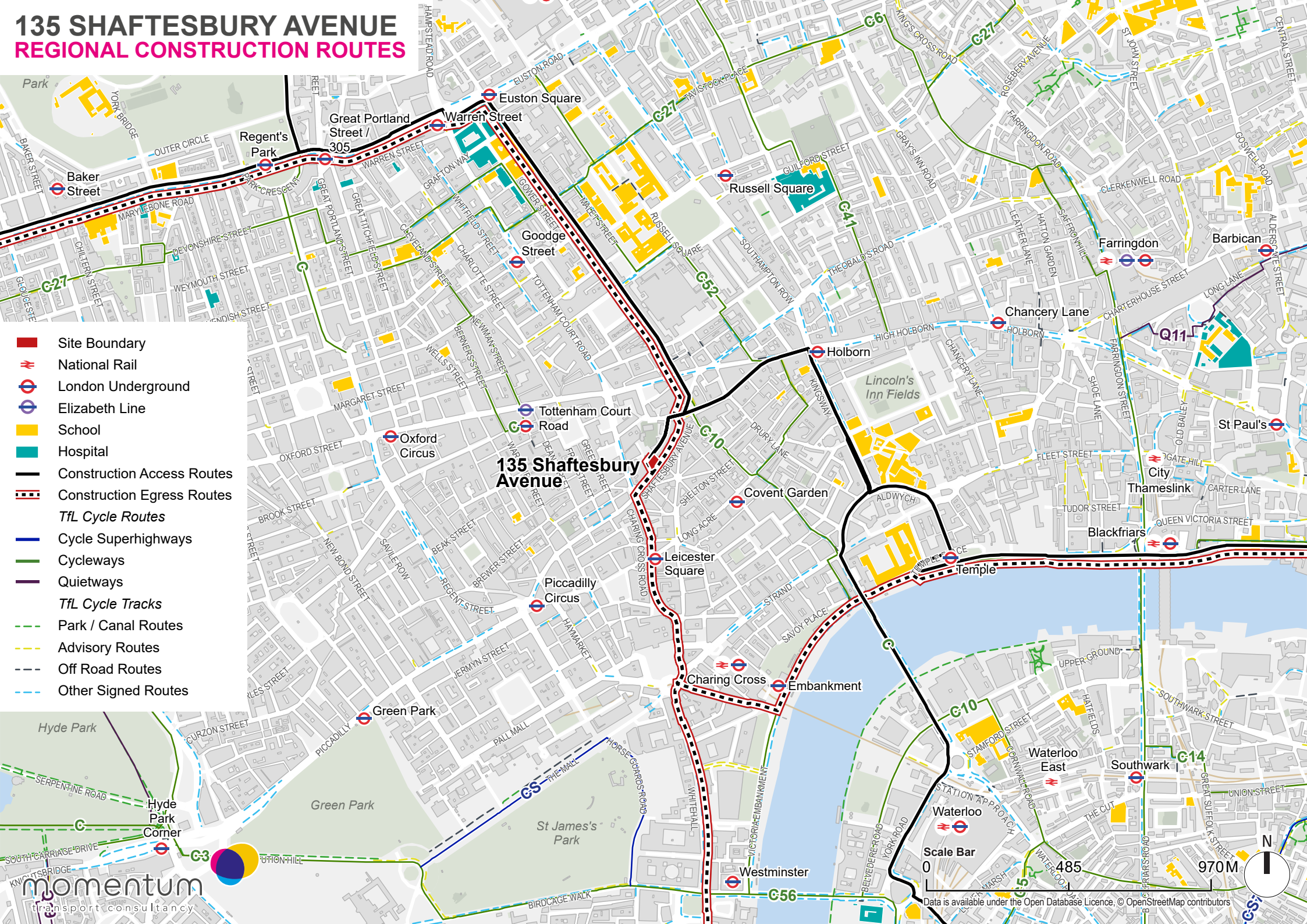
135 SHAFTESBURY AVENUE
REGIONAL CONSTRUCTION ROUTES



5. SITE ACCESS

5.1 Introduction

5.1.1 Initial construction advice has been sought from Kier Construction to indicate the anticipated site access during the demolition and construction works.

5.1.2 The location of site access has been discussed with LBC and agreed in principle during pre-application meetings in November & December 2023.

5.1.3 As part of the detailed CLP and Construction Management Plan (CMP), site access would be fully agreed with LBC prior to commencement of the works.

5.2 Site Access

5.2.1 Vehicles would approach the Site by travelling westbound along High Holborn (A40) before turning left into New Compton Street. A left turn would be required in this instance due to the one-way operation of High Holborn at this location. New Compton Street also operates one-way between High Holborn and St Giles Passage and it is not possible for construction vehicles to utilise St Giles Passage to access New Compton Street due to its constrained nature.

5.2.2 Vehicles would then proceed southbound along New Compton Street before accessing the proposed pit lane which would located along the Site's northern frontage between the junction of New Compton Street and St Giles Passage as well as New Compton Street and Stacey Street.

5.2.3 Alternatively, depending on the phase of works vehicles would reverse into the Site. All reversing movements would be overseen by trained traffic marshals. Further detail on the phases where vehicles would be able to access the Site are set out in the Construction Management Pro Forma.

5.2.4 At some points during the construction period, it would be required to utilise Shaftesbury Avenue to accommodate larger construction vehicles. The introduction of a pit lane along Shaftesbury Avenue would be limited to a number of weekends which would be agreed with LBC in advance.

6. STRATEGIES TO REDUCE IMPACTS

6.1.1 This section of the Framework CLP sets out the proposed measures to mitigate the impacts of the construction on the surrounding highway network.

6.2 Detailed CLP

6.2.1 A detailed CLP would be developed and agreed in accordance with the LBC as part of an appropriately worded planning condition if considered appropriate by LBC.

6.2.2 The CLP would be reviewed and updated in line with the development programme and would typically include the following details:

- Preferred hours of deliveries and removals (out of peak hours)
- Agreed construction traffic routing and site access points
- Road cleaning facility provisioning
- Temporary traffic control measures
- Temporary and permanent access to the works - for personnel/vehicles
- Off-loading and storage areas
- Traffic management procedures for waste disposal vehicles
- Personnel and vehicle segregation
- Equipment e.g. temporary fencing, signage etc.
- Temporary and permanent closures and diversions of footpaths, if required
- Street furniture removal, if required
- Site inductions

6.3 Measures to Control Construction Vehicles and Deliveries

RESTRICTED DELIVERY TIMES

6.3.1 Core working times at the Site would be restricted to 08:00 to 18:00 on weekdays and 08:00 to 13:00 on Saturdays as per LBC construction guidance. Where possible all deliveries would be scheduled within LBC's core working times of 09:30 – 16:00 on weekdays and 08:00 to 13:00 on Saturdays. There would be no working on Sundays or Bank Holidays.

6.3.2 There may occasionally be a need to work outside these hours in order to undertake essential works, and the Principal Contractor (Kier Construction) would make due application to LBC should the need arise. Measures would be taken to, where appropriate, avoid deliveries during this time.

FREIGHT SAFETY AND ENVIRONMENTAL STANDARDS

6.3.3 Compliance with CLOCs and participation in the FORS scheme would be required of any contractors providing construction vehicles to the development site. Prior to the engagement of any construction delivery contractor they must provide certification that shows their compliance with CLOCs and the FORS scheme.

CONSTRUCTION VEHICLE DESIGNATED ROUTES

6.3.4 All construction vehicle drivers would be required to use the preferred routes as specified in Chapter five following agreement with LBC, if considered appropriate. Strict monitoring and control of vehicles entering and egressing the construction site would be implemented.

6.3.5 The contractor would maintain an up-to-date log of all drivers that would include a written undertaking from them to adhere to approved routes for construction traffic.

CONSTRUCTION DELIVERY SCHEDULING

6.3.6 Construction deliveries would be carefully planned with delivery times agreed with each contractor using a web-based booking system to minimise disruption to other road users on the local highway network. A Delivery Management System (DMS) would require each delivery to be pre-booked.

6.3.7 Wherever possible vehicles would be brought to site avoiding peak traffic periods, with construction vehicle movements restricted to the times previously outlined.

CONSOLIDATION AND LOGISTICS CENTRES

6.3.8 It is proposed that the Principal Contractor would consider the potential use of an off-site consolidation centre to minimise the number of trips made on local access roads delivering directly to the Site.

6.3.9 The use of an off-site location would be especially useful on days that a high number of deliveries are forecast. Trips could be split between those that come directly to the construction site, and those that go to the consolidation centre. When the road network is less busy the stockpiled deliveries could then be transferred from the consolidation centre to the construction site.

6.3.10 If empty vehicles returning to the consolidation centre were instead filled with waste material, there would be further opportunity to reduce separate waste collections to the Site during construction. This would also allow for effective sorting of waste off-site for disposal to an appropriate waste facility.

6.3.11 On appointment of the Principal Contractor, various locations would be considered, and the preferred option would be identified in the detailed CMP, and any associated strategy would be described.

CLEANING

6.3.12 Effective wheel washing facilities would be provided at the Site gates before exiting onto local highway network. Recycled water would be used wherever possible. Supplementary cleaning would be provided as necessary using suitable means to keep the surrounding highway clean. Collected debris would be disposed of as controlled waste at a licensed waste disposal facility.

6.4 Mitigation for Road / Footway Closures

6.4.1 Notices regarding any planned closures or diversion of either roads or footpaths in relation to the construction works shall be given by the Principal Contractor to LBC, the police, fire brigade and other emergency services and as otherwise required sufficiently in advance of the required closure or diversion.

6.4.2 Any necessary lane closures on the local highway network would avoid peak periods if at all possible and would be agreed with LBC prior to commencement.

6.4.3 Notices and details of traffic management proposals associated with works to the highway and footpaths would be given under the Highway Acts 1980 and Road Traffic Act 1988.

6.5 Neighbours and Public Liaison

6.5.1 The Principal Contractor would be expected to nominate a suitably qualified individual who would act as the Site Manager. The Site Manager would be named at the Site entrance, with a contact telephone number. The contact name and details would be provided to all the relevant stakeholders by the Principal Contractor prior to the start of the construction and refurbishment works.

6.5.2 The Site Manager would be a suitably qualified individual who would have primary responsibility for dealing with LBC and any other stakeholders on environmental matters. All key stakeholders would be notified whenever a change of responsibility occurs for the Site Manager role. The Site Manager would keep neighbours, LBC and other relevant parties informed of the nature of the on-going works, their duration and outline programme to establish and maintain good relationships with them.

6.5.3 It is anticipated that regular meetings would take place between the Site Manager and LBC to review progress and to agree any necessary actions. The Site Manager would also deal with enquiries from the general public, including any complaints. Any complaints would be logged, responded to, and reported to the relevant individual within LBC (and vice versa) as soon as practicable.

6.5.4 The Site Manager would coordinate responses to queries and address issues in a timely and satisfactory manner.

6.6 Material Measures

SMART PROCUREMENT

6.6.1 Smart procurement would be implemented where possible, which would involve examining the sourcing of materials and logistics strategies of the supply chain to see if reductions in vehicle movements could be made.

6.6.2 Collaboration between suppliers would be considered, particularly if geographically close in location, offering opportunities to further consolidate vehicle loads.

REUSE OF MATERIAL ON SITE

6.6.3 It is proposed that where possible any construction materials are reused, if possible, for different construction processes to minimise waste.

6.6.4 When materials cannot be used on site, they should be sorted into recycling categories appropriately before removal from the construction site.

6.6.5 The Principal Contractor would be required to monitor waste generated during the construction works to maximise reuse and recycling potential. This should allow for the levels of reuse and recycling to be increased throughout the construction period.

6.7 Freight Safety

6.7.1 The Principal Contractor would have a dedicated logistics team to co-ordinate all construction deliveries and collections to / from the Site and ensure that as far as possible:

- All delivery and collection vehicles are aware of the proposed routing
- Prior to a delivery or collection, hauliers would notify the relevant authorities
- Regular liaison meetings and reviews would be undertaken with neighbouring sites and LBC to plan the works so that they do not cause unnecessary disruption to the wider area
- Liaison would be undertaken with occupants of adjacent buildings to avoid delays to service deliveries
- Larger vehicle movements would be scheduled to avoid peak hours on the local road network, if possible

6.7.2 Compliance with CLOCS and participation in the FORS scheme would be implemented for construction vehicles.

6.8 Summary

6.8.1 A summary of the measures that have been considered at this stage are presented below in Table 6.1 overleaf.

6.8.2 Committed measures are measures that would be implemented as part of the CLP, secured by planning or where applicable, through Section 106 agreement. The Principal Contractor would be responsible for ensuring all sub-contractors comply with the committed measures identified in Table 6.1.

6.8.3 Proposed measures are considered feasible but must be evaluated to determine its practicality. If a measure is not feasible, the CLP shall contain justification and evidence as to why it has been rejected. Proposed measures shall be discussed with potential contractors during the procurement stage with a view to including them in the contract and agreeing to them in the Detailed CLP.

6.8.4 Considered measures are not deemed currently feasible but may become relevant in the future. If deemed feasible when the detailed CLP is being produced these measures should be proposed if suitable.

Table 6.1: Planned Measures Checklist

Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Vehicle choice		X	
Measures to encourage sustainable freight			
DfMA and off-site manufacture			X
Re-use of material on site		X	
Smart procurement		X	
Other measures			
Collaboration with other sites in the area		X	

7. ESTIMATED VEHICLE MOVEMENTS

7.1 Introduction

7.1.1 This chapter outlines the anticipated forecast number of vehicles expected at the development site throughout the construction works.

7.1.2 The number of construction vehicles would be detailed within a future CMP that is expected to be required and approved by LBC. All dates and times relating to vehicle movements are indicative at this stage.

7.1.3 Vehicles would be expected to arrive and depart from site within the following times:

- Monday – Friday 08:00 – 18:00
- Saturday: 08:00 – 13:00

7.1.4 No construction vehicles would arrive at site on Sunday, Bank or Public Holidays.

7.1.5 Measures would be adopted to help avoid construction deliveries arriving outside of LBC's core hours of 09:30 – 16:00 on weekdays and 08:00 – 13:00 on Saturdays.

7.2 Vehicle Movements

7.2.1 It is anticipated there would be approximately 30 deliveries per day to the Site on weekdays.

7.2.2 Further detail of the forecast number of vehicle movements are included within the Construction Management Pro Forma prepared by Kier Construction.

8. IMPLEMENTING, MONITORING AND UPDATING

8.1.1 It is anticipated that the LBC would require an appropriate planning condition for a detailed CLP to be prepared by the Principal Contractor through consultation with LBC prior to the commencement of the proposed development.

8.1.2 An appointed Site Manager would oversee implementing the detailed CLP on behalf of the Principal Contractor. A Contractor and Driver Handbook would also be prepared and distributed to ensure that all contractors are aware of their obligations and required standards of working.

8.1.3 The Contractor's Handbook would contain information regarding safety, environmental responsibility, vehicle routing, delivery scheduling, driver training and standards to be met.

8.1.4 The Driver's Handbook would make the obligations of the individual driver clear. It would contain concise information on the authorised routes to and from the Site, work hours at the construction site, how the booking and scheduling system would work, site access locations, anti-idling requirements, and guidance on vulnerable road users.

8.1.5 The detailed CLP would be prepared in consultation with LBC. Once submitted, the CLP would be an evolving document that accounts for any changes in the construction strategy. It would be reviewed on a monthly basis by the Principal Contractor and Site Manager to incorporate collected data and monitoring results. This would ensure that the document remains appropriate to the Site conditions and conditions in the surrounding area and road network.

8.1.6 Data would be collected throughout the construction process to ensure that both the CMP and detailed CLP are being followed. The data collected would be reported back by the Principal Contractor with full transparency to LBC. It would be the responsibility of the Site Manager to collect data on the following issues.

VEHICLE MOVEMENTS

8.1.7 Data would be collected through surveys on a monthly basis to monitor delivery vehicle activities. The surveys would address the following:

- Total number of vehicles making deliveries and collections
- Vehicle type, size and emissions
- Total journey time for each trip and the average journey time for all trips
- Time spent on site
- Trip punctuality compared to the schedule

8.1.8 This information would inform the Principal Contractor and Site Manager on how best to modify the CLP and CMP going forwards to better match the reality of construction vehicle activity. This would allow more effective mitigation measures to be implemented throughout the construction process.

SAFETY

8.1.9 To ensure that construction activity is carried out responsibly and in line with policy, data would be collected and recorded on the following:

- Any logistics-related accidents
- Fatalities and serious injuries as a result of the construction process

- Vehicles and operators not meeting safety requirements
- Transport modes used by staff travelling to the Site

COMPLIANCES, BREACHES AND COMPLIANTS

8.1.10 To maintain records of the compliance and legitimacy of the construction operations, information would be recorded on the following:

- Community concerns about construction activities
- Vehicle routing
- Unacceptable queuing
- Unacceptable parking
- Compliance with safety and environmental standards and programmes
- Supplier FORS accreditation
- ULEZ Compliance
- Anti-idling

8.1.11 Should complaints or breaches of protocol reach an unacceptable level, the contracted freight suppliers would need to have their position reviewed and potentially terminated. All complaints and breaches would be communicated to the relevant local authority.

9. CONCLUSION

9.1.1 This Framework CLP has been prepared by Momentum Transport Consultancy on behalf of YC Saville Theatre for the proposed redevelopment of Saville Theatre, 135-149 Shaftesbury Avenue, pursuant to the planning application to be submitted to the London Borough of Camden.

9.1.2 The indicative programme is expected to begin in January 2025 and would be anticipated to be completed in March 2028, lasting approximately 38 months.

9.1.3 The main site access and egress point for vehicles would be on New Compton Street. Vehicles would approach the Site by heading southbound on New Compton Street and access a proposed pitlane along the Site's northern frontage.

9.1.4 It is anticipated there would be on average 30 construction vehicle arrivals per day.

9.1.5 The document outlines the construction methodology and works required to the surrounding area. All relevant policy has been reviewed and the construction process would be compliant with all requirements.

9.1.6 A series of objectives are proposed and would be measured and recorded throughout the construction process to ensure that any negative impacts are kept to a minimum. This would be done through the updating of the CLP as a live document incorporating necessary changes to the construction strategy.

9.1.7 This document is a Framework CLP. It is anticipated that a detailed CLP would be provided to the London Borough of Camden Council as the local planning authority as a condition of permission being granted, should the application be approved.