Chapter 5: Deconstruction and Construction

INTRODUCTION

5.1 This chapter of the Environmental Statement (ES) describes the proposed programme of deconstruction and construction works, specifically the key activities that will be undertaken prior to the completion and operation of the Proposed Development. This chapter of the ES provides a description of the deconstruction and construction works for the purposes of identifying and assessing the potential deconstruction and construction related environmental impacts and resultant environmental effects of the Proposed Development. The identification and assessment of these impacts and effects is reported within each technical topic chapter of this ES (**ES Volume 1, Chapters: 6 to 12** and **ES Volume 2**).

5.2 Planning for deconstruction and construction is broad at this stage in the planning process and will be subject to refinement during the detailed planning of these works, particularly following appointment of a contractor and throughout preparation of the Construction Management Plans (CMP) at deconstruction and construction stages. The information presented within this ES chapter is therefore based on reasonable assumptions made by the Applicant, the design team and the appointed Construction Advisor for the planning application, specifically for projects which have involved consideration and management of complex issues such as working near to existing residential property, to busy main roads and in proximity to underground constraints and surface utilities and other infrastructure.

5.3 Various environmental management controls will form the basis of a CMP that will be implemented over the duration of construction works. An outline CMP is submitted alongside the planning application. Construction related management, mitigation and monitoring measures on a topic by topic basis are described within the relevant chapters of this ES, as well as summarised in **ES Volume 1, Chapter 15: Environmental Management, Mitigation and Monitoring**. The outline CMP defines, amongst other things, the hours of operation, dust control measures, vehicle emission controls, and a schedule of all plant, non-road and road mobile vehicles. In addition to the environmental management measures and procedures (such as noise control, protection of ecology and water reserves (etc.)), consideration shall also be given to construction materials quantities and best practice environmental standards for construction sites.

5.4 In addition to the outline CMP, other supporting management plans have been drafted and submitted in support of the planning application, specifically a framework Construction Logistics Plan (CLP).

5.5 It is anticipated that the implementation of the CMP and CLP and any other required management plans required by those (e.g. dust management plan) will be secured through appropriately worded planning conditions. It is intended that the CMP (including other plans which that identifies are required, as relevant) will be 'live working' documents, and that the Principal Contractor's appointed representative will update the documents accordingly with any amended construction environmental management measures as the scheme progresses.

5.6 In addition, the site will be registered with the UK's Considerate Constructors Scheme.

ANTICIPATED WORKS AND PROGRAMME

Summary of Anticipated Works

5.7 The Proposed Development has taken a holistic approach to sustainability, with a strong focus on carbon, resources, energy, and wellbeing. The Proposed Development is targeting best in class sustainability credentials including achieving Net Zero Carbon in construction. To reduce waste and avoid carbon emissions, the Proposed Development retains a significant proportion of the exiting building, where it is technically and feasibility possible to do so. These proposals are based on a thorough feasibility assessment, which considered several options for existing building retention. It found that the optimal option was to retain the foundation and basement in their entirety, and the central concrete core. This result is the retention of 31% of the existing structure (by volume). The remaining structural and façade elements are generally outdated, no longer performing, do not meet current Building Regulations, and/or are not readily adaptable to suit modern requirements.

5.8 The anticipated works are summarised as:

- Deconstruction of existing 36 story tower, with the central core and existing foundations retained;
- Enabling works and substructure, including the excavation of a small area of new B2 level basement, new foundations and new raft beyond the existing basement slab;
- Superstructure of structural steel frame with pre-cast concrete planks and / or in-situ composite metal deck;
- Envelope comprising unitised cladding panels; and
- Fit Out, comprising:
- Full fit out of all landlord areas;
- The installation of mechanical and electrical riser services and the Air Handling Unit's (AHU) on each floor; and
- Cat A fit out of 4 office floors and 2 'lab enabled' spaces.

5.9 The targeted commencement of the deconstruction works on-site is Q2 2025.

Programme of Works

5.10 The current expectation is that the deconstruction and construction works would take approximately 65 months, or 5 years and 5 months, which breaks down as 4.5 years of construction preceded by 12 months of enabling and works, including an overlapping period of deconstruction and new build of around 10 months (See Table 5.1 and Figure 5.1).

Table 5.1 Indicative Deconstruction and Construction Timetable

Construction Task/ Activity	Duration	Start Date (Quarter and Year)	Completion Date (Quarter and Year)
Site Set up & Deconstruction Works	24 months	Q1 2025	Q4 2026
Piling & Basement Walls	14 months	Q1 2026	Q2 2027
Superstructure (slabs and steelwork)	27 months	Q2 2027	Q3 2029
Cladding	31 months	Q3 2027	Q2 2030
Landscape (public realm)	8 months	Q2 2029	Q4 2029
Finishes & Fitout	36 months	Q2 2027	Q1 2030
Testing and Commissioning	11 months	Q3 2029	Q2 2030

5.11 Figure 5.1 shows the indicative deconstruction and construction programme.

5.12 The indicative programme has been produced by an experienced construction manager and is representative of a programme that is reasonable and achievable based the RIBA Stage 2 information and reasonable assumptions in terms of the sequencing of works and site logistics.

5.13 Figure 5.2 to Figure 5.4 provide indicative logistics planning for the key stages of deconstruction, substructure, and superstructure construction.

DESCRIPTION OF WORKS

Enabling Works

5.14 The principal function of the enabling works will be to prepare the site area to allow deconstruction to start whilst safeguarding existing amenities. These works will include, but will not be limited to:

- The installation of temporary hoardings and site gates to service the works;
- The installation of vehicle crossovers to the Euston Road and Hampstead Road footpath as necessary to service the works;
- Ensuring that all incoming services have been isolated where deconstruction works have been undertaken by preceding construction contract, soft strip and surveys of the existing building;
- Diverting existing basement utilities that are required to service other buildings within the estate, including sprinkler main, high voltage and low voltage power provisions;

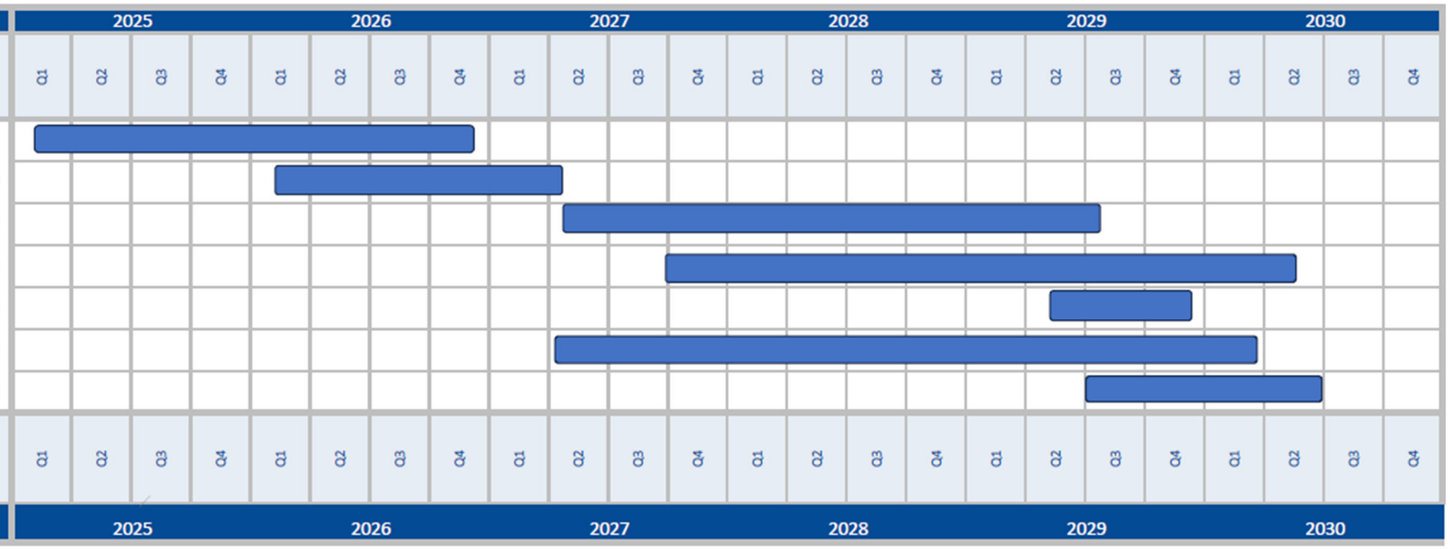
- Preparing existing ground level paving for temporary use as site accesses i.e. protect and / or preserve;
- Installing all perimeter and vehicular approach signage etc.;
- Installing basement perimeter wall temporary propping;
- Preparing basement pile mat for substructure works; and
- Designing and installing Euston Road, Hampstead Road and Brock Street pedestrian protection gantries and removing all necessary street furniture or existing access porticos to facilitate the required width of access to maintain fire safety compliance.

5.15 A number of surveys and investigations will need to be undertaken prior to the commencement of works on site. The following surveys and investigations are envisaged:

- Survey/recording and subsequent adaptation of the existing structure;
- Condition survey of perimeter roads;
- Condition survey of adjacent buildings;
- Unexploded ordnance survey;
- Geotechnical investigation (soil type, contamination and ground conditions); and
- Service infrastructure works e.g. abandonment, re-routing and reinforcement of the utility networks.

Figure 5.1 Indicative Enabling (Including Deconstruction) and Construction Programme

MILESTONE/ACTIVITY	Dates		Weeks	
	Start	Completion	Start	Completion
Site Set Up & Deconstruction Works	3-Feb-25	23-Nov-26	Week 1	Week 96
Substructure - Piling & Basement Walls	16-Feb-26	1-Apr-27	Week 54	Week 117
Superstructure (slabs & steelwork)	2-Apr-27	6-Jul-29	Week 117	Week 235
Cladding	6-Sep-27	15-Apr-30	Week 141	Week 275
Landscape (public realm)	8-May-29	4-Dec-29	Week 226	Week 258
Finishes & fitout	2-Apr-27	5-Mar-30	Week 117	Week 268
Testing and commissioning	1-Aug-29	26-Jun-30	Week 238	Week 285



5.16 All statutory, including Local Planning Authority (LPA) and Transport for London (TfL), consents and licences required to commence on-site activity will be obtained ahead of the works commencing and give the appropriate notice period(s). These will include but not necessarily be limited to:

- Notices for works on the highway in accordance with the Road Traffic Regulation Act 1994 and the Traffic Management Act 2004;
- Hoarding and scaffold licences for works on the perimeter boundary;
- Construction Phase Plan under CDM Regulations;
- Health and Safety Executive (HSE) F10 Notification;
- Deconstruction Method Statements (DMS) and Risk Assessments;
- Construction Method Statement (CMS) and Risk Assessments;
- Section 80 (Deconstruction Notice) Application;
- Section 61 (Noise Control) Application;
- Construction notices;
- Connections to existing statutory services and main sewers;
- Licence for discharge of water from the site into the public sewer;
- Party wall act notices and agreements; and
- Approval of relevant deconstruction and construction related environmental management plans and other supporting documents).

Site Establishment & Welfare Facilities

5.17 Construction site areas will be made safe and secure prior to works commencing and the general public will be separated from the works, with the use of solid and well maintained, 2.4m high hoardings. It is anticipated that these will be provided to the site boundaries to Euston Road and Hampstead Road as well as to estate elevation to Brock Street and Triton Square. These are also likely to incorporate vehicle gates to the south elevation from Euston Road and to the east elevation from Hampstead Road. The approach to vehicle entrance and exit locations to the site will be determined through the CLP and discharged via a planning condition in advance of any works commencing on-site.

5.18 During the structural phase of the works, pedestrian gantries will be installed in order to allow for safe passage of pedestrians at the site boundary.

5.19 Accommodation will be provided as part of the site establishment phase. It is anticipated that the main accommodation during deconstruction will initially be located in the ground and first floor levels of the existing tower structure while the main works are enabled to Regent's Place Plaza. Once these are established, it is expected that all accommodations within the existing building will be removed in order to allow for the removal of the podium levels. During the Substructure, Superstructure and Envelope and fitout works, the main accommodations are likely to be situated outside of the footprint of the building. These would be able to provide accommodation which is sufficient for the works. It is therefore anticipated that the accommodations will be relocated to within the ground level and first floor level retail units of the new building in order to allow for the demobilisation of the main accommodations and restoration of the Regent's Place Plaza. The final details on the site accommodation approach is subject to the final logistics plans, to be approved prior to the commencement of any works on-site.

5.20 A canteen and welfare facilities will also be provided as part of the site accommodation. The following details how the site welfare facilities are intended to be arranged; however, this is subject to the final logistics plans to be prepared and approved pre-commencement of any works on site. A main site welfare office will be located within the site and, as necessary, supporting satellite offices. These facilities are expected to be adjacent to Regent's Place pedestrian plaza. Like the accommodation, the welfare facilities will initially be located in the ground and first floor levels of the existing structure. Once the site set up period is complete and the works have commenced, the main welfare facility will be located on Regent's Place Plaza, adjacent to, yet remote from, the workforce for deconstruction and removal of the ground level slab. Access to the facilities will be provided from Triton Square to keep the workforce from congregating on the public footway to the south of the building. Once the works approach completion and the hoardings are removed, the main welfare facilities will be dismantled. As the workforce will be reduced considerably at this stage, the ground level retail space of the new building will be utilised in the short term. Furthermore, access to these facilities will be by permanent doorways provided in the design.

Deconstruction

5.21 Initially, it is envisaged that the principle temporary works required for deconstruction will be installed and set up, namely, the tower crane located on top of the existing reinforced concrete lift core structure. This early period in the deconstruction programme could also include the installation of a sliding screen or scaffolded solution, the strategy for which is to be determined ahead the commencement of any works on-site.

5.22 It is envisaged that, although subject to final approach to be determined prior to the commencement of any works on-site, during the deconstruction phase, the existing 36 storey reinforced concrete frame structure and ground level slab will be deconstructed. The existing building foundations, central reinforced concrete core (to full height), basement slab and retaining walls are intended to be permanently retained.

5.23 The deconstruction is anticipated to occur from top down whilst the lower podium levels up to level 2 are reduced in size to the same as the upper floors. The remaining ground floor slab would be removed once the podium has been deconstructed to ground level. This would allow for enabling works and substructure works to commence in parallel with deconstruction.

5.24 The product of the deconstruction work would be moved to the ground level and basement levels for removal from site, as the works commence. Arisings from deconstruction would be transported to the basement level through an existing satellite lift shaft, fitted with baffles. Demounted glass and metal mullions are expected to be transported to ground level via a hoist. Deconstruction arisings are likely to then be removed from the basement via 8 wheeled tipper vehicles that access the area from the Regent's Place Service Yard entrance located on Longford Street. The demounted cladding and the like will be transported from site via ground level access from the Euston Road exist slip road entrance.

Earthworks, Piling and Foundations

5.25 At the beginning of this phase, the ground level slab will be removed. The main aim of this phase will be to prepare for the installation of new bearing piles to be installed to the perimeter of the new building footprint whilst the existing basement retaining wall is supported to prevent ground movement.

5.26 The initial part of this phase will also involve enabling the new structural works. This will involve the decommissioning and relocation of existing services and utilities within the basement level of the site. This will permit the removal of the ground level structural slab without impacting the wider Regent's Place campus.

5.27 The enabling works are anticipated to consist of the installation of a temporary works propping scheme to the basement retaining wall and the removal of the existing basement level slab in the location of new piles and pile caps or a raft structure.

5.28 Once the ground level slab is removed, a ramp from ground level and a piling working platform will be constructed to the southeast corner of the site. This will provide access from the A501 exit slip road. Access for piling equipment, including but not limited to a piling rig, attendant service crane and material deliveries such as concrete will result from this.

5.29 The ground to second floor supplementary structure of the building will be removed once the deconstruction works progress. The 'cross' shape foundations of the of the original building (known as the pinwheel) will be retained. The ground level slab will then be moved once the 'podium' structure is removed, in order to open the existing basement to blue sky.

Substructure Construction Methodology

5.30 As part of the substructure works, new bearing piles will be installed along the façade, as well as associated new pile caps or raft, a small area of new B2 level basement outside of the existing foundation zone and a transfer beam / wall structure from a new basement level reinforced concrete slab to a new ground level reinforced concrete suspended slab.

5.31 The substructure works (and enabling works) will also include an element of works necessary for the installation of tower cranes in order to construct the superstructure and envelope phases of the works. The scope of this phase will be to return a ground floor slab to the development.

5.32 It is likely that the basement wall to the south and east elevations will require support in the temporary condition. Once the ground floor slab and the grubbing out of the existing basement slab construction are removed, a piling mat will be installed from which new piles will be installed. Piles for tower crane bases and the like will be included. Pile cap / raft construction will follow once the piling works are completed and as the deconstruction works of the existing pinwheel to basement level concludes.

5.33 The construction of vertical elements to the underside of the proposed ground level slab and the ground level slab itself will follow on as the pile cap / raft works continue.

5.34 Furthermore, it is likely that an element of enabling works for the proposed steelwork substructure will be incorporated into the central core as the deconstruction lowers the existing building, namely the installation of plates into the core, to which the superstructure steel and stairways and the like will be attached.

Superstructure

5.35 The superstructure steelwork and precast floor plank installation will commence once the ground floor is complete.

5.36 To accommodate the fascia bracing the structure, steelwork will be installed over the three levels, followed by three levels of plank installation. This will provide the floor structure. The building will continue to rise up through this process, utilising the tower cranes for installation.

5.37 Perimeter Bracing will supplement the central core structure as the building progresses upwards. It is anticipated that some in situ concrete works will exist within the core structures and on top of some of the newly installed precast planks.

5.38 As the additional core elements will be launched from basement level ahead of the structural work front, the substructure works, and superstructure works will have an element of concurrence. The envelope and fitout works will also overlap with the superstructure works as the building progresses upwards.

5.39 The superstructure work front will likely be four storeys deep and is expected to need an additional element of separation for health and safety reasons. It is therefore likely that the façade panels will be installed approximately 5 storeys below the superstructure leading edge.

5.40 Given that the main core is of the structure is being retained and amended, climbing formwork systems are unlikely to be employed on the project.

5.41 A beam riding mobile elevating working platform will likely be used to steelwork over three floors at once. Tower cranes are also expected to be used to install the structural steel members before the concrete planking panels are laid to the beams. In doing so, a permanent concrete floor slab will be provided.

5.42 Safety nets, netting fans and exclusion zones will be used to segregate working levels from the area below.

5.43 It is anticipated that, if vertical construction such as columns and walls are required (excluding within the central core), they will be formed by non-structural framing such as shaft wall.

5.44 Dedicated tower cranes and passenger/goods hoists will be used to service the superstructure of the building.

5.45 As early as possible in the programme, stairs will be installed while the works progress vertically in order to provide operative vertical access to reduce reliance on hoists whilst maintaining compliance with fire escape regulations.

Envelope / Cladding

5.46 As stated, the envelope and fitout works are likely to overlap with the superstructure works as the building progresses upwards.

5.47 The envelope works are anticipated to continue from the completion of the precast concrete slabs and any additional in situ work that this activity entails prior to handover.

5.48 The installation of the unitised cladding panels to the outer face of the superstructure, from within the superstructure, is likely to comprise the envelope and fitout works. The installation of the unitised cladding panels is anticipated to commence once the superstructure (steelwork structure and concrete floors) has reached an appropriate height.

5.49 It is expected that a practical and safe separation is maintained between the structural works above that involve lifting, as the steelwork leading edge is three storeys deep. As such, a minimum of two completed floors is likely to be kept between the trailing edge of the structural works and the uppermost activities of the cladding works. To allow for hoist access to climb to meet the completed works, it is anticipated that the envelope works will commence some four storeys below the concrete works.

Fit-Out and External Works

5.50 Elements of the fitout works, such as the installation of mechanical and electrical riser services and the MEP to each floor, can commence once the superstructure has reached an appropriate height.

5.51 The superstructure and cladding works will occur concurrently with mechanical and electrical installation, and the fitout work will follow after a floor is enclosed and weathertight.

5.52 Cladding panels will be delivered to the floor for fitting by manipulator or spider crane once the hoist is complete to a floor. Panels will be launched locally to the point of being fitted and installed from within the floor plate edge protection.

5.53 As the works progress, it is expected that temporary waterproofing will be required to allow for fit out works to progress once a floor has been substantially enclosed by the cladding works.

5.54 As soon as the roof structure is completed, roof waterproofing systems will be installed to achieve the earliest watertight date for the building.

5.55 To reduce reliance on traditional in situ practices and reduce carbon emissions and improve efficiency, it is anticipated that, where possible, the fit-out design will promote the use of modular and off-site techniques.

5.56 All fit out works and finishing trades sequences will be serviced by external hoists and beneficial use of lifts in the building.

5.57 Once the lift cars are placed into beneficial use and the remaining cladding panels installed prior to removal of the final tower crane, it is anticipated that the hoists will be dismantled.

LANDSCAPING AND PUBLIC REALM

5.58 All materials will be delivered to site in advance of works commencing. All trees, shrubs, plants and lawn will arrive to site immediately prior to planting. There will be ongoing maintenance and repair services for hard and soft landscaping to ensure damage and plant failure are rectified immediately.

EMBEDDED CONSTRUCTION RELATED MITIGATION FOR EIA

5.59 For the purposes of the technical assessments provided as part of this ES, the following construction related mitigation measures are taken as ‘embedded’ and so factored into the technical assessments to define the potential for likely significant effects:

- Use of 2.4m high solid construction hoardings;
- Signposting the access to the development from the major trunk roads to direct vehicles along the designated routes;
- Employing a security logistics company to operate the site entrance with responsibility to monitor the public highway and facilitate the entry and exit of vehicles from the site; and
- Recycling of all removed existing cladding and glass back to primary producers or recycling specialists.

5.60 All other construction related mitigation that has been identified as being required to reduce the scale and so significance of residual effects or render residual effects insignificant is ‘additional mitigation’.

Figure 5.2 **Indicative Deconstruction (Phase 1)**

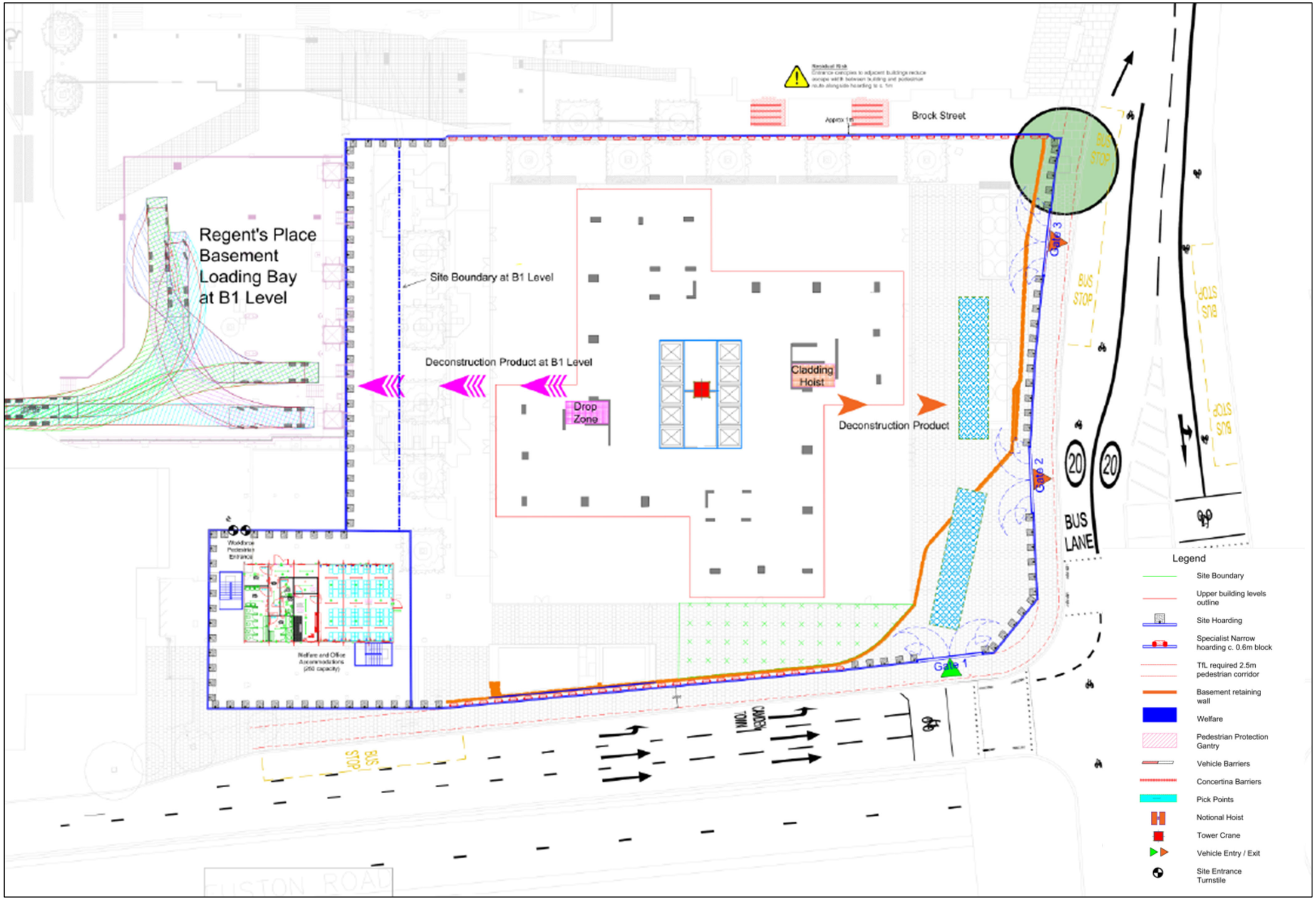


Figure 5.3 **Indicative Enabling and Substructure (Phase 2)**

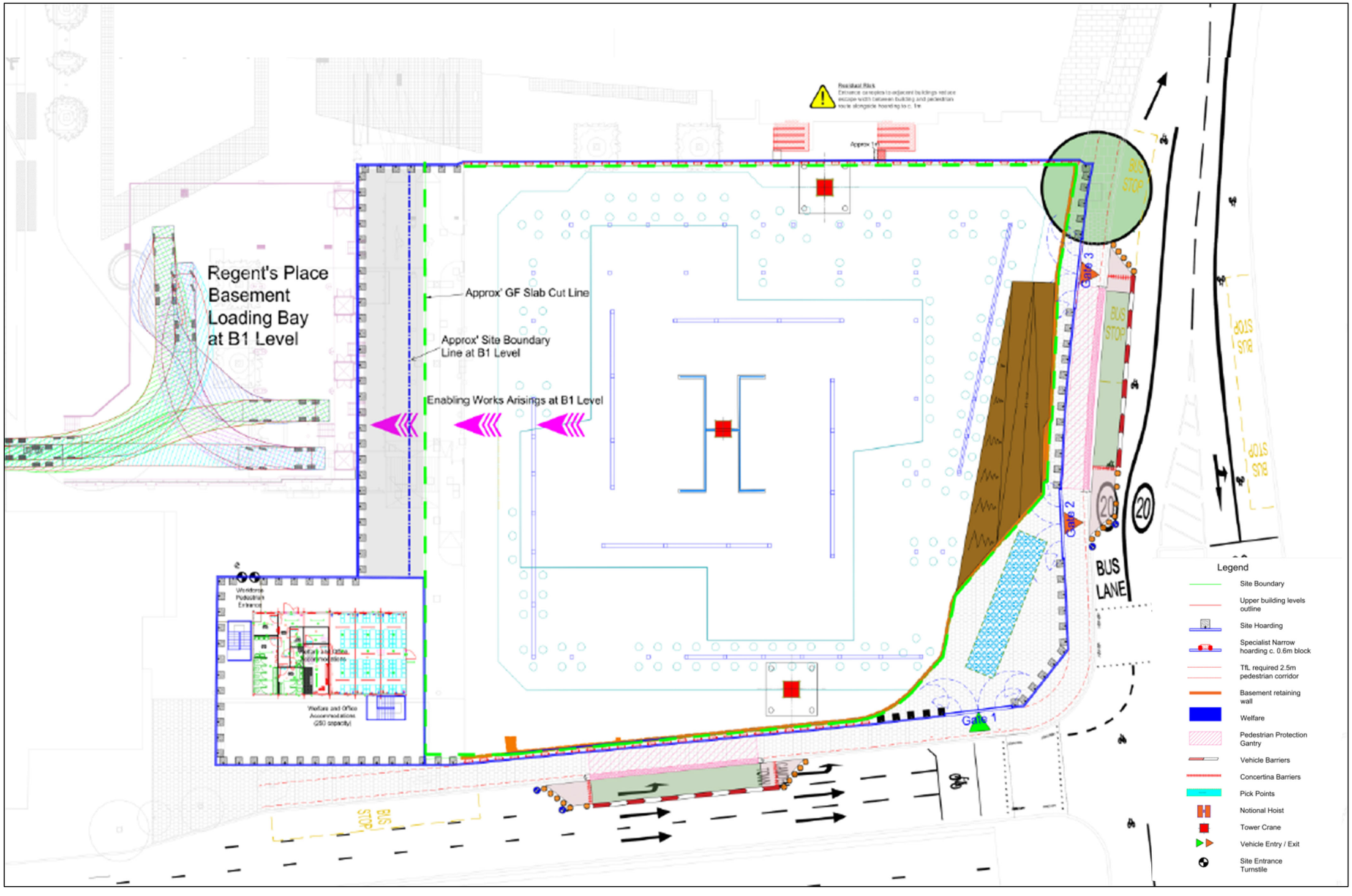
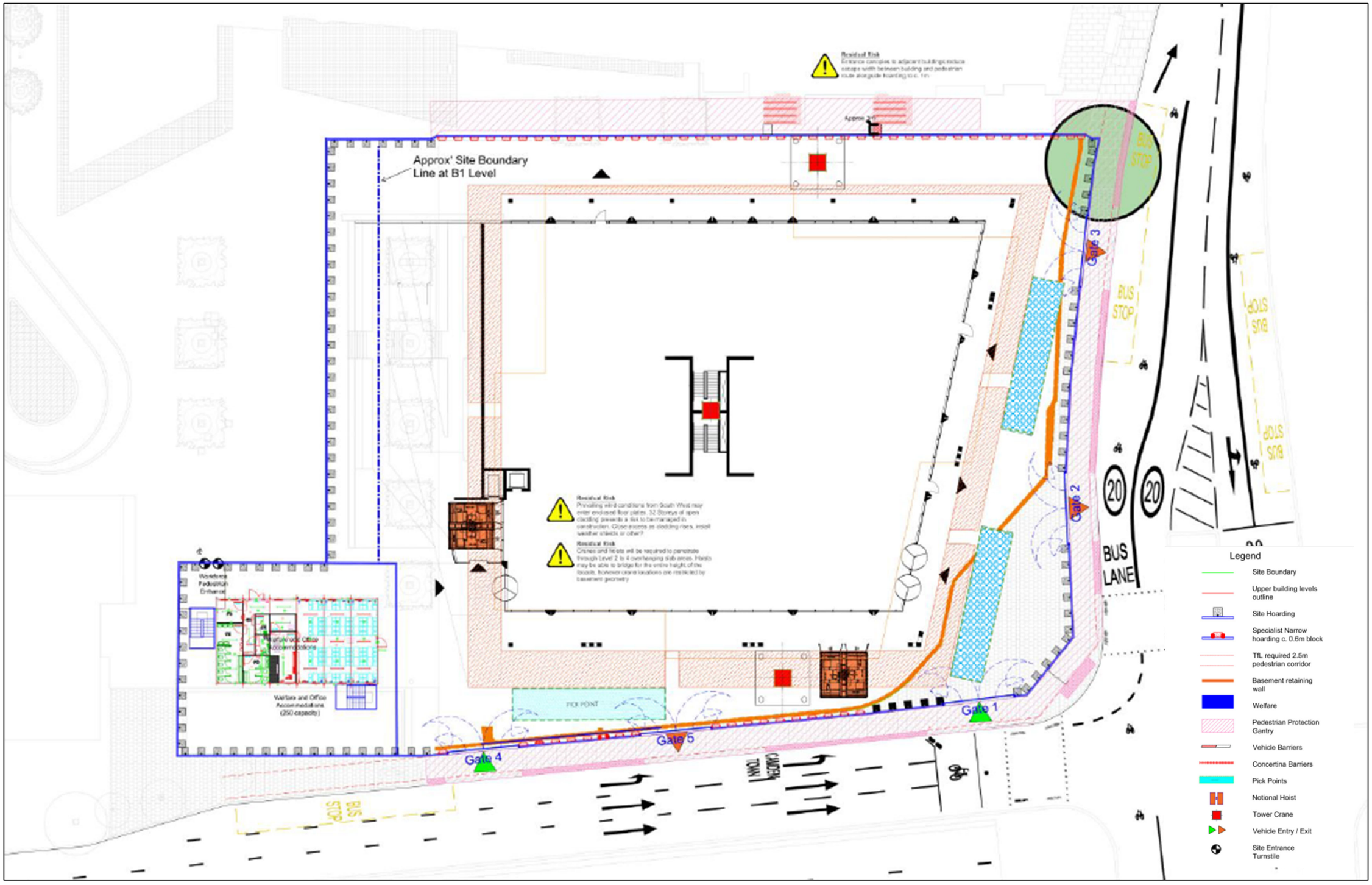


Figure 5.4 **Indicative Superstructure, Cladding and Fitout Works (Phase 3)**



DECONSTRUCTION QUANTITIES

5.61 Table 5.2 provides an estimate of the quantities of material likely to be generated as a result of the deconstruction works.

Table 5.2 Deconstruction Quantities

Deconstruction Material Type	Estimated Deconstruction Quantities
Concrete	15,548m^3
Rebar in concrete	3,110 tonnes
Steel	93m^3
Glass	151m^3
Aluminium	140m^3
Brick	229m^3
PVC	48m^3
Gypsum	137m^3
Softwood	69m^3
Ceramic	7m^3
Chipwood	17m^3
Fibreboard	10m^3
Aggregate	4m^3
Insulation	89m^3
Vinyl	1m^3

5.62 It is anticipated that the deconstruction contractor will identify and preserve existing façade glass, mullions and reinforced concrete slabs and reinforcement steel to be re-used or recycled where possible, i.e. new flat glass, drinks containers, aluminium recycling, and recycled aggregate.

CONSTRUCTION QUANTITIES

5.63 Table 5.3 presents estimates of key construction materials associated with the construction of the Proposed Development.

Table 5.3 Estimates of Key Construction Quantities

Materials Delivered	Quantities
Excavated material	13,322m^3
Substructure concrete	12,670m^3
Substructure rebar	2,851 tonnes
Core concrete (stairs)	234m^3
Concrete slabs	14,475m^3
Rebar in slabs	2,171 tonnes
Steelwork	8,761 tonnes
Facades	26,198m^2
Fitout materials	79,769m^2

CONSTRUCTION WASTE

Excavated Material

5.64 Arisings from excavations of foundations and groundworks are estimated to be in the order of 13,322m^3.

Waste

5.65 Construction waste volumes have been estimated based on the pre-redevelopment and pre-deconstruction audit of Euston Tower (April 2022[1]) and information provided by the project team.

5.66 Based on this information, the Proposed Development is likely to generate approximately 5,993 tonnes[2] of construction waste over the whole development. Construction waste will be separated into recyclable waste streams before removal from site for disposal.

5.67 The design ethos is founded on the minimisation of products to landfill, recycling as much material as possible and the design of the building itself is very carbon conscious. It is intended that the existing cladding and glass that will be removed will be recycled through primary producers. As stated previously, the existing main lift core of the building itself and the existing 'pinwheel' foundations will be retained, reducing the steel and concrete requirements on site.

5.68 From the start, the basic strategy for construction waste management will involve methods of waste elimination and reduction. These materials may have alternative uses elsewhere on the site and will mostly be inert or environmentally benign. Any opportunities to maximise the recycling potential of construction materials will be investigated.

5.69 Initiatives to reduce other waste streams include as far as practically possible:

- Undertaking sustainability workshops setting targets for recycled content in concrete and steel, promoting off site manufacture and reuse of materials in the design stage;
- Minimising raw material waste through analysing design and construction techniques where possible;
- A commitment to developing waste minimisation opportunities by maintaining a role in the management of the supply chain during construction. Measures such as bulk buying will be utilized to facilitate this;
- Liaison with suppliers to enable packaging material to be sent back for reuse, the use of off-cuts where possible and the recycling of off-cut material by the supplier;
- Engaging contractors in the process of maximizing the use of recycled aggregates for hard-core and cement replacements according to application;
- To ensure compliance with legislative requirements, only Environment Agency licensed waste hauliers, waste management contractors and landfill sites will be used;
- Suitable protection measures will be incorporated in the design of the waste management area to prevent pollution and regular inspections carried out to ensure that stored waste is covered by present accidental spillage and from being blown away;
- Movement of waste by haul road and public highways will avoid, where possible, the use of access routes through residential areas. When leaving site, vehicles will be sheeted/covered to prevent any escape of materials onto the public highway;
- Waste transfer notes will be retained and will fully describe the waste terms of type, quantity and containment in accordance with relevant regulations. Information regarding the type and quantity of material returned to the supplier and the contractor or contractors will also hold copies of all waste documentation; and
- Materials stored on-site for disposal (e.g. spoil arising) will be subject to the provisions of the duty of care and may require a waste management permit. Where this is identified the permit of any exemption will be managed by the Principal Contractor.

[1] *This is the most recent information available and there has been no change since this was undertaken.*

[2] *Lendlease, (2023); Resource Management Plan (Rev 02)*

5.70 Contamination and risk to the environment and personnel will be avoided by segregating and storing hazardous waste separately from other waste fractions and disposed of as required by the Hazardous Waste Regulations.

5.71 During construction, BREEAM Wst 01 Construction Waste Management will be followed in order to achieve an Excellent with aspiration for Outstanding rating on practical completion. This entails an evaluation of the risks (on-site and off-site), planning and implementing actions to minimise the identified risks, covering the following, where appropriate:

- Preparation of a compliant Resource Management Plan (RMP) covering non-hazardous waste materials including deconstruction and excavation waste and accurate data records on waste arisings and waste management routes;
- Meeting or improving upon the benchmarks for non-hazardous construction waste, excluding deconstruction and excavation waste. To attain BREEAM Excellent, it is recommended to target ≤ 3.4 m^3 of waste generated per 100m² (GIA) or ≤ 6.5 tonnes; and
- Meeting the diversion from landfill benchmarks for non-hazardous construction waste and deconstruction and excavation waste generated. To attain BREEAM Excellent, it is recommended to target at least one credit which corresponds to the following benchmarks in Table 5.4.

Table 5.4 BREEAM Excellent Benchmarks

Type of Waste	Volume	Tonnage
Non-deconstruction	70%	80%
Deconstruction	80%	90%

5.72 Full details of the circularity strategy and actions for each element of the design are contained within the Circular Economy Statement and within the Sustainability Statement accompanying the planning application.

SITE ACCESS AND EGRESS

Access and Egress

5.73 Adjacent properties which remain occupied during the construction works will be provided with safe access and egress.

5.74 The three main routes during deconstruction and construction are as follows:

- Euston Road;
- Hampstead Road; and
- Drummonds Street / Longford Street.

5.75 The main pedestrian access to the works will be the footpath to the north of Euston Road.

5.76 The existing road network on the A501 Euston Road, the A400 Hampstead Road or Albany Street, Longford Street and Drummond Street are expected be used for vehicle access and egress from the site and storage areas, subject to final pre-commencement agreement.

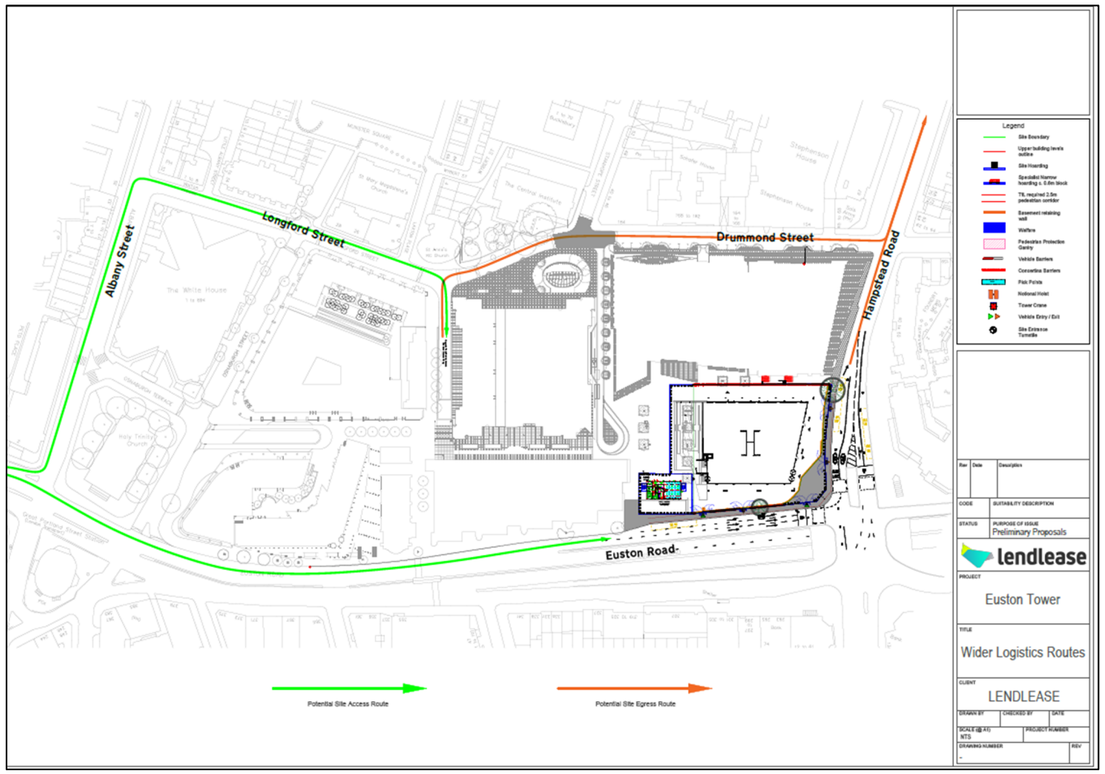
Main Access Routes

5.77 The London Borough of Camden (LBC), TfL and other necessary authorities will agree on the routes for construction traffic involved in the delivery of goods and materials to and from the site before each application for a construction phase.

5.78 It is proposed that the construction vehicle movements are to remain within the Strategic Road Network where possible. However, it is anticipated that some minor residential roads, such as Drummond Street and Longford Street, will be required for access to works (Figure 5.5).

5.79 Consultation on the most appropriate routes will take place between LBC Highways, TfL and adjacent London Boroughs prior to the commencement of construction.

Figure 5.5 Construction Vehicle Routing



Road Vehicle Numbers

5.80 Throughout the duration of the works, the number of Heavy Goods Vehicles (HGVs) required to service construction has been calculated. The results show peaks in HGV trips will coincide with the site set up, deconstruction, piling and basement walls periods of the construction programme.

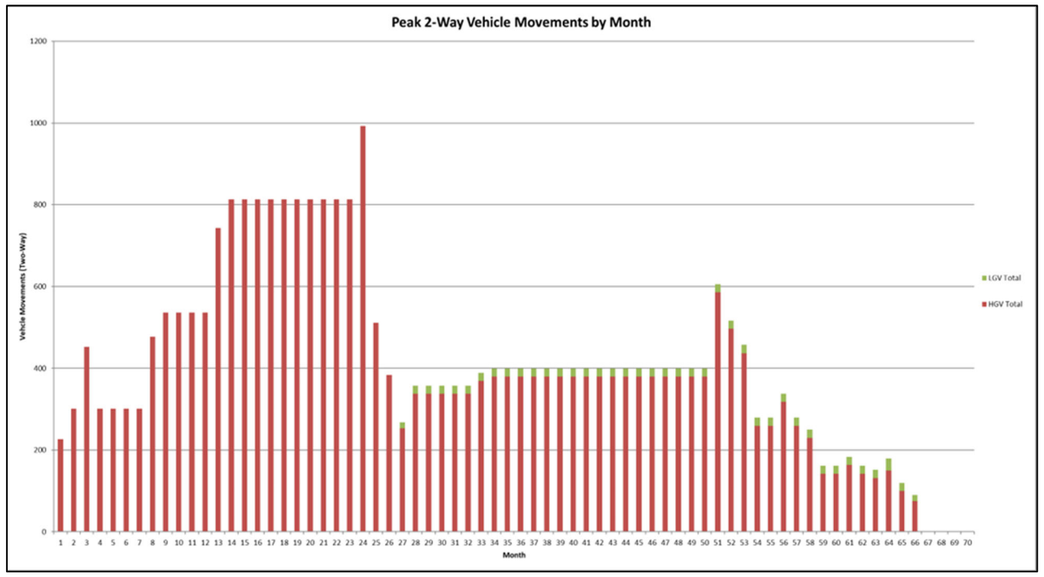
5.81 The LBC, other relevant highway authorities and the Police will address movements of large or abnormal loads in advance in order to ensure compliance with regulations and advance notification for local residents.

5.82 Table 5.5 and Figure 5.6 has identified the anticipated average number of daily HGV and LGV vehicles for each year over the duration of the indicative deconstruction and construction programme. The anticipated average daily number of vehicles is expected to peak during Year 2 of the deconstruction and construction period. This peak equates to 27 HGVs per day, with no forecast Light Goods Vehicle (LGV) movements. Therefore, the absolute daily peak is estimated to be 27 HGV arrivals or 54 two-way HGV movements.

Table 5.5 Construction Vehicle Forecast (HGV and LGV) – Average Vehicles per Day

Vehicle Type	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
HGV	13	27	12	12	11	2
LGV	0	0	1	1	1	0
TOTAL	13	27	13	13	12	2

Figure 5.6 Monthly Vehicle Movements



PLANT AND EQUIPMENT

5.83 Consideration has been given to the types of plant that are likely to be used during the enabling, deconstruction and construction works. The plant and equipment associated with the enabling and deconstruction works, and construction process is set out in Table 5.6.

HOURS OF WORKS

5.84 The anticipated core working hours for construction will be as follows:

- 08:00 – 18:00 hours on weekdays;
- 08:00 – 13:00 hours on Saturdays; and
- No Sunday or Bank Holiday working unless prior approval for specific works by the LBC i.e. Mobile crane for deconstruction plant installation and removal, or tower crane installation and removal activities.

5.85 It is not currently the intention to instate 'quiet periods' (e.g. 10:00 – 12:00 and between 14:00 – 16:00 Monday to Fridays), as periods where noisy activities are reduced.

5.86 Works that take place outside of those working hours are anticipated to be within noise limits set by LBC. Prior to noisy activities taking place outside normal hours of operation, consultation with LBC will be required. The only exception will be in cases of emergency work which may need to take place.

Table 5.6 Plant and Equipment Associated with the Works

Plant	Deconstruction Works	Piling	Substructure	Superstructure	Fit Out	External Works
Dumpers/ Spoil Trucks	✓	✓	✓	✓		
Mobile Cranes						
Crawler Cranes						
Tower Cranes	✓	✓	✓	✓	✓	
Platform Hoists	✓		✓	✓	✓	
Mast climber Platforms						
Cutters, drills and small tools	✓	✓	✓	✓	✓	✓
Crushers						
360° excavators	✓	✓	✓			✓
Floodlights	✓	✓	✓	✓	✓	✓
Forklift truck	✓	✓	✓	✓	✓	✓
Generators	✓	✓	✓	✓	✓	
Compressors	✓	✓	✓	✓	✓	
Hydraulic benders and cutters		✓	✓	✓	✓	
Conveyor Belt						
HGVs/ lorries/ vans	✓	✓	✓	✓	✓	✓
Piling rigs		✓				
Scaffolding and mobile hydraulic access platforms	✓	✓	✓	✓	✓	✓
Ready-mix concrete lorry		✓	✓	✓		
Concrete pump		✓	✓			
Water Pump	✓	✓	✓	✓		✓
Temporary Supports	✓	✓	✓	✓		
Power Tools	✓	✓	✓	✓	✓	✓
Hand Tools	✓	✓	✓	✓	✓	✓

5.87 In order to maintain the above core working hours, the Principal Contractor may require at certain times a period of up to one hour before and after core working hours for start and close down activities (this will not include works that are likely to exceed any pre agreed maximum construction works noise levels). Specialist construction operations and deliveries may also be required to be carried outside these core hours in agreement with the LBC and other relevant parties.

Community Liaison

5.88 The Principal Contractor will aim to contact LBC's Highway division and the pollution control team prior to the works commencing on-site in order to agree on a scope of the 'scheme of protective works' to be submitted, and to identify the scope of community liaison and consultation.

5.89 The Principal Contractor will also carry out 'best practicable means' (BPM) and a 'scheme of protective works for protecting neighbours. The scheme will involve liaising and consulting with neighbours to minimise the environmental impact of the works.

5.90 To keep the LBC, residents, businesses, and other stakeholders informed of progress on-site and forthcoming activities which may affect them, liaisons with the appointed Logistics and Neighbourhood Liaison Relationship Manager have been planned.

5.91 The construction process will incorporate meetings between the Principal Contractor, the LBC Environmental Health and Highway representatives and key members of the local community to fine tune methods of working and the measures to minimise disruption. This liaison will also involve regular meetings to ensure that they are kept informed of the progress and any comments will be received, logged and actioned as a result of the works in a timely manner.

5.92 All residential properties and other sensitive occupiers in close proximity to the site will be identified by the Principal Contractor in advance of the works commencing on-site in order to mitigate disturbances. The start date, the duration, and the nature of the project will be communicated to all occupiers in the vicinity of the site, as will the principal stages of the project. Hand delivered mailed project newsletters with the contact names and numbers of appropriate personnel will also be provided.

5.93 Throughout the duration of the works, progress and forthcoming activities, particularly those which may cause disturbance, access difficulties and the like, will be communicated monthly via newsletters which will be hand delivered to adjoining occupiers and other neighbouring occupiers who may be affected by the works.

5.94 Key personnel, contact addresses and telephone numbers will be identifiable through a display board outside the site. The board will also include a full copy of the planning permissions and any forthcoming activities relating to the works.

Complaints Procedure

5.95 A permanent record of the performance of the project will be provided through the establishment of a complaints register. Complaints from residents or other parties will be taken seriously and will be logged and be a cause for investigation.

5.96 Complaints will be analysed and will allow for the implementation of procedures to avoid any re-occurrence.

MITIGATION AND MONITORING CONTROLS

5.97 **ES Volume 1, Chapter 15: Environmental Management, Mitigation and Monitoring Schedule** presents the environmental management, mitigation and monitoring measures that the Applicant is committed to implementing throughout the deconstruction and construction works to, either eliminate, or reduce the significance of any likely environmental effects. These measures form part of the CMP that has been prepared and is submitted as part of the planning application.