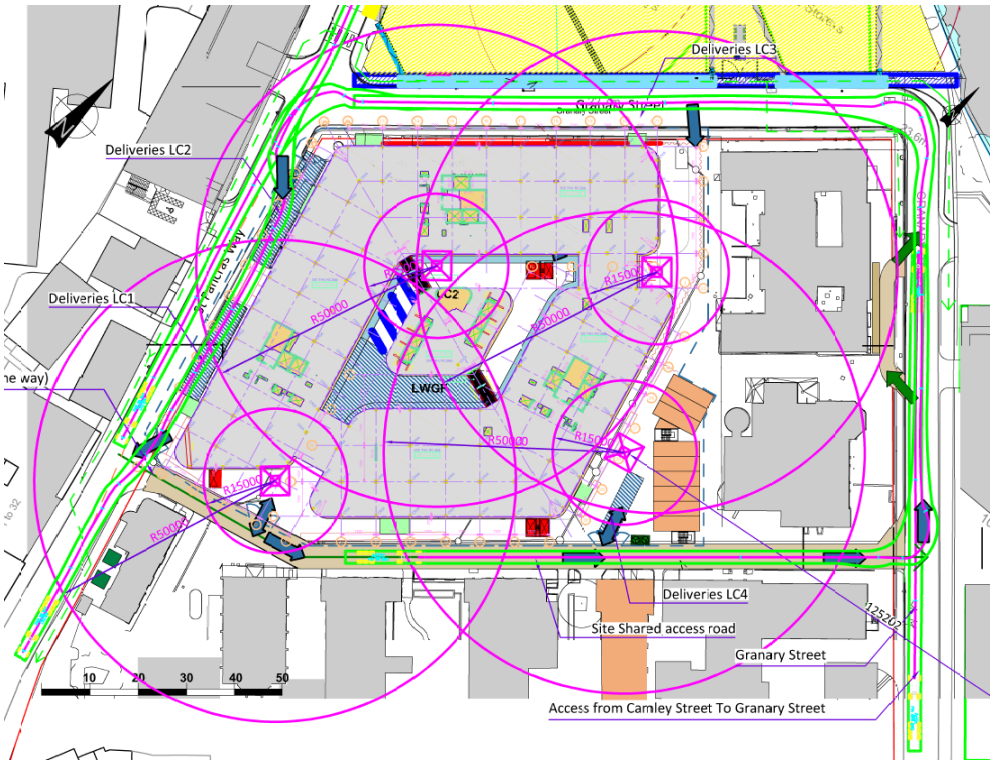
We will utilise an offsite Consolidation centre to minimise traffic and congestion with timed deliveries.



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

Swept path drawings have been produced for vehicle entry and exit points to ensure that the turns can be made by normal vehicles without the need for multiple manoeuvres. This ensures that vehicles may cleanly enter and exit the site without the potential to block footpath crossings and carriageways whilst manoeuvring. As a rule, vehicles will not be permitted to reverse out of or into the site from the public highway except in exceptional circumstances. In those exceptional circumstances, all vehicle movements will be under the control of traffic marshalls.

The diagrams below illustrate the swept path analysis undertaken for articulated lorries entering and leaving along Saint Pancras way and along Granary Street. Please also refer to Appendix 4 and Appendix 9.



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.

As part of the vehicle and delivery management system, off site holding areas will be designated in order to prevent the queuing of vehicles waiting to enter site on adjoining roads and to provide capacity to manage delivery timings if a problem arises and a previous delivery overruns its time slot. The off-site holding areas will be defined in conjunction with our supply chain once they are appointed and will not be around the site or on public roads. Locations will be agreed with LB Camden. These will be communicated to suppliers and Trade Contractors in advance at the pre-start meeting, and the agreed traffic routing included in all sub-contracts and supply orders. Any changes to the plan will be communicated through further meetings.

Holding areas will be discussed with Camden as and when these become necessary during the works.

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.

We are investigating the use of a consolidation centre to optimise the delivery of materials on site on a just-in-time basis. See also answer above.19.d.

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).

- *Excavator, dumper and lorry operators will avoid unnecessary revving of engines and all machinery will be switched off when not required;*
- *Vehicles will not be permitted to queue on the road or pavement outside the site access;*
- *Vehicles parked within the site, outside working hours will have their engines switched off;*

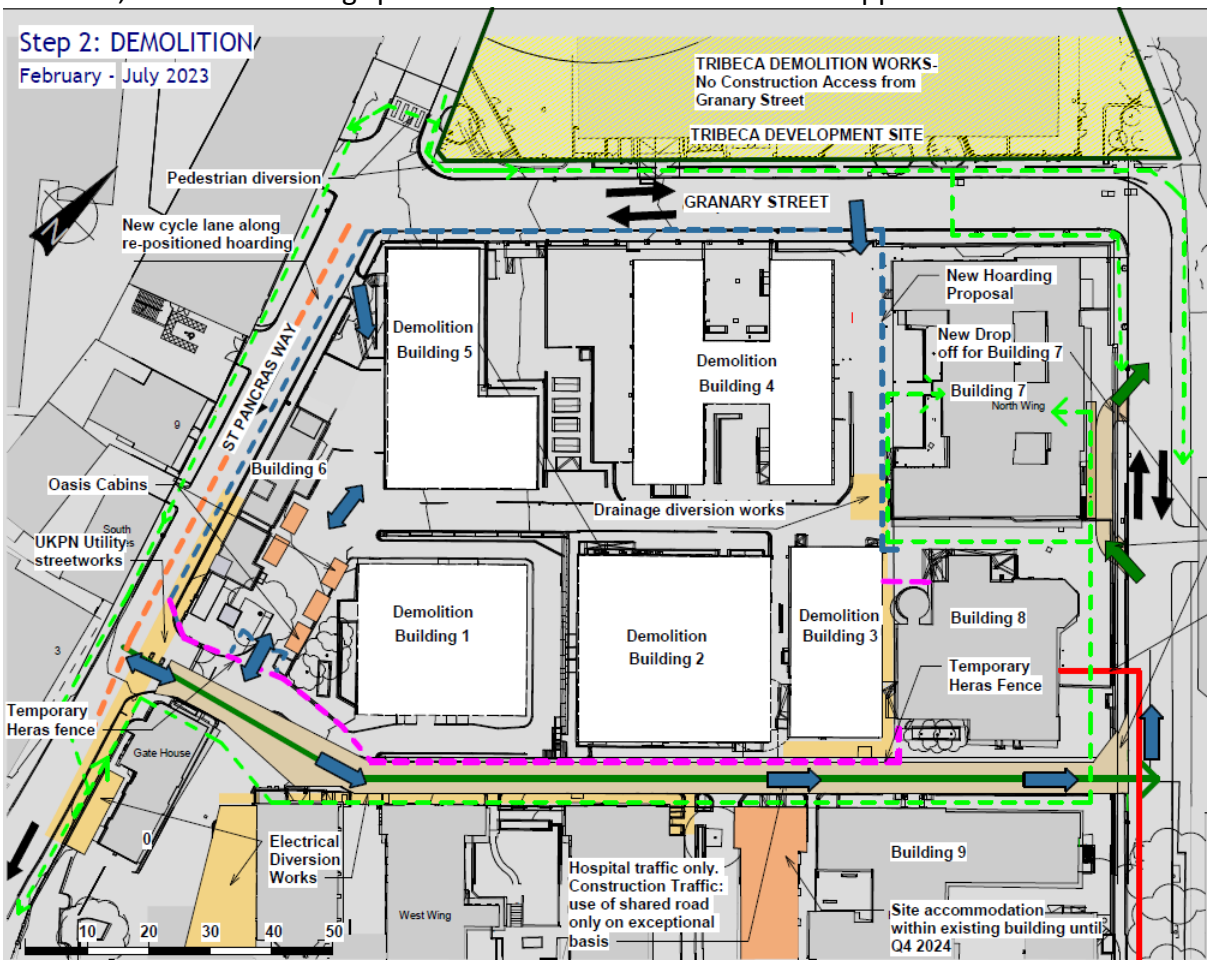
20. Site access and egress: "*Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.*" (P18, 3.4.3)

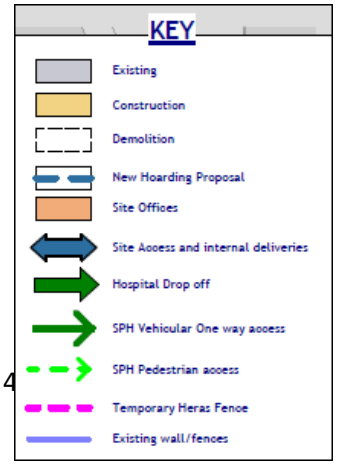
This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

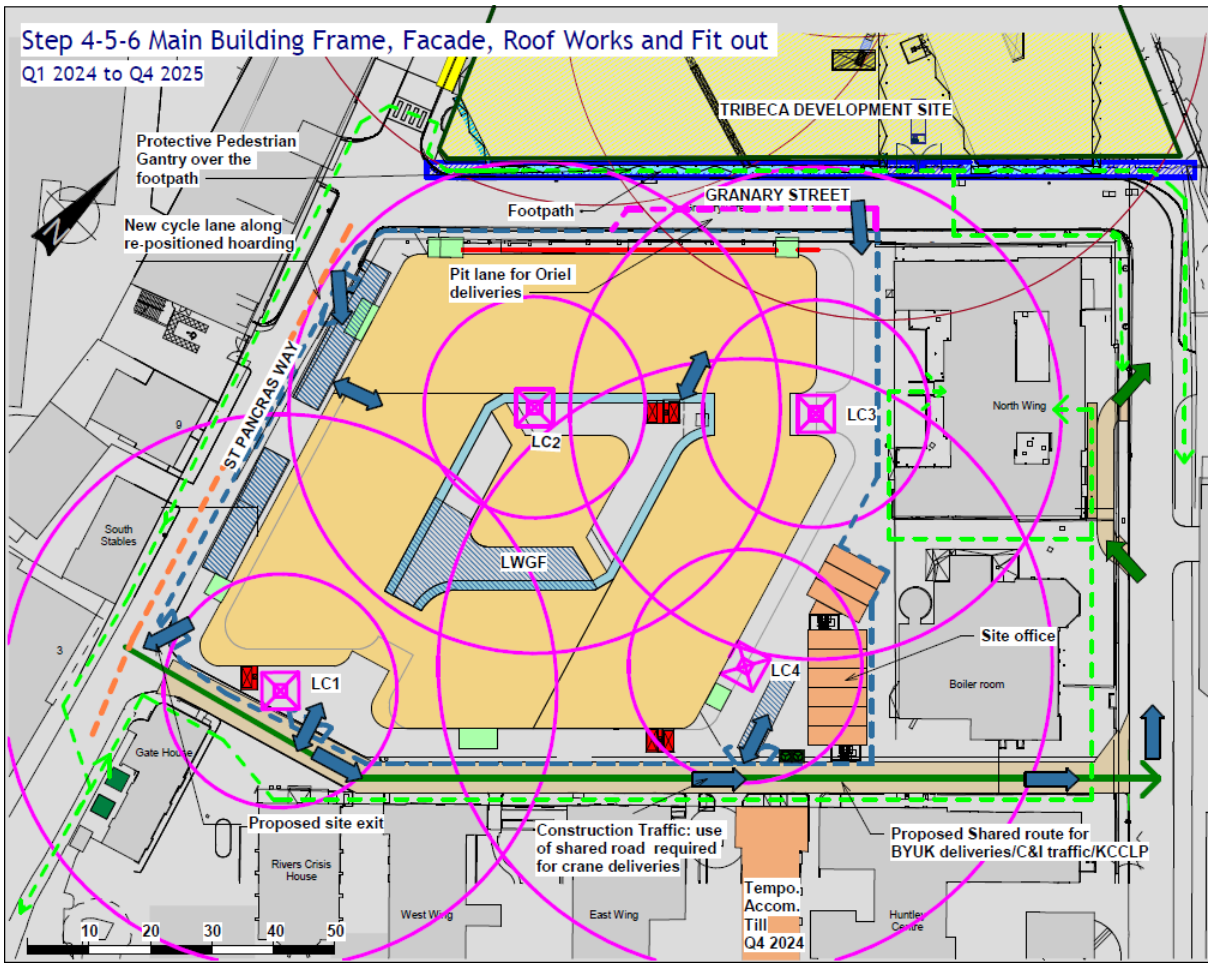
Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly 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.







An addendum providing further detail will be submitted for approval by Camden prior to the installation of the pit lane on Granary Street. The relevant Street Works permits will only be granted once this has been discharged.

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.

Please also refer to drawing 20.a showing construction access and egress.
Delivery vehicle movements to and around the site is the most significant public interface risk that the project presents. Maintaining the safety of the public is of paramount importance and with a series of robust controls and proactive measures the risk of this key interface can be mitigated. It is essential that care is taken over keeping pedestrians and vehicles apart. The following measures will be adopted around the perimeter of the project for security and protection purposes:

▪ *All site access will be well lit, clean, robust level hard-standings, well signed and controlled by experienced gatemen. Doors and gates will always be closed when not providing access.*

▪ *Vehicle movement on entry and exit from the site will be controlled by traffic marshals at footpath crossings to safely manage the interface with pedestrians. Traffic marshals will assist all vehicles entering or leaving site by stopping traffic and ensuring a safe and smooth activity*

Traffic marshalls will be positioned at each of the following locations:
- *Top of SPW pit lane*
- *Gatehouse entrance to SPH*
- *Granary Street pit lane*

Pit lanes on Granary street and SPW will accommodate deliveries within the site (4 and 7 concrete lorries respectively).

Concrete plant is located at Kings Cross so just in time deliveries are manageable

We estimate that there is space for 5 vehicules turning left from SPW into Granary street before the pit lane and the give way control. We consider this manageable with marshalls on each end of the pit lane.

▪ *Barrier systems across the footpaths will be used while vehicles are delivering to or leaving the site, providing a definitive demarcation between site traffic and the public.*

▪ *The traffic management team will always be readily identifiable, clean and well presented.*

▪ *Wherever vehicles and pedestrians utilise adjacent access during construction around the project, suitable physical segregation with signage shall be installed to demarcate safe pedestrian routes. The entrance gate points will be isolated from site pedestrians by use of designated pedestrian routes and physical barriers. This arrangement will be reviewed as the project proceeds to ensure that any construction activity do not present any additional risks.*

▪ *Should any additional risk be subsequently identified then appropriate action will be taken to eliminate or minimise such risk.*

▪ *Appropriate signage will be fixed to the gates and all areas where it is possible for vehicles to encounter pedestrians and to denote vehicle and pedestrian crossover areas. If they cannot reasonably be avoided traffic marshals will be in attendance.*

▪ *Site radios will be used to keep all banksmen, traffic marshals and gatemen in constant communication*

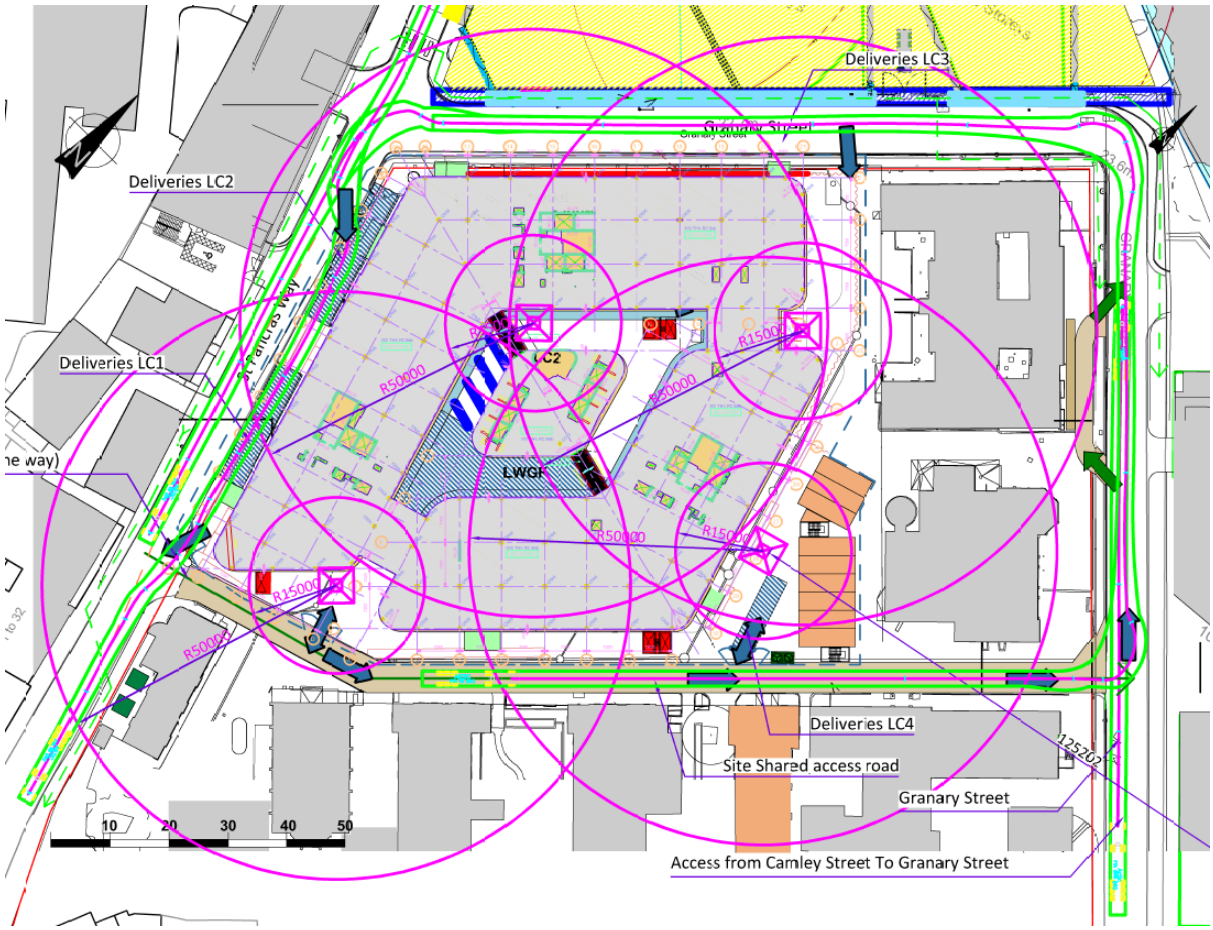
▪ *An important part of safely segregating the public from construction traffic will be through the site induction process where the workforce will be briefed and during subcontractor meetings when the Supply Chain will be briefed. Regular updates will be carried out with the workforce through daily briefing sessions before starting work where any changes to the traffic system will be picked up. All construction vehicles and plant will be required to have white noise type sounders in conjunction with banksmen.*

Please note that the above arrangements will also be reviewed and coordinated with KC(SPH)LP once they commence site works activities.

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.

Swept path drawings have been produced for vehicle entry and exit points to ensure that the turns can be made by normal vehicles without the need for multiple manoeuvres. This ensures that vehicles can enter and exit the site without the potential to block footpath crossings and carriageways whilst manoeuvring. As a rule, vehicles will not be permitted to reverse out of or into the site except in exceptional circumstances.

The diagrams below illustrate the swept path analysis undertaken for articulated lorries entering and leaving along Saint Pancras way and along Granary Street. Please also refer to Appendix 4.


Deliveries LC3
Granary Street
Deliveries LC2
Deliveries LC1
LC2
LWGF
Deliveries LC4
Site Shared access road
Granary Street
Access from Camley Street To Granary Street
10
20
30
40
50

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.

A wheel wash will be necessary during the following constructions stages :

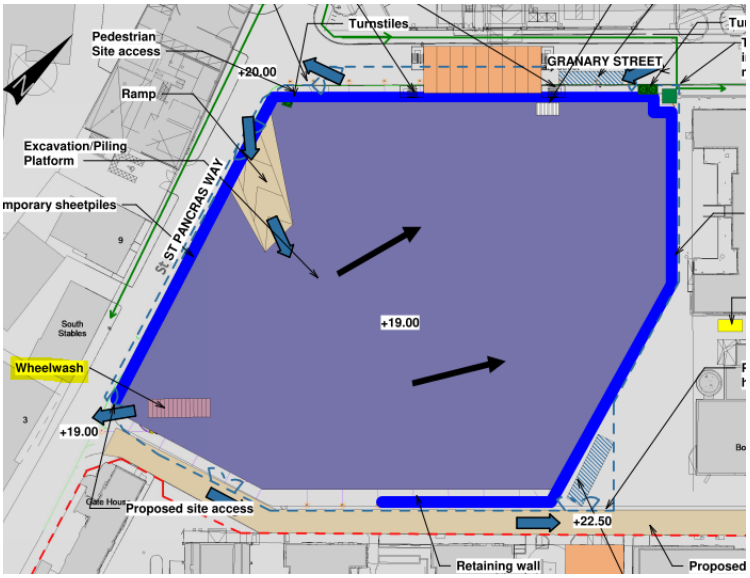
- *substructure demolition, grabbing of foundations and probing for piling*
- *excavation*
- *piling and GSHP boreholes construction*

Upon completion of these activities, temporary hard standing will be constructed for areas requiring vehicle access within the site to negate the need for a wheelwash.

The proposals post-groundworks stage rely on vehicular access to take place only on hard standing, ie.

- *On the delivery lane on St Pancras Way (Cranes LC1 and LC2)*
- *Within the SPH (Crane LC4)*
- *On granary Street pit Lane (Crane LC3)*

Each of these areas will be kept clean by jet washing and debris collected to the silt trap.



A jet wash will be used if any wheel cleaning is required on hard standing area which will be drained to a silt separator tank, the details of which will be provided as part of TWU trade Effluent Licence application.
In addition, road sweepers will be employed to clean any site hard standing and adjacent areas as required.
The cleanliness of all site egress will be monitored by the traffic marshals prior to the vehicle leaving the construction zone on site.

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.

No unloading is planned to take place outside the footprint of the site on the public highway. This considers the pit lane arrangements to be erected on Granary street. So all deliveries will take place behind solid hoarding or a temporary pit lane arrangement.

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.

Please refer to Q20 b

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.

C&I Site

Project Oriel Site

Cycle Hire scheme

Bus Stop

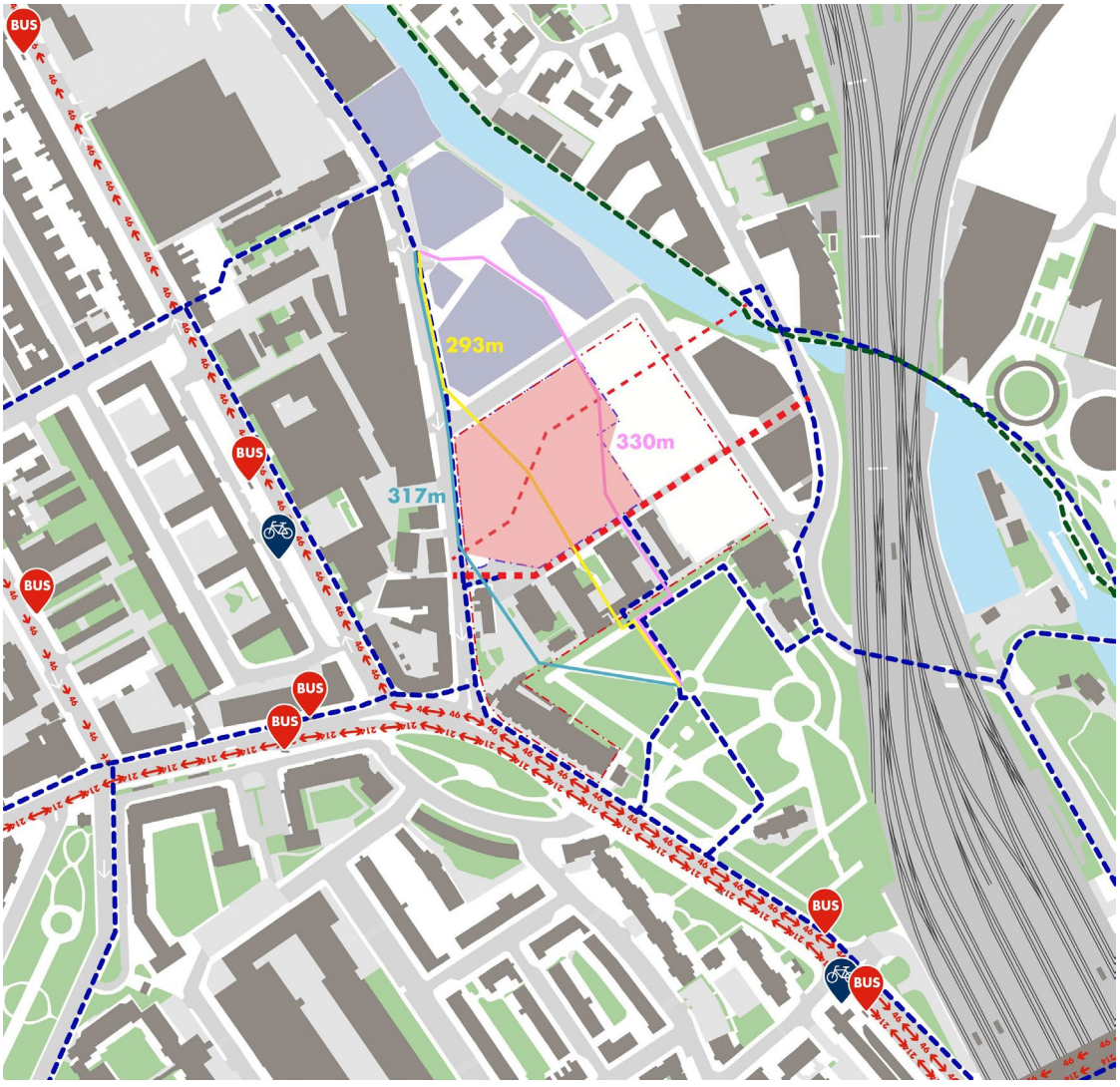
Bus route and direction

Walking route

Regent's Canal towpath

North - South routes through site with distances

East - West routes through site



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.

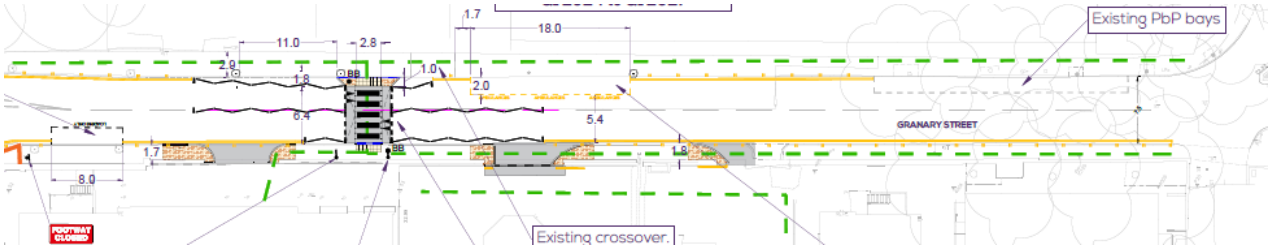
No parking bay suspension is required.

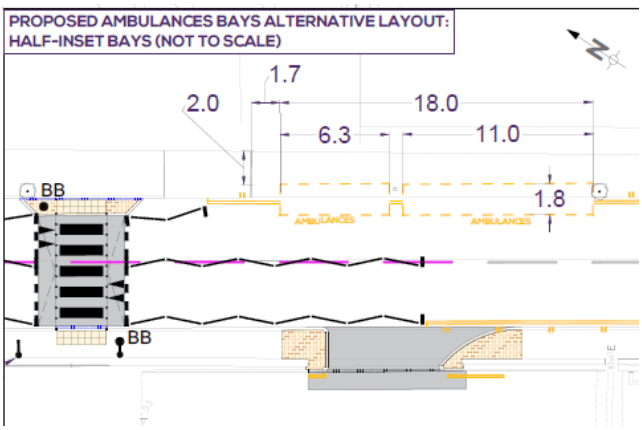
Further to consultation with LB Camden, please note below a summary of parking changes as shown in Appendix 9 – all subject to TTO.

1. On Granary street: to accommodate the new accesses to the North Wing (Mary Rankin Renal Unit, St Pancras Hospital) :

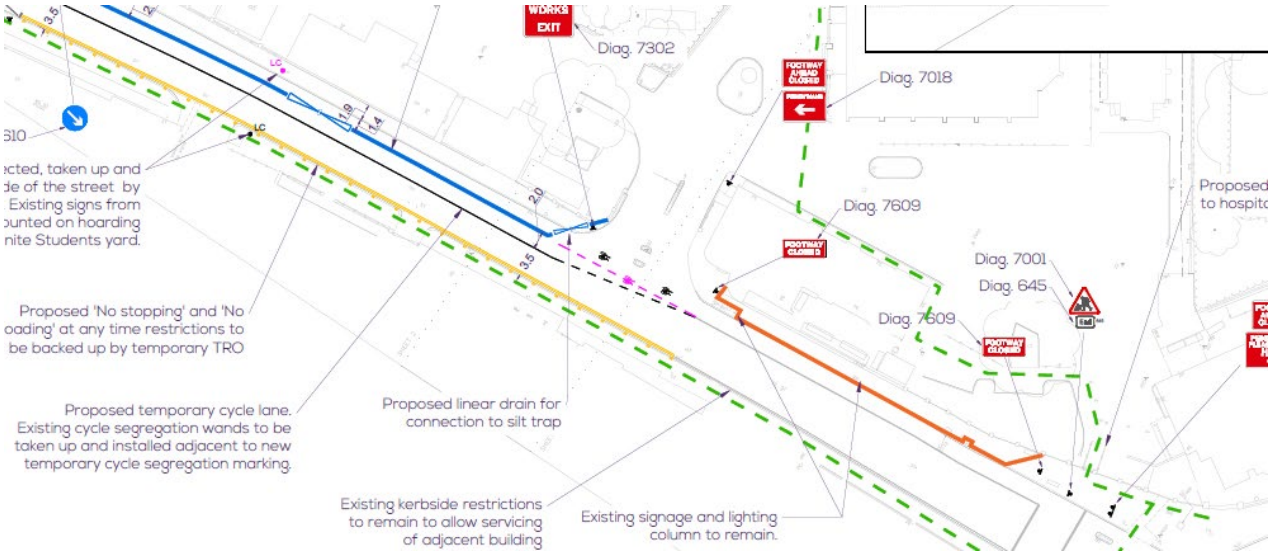
- 1 additional loading bay to service the North Wing building operations (waste and medical deliveries)
- Ambulance bays to the East side of Granary Street
- Double yellow lines are proposed subject to a period of 6 to 12 months monitoring of the use of SYL by disabled badge vehicles.

Please note also current provision onsite of disabled bays for the North Wing.





2. Proposed changes on St Pancras Way: introduction of double yellow lines – maintaining single yellow lines between the current St Pancras Hospital main entrance and traffic lights with Pancras road for the use of disabled badge holders and businesses along St Pancras Way.



The measures on St Pancras Way were consulted as part of:

- CMP consultation process – please refer to Appendix 5
- Construction Working Group – please refer to appendix 6

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.

The construction of ORIEL requires the following areas of the public highway to be occupied: Deliveries bays on St Pancras Way and pit lane on Granary Street.

An addendum providing further detail will be submitted for approval by Camden prior to the installation of the pit lane on Granary Street. The relevant Street Works permits will only be granted once this has been discharged.

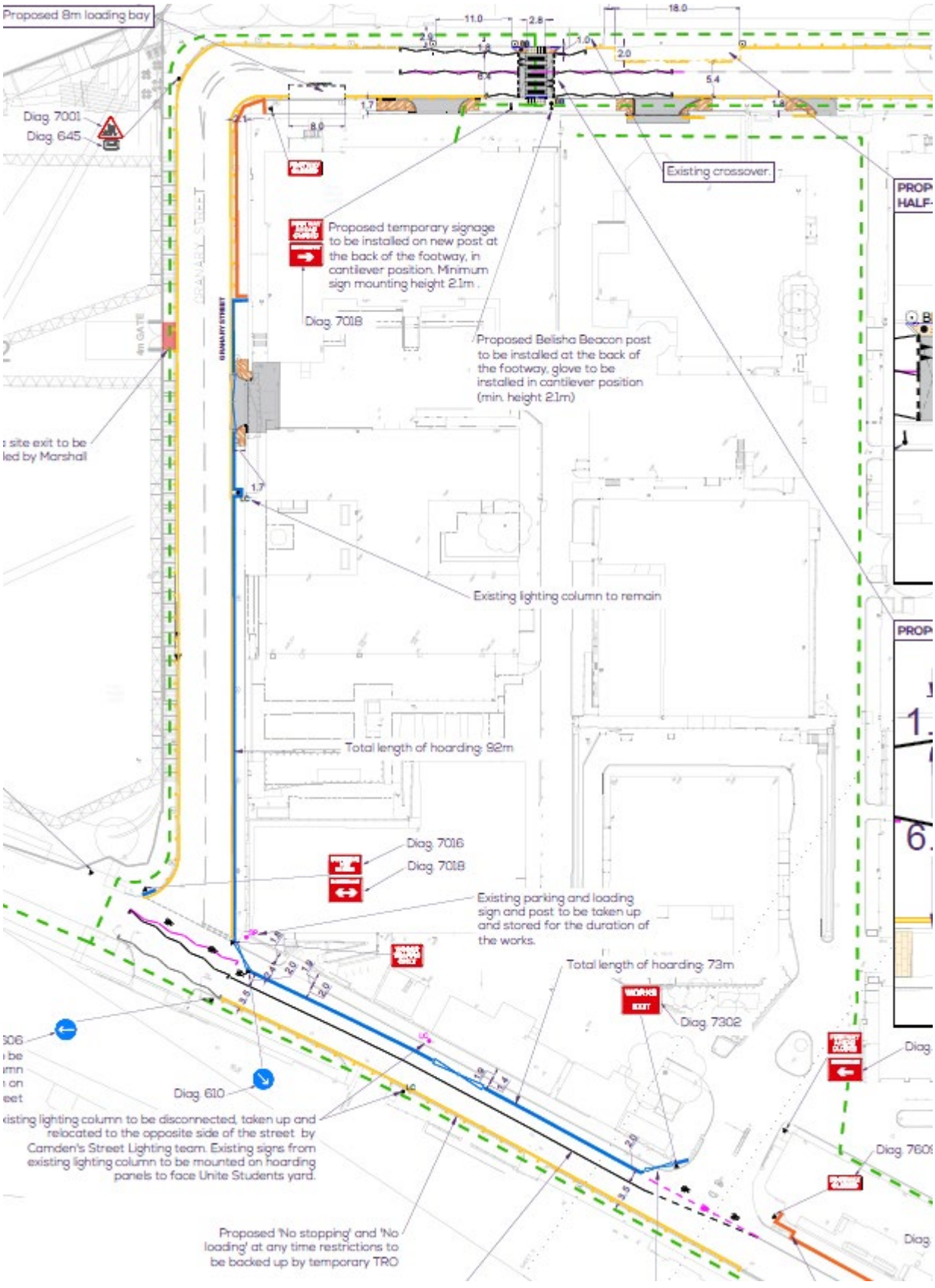
The new building occupies the full footprint of the site and therefore 2 loading bays within a delivery lane on St Pancras Way are required to serve the tower cranes LC1 and LC2
South side of Granary street along the site.

Pedestrian diversions to be agreed by Camden highways are proposed as follows:

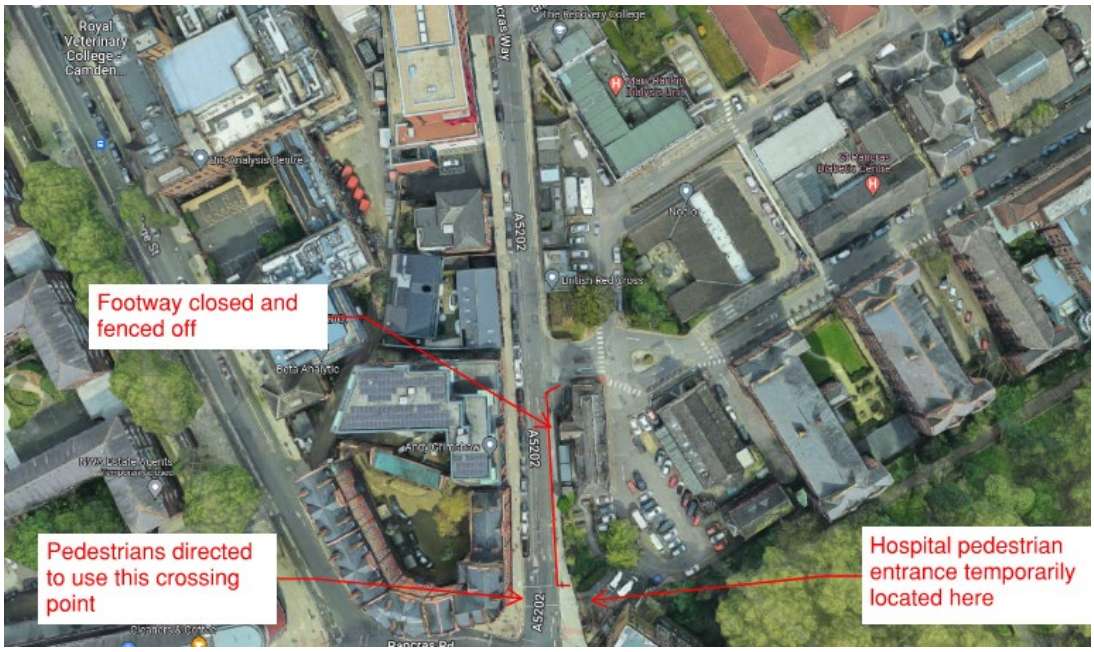
1. *To avoid the proposed pit lane on St Pancras Way: Divert pedestrian route on St Pancras Way north of the site from the East footpath to the West Footpath. The principle is shown below, using existing zebra crossing north of the St Pancras Way / Granary street junction.*
2. *To divert pedestrian to use the footpath on the north side of Granary Street.*
   Proposals maintain use of Granary street for hospital traffic, general traffic as well as construction traffic
3. *As reviewed with Camden, a formal crossing point will be provided for pedestrians on Granary Street to the East of the site. The footpath will be closed as shown on the drawing below. Please refer to Appendix 9 for full drawing.*

ORIEL

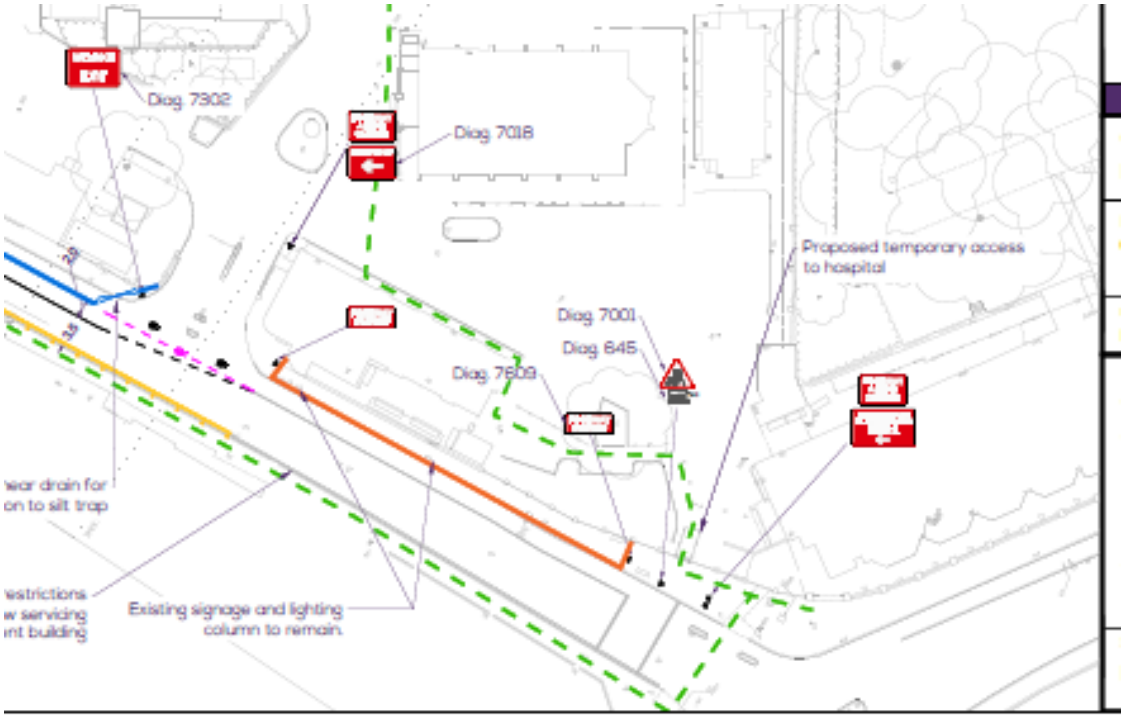
Construction Management Plan



4. Camden are concerned that a footway closure on St Pancras way is being implemented without a safe crossing point for pedestrians. They would like the full footway to be closed and fenced off so that pedestrians are forced to use the formal crossing point at the junction of St Pancras Way and Pancras Road as shown below. This would require the hospital pedestrian entrance to be relocated near the South Wing building : ***this has now been further reviewed and agreed with hospital users. See Appendix 7***



Consequently the TTR application shows the closure the footpath at the south end of St Pancras Way in line with this recommendation.



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.

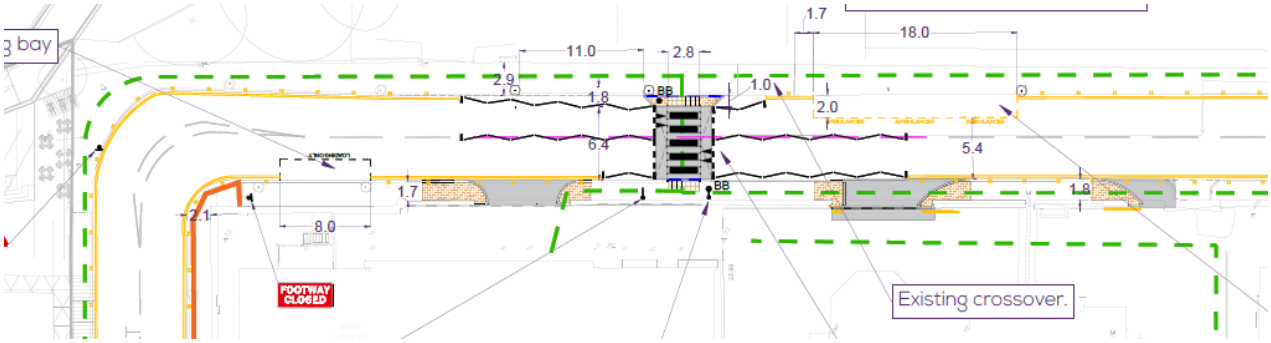
The following highway works are required to enable construction works:

1. *Granary street (East Side of the St Pancras Hospital Site): creation of 2 new temporary crossovers and the widening of the existing crossover to enable the access of patients to the North Wing Building (Renal Unit) . Planning application for the 3 sections of the wall requiring demolition for the construction of the crossovers was submitted and payment received by LB Camden on 27/10/2022.*

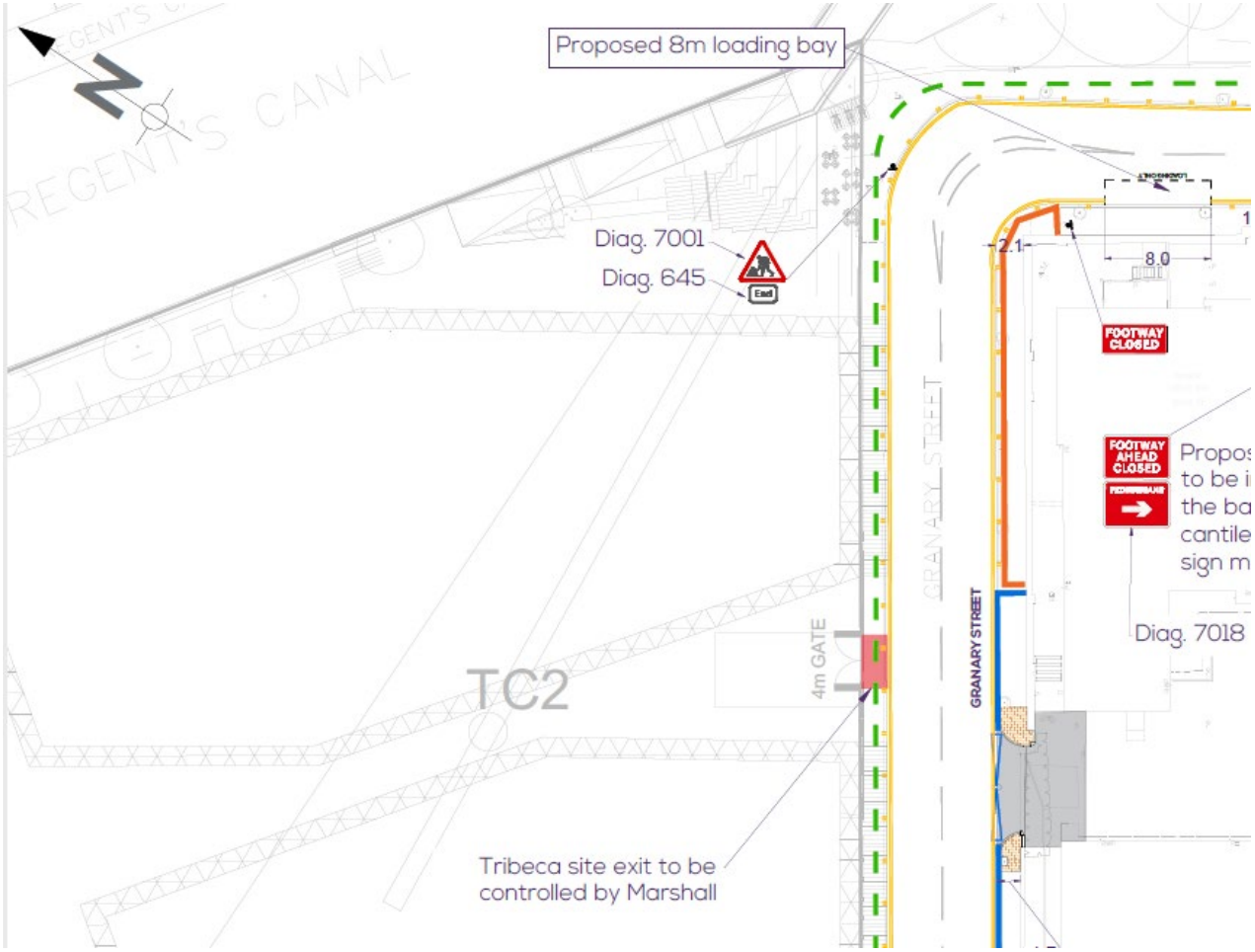
   Details have been provided as part of the building licence application for the crossover – noted that the licence will need the CMP to be in place to be granted.

   In parallel, we are liaising with Virgin Media (paid C3 stage fees) in relation to shallow services

   Construction of a formal pedestrian crossing.



2. *Granary street (North side)*
    a. *Creation of 1 new temporary crossover*



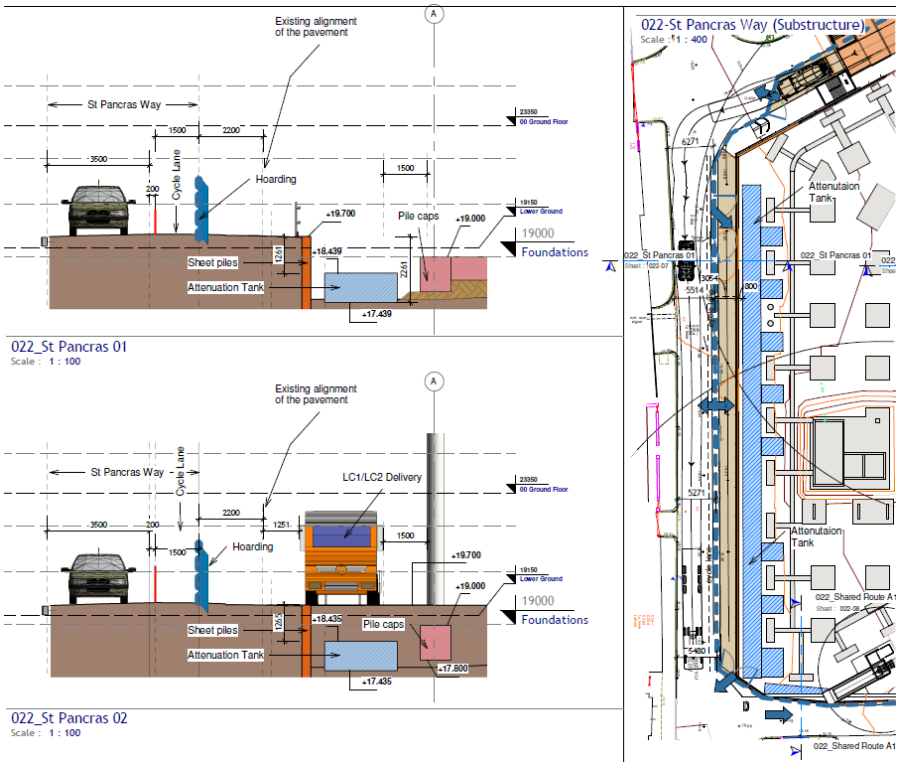
~~*b. Potential removal of existing streetlight lamp column – to be replaced by adequate lighting on the hoarding to maintain required lux levels.*~~

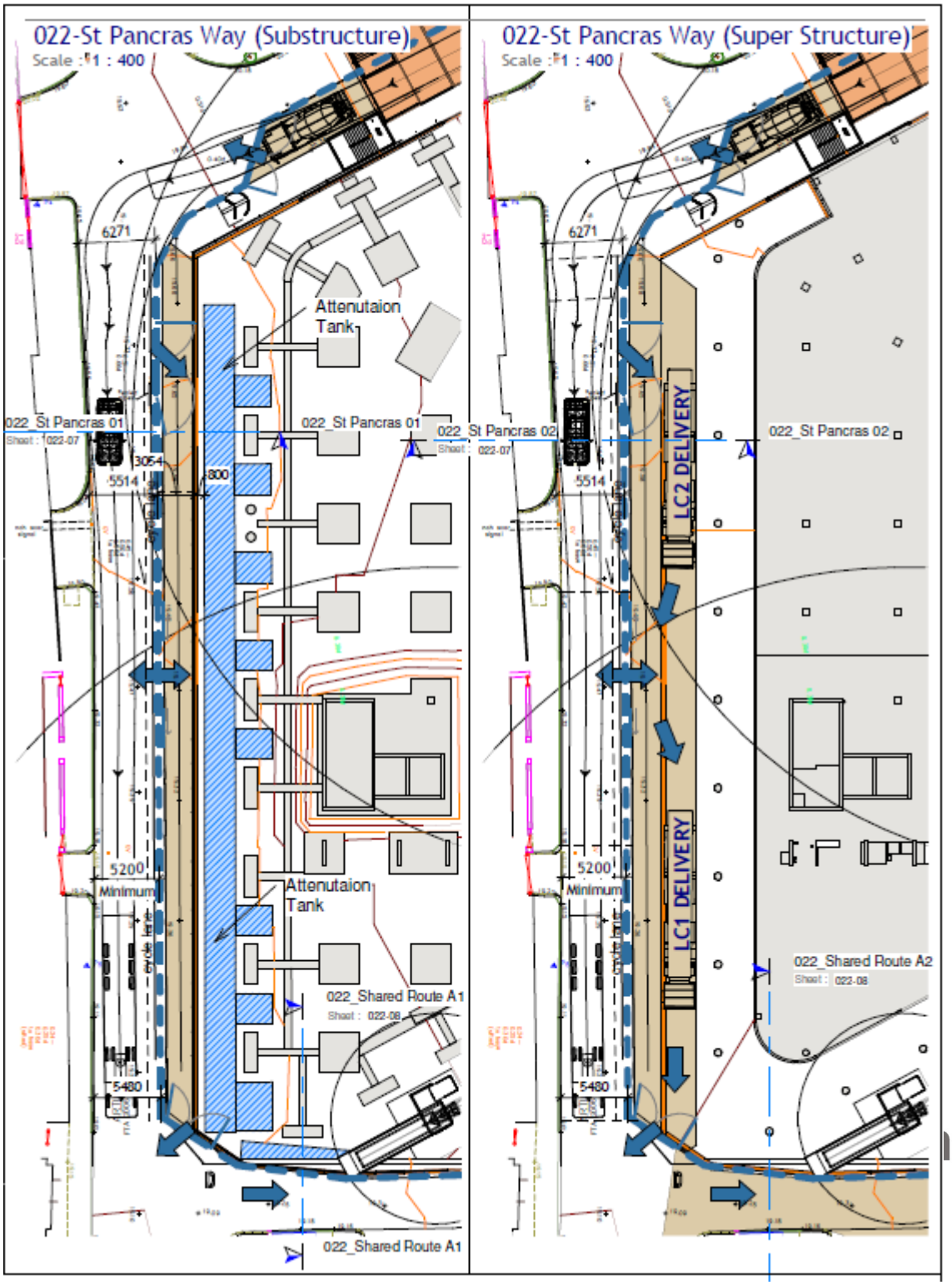
3. *The delivery lane on St Pancras will be designed to protect existing footpath construction and buried services. It is anticipated that a temporary concrete hard standing will be built to protect these structure with falls to site drainage (into silt pit).*

In addition to the pedestrian diversion referred to above in Q, the delivery lane will require the relocation of the existing cycle lane along the West side of the site.

Detailed design proposals to be submitted to maintain 5.2m width on St Pancras Way, ie:

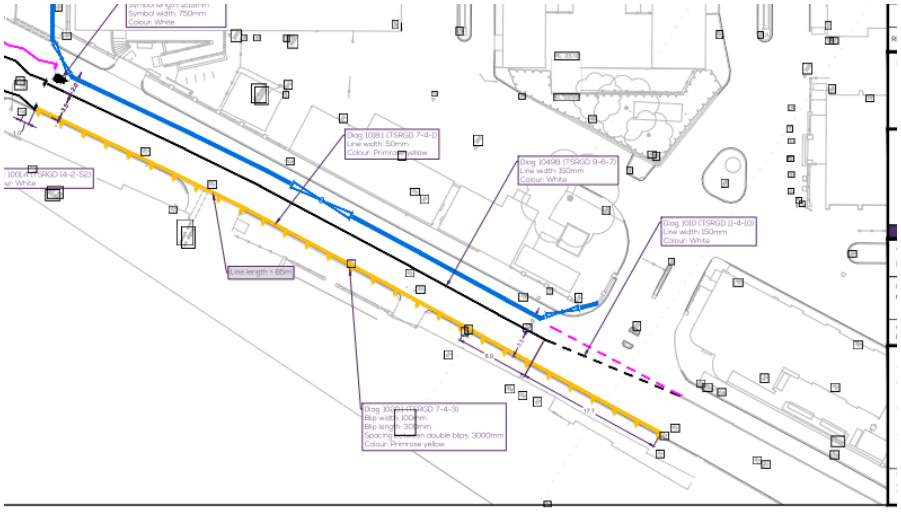
- *3.5m wide single traffic lane*
- *2.0m wide cycle lane*
- *0.2m segregation traffic / cycle lanes*




022-St Pancras Way (Substructure)
Scale : 1 : 400
6271
Attenutaion Tank
022_St Pancras 01
Sheet : 022-07
3054
5514
800
5200
Minimum
cycle lane
Attenutaion Tank
022_Shared Route A1
Sheet : 022-08
5480
022_Shared Route A1
022-St Pancras Way (Super Structure)
Scale : 1 : 400
6271
022_St Pancras 02
Sheet : 022-07
5514
LC2 DELIVERY
LC1 DELIVERY
5200
Minimum
cycle lane
022_Shared Route A2
Sheet : 022-08
5480

Servicing on kerb side on SPW :

Proposals have been tabled as part of the public consultation that took place on 4th and 6th October 2022. Temporary road markings also reviewed on 8/11/2022 with Dave Stewart and Robert Slaney – double lines are proposed to stop opposite the existing hospital entrance, leaving the southern section of St Pancras Way for kerb side servicing of local businesses



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.

As noted above, the delivery bays on St Pancras Way will require the relocation of the existing cycle lane along the West side of the site.

26. Scaffolding, hoarding, and associated pedestrian diversions

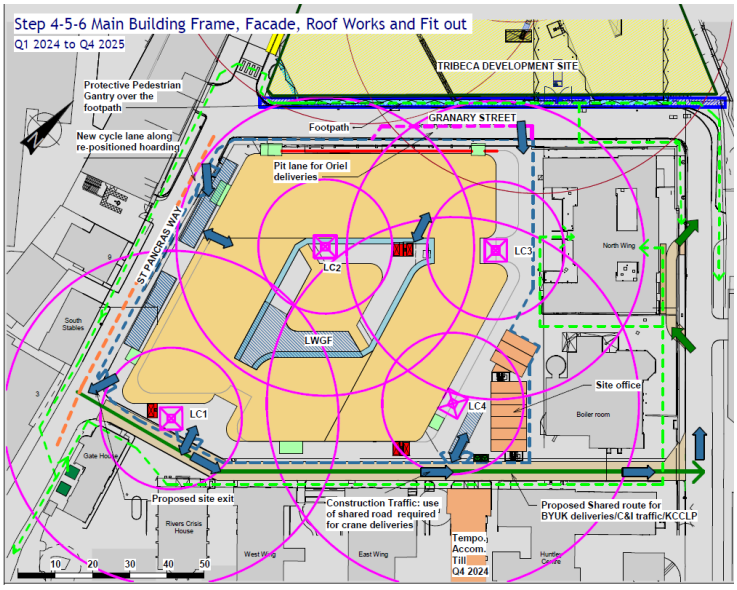
Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if 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.

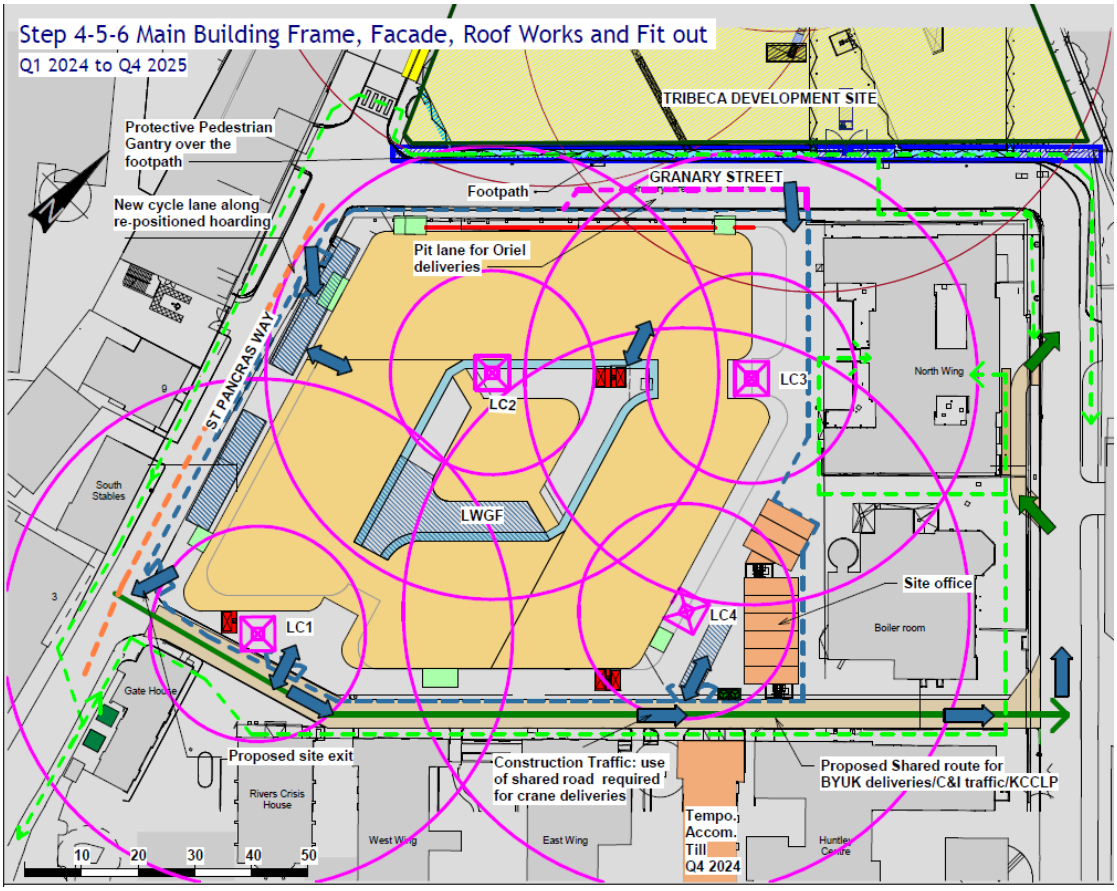
a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, 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.

Refer to 24.a. and 24.b. to be agreed by Camden highways : Hoarding proposed on Granary street (Kerb line) and St Pancras Way (on the existing cycle path line)



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.

Crane oversail shown below for reference.



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.

New utilities service connections are required, including power, water, gas and communications.

Ongoing liaison is progressing with all utilities and the outcome will be shared as soon as information has been finalised with each statutory undertaker.

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.

As the CMP is a live document, details and times of noisy operations will be introduced into the plan by Bouygues as Principal Contractor as agreed with Camden and as the information becomes available.

Bouygues UK will control and limit noise & vibrations levels, so far as is reasonably practicable, so that residential properties and other sensitive receptors are protected from excessive or unnecessary noise and vibration levels arising from the construction activities.

Bouygues UK will follow the Control of Pollution Act (CoPA) 1974 and British Standard 5228 (BS5228) for the Oriel project.

Bouygues UK manages operational noise using Best Practice Means (BPM) that are defined in the Control of Pollution Act (CoPA) 1974:

- *Control of noise at source.*
- *Selection of low noise methods,*
- *Control of working hours.*
- *Selection of quiet or low noise equipment.*
- *Location of equipment on site.*
- *Correct orientation of plant and equipment.*
- *Provision of acoustic enclosures when applicable*
- *Screening.*
- *Local screening of plant.*

- *Site perimeter hoarding.*
- *One-way system to prevent unnecessary movements.*

For any remaining noisy works, Bouygues UK will employ external consultants to produce detailed and bespoke method statement.
A baseline noise survey will be conducted before start on site and shared with the council to set appropriate limits.

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.

Baseline noise surveys have been carried out in September 2016 and August – September 2020. Another baseline noise survey will be carried out prior to main work commencing and a copy provided to Camden

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

Predicted noise and vibration level calculations have been carried out during pre-construction stage and the summary results are presented on the following pages. These calculations are to be reviewed against the proposed number and type of plant and this CMP will be updated accordingly if considered necessary.

Noise and vibration sensitive receptors are listed in table 4.2.

Table 4-2. Noise and Vibration Sensitive Residential Receptors

Receptor	Receptor Address	Representative Measurement Location	Receptor Type
R1	North Wing	ML2	Hospital
R2	Huntley Centre	ML4	Hospital
R3	Residences	ML4	Hospital
R4	East Wing	ML4	Hospital
R5	West Wing	ML4	Hospital
R6	River Crisis House	ML4	Hospital
R7	Gate House	ML1	Hospital
R8	1-5 St Pancras Way	ML1	Residential
R9	7 St Pancras Way	ML1	Office
R10	9 St Pancras Way	ML1	Hostel
R11	11-13 St Pancras Way	ML1	Student Accommodation
R12	2-6 St Pancras Way (consented development)	ML2	Residential/ Office

Noise prediction:

Daytime construction noise criteria is set below in table 3.2.

Table 3-2 Construction Noise Criteria

Time Periods	Threshold Value ($L_{Aeq,T}$ dB)	
	LOAEL	SOAEL
Day (07:00 – 19:00) Saturday (07:00 – 13:00)	65	75

Predicted Construction noise levels are summed up in Table 5.2 below.

Table 5-1 Construction Noise Effects (Existing Receptors)

Receptor	Demolition	Substructure	Superstructure	Fit Out
R1	76	76	74	74
R2	76	73	71	71
R3	77	74	72	73
R4	77	76	74	75
R5	75	76	74	74
R6	74	75	73	73
R7	72	74	72	72
R8	71	72	70	71
R9	74	75	73	73
R10	75	75	73	73
R11	74	75	73	73

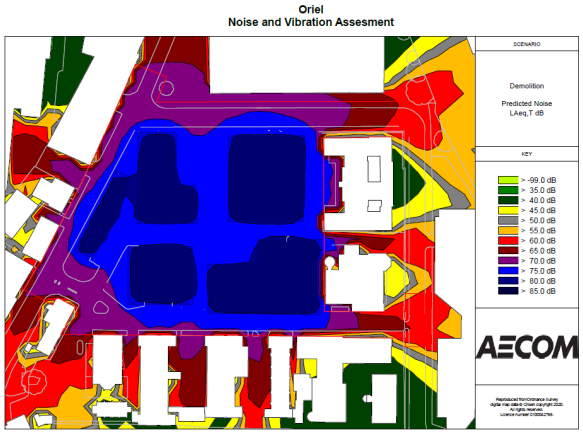
The identification of construction noise effects has been undertaken with reference to criteria presented in Table 3-2.
Due to the proximity of receptors to the Proposed Development, construction noise levels are predicted to exceed the LOAEL at all identified receptors for the duration of the construction programme. Exceedances of the SOAEL are predicted during demolition at R1, R3 and R4; and during substructure works at R1, R4 and R5. It is to be noted that these ***predicted noise exceedances of the SOAEL occur at hospital buildings only****, not at residential buildings.*

The context of the effect should be considered in terms of receptor sensitivity.
Of these buildings, only the North Wing and Huntley Centre within the St Pancras Hospital site is considered to be particularly sensitive as they offer in-patient services and therefore specific measures as further detailed in this CMP will be adopted.

It should be noted that construction noise predictions are based on the worst-case scenario that is representative of high periods of activity where, over the course of a working day, all plant are operational in all areas of all worksites during each assessed works stage. In reality, it is likely ***that the worst-case noise levels predicted will only occur for limited periods of time when plant are operational at the closest location to sensitive receptors.***

Where noise from the demolition phase exceeds the significant observed adverse effect levels (SOAEL) as set out in Section E2 of BS5228 at clinical and residential receptors, additional mitigation measures shall be considered so that noise from the construction does not give rise to significant adverse effects on health and quality of life. Where, despite the application of all reasonably practicable on-site mitigation measures, the resulting noise from the demolition could still exceed the working daytime limit (75dBA) and lead to significant adverse effects, ***we will implement quiet hours to be agreed with the users of the respective buildings.***

Consequently, marginal exceedances of the SOAEL at the St Pancras hospital buildings may not result in a significant effect with the potential exception of the North Wing and Huntley centre.



igure E-1 Demolition Noise Predictions

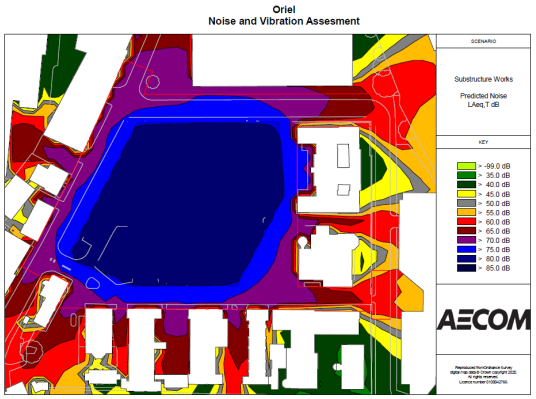


Figure E-2 Substructure Works Noise Predictions

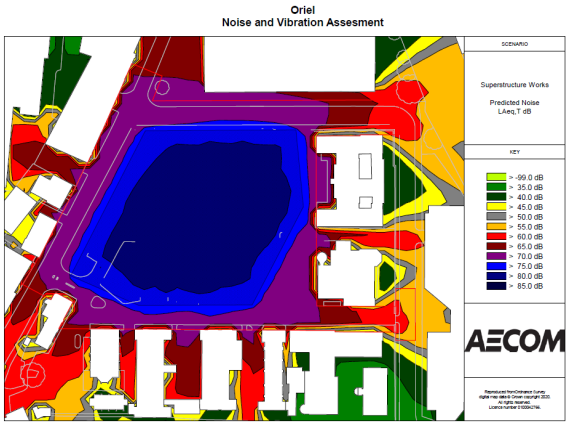


Figure E-3 Superstructure Works Noise Predictions

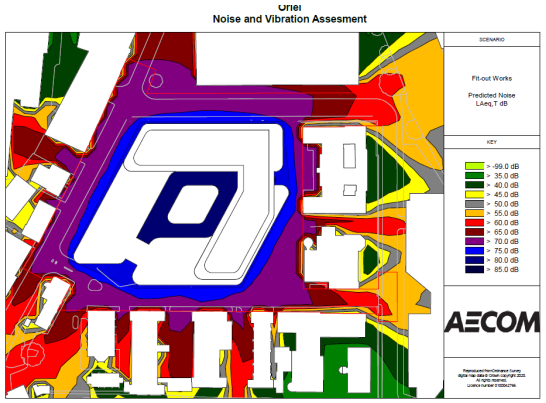


Figure E-4 Fit-out Works Noise Predictions

Vibration prediction:

Guidance on the control of vibration emissions from construction works is given in BS5228 gives guidance on human perception and tolerance of vibration levels in terms of peak particle velocity (PPV), as reproduced below:

Vibration level, PPV	Effect
0.14 mm/s	Vibration might be just perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.
0.3 mm/s	Vibration might be just perceptible in residential environments.
1 mm/s	It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents.
10 mm/s	Vibration is likely to be intolerable for any more than a very brief exposure to this level.

From our experience we understand that Camden Council consider 1.0 mm/s and 2.0 mm/s to be appropriate design targets for construction vibration affecting residential dwellings and commercial premises respectively (as given in 'Camden's Minimum Requirements for Building / Construction / Demolition Sites' Document. These values will therefore be adopted as the guideline vibration limits for the project.

AECOM's Noise and Vibration Assessment included as part of the Planning Application calculates the predicted vibration for the receptors R1 to R12 listed in Table 4.2, the results are presented in table 5.2.

Based on the predictions presented in Table 5-2 below , construction vibration is not considered to be significant:

- At all receptors, vibration levels are unlikely to exceed the SOAEL (<1.0mm/s)
- potential vibration levels affecting sensitive receptors are likely to exceed the LOAEL at R1 (North Wing)
- potential vibration levels are likely to exceed the LOAEL at R3 (residence block), R4 (East Wing), R5 (West Wing), R6 (River Crisis), R7 (gate house) and R9 (7, St Pancras Way) . (>0.3mm/s)
- At all other receptors, vibration levels are expected to be below the LOAEL (< 0.3mm/s).;

Mitigation measures covering Best Practice Measures (BPM) will be put in place to ensure that vibration is minimised at all times throughout the construction programme. Further details are provided in this CMP.

Table 5-2 Construction Vibration Effects

Receptor	Approximate Distance to Proposed Development (m)	Estimated Level of Piling Vibration	Potential Vibration Impact
R1	10	0.3 to < 1.0 mm/s	Between LOAEL and SOAEL
R2	30	0.14 to < 0.3 mm/s	Below LOAEL
R3	15	0.3 to < 1.0 mm/s	Between LOAEL and SOAEL
R4	10	0.3 to < 1.0 mm/s	Between LOAEL and SOAEL
R5	10	0.3 to < 1.0 mm/s	Between LOAEL and SOAEL
R6	15	0.3 to < 1.0 mm/s	Between LOAEL and SOAEL
R7	10	0.3 to < 1.0 mm/s	Between LOAEL and SOAEL
R8	20	0.14 to < 0.3 mm/s	Below LOAEL
R9	15	0.3 to < 1.0 mm/s	Between LOAEL and SOAEL
R10	20	0.14 to < 0.3 mm/s	Below LOAEL
R11	20	0.14 to < 0.3 mm/s	Below LOAEL

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.

Bouygues UK employs the methods detailed below to mitigate the impact of construction noise and vibration throughout the duration of the project.

All available measures will be implemented to reduce noise, vibration and dust emissions from construction activities wherever possible. These measures have been developed in line with the guidance given in BS5228:2009 and 'Camden's Minimum Requirements Document and are considered to represent the Best Practical Means (as defined in Section 72 of the Control of Pollution Act 1974 and BS5228):

- *Noise, vibration and dust emissions onsite will be carefully managed via real-time continuous monitoring systems throughout the works until otherwise agreed with the Local Planning*
- *In the event of complaints, the cause of the complaint(s) will be investigated immediately, including a review of the noise/vibration/dust monitoring results (if monitoring is being undertaken at the time) and the site activities that were being undertaken at the time. The results of the investigation will be sent to the Local Authority for review upon request.*
- *Site hoarding will be installed around all relevant parts of the site boundaries. This should provide around 5-10 dB of additional screening to NSRs.*

The following general noise and vibration mitigation measures will also be adopted for the works:

- *Noise Sensitive Receptors will be informed of the construction works. They will also be provided with contact details for an appropriate member of the site management team who can be contacted in the event of noise, vibration or dust related concerns. Proactive*

and regular community liaison is a powerful tool for mitigating construction noise, vibration and dust related issues. It is our experience that NSRs are less likely to complain about perceived noise, vibration and dust levels if informed of the works that will be carried out and the mitigation measures that are in place;

- *Site personnel will be informed of the sensitivity of the site to noise due to the proximity of the surrounding noise-sensitive receptors and carefully managed to ensure that noise is kept to a minimum;*
- *Hoarding and fencing will be inspected regularly and repaired as necessary, access gates will be well maintained to minimise noise*
- *All hand-held and portable equipment will be electrically powered where practicable;*
- *All plant and equipment will be maintained in good working order and operated in accordance with manufacturers recommendations;*
- *As far as reasonably practicable, sources of significant noise will be enclosed. The extent to which this can be done depends on the nature of the machine or process to be enclosed and their ventilation requirements;*
- *Excavator, dumper and lorry operators will avoid unnecessary revving of engines and all machinery will be switched off when not required;*
- *Stationary equipment and plant will be placed so as to provide a screening to other items of plant and located to provide minimum noise emissions in the direction of noise sensitive areas;*
- *Care will be taken when loading and unloading materials to limit impact noise. The movement of material with excavators and dumper trucks will be carried out slowly and carefully to limit impact noise. Material will be placed rather than dropped wherever feasible;*
- *Vehicles will not be permitted to queue on the road or pavement outside the site access;*
- *Vehicles parked within the site, outside working hours will have their engines switched off;*
- *Vehicle routes and traffic management plans will be arranged to avoid reversing operations where possible;*
- *Where practicable, activities which can produce significant levels of noise and or vibration will be arranged for times which are less likely to cause disturbance.*
- *Wherever feasible, noisy site activities will be carried out as far from NSRs as possible;*

- *Any compressors brought on to site will be silenced or sound reduced models, fitted with acoustic enclosures, where feasible.*
- *Pneumatic tools will be fitted with silencers or mufflers and will only be used when hydraulic equipment cannot be used;*
- *There will be no site noisy working during any anti-social hours, unless otherwise agreed by the relevant authorities;*
- *Vehicle reversing alarms (if used) should be set to the minimum required for safe and efficient operations;*
- *Modern, silenced and well-maintained plant will be used at all times, conforming to standards set out in the EU Directives;*
- *Routes and programming for the transport of construction materials, fill, personnel etc will be carefully considered in order to minimise the overall noise impact generated by these movements;*
- *Hydraulic construction to be used in preference to percussive techniques where practical;*
- *Off-site pre-fabrication to be used, where practical;*
- *Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas;*
- *Deviation from approved method statements to be permitted only with prior approval from the Principal Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken;*
- *All sub-contractors onsite will be made fully aware of the above requirements.*

BS5228 states that: "All reasonably practicable means should be employed to ensure the protection of local communities and of people on construction sites, from detrimental effects of the noise generated by construction operations."

Occupiers of nearby properties will be informed in advance of the works taking place where relevant, including the duration and likely noise and vibration impacts. In the case of work

required in response to an emergency, the local authority and local occupiers shall be advised as soon as reasonably practicable that emergency work is taking place.

Real-time continuous noise, vibration and dust monitoring will be carried out during the construction phase of the development..

With the mitigation measures listed above, it is our view that noise and vibration emissions from the construction works will have been reduced as far as practicable and the proposed construction methods are therefore appropriate.

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

The Contractor will be responsible to train all the relevant employees. All training records will be kept in an overall matrix of site personnel

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

The major influences on air quality throughout the demolition and construction works are likely to be dust-generating activities and vehicles emissions, from plant and vehicles both on and around the Site. The emphasis of the construction works would be to minimise the potential effects at source, through appropriate site management and control practices, including controls on vehicle movements

Potentially, nuisance can be caused by the deposition of construction dust. Construction derived dust effects cannot be easily quantified and therefore a more qualitative approach is employed to predict potential effects from these works. The emphasis of this approach lies in the minimisation

of potential dust effects at source through appropriate environmental management controls relating to, at least, 'good practice' site management practices. This includes: Identification of good working practices and suitable mitigation measures to minimise the potential for dust emissions, and nuisance risk; and; the likely generation of construction vehicle movements.

Premises and occupants within 100m of a construction site are generally considered to experience the most significant effects from construction dust. Examples of dust-sensitive receptors are listed in the table below:

Dust Sensitive Receptors

High Sensitivity		*Medium Sensitivity*		*Low Sensitivity*	
Hospitals and Clinics		*Schools*		*Farms*	
Retirement Homes		*Residential Areas*		*Light and Heavy*	
Hi-Tech Industries		*Food Retailers*		*Outdoor Storage*	
Food Processing		*Offices*			

The proximity of sensitive receptors and their orientation in relation to the prevailing wind, in addition to the scale and duration of demolition and construction activities, will have a bearing on potential dust nuisance effects.

The construction works have the potential to effect local air quality conditions, as follows:

- *Dust generated from construction activities;*
- *Emissions from construction plant e.g. piling rigs, compressors, excavators, concrete mixers and generators; and*

- *Emissions from vehicles (e.g. lorries, cars and vans) associated with the construction of the entire development, import of building materials and removal of waste materials, accessing and leaving the Site on the local road network.*

All construction effects will be localised and temporary in nature.

The area surrounding the Site is predominantly occupied by hospital, residential and commercial uses. Given the proximity of the hospital and residential properties to the Site, it is likely that without mitigation, there would be the potential for at worst:

- *local, temporary substantial adverse effects from construction activities at the closest properties within 10m of the Site, local,*
- *temporary moderate adverse effects at properties between 10m and 100m from the Site and*
- *local, temporary minor adverse effects at receptors between 100m and 200m from the Site.*

As such, specific management controls would be required to reduce the potential for dust effects on these properties.

A range of environmental management controls will be developed, regarding the BRE guidance 'Controlling Particles, Vapour and Noise from Construction Sites 26' and the LB Camden Codes of Construction, the GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8', relating to 'High' risk sites for the Works. These measures will minimize and mitigate the release of dust entering the atmosphere and/or being deposited on nearby receptors and will include:

- *Real-time continuous dust monitoring at sensitive receptors locations (please refer to Appendix 01 of this CMP) with the results and effectiveness of controls reviewed at regular intervals.*

The trigger levels we will use for real-time dust monitoring are as follows:

Trigger / Action Level	Trigger / Action Dust Level (µg/m^3)
Alert level (as a 15 minute average)	150 µg/m^3
Action Level (as a 15 minute average)	250 µg/m^3
Action Level (as a 1-hour average)	190 µg/m^3

- *Damping down surfaces during dry weather (use of rain guns and mist system);*
- *Erection of appropriate hoarding and/or fencing to reduce dust dispersion and restrict public access*
- *Sheeting of buildings, chutes, skips and vehicles removing demolition wastes;*
- *Building elevations which front public boundaries or are immediately adjacent to adjoining properties would be fully scaffolded and completely enclosed by sheeting to provide a dust and safety shield during the demolition process;*
- *Appropriate handling and storage of materials, especially stockpiled materials;*
- *Restriction of drop heights onto lorries and other equipment;*
- *Keeping vehicle wheels clean by use of hard-standings and local use of jet washers, limiting of vehicle speeds to 5 mph, avoidance of unnecessary idling of engines and routing of site traffic as far from residential and commercial properties as possible;*
- *Fitting all equipment (e.g. for cutting, grinding, crushing) with dust control measures such as water sprays wherever possible;*
- *Mains power is to be used on all small power applications such as hand tools, welders, etc. unless is not feasible to extend power the work location.*
- *Use of alternatives fuel source generators (solar/gas/hybrid) will be considered in the first instances with gas powered generators as a second choice. Diesel generators will be avoided if possible. The responsible parties will ensure that all plant and vehicles are well maintained so that exhaust emissions do not breach statutory emission limits;*
- *Switching off all plant when not in use;*
- *No fires would be allowed on the Site; and*

- *Ensuring that a road sweeper is available to clean mud and other debris from hardstanding roads and footpaths.*

Attention will be paid to operations which would inevitably have to take place close to the most sensitive surrounding properties (due to their proximity and orientation in relation to the Site) at the boundary of the Site.

*Following the employment of appropriate environmental management controls which are routinely and successfully applied throughout the UK, negligible to moderate adverse residual effects would likely arise from construction-related dust emissions from the Enabling Works*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.

During the groundworks and piling phase of the project, a dip trough / wheelwash facility will be installed to avoid spreading pollution onto the public highway.

Following completion of these groundworks, vehicles whilst on the site will be restricted to concrete hardstanding and surfaced site roads. Vehicles that are required to move off these areas will be cleaned before exiting the work area so that mud and dust is not tracked onto the main roads. Therefore, the potential for distribution of dirt onto the highway is limited and no wheel washing facilities are therefore

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Please refer to Appendix 1 – Proposals for Environmental Monitoring detailing arrangements for monitoring of noise*, vibration and dust levels, including instrumentation, locations of monitors. Trigger levels will be defined as follows:*

1. *Noise:*
    a. *Trigger level at the monitor location to ensure no SOAEL (75dB(A)) exceedance at the critical receptor (residential or clinical building)*
    b. *upon completion of baseline monitoring prior to start of the works, trigger levels will be validated and adjusted as necessary to ensure that ambient noise levels would not generate false alerts.*
2. *Vibration:*
    Trigger level at the monitor location to ensure no SOAEL (1.0mm/s) exceedance at the critical receptor (residential or clinical building)

3. *Dust:*
    The trigger levels we will use for real-time dust monitoring are as follows:

Trigger / Action Level	Trigger / Action Dust Level (µg/m^3)
Alert level (as a 15 minute average)	150 µg/m^3
Action Level (as a 15 minute average)	250 µg/m^3
Action Level (as a 1-hour average)	190 µg/m^3

The following section details the measures that Bouygues UK will implement to control noise and vibration in addition to monitoring as described in the CMP Appendix 01:

Bouygues UK manages operational noise using Best Practice Means (BPM) that are defined in the Control of Pollution Act (CoPA) 1974:

- *Control of noise at source.*
- *Selection of low noise methods,*
- *Control of working hours.*
- *Selection of quiet or low noise equipment.*
- *Location of equipment on site.*
- *Correct orientation of plant and equipment.*
- *Provision of acoustic enclosures when applicable*
- *Screening.*
- *Local screening of plant.*
- *Site perimeter hoarding.*
- *One-way system to prevent unnecessary movements.*

For any remaining noisy works, Bouygues UK will employ external consultants to produce detailed and bespoke method statement.

Bouygues UK employs the methods detailed below to mitigate the impact of construction noise and vibration throughout the duration of the project.

- *Careful selection of plant and construction methods; plant must have officially recognised engines which meet EU requirements. The selection of equipment which produces low noise / vibration levels; and, the use of good working practices is encouraged to minimise inconvenience.*
- *Electrical motors rather than petrol or diesel driven ones, where practicable.*
- *Avoid leaving engines idle.*
- *Ensure regular inspection and maintenance regimes are implemented.*
- *Use equipment fitted with silencers or baffles (e.g. exhaust silencers)*
- *Use 'white noise' reversing alarms rather than 'beeping' ones*
- *Use directional alarms*
- *Early connection to The Grid to avoid use of generators.*
- *Site hoardings will be set up at the earliest opportunity.*
- *Percussive piling method will be avoided in favour of silent and vibration free method:*
    a. *Silent and vibration free sheet piling method*

b. *CFA piles*

- *Noisy plant or equipment will be sited as far away as is practicable from noise sensitive receptors and areas. If needed the use of barriers, e.g. site huts, acoustic sheds or partitions to deflect noise away from noise sensitive areas will be employed wherever practicable. The following measures will be taken to minimize the plant noise on site:*
    a. *Plants will be effectively sound attenuated by means of silencers, mufflers, acoustic linings, shields, acoustic sheds or screens.*
    b. *Plant will be regularly serviced and maintained;*
    c. *Operation of plant will be carried out in such a way that noise is minimised e.g. plant will be throttled down or switched off when there will be no need for those to be in use.*
    d. *As far as reasonably practicable, noise from reversing alarms will be controlled and limited. Bouygues UK will give consideration when planning the site routes and entrance / exit points.*
    e. *Machines in intermittent use will be shut down or throttled down to a minimum during periods between works. Static noise emitting equipment operating continuously will be housed within suitable acoustic enclosure, where appropriate.*

- *Care will be taken when loading or un-loading vehicles or dismantling scaffolding or moving materials etc. to reduce noise impact.*

- *Occupiers of nearby properties will be informed in advance of the works taking place where relevant, including the duration and likely noise and vibration impacts. In the case of work required in response to an emergency, the local authority and local occupiers shall be advised as soon as reasonably practicable that emergency work is taking place.*

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 has been prepared submitted as part of the planning application – document reference ORL-INF-XX-XX-RP-PL-120_Air_Quality_Assessment_Final

The summary dust impact risk level is shown below:

Table 5-3 Summary Dust Risk Table

Potential Impact	Risk of Dust Impacts			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	High Risk	High Risk	High Risk	Medium Risk
Human Health	Low Risk	Low Risk	Low Risk	Low Risk

5.1.9 Overall, the dust risk assessment conservatively identifies the Site as having a 'high risk' of causing impacts during demolition activities on the Site and mitigation measures consistent with a high-risk site should therefore be implemented. The proposed mitigation measures are presented in Table 7-1.

Please also refer to Appendix 2 - AQA - Construction phase mitigation measures (AQA Table 7.1)

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 'The Control of Dust and Emissions during Construction and Demolition SPG 8' recommended mitigation measures will be implemented and delivered on this site as described above.

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.

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 Air Quality Assessment prepared for the development concluded that works during the demolition and reconstruction stages could be described as medium to high risk with regard to dust soiling, but low risk in terms of human health impacts. Monitoring of dust was suggested within the AQA under appropriate mitigation measures.
*Therefore the monitoring strategy proposes **4 Nos Dust Real-Time Monitors** and their positions as detailed in Appendix 01 of this CMP .*

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 control of pests in and around the site is a key responsibility when planning works and caring for the workforce and neighbours. A crucial factor in pest management is the investment in prevention and restriction of the opportunity for pests such rats and mice to thrive. This should be achievable by eliminating food sources and nesting sites which can be achieved through good housekeeping and management.

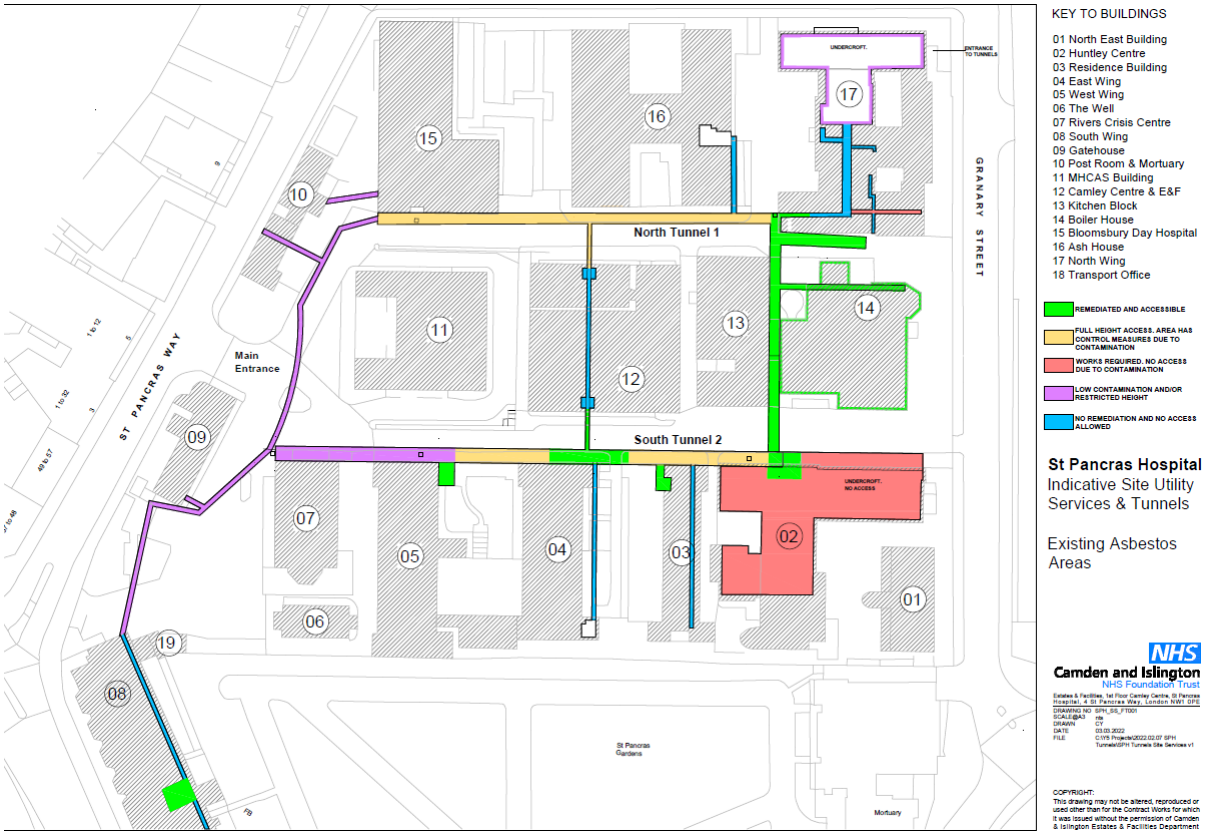
A canteen area will be provided and no food will be allowed to be consumed outside of this area with all rubbish being collected and disposed of on a regular basis to prevent the attraction of rodents.

A Pest Control specialist will be employed to provide the necessary prevention and control measures

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

Asbestos is present on site within both the buildings and service tunnels and ducts to be retained and demolished. Asbestos risk is managed by and documented via C&I NHS Trust regular inspection records.

All contaminated waste removed will be disposed of to appropriate licensed facilities in accordance with the Environmental Protection Act 1990 and the Waste Management Licence Regulations 1994.



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.

Smoking will not be permitted on the work site or within the welfare facilities. A suitable area/shelter will therefore be set up in the open adjacent the site boundary for smokers. This will be screened from neighbours and regularly cleaned.

The site induction will cover items such bad language, shouting etc. and these will not be tolerated on site. For such behaviour, a penalty system will be in operation Verbal Warning, Yellow card and Red Card which will result in removal of the offender from site permanently.

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 (02/23 - 02/27):*

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

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

d) *Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **This will be a mandatory requirement to our supply chain***

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: **Confirmed***

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: **Confirmed***

SYMBOL IS FOR INTERNAL USE

Appendix 1 - Proposals for Environmental Monitoring

Appendix 2 - AQA - Construction phase mitigation measures

Appendix 3 – Construction Phasing Plans

This section includes:

1. *Access and segregation strategy as detailed on document ref: ORL-BYG-MTH-000060-Oriel SPH Site Vehicular and Pedestrian Access_P04*
2. *Details of proposed access to North Wing / Renal Unit from Granary Street: ORL-BYG-MTH-000050-Oriel Proposed Alternative Access to North Wing_P03*

Appendix 4 – Traffic - Swept Path Analysis

This appendix includes the swept path analysis document ref: ORL-BYG-MTH-000059-Oriel Moorfields Eye Hospital Site Deliveries CMP_P01

Appendix 5 – CMP Consultation Report

Appendix 6 – Construction Working Group Minutes of meeting

Appendix 7 – C&I NHS Trust letter –South Wing Pedestrian Entrance

Appendix 8 – CMR Addendum

Appendix 9 – Traffic Management Plans

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: 24/1/203

Print Name: Eric Pincemin

Position: Production Director, Bouygues UK Limited

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5