

Construction Management Plan



Rev 10: 20/12/2024

Belgrove House, Kings Cross



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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
18/7/23	01	Steve Duggan
17/8/23	02	Steve Duggan
26/9/23	03	Steve Duggan
03/10/23	04	Steve Duggan
09/10/23	05	Steve Duggan
13/10/23	06	Steve Duggan
27/10/23	07	Tom Bloxham
03/11/23	08	Steve Duggan
09/11/23	09	Steve Duggan
05/12/24	10	Steve Duggan (Note added to Section 7 Page 10 following communication between Gerald Eve and Camden On 06/12/24

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

Date	Version	Produced by
N/A	N/A	N/A

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

Document name and title	Version/date	Produced by
BH-MP-001 Belgrove House Program CMP	26/1/23	David Farr
Statement of Community Engagement	19/8/20	London Communications Agency
Belgrove House CWG Minutes.	22/04/23	London Communications Agency
BEL-MAC-XX-KD-X-00013 Rev C04 Traffic Management AND Logistics Plan	2/10/23	Steve Duggan
Belgrove House Streetscape Alterations Rev H	2/10/23	Russ Campbell / DGP
Belgrove House Noise Modelling	10/2/23	Georgia Allen
Environmental unit location plan	16/5/23	Anthony Bean
Air Quality Assessment	6/8/20	Air Quality Consultant

Swept Path Analysis Drawings	14/09/23	Russ Campbell / DGP
TMS21742 - Parking Bay Suspension / Relocation Drawing	23/08/23	TMS

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG) 6: Amenity** and **(CPG) 8: Planning Obligations**.

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

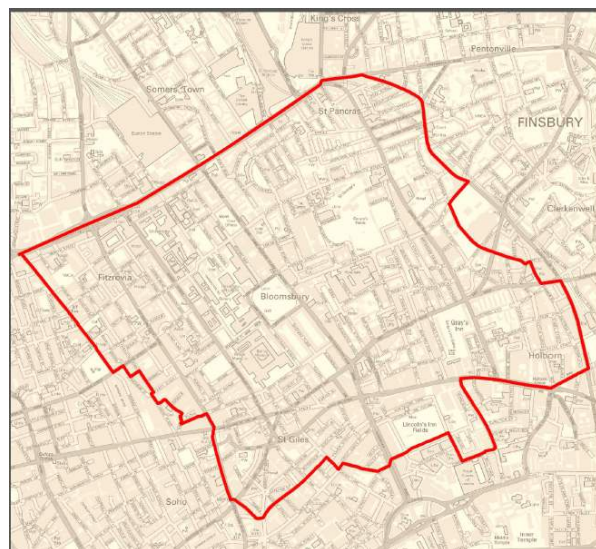
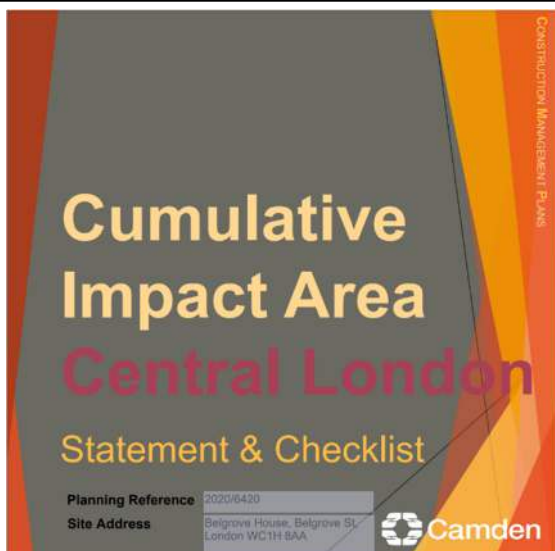
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

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

Revisions to this document may take place periodically.

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

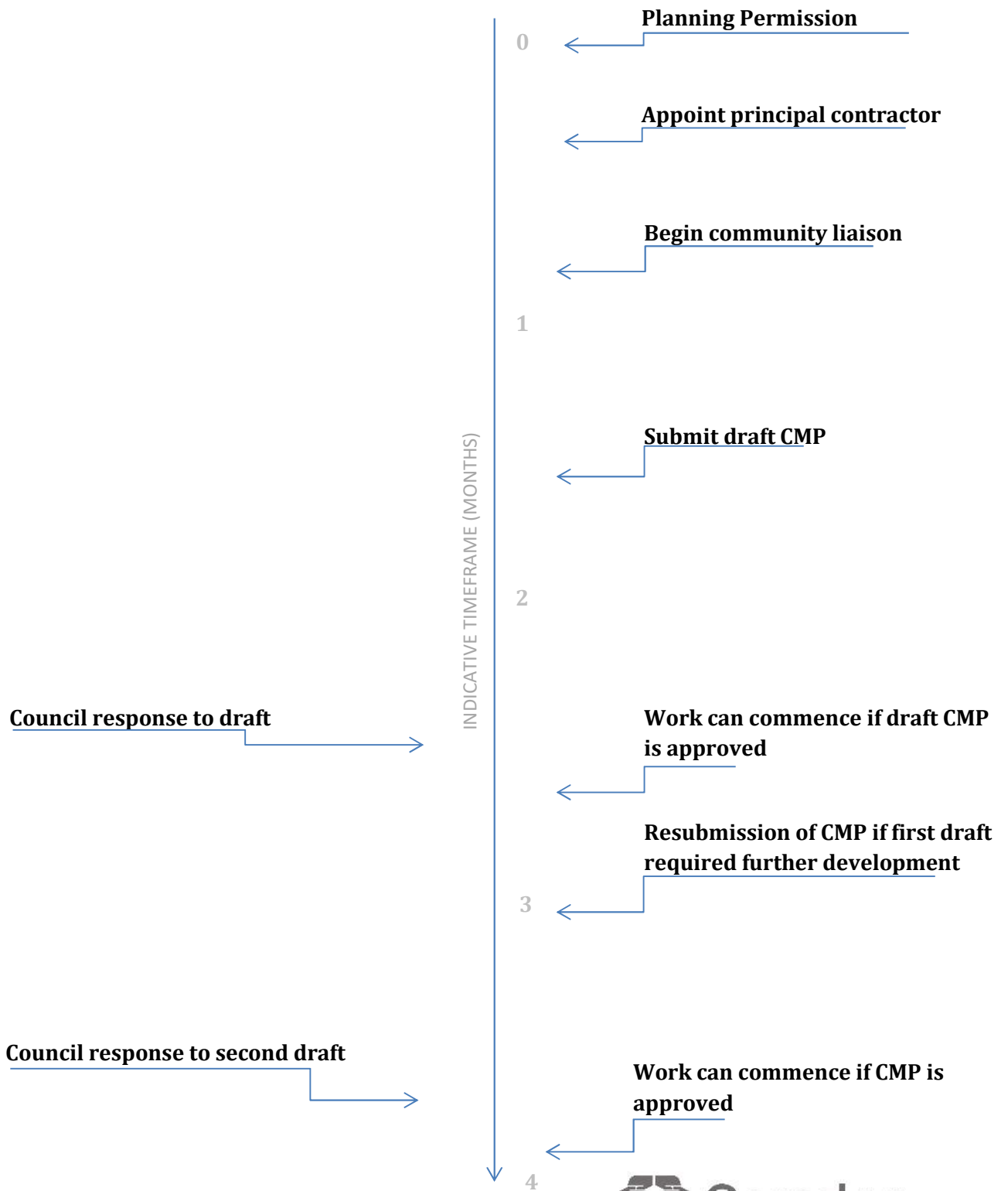
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: **Belgrove House, Belgrove Street, London, WC1H 8AA**

Planning reference number to which the CMP applies: **2020/3881/P**

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

Name: **Stephen Duggan**

Address: **Mace, 155 Moorgate, London, EC2M 6HB, United Kingdom**

Email: **Stephen.Duggan@Macegroup.com**

Phone: **+44 7887 402971**

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 residents and businesses.

Name: **Andy Griffiths**

Address: **Mace, Belgrove House, Belgrove St, London, WC1H 8AA**

Email: **Andy.Griffiths@macegroup.com**

Phone: **+44 (0) 7786 650 633**

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: **Sue Hardy**

Address: **Mace, 155 Moorgate, London, EC2M 6HB, United Kingdom**

Email: Suzanne.Hardy@macegroup.com

Phone: +44 (0)7794 247622

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: **Tom Bloxham**

Address: **Mace, 155 Moorgate, London, EC2M 6HB, United Kingdom**

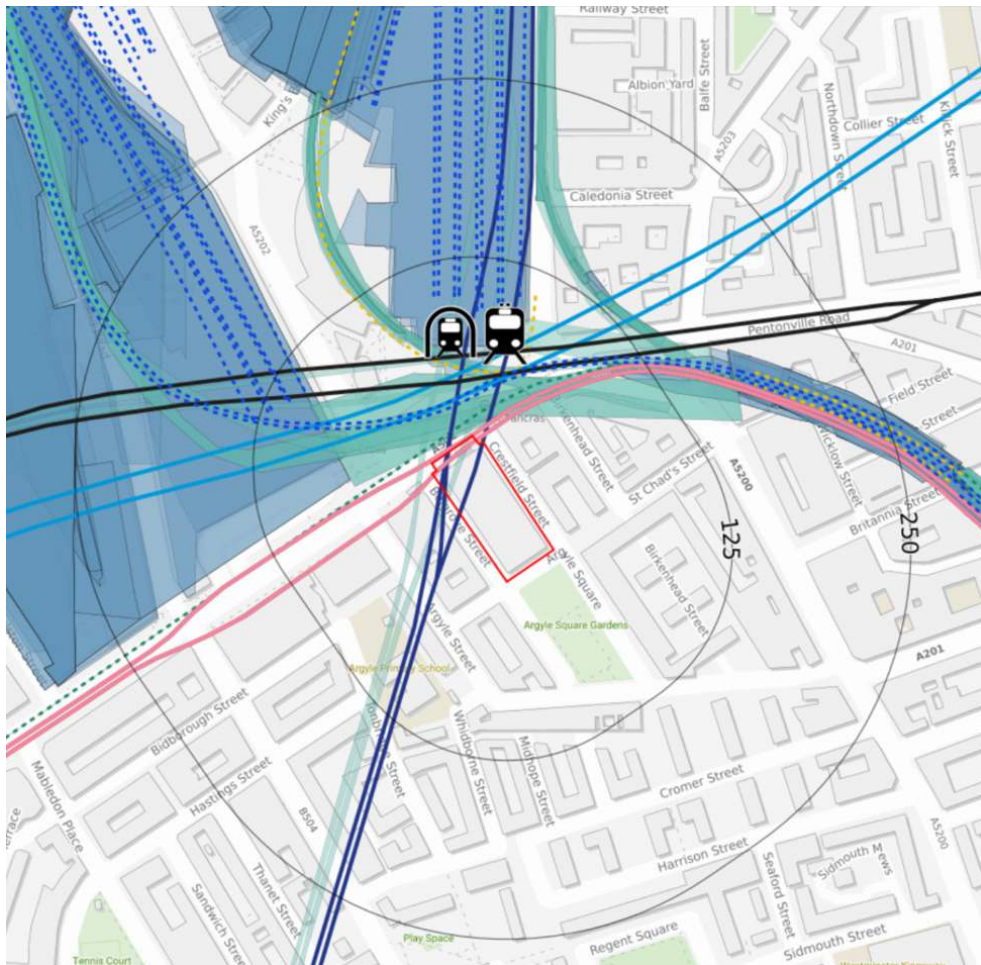
Email: **Thomas.Bloxham@macegroup.com**

Phone: **+44 (0) 7788 723 987**

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 site is within the red line, it occupies a block directly opposite Kings Cross Station. It is bounded by Euston Road to the north, Crestfield Street to the east, Belgrave Street to the west and Argyle Square to the south.



Following the completion of the demolition of the former building occupying the site the Belgrove House development comprises shell and core construction of a new-build Lab and office Building. The structure is a part 5 part 10 storey building plus 2 basement levels for use as office and research and laboratory floorspace incorporating café and flexible retail and office floorspace, an auditorium and a new step free entrance to Kings Cross LUL station in place of the two tube boxes on Euston Road together with terraces at fourth and fifth floor levels, servicing, cycle storage and facilities, refuse storage and other ancillary and associated works including public realm landscaping and enhancement.

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).

Description of construction works:

- The new building maximises the site footprint, floor area circa 250,000sq ft
- Reinforced concrete structure with 2 storey basement and 10 storeys above ground
- Precast concrete cladding with brick finish, timber framed glazing

Main issues and challenges relate to the site being adjacent to:

- TfL red route, Euston Rd
- Kings Cross station and underground LUL access
- Piccadilly line passes below site
- Hotels, Residential area, conservation area
- Cycleways, traffic calmed narrow streets
- Mature trees / amenity space / basketball court

As part of this CMP submission, Mace and LB Camden identify that due to wider delays it was not possible to undertake all temporary highways changes prior to those changes needed to deliver the main works phase site set up. This version of the CMP therefore covers the early works phases of the overall project whilst Mace continue to work with the Camden Transport and Street Works teams to undertake the remaining highways changes. These remaining highways changes, and any other necessary highways changes as identified and agreed between Mace and Camden in the meantime, will include the relocation/reinstatement of the electric vehicle charge point and 4no car club bays, and will require a second temporary traffic restriction (TTR) which will be consulted upon. It has been agreed that the welfare cabins as outlined in the CMP require planning permission, and that the motions needed to obtain this are in process. The CMP will be updated once the outcome of this planning decision has been determined. The updated CMP outlining this, and the satisfactory resolution of all aforementioned highways changes, will be submitted in the form of an addendum for review and discharge by Camden no later than 01/02/24. *The relocation of 4 no. car club bays and 2 no. electric vehicle charging bays and associated infrastructure remains outstanding. At present this isn't considered to be an issue, however it may need to be revisited in the future if deemed necessary by Camden. Should this be the case then existing S106 funding provided by the Belgrove House development is to be used to cover the cost of the further measures, and any traffic order costs will be covered by LB Camden.*

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).

Programme summary – Shell and Core works only

- 24/02/2023 – Demolition complete, date for Mace site possession
- 17/02/2023 to 20/03/2023 – Enabling works (hoarding alterations, enabling phase temporary site offices installed within site footprint)
- 20/03/2023 – Basement enabling work commences
- 20/11/2023 – Groundworks and substructure commence, start of permanent works
- 31/10/2025 – Works (Shell and core) complete
- Public Realm and LUL entrance opening to follow

This is further detailed in the *Belgrove House Program CMP* in the appendices.

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

Access to the site welfare will be from approximately 07:00 but no physical works will be permitted until after 08:00. The pedestrian site entrance will be located in Belgrove Street. These will be located away from the adjacent residential buildings in Argyle Square. Personnel will generally approach site from Kings Cross and Euston stations.

There will be some elements of works that will be required to take place out of hours such as piling rig delivery, tower crane erection. Neighbours will be notified in writing a minimum of 1 week in advance of these works taking place. There are no planned late concrete pours although these may rarely be required if traffic problems etc are encountered. Any planned out-of-hour's works will be requested through a dispensation request to the section 61 agreement that we have received from Camden

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any

changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained impact levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

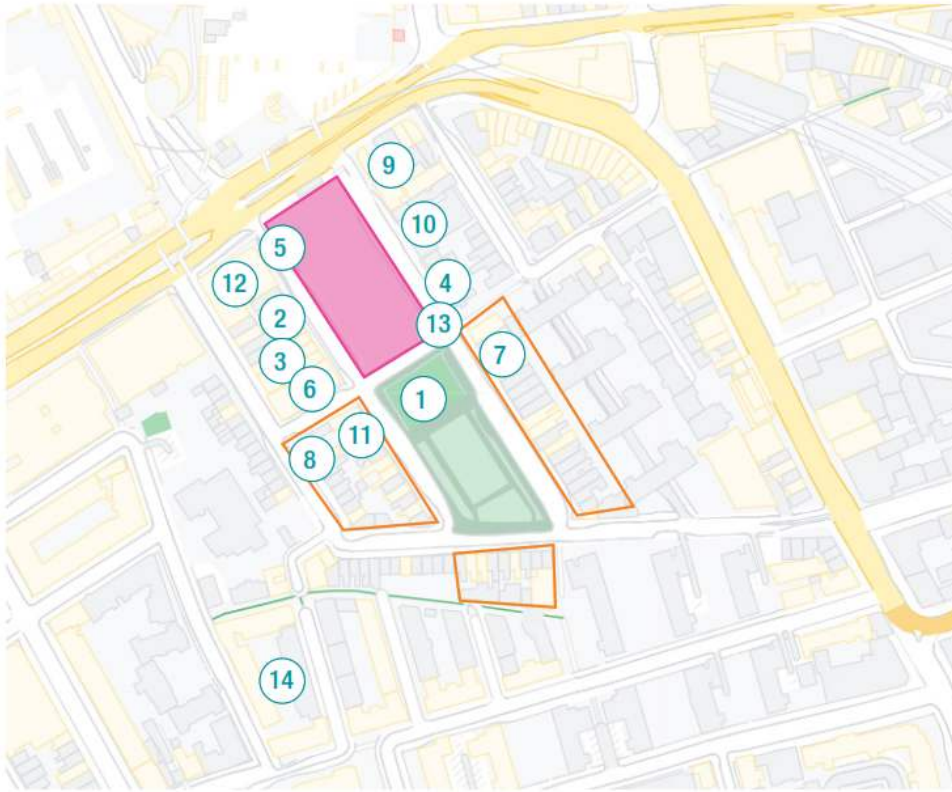
We have been in contact with HS2 with regard to traffic flows, and with the deferment of sections of the HS2 project, their delivery vehicle numbers will reduce significantly to a level that the projected deliveries for Belgrove House will still be below the total HS2 had before the deferment.

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 plan below identifies the nearest receptors.



- | | |
|----------------------------|--|
| 1. Basketball courts | 9. Kings Cross Inn |
| 2. Belgrove Hotel | 10. Kings Cross Methodist Church |
| 3. California Hotel | 11. MacDonald Hotel |
| 4. Crestfield Hotel | 12. Megaro Hotel |
| 5. Cycle Hire Station | 13. Vehicle Charging Station |
| 6. Derbyshire House | 14. Argyle primary school |
| 7. Howard Winchester Hotel | — Kings Cross Brunswick
Neighbourhood Association |
| 8. Jesmond Dene Hotel | |

The table below details the receptors and which activities may impact them.

Receptor Type	Receptor – see plan for [number/letter]	Potential Impacts from Construction Works
Offices		
	[6] Derbyshire House	15m from the nearest potential noise/dust source at the southwest boundary. There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic
Residential		
	[8, B] St Chad's Street properties	20m from the nearest potential noise/dust source at the southwest boundary. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic.
	[C, 6, 2] Belgrove Street properties incl Megaro Hotel, California Hotel and The Belgrove Hotel	15m from the nearest potential noise/dust source at the southwest boundary. There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic
Restaurants, hotels		
	[4, 9, A] Crestfield Street properties	15m from the nearest potential noise/dust source on the eastern boundary. There is the potential for impact from construction noise, dust and vibration and for staff and users to be impacted by construction traffic.
Local Transport		
	LUL Euston Road	Due to the proximity of the site to the London underground access on Euston road there is likely to be impact from noise, dust and vibration. This could influence pedestrians and users heading down into the underground station.

Potential Key Receptors

UKPN Sub-Station

The existing site is served by a UKPN sub-station which located in the basement level, accessed via Belgrove Street.

A new supply will be provided from a local existing Primary Network Sub-station for the new development.

The existing sub-station will be retained and protected during the demolition and initial construction phases prior to being decommissioned, following the cable diversion works and temporary relocation of the UKPN Network Substation onto the footpath in Belgrove Street. Following these diversion works away from the site footprint this will facilitate remaining demolition works, removal of the existing UKPN asset and ongoing construction works.

Later in the construction programme a new substation room will be constructed for this UKPN network substation to be permanently located within the development at lower ground floor. At this point, the temporary network substation can be decommissioned and removed from Belgrove street.



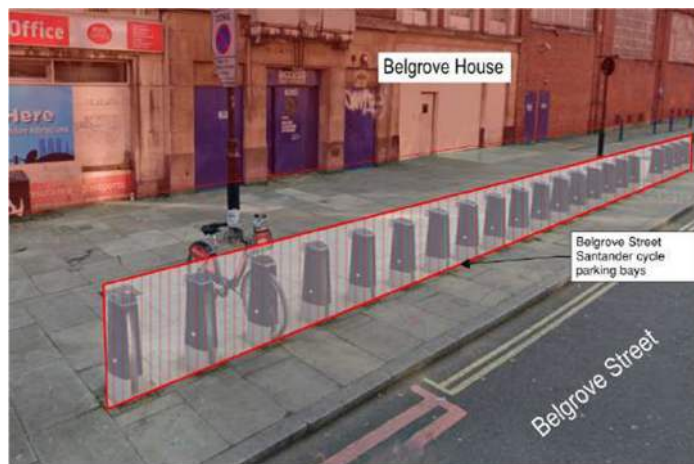
Extract of UKPN plan denoting existing sub-station

There are currently a 21-unit and a 27-unit Santander cycle hire stations located on the western and eastern pavements of Belgrove Street and electric vehicle charging point that both need to be considered as part of the logistics approach prior to construction.

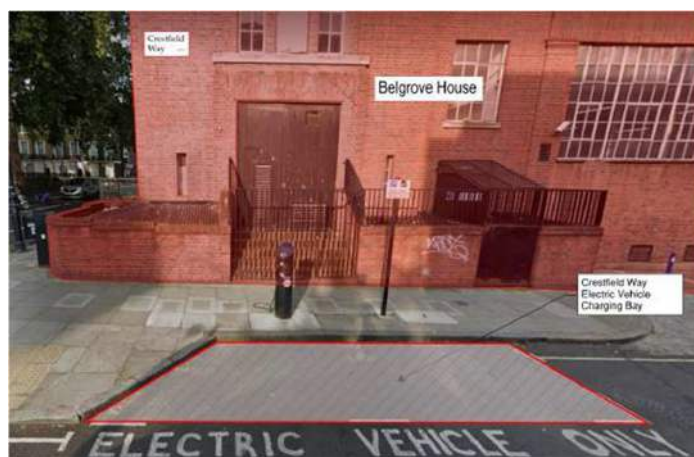
Through dialogue with Transport for London (TfL) and Camden Council Highways, planning consent has been secured by TfL for the relocation of both Santander cycle hire stations to Argyle Street. This will enable safe vehicle access around the site during the construction activities taking place at the site perimeter and the location of the temporary welfare and accommodation arrangements.

TfL have submitted a Temporary Traffic Regulation Order (TTRO) which is being processed.

Mace are working with the Camden Street Works team to relocate the electric vehicle charge point and 4no car club bays.



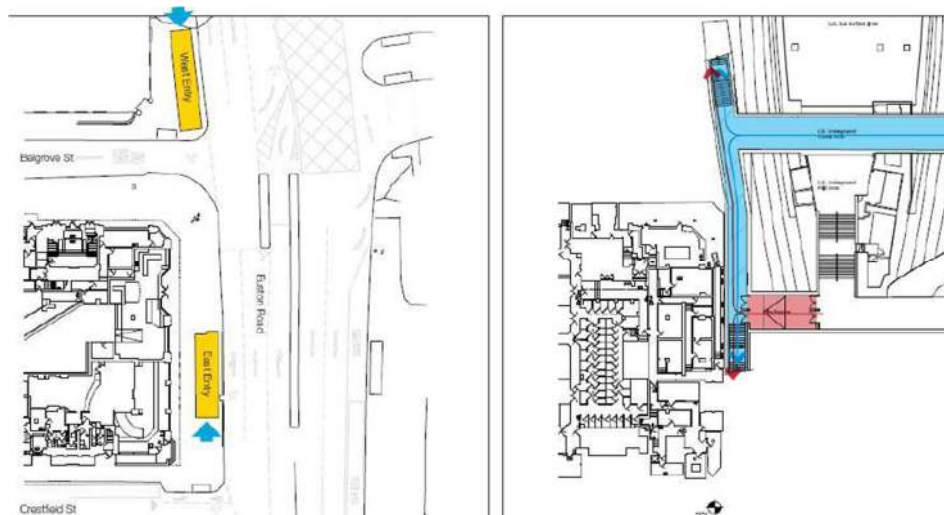
Extract of UKPN plan denoting existing sub-station



Electric charging bay to Crestfield Street

As part of the redevelopment of Belgrove House the entrances on the southern side of Euston Road are to be combined into a single step free entrance that is proposed to be located on the northwest corner of the development at ground floor level.

There are currently two separate pedestrian entrance stairs which are accessed from the southern pavement of Euston Road to the east and west of Belgrove Street. As indicated in the Figure below they provide pedestrian link (highlighted in blue) to the underpass running below the Euston Road.



Existing London Underground - Ground Floor and Basement plans

Mace are working with the Camden Street Works and Street Lighting teams to agree immediate temporary and longer term approaches to mitigating the removal of lighting columns.



Proposed London Underground link

The plan above illustrates the proposed step free access to the southern underground ticket hall.

London Underground Tunnel Interfaces and Approvals

The west and eastbound Piccadilly line and Kings Cross Underground entrance tunnels are located to the north of the development, with the Piccadilly Line tunnel running directly beneath the northwest corner of the site and the Sub Surface Lines also running in close proximity to the site below Euston Road.

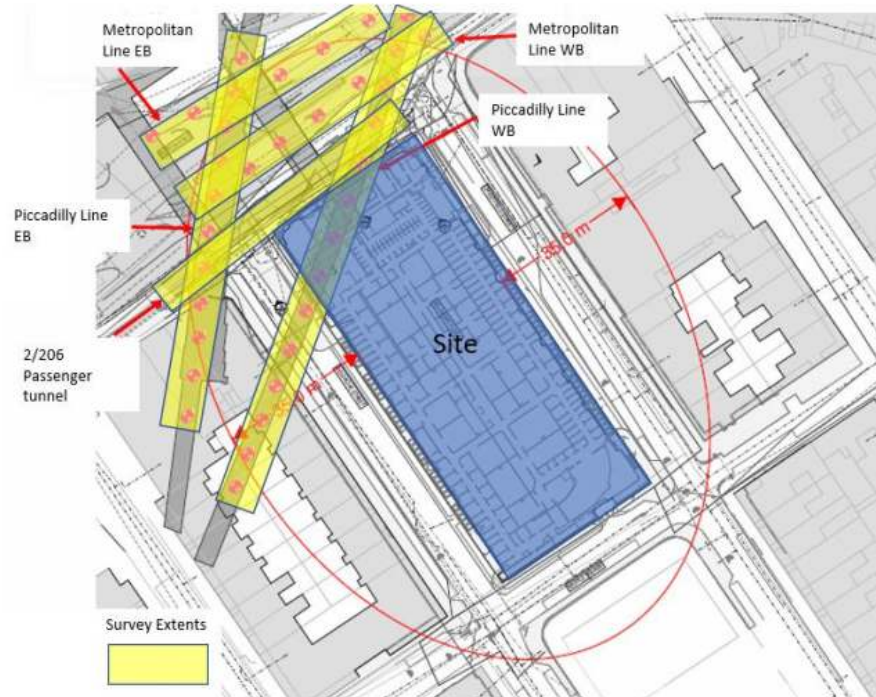
Mace are in detailed dialogue with London Underground (LU) Infrastructure Protection (IP) regarding the measures to safeguard the infrastructure. A ground movement assessment is in place, supported by temporary and permanent works engineering and real time asset monitoring in terms of movement and vibration. Through the works notification process, the project will establish agreed constraints and put in place the necessary approvals to undertake the construction safely in line with TfL LUL interface standards and procedures.



Extract of site constraint plan indicating location of Piccadilly Line tunnels and Kings Cross station entrance tunnels

The monitoring of the LU tunnels is carried out by Plowman Craven (a LU approved monitoring contractor).

MONITORING LOCATION PLANS



Extract of monitoring location plan of LU assets from Plowman Craven’s Monitoring Specification for Belgrove House “47776 Monitoring Specification rev 001 dated 05/05/23”

Mace are working in close liaison with LU IP team and Plowman Craven to ensure that LU assets are monitored and recorded to the agreed constraints against the scope below and the anticipated construction methodology for the construction of Belgrove House.

Scope of works / services of the LU Monitoring Contractor comprises of:

- Design, supply, installation, commissioning, calibration, testing, operation, cleaning, maintenance, decommissioning, and removal of monitoring infrastructure (in its entirety).
- Establishment of agreed baseline readings and trigger values with LU IP prior to start of construction of the proposed Belgrove House construction.
- Establish and submit monitoring specification and monitoring action plan (MAP) for LU IP approval.
- Real time monitoring is provided within the LU tunnels – this include the monitoring of the tunnel and the alignment of the tracks.
- The analysis, interpretation, and factual reporting of the results.
- All the monitoring data is to be held in a single web access database.
- Liaison with LU IP, the Client, the Main Contractor and other interested parties will be required as necessary.
- Submission of documentation.
- Full equipment maintenance.
- Liaison with LU IP as required to gain agreement for installation of the monitoring equipment (method statements, risk assessment, fixing details etc.).
- Attend monitoring meetings.
- Produce Factual Background Monitoring Reports, Factual Monitoring Reports and Final Monitoring Reports throughout the construction period.
- Comply with the LUL standard G0023 Infrastructure protection – special conditions for outside parties working on or near the railway and associated standards.

The monitoring regime / procedure includes a system of trigger levels; green, amber, red and black (which are in agreement with LU IP team) as follows:

- The 'Green' level indicates that the monitoring values are well within the allowable predication of movement that does not result in detrimental impact to the LU asset. So, construction activities can proceed as planned.
- The 'Amber' levels level would represent an acceptable amount of movement which would usually exceed the anticipated movement but provide a warning of movement progression. This requires a review of the construction activities and proposals necessary to prevent further movement. This entails activating the Monitoring Action Plan (MAP).
- The 'Red' trigger level would require construction activities to be stopped in the vicinity of the asset and measures undertaken to stop any movement causing possible damage to the asset. This entails activating the Monitoring Action Plan (MAP)
- The 'Black' trigger level would be associated with continual and increasing movements after a 'Red' trigger level is breached and requires all construction activities to be stopped until the cause of the trigger breach has been satisfactorily resolved. It may also be necessary to stop LU trains.

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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Early consultation was carried out by London Communications in March and April 2020.

Statement of community involvement ([document \(camden.gov.uk\)](https://www.camden.gov.uk)) is outlined in the appendices.

They Engaged with

- Ward councillors
- Cabinet member for Investing in Communities
- London Borough of Camden Leader
- Camden Cycling Campaign
- Bloomsbury Residents Action Group
- Friends of Argyle Square
- Treasurer of Friends of Argyle Square
- King's Cross Mosque
- Camden Age UK
- Megaro Hotel Group
- King's Cross Brunswick Neighbourhood Association
- Bloomsbury Conservation Area Advisory Committee
- King's Cross Conservation Area Advisory Committee
- The Knowledge Quarter
- The Young Camden Foundation
- Camden STEAM
- Urban Partners
- The Urban Partners Executive Committee
- National Union of Journalists and immediate neighbour of Acorn House
- Argyle Primary School

With further engagement and consultation online or face to face in May – August 2020 including virtual exhibition bards and an online website.

During the tender process period Mace engaged with several local residents. From this we drafted a Neighbour Liaison Plan for the area and below identified some key stakeholders to engage with during construction as outlined below:

- Bloomsbury Residents Action Group
- Friends of Argyle Square
- Bloomsbury Conservation Area Advisory Committee
- King's Cross Conservation Area Advisory Committee
- King's Cross Brunswick Neighbourhood Association
- Bloomsbury Association
- King's Cross Mosque
- Camden Age UK Resource Centre
- Argyle Primary School
- Camden Cyclists
- Director of G&A Gorrara Ltd and owner of the three buildings on Crestfield St facing the development
- The Standard Hotel
- Megaro Hotel Group
- King's Cross ward councillors

We will be working with London Communications Agency as the communications partner for the development to ensure we engage regularly with the relevant stakeholders. How and when we communication and consult locally will be led by them.

From March 28th 2023, Mace have been involved in the Construction Working Group (CWG) for the project and have provided input on how we will formalise our approach to community consultation and engagement working with London Communications Agency.

Mace have issued two Community Newsletters, one in February and another in April, these will continue to be issued circa every six weeks.

There is also a 24-hour helpline that residents can contact by calling 0845 602 5761 and quoting 39641.

The Minutes from each meeting have been shared with CWG members.

Separate meetings have also been held, with the team reaching out to key stakeholders, and set up on request.

In terms of the draft Construction Management Plan (CMP) consultation, the newsletter that publicised the consultation was distributed to 421 residential and business addresses on 16 June 2023, with the consultation closing date being 30 June 2023, adhering to the 14-day consultation period. The newsletter was uploaded to the project website on the same date.

The newsletter, as well as the draft CMP, was also sent to CWG members on 21 June, by way of reminder.

CWG members include:

1. Friends of Argyle Square next CWG is planned for: June 23
2. Camden Cyclists
3. Age UK Camden
4. Argyle Primary School
5. Standard Hotels
6. Standard Hotels
7. Jesmond Dene Hotel
8. KCBNA
9. Cllr Martin-Lane, LB Camden
10. Cllr Bautista, LB Camden
11. Cllr Simpson, LB Camden
12. Cllr Ali, LB Camden
13. Bloomsbury Residents Action Group (BRAG)
14. Crestfield Hotel
15. Kings Hotel, 36-37 Argyle Square
16. Local residents

A CWG meeting was held during the 14-day period on 28 June, where members were able to share their feedback. The meeting was first advertised on 14 June, noting that the meeting would be organised to discuss the draft Construction Management Plan. It was also noted at the previous meeting that the following meeting would be to discuss the draft Construction Management Plan.

Meetings were held with local stakeholders ahead of the end of the consultation period, and a meeting was held on request following the close of the advertised consultation period in order to understand their feedback and seek to address them.

Meetings have been held with:

17. Crestfield Hotel
18. Melville Hotel
19. Kings Hotel
20. McDonald Hotel
21. Hotel Meridiana
22. Local resident

Throughout the demolition and construction works to date a number of CWG meetings have been held as well as newsletters produced by the contractors employed on the project. Both CWG meetings and the newsletters will be ongoing as the project continues.

1. COMMUNITY LIAISON, NEIGHBOURS AND STAKEHOLDERS

We understand sensitivity and clear communication with the surrounding area is paramount whilst undertaking the works at Belgrove House.

★ ADDED VALUE OF OUR APPROACH

We have already started the engagement process with key project neighbours and stakeholders to gain an appreciation of the constraints that we will be dealing with. We will also seek opportunities to add value socially during the works.

This comes as standard for our Mace offer, with cooperation from every subcontractor on site who will identify a main point of contact with responsibility for community matters, for our Mace Social Value Manager to liaise with.

Our engagement to date on the Belgrove House project includes:

We met with John to understand the flexibility within the local cycle network to support the logistics required to build Belgrove House. John described the 'red lines' as to what he would and would not object to. He was helpful in assisting Mace to finesse the logistics plans into something that would pass through the planning process without objection from a cycling perspective.
John Chamberlain, Camden Cycling Campaign.

We have been in contact with Adam who is responsible for improving Camden's environment, including transport schemes. He believes the project looks positive overall, and we have answered his questions.

Adam Harrison, Councillor, Bloomsbury Ward, Cabinet member for a Sustainable Camden, Labour group, London Borough of Camden.

We have met on five occasions with Blu-3 during the tender and assisted them with some of the project arrangements that they are putting in place. Mace have proven capacity to assist in the programme integration and management in partnership here.

Lee Lawrence and Kurt Excell, Blu-3.

We met with George to establish whether his company has capacity to undertake additional works during the preconstruction period. We also asked if his company could possibly overlap some works and ensure a smooth handover of the site upon Mace becoming Principal Contractor. There are opportunities here, yet this needs to be a future discussion.

George Stainton, General Demolition.

Rishi's only concern was purely traffic management and possible impacts on Bloomsbury.

Rishi Madlani, Councillor, Camden, Bloomsbury Ward.

Early in the tender, we presented our logistics strategy and general approach to the Belgrove House project to Camden Council. Gordon was supportive of our proposals and recommended further engagement with TfL and LUL.

Gordon Hamilton, Network Coordinator, Camden Council.

We have been in contact with Bill who mainly expressed security concerns and expressed a need to minimise disruption. He would welcome further dialogue at a later stage.

Bill, Chairman of Friends of Argyle Square.

Understandably, both were constrained in discussions pending client authorisation which will be picked up later.

Malcolm Payne, Head of Investment Projects TfL and Paul Grant, Project Engineer, TfL (LUL).

We contacted the KC Ward councillors during the latter stages in the tender to advise them of the possible involvement of Mace, with a view to contacting them further later on.

Councillor Lotis Bautista, Councillor Liam Martin-Lane, and Councillor Jonathan Simpson MBE, Kings Cross Ward Councillors.

Michael provided an insight into the likely reluctance to support road closures to running lanes on Euston Road, he was otherwise supportive of the proposals. Mace and TfL work closely together in many areas to showcase best practice and innovation.

Michael Barratt MBE, Construction Advisory and Innovations Manager, TfL.

Mace | Belgrove House | Precis Advisory | September 2022



Prior to Mace input, the following consultation was carried out:

A community newsletter providing an update on the project, timescales for works to start on site, and an overview of the draft Construction Management Plan (CMP) was distributed to the local residents and businesses on Saturday 21 May 2022. A copy of the latest newsletter has been included within the appendices, Page 107

A copy of the full draft CMP (Demolition Management Plan) was available on the project website Belgroveacorn.co.uk – with a link promoted to local residents and businesses within the distribution area via the community newsletter and shared with Construction Working Group members via an email sent on Tuesday 24 May 2022. Local residents, businesses and representatives were encouraged to provide feedback through a variety of means, including via freephone, email and our online form.

A Construction Working Group meeting took place on Tuesday 31 May 2022 – this was attended by local representatives:

Minutes of this meeting were shared with members and uploaded to the project website Belgroveacorn.co.uk.

Feedback received from the consultation included:

- Upkeep of tight standards on air pollution both (air and noise)
- Avoid jamming up of traffic which then has the net result of pumping more pollution alongside roads like Acton and Swinton Street, Pentonville Rise and Gray's Inn Road
- Proper consultation with TFL on how traffic can be diverted and kept out of affected streets
- Junctions around the building such as the zebra crossing at Acton Street should be absolutely safe for pedestrians but also cyclists

Feedback was incorporated into an amended draft CMP, and it was reshared with the Construction Working Group members via email for further comments and uploaded to the project website Belgroveacorn.co.uk for further comments ahead of submission to the London Borough of Camden.

An online survey on the consultation website – Belgroveacorn.co.uk; Freephone number – 0800 307 7614 and a dedicated email address belgroveacorn@londoncommunications.co.uk

Details of the proposed ongoing consultation and CWG can be found in the response to Q.12.

Consultation Responses:

During the two-week consultation period (16 June – 30 June 2022), we received 13 comments from local stakeholders. All feedback was sent to the consultation email address. The team continued to meet with stakeholders after the two-week consultation to discuss the proposals and respond to their feedback where possible.

A summary of the feedback received is below, with the full comments in the appendices:

Location of welfare accommodation

This was mentioned in all thirteen comments received, with objections being raised to the location and subsequent impact of the proposed cabins on their amenity, including day/sunlight impact and the impact on their views.

Response: Following the comments received from the consultation process we are reviewing the options open to us for project office and welfare accommodation locations. Once we have a proposal agreeable with Camden Council we will submit a revised CMP for Consultation.

Following extensive dialogue with Camden Council a compromise has been reached of installing a single-stack double-width setup in Argyle Square West, this will be supplemented with additional accommodation which will probably be located on Level 1 of the new structure once the frame has commenced far enough for this to be possible.

Consultation

Three comments mentioned the consultation, with some believing that they hadn't been consulted properly, and one pointing out an error on the website.

Response: A stakeholder mapping exercise was carried out at the start of the project to identify key stakeholders, with communications being issued to them inviting them to join the Construction Working Group. This group has met regularly throughout the process and regular update newsletters have been issued to an area around the site. Meetings were also held with stakeholders, businesses and residents, with the team reaching out to stakeholders, and others set up on request.

Impact on businesses and operations

This was mentioned in three comments, with local hotel businesses concerned about how they would operate, arguing that it would impact their profitability.

Response: Following the comments received from the consultation process we are reviewing the options open to us for project office and welfare accommodation locations. Once we have a proposal agreeable with Camden Council we will submit a revised CMP for Consultation.

See note above regarding single-stack double-width accommodation setup.

Alternative welfare set-up suggestion

Two comments mentioned that there were alternative welfare set-ups that were possible. This included using local facilities that already existed, such as local hotels.

Response: We have reviewed the alternative options that were proposed which included visiting a local hotel and other local institute. Neither of these options would have been suitable for a construction project and welfare setup.

Redistribute welfare accommodation Argyle Square

Two comments suggested that the welfare accommodation should be redistributed around Argyle Square to lower the height and share the impact around.

Response: Following the comments received from the consultation process we are reviewing the options open to us for project office and welfare accommodation locations. Once we have a proposal agreeable with Camden Council we will submit a revised CMP for Consultation.

See note above regarding single-stack double-width accommodation setup.

Parking Bay suspension

One comment objected to the parking bay suspension on Argyle Square.

Response: Following the comments received from the consultation process we are reviewing the options open to us for project office and welfare accommodation locations. Once we have a proposal agreeable with Camden Council we will submit a revised CMP for Consultation.

See note above regarding single-stack double-width accommodation setup.

Compensation

One comment from a local hotel argued that compensation should be considered for businesses impacted by the proposals. A resident, conversely, noted that they were not interested in compensation.

Anti-social behaviour

One comment argued that the proposed welfare accommodation location would provide cover for anti-social behaviour.

Response: When the location of the welfare accommodation is agreed the issue of anti-social behaviour will be incorporated into the lighting, CCTV and security arrangements.

Feedback from stakeholder meetings

Feedback was also gathered from meetings held with key stakeholders, as summarized below:

Meeting – 05.07.23

The group's main concerns were the location of the temporary welfare accommodation for a number of reasons including:

- Loss of light
- Security concerns (ASB)
- Impact on views from hotel rooms
- Impact on servicing and deliveries to hotels
- Impact on ability to attract and retain customers

There were also requests for alternative accommodation to be used, such as local buildings.

Following the submission of the updated CMP, we intend to take the following steps:

- Continue liaising with stakeholders to provide updates on the construction programme and management.
- Hold regular meetings with the CWG.
- Issue regular construction newsletters to all those addresses previously notified with key milestone updates on the construction programme.
- Continue to update the website to reflect the latest updates on the construction programme.

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.

Community Liaison and ongoing consultation on this document will take the form of a monthly newsletters, a draft of which is provided in the appendices of this document, regular community meetings, a dedicated website, telephone number 0800 307 7614 and email address belgrovehouse@londoncommunications.co.uk for the project.

These provide a forum for the community and project to communicate around upcoming activities, concerns and how they may be addressed. These forums will be led by the Construction Working Group (CWG) who it is proposed will consist of the following;

- Ward councillors.
- Close neighbours.
- Director of G&A Gorrara Ltd and owner of the three buildings on Crestfield St facing the development.
- Bloomsbury Residents Action Group.
- Friends of Argyle Square.
- King's Cross Mosque.
- Camden Age UK.
- Megaro Hotel Group.
- King's Cross Brunswick Neighbourhood Association.
- King's Cross Conservation and Bloomsbury Conservation Area Advisory Committees
- Area Advisory Committee.
- Bloomsbury Association.
- Argyle Primary School.
- The Standard Hotel; St Pancras Chambers.
- King's Cross & St Pancras Railway Stations / TfL.

The frequency of CWG meetings will be six weekly and be reflective of the sensitivity of the works at key stages through the programme, with the first meeting held online as requested by CWG members.

A member of the Principal Contractor's Project Staff will be appointed as Liaison Officer; they will work with the Client's Development team, local residents, the business community, London Borough of Camden. They will always be available and be a dedicated point of contact. Posters will be displayed on the site boundary advising of the contractors' names, the name of our liaison officer, and a contact number and address for complaints, details of the Considerate Constructors Scheme registration, a 24hr contact number and confirmation that the site is working to the standards set out in the London Borough of Camden's Minimum Requirements for Building/Construction/Demolition Sites. The Liaison Officer will be responsible for the logging of complaints and ensuring appropriate action is taken and recorded along with steps to avoid recurrence.

The specific liaison measures to be implemented by the Principal Contractor will include:

- Plan & inform on the nature and timing of all main site activities relating to the CoCP, particularly the demolition, new structure and external envelope.
- All site construction staff will be made aware of the requirements of the code and will be made responsible for its implementation.
- Sufficiently in advance of works, the Principal Contractor will prepare a full programme of works, which will be maintained in a current format for the duration of the works and will be available for inspection when required. This will include an outline method statement for works and any activities affecting the highway.
- Detailed method statements for specific/special activities affecting the environs of the site in line with the principle identified in this report. Temporary works, removal of demolition & excavation material, concrete pours, deliveries of plant.
- Details of site traffic movements showing the projected number of vehicles, what is being delivered, when peaks in activities occur, traffic marshalling arrangements, holding areas, etc.
- Routes to site for deliveries.
- A Health and Safety Plan.

As the Principal Contractor we will provide an information and reporting telephone 'Hot Line', staffed during working hours. Information on this facility shall be prominently displayed on site hoardings. The Contractor's nominated person will attend monthly reviews with Camden Council's Environmental Inspectorate, or otherwise as requested.

At least 2 weeks before any work commences, leaflets will be sent to the local residential and commercial community advising the start and likely completion dates for the works and providing the name and contact details for the liaison officer. During the progress of the works regular updates will be sent out, particularly should there be any change in Liaison Officer or if works have been agreed by Camden to be undertaken outside normal hours.

In the case of work required in response to an emergency, Camden Council, and all neighbours, will be advised as soon as reasonably practicable that emergency work is taking place. Potentially affected occupiers will also be notified of the 'hotline' number, which will operate during working hours.

Should there be the need to undertake works outside of normal hours that may disturb residents this will be notified to Camden Council Public Protection Division a minimum of 7 days in advance for approval.

The next date for the Construction Working Group is planned for: June 23

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#). Please provide the CCS site ID 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.

Its Mace policy that all projects sign up to the Considerate Constructors scheme and scores form part of the project Key Performance Indicators. As a project we will be targeting a performance category of 'Excellent' which the Mace team have a track record of achieving.

Belgrove House Project was registered with CCS on 18/05/23, registration number 511276.
The first CCS visit is scheduled for 25/09/23.



We are Partners of the Considerate Constructors Scheme

As a Partner, we will demonstrate and promote the highest standards of considerate construction. Partners register all relevant construction activity with the Considerate Constructors Scheme and ensure those activities meet the requirements of the Scheme's Code of Considerate Practice.

We agree to work to the highest standards of consideration to the general public, the workforce and the environment.

We will act as ambassadors for the construction industry, promoting the Scheme and its aims, and will look to promote a positive image of construction at all times.

Appearance | Community | Environment | Safety | Workforce

www.ccscheme.org.uk   

Find out more about construction activity in your area, visit www.constructionmap.info

Mace are also a CLOCS Champion member and will, thus, take steps to ensure the safest vehicle journeys to site are followed.



CLOCS
Champion
Member

Mace Ltd

awarded for your commitment to ensuring
the safest construction vehicle journeys

Signed: 
Andy Brooke - CLOCS Programme Director

Membership valid until: **November 2023**



 Construction
Logistics and
Community Safety

www.clocs.org.uk

14. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

The project is located within the Central London Cumulative Impact Area and as such a Cumulative Impact Assessment has been prepared and can be found in Appendix 1.0.

Following a review of the Planning Portal we are not aware of any existing or anticipated construction sites in the local area that will impact or be impacted by the proposed works. Should any potential site be identified appropriate mitigation measures will be implemented. The below lists proposed mitigation measures for coordination with neighboring sites.

Regular contact will be held with other sites and stakeholders. This will involve formal weekly meetings with other site main contractors. This will enable discussions to be completed of any major logistical milestones and key delivery slots that need to be coordinated. This will be supported by having access to the online delivery systems of other sites. Key contact details will also be shared so immediate communication can be achieved between sites when necessary.

The logistics contractor and traffic marshals will also be aware of deliveries of other sites. This will allow coordination of key access routes which will include the TFL red route on Euston Road. Appropriate coordination of this junction will prevent any major traffic disruptions.

Noisy works will also be coordinated between sites where necessary. This will be achieved through the weekly discussions between sites. The works will be timed to mitigate the cumulative impact of noise from a multitude of sites at the same time. This is especially the case with works in the sub structure stage.

Finally, emails and newsletters will be utilised to outline all key works. This will be provided by the community liaison officer. This will provide detail to all local stakeholders including those on neighbouring sites.

2. CAMDEN CUMULATIVE IMPACT AREA

We are aware of the cumulative impact of construction in the area, and the negative effects that can have on the community.

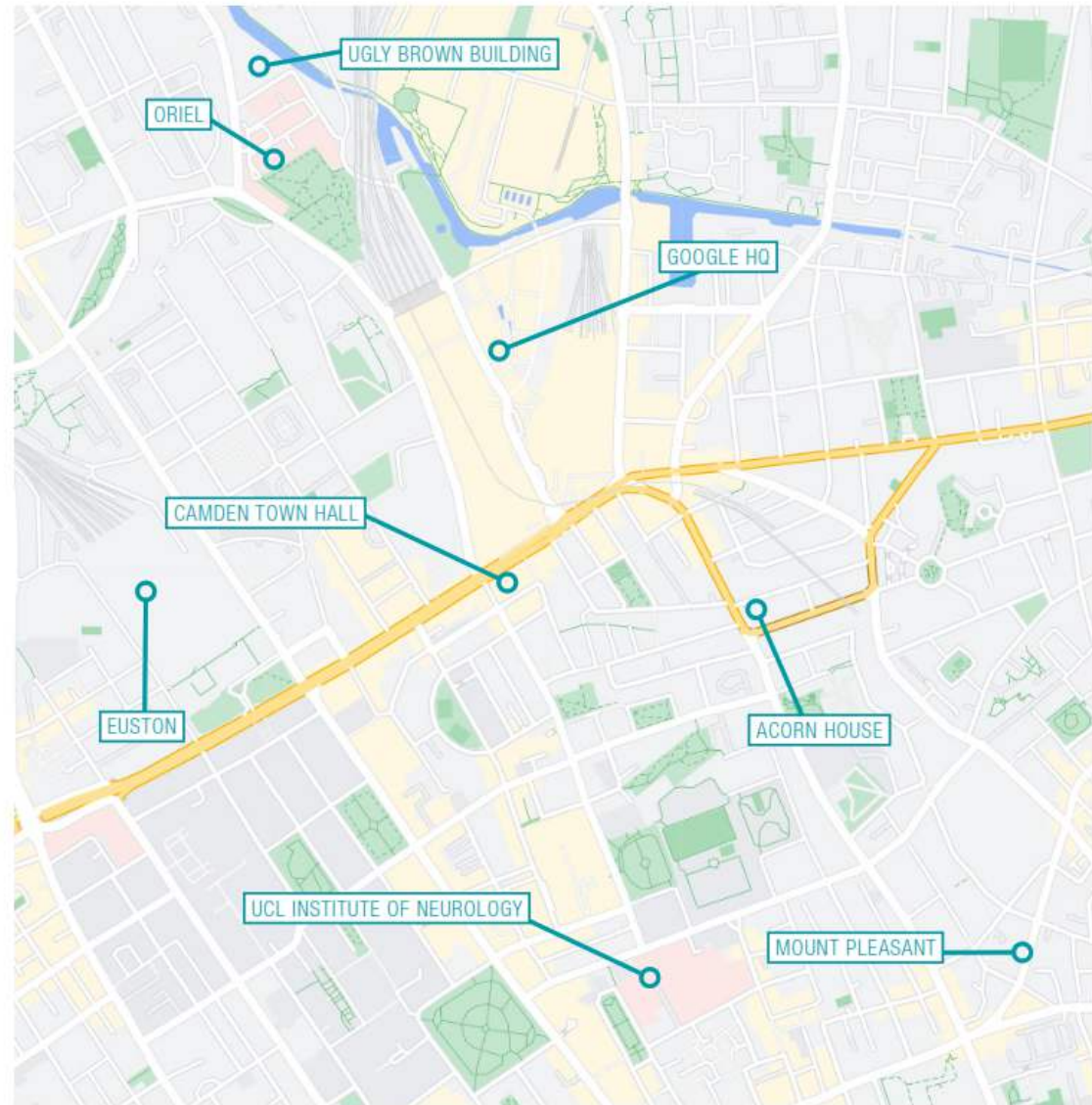
★ ADDED VALUE OF OUR APPROACH

We have already identified the nearby construction sites that we will communicate with to ensure that we are creating a positive impact on the local community collectively.

We will work with Camden Council, TfL, and other contractors from the earliest opportunity to undertake a seamless transition into the project delivery.

Our Neighbourhood Liaison Plan sets out the process for engagement, and will ensure we participate by:

- Engaging early with consultees
- Dealing with comments and providing prompt feedback
- Releasing work plans early to keep people informed
- Providing regular newsletters and forums
- Giving clear communication of activities to the construction working group.



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:

Mace Limited

Address: 155 Moorgate, London, EC2M 6XB

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

Mace require that all vehicles are CLOCS compliant, this requirement is contained in the documentation sent to all Subcontractors at tender stage and is a contractual requirement. This will again be discussed at mid bid stage, before final place of order and also at pre commencement meetings held between Mace site management and Subcontractor supervisors.

Once at site the vehicle will be checked by the Traffic Marshal that control the gates to ensure the vehicle complies prior to being allowed on site for unloading. If found to be non-compliant the delivery will be rejected.

All compliance or non-compliance will be logged via our safety system to ensure that subcontractors performance can be monitored and any unsuitable trends will be dealt with at the highest level of the companies.

Mace will comply with the 7 basic requirements for the CLOC Standard.

- Construction Logistics Plan
- Suitability of site for vehicles fitted with safety features
- Site Access and Egress
- Vehicle loading and Unloading
- Traffic routing
- Control of site traffic
- Supply chain compliance

CLOCS is also aligned with the FORS standards. Therefore, the supply chain will work in accordance with CLOCS and therefore the requirements of FORS at silver standard will be satisfied. The Mace Logistics Standard requires our fleet operators meet the FORS requirements or are working towards FORS Silver. Further detail can be found on the FORS website.

The CLOCS vehicle log sheets will also be utilised by the on site teams to ensure compliance with CLOC standards throughout operations.

As part of the CLOCS compliance checks made being made by our Logistics Team when vehicles arrive, we have added a question under the 'Driver Confirmation' section to enquire as to whether that have received Vulnerable Road User and Safe Urban Driver training. Records will be kept and subcontractors and associated hauliers / suppliers can be notified of gaps in training. The system the Traffic Marshals use is digital but a template of the questions can be seen below.



CLOCS Compliance Check



Note: All information must be captured at time of check

Project Name		Project Number	
Traffic Marshal Name		Date and Time	
Vehicle Operator		Delivering on behalf of	
Vehicle Registration			

Vehicle Check	
FORS Status	<input type="radio"/> Registered <input type="radio"/> Bronze <input type="radio"/> Silver <input type="radio"/> Gold FORS ID:
<p>Please tick <input type="checkbox"/> if fitted and <input type="checkbox"/> if working</p>	
Windscreen is free from any vision-affected defect / damage	✓ X
Windscreen is free from items that obstruct driver view	✓ X
Dashboard is free from obstruction or items that may reflect onto the windscreen	✓ X
Comments	

Driver Confirms		<i>Briefing of site rules</i>	✓ X
<i>Means of recording accidents</i>	✓ X	<i>VRU/SUD training</i>	✓ X
<i>In date, valid licence</i>	✓ X	<i>Provided with traffic routing plan to site</i>	✓ X



17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Confirmed.

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

Site Traffic

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

18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

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

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

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs. Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

The project address is at Belgrove Street, London, WC1H 8AA. The island site occupies a block directly opposite Kings Cross Station. It is bounded by Euston Road to the North, Crestfield Street to the East, Belgrove Street to the West and Argyle Square to the South.

During the initial stages of the project for enabling works, muck away and concrete supply the principal access and egress routes are as described below.

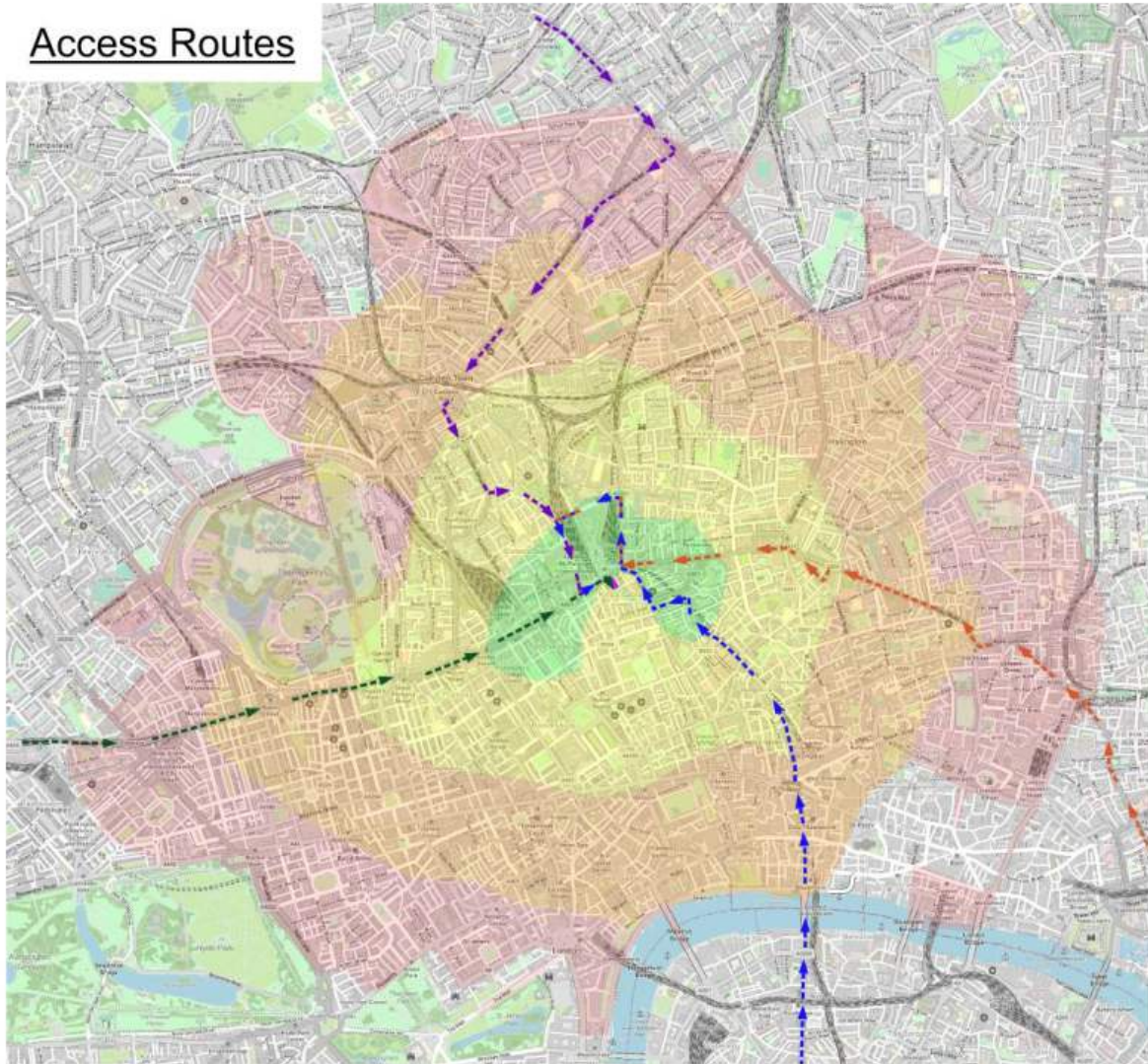
The typical access routes immediately around site are indicated below on the swept path analysis which outlines the approaches on Belgrove Street and Crestfield Street. A key route from site outlined below will be towards the tips which are located west of the site on the A40. On arrival the vehicles will arrive on Belgrove Street, turn left onto Argyle Square before turning right to head southwards towards Argyle St before finally back onto the Grays Inn Rd (A501). This is outlined in the drawings below as indicated by the blue and red lines.

During the enabling works and the early basement works, there will be some flexibility between using both Belgrove and Crestfield Streets for deliveries. Concrete will generally be delivered on via Crestfield Street, with the vehicles egressing from site along Argyle Square, onto Argyle Street and finally out onto Grays Inn Road before heading back to the Kings Cross concrete batching plant.

Access routes for vehicles to site

1.0 SITE LOCATION & LAST 1 Mile ROUTING

Access Routes



Key

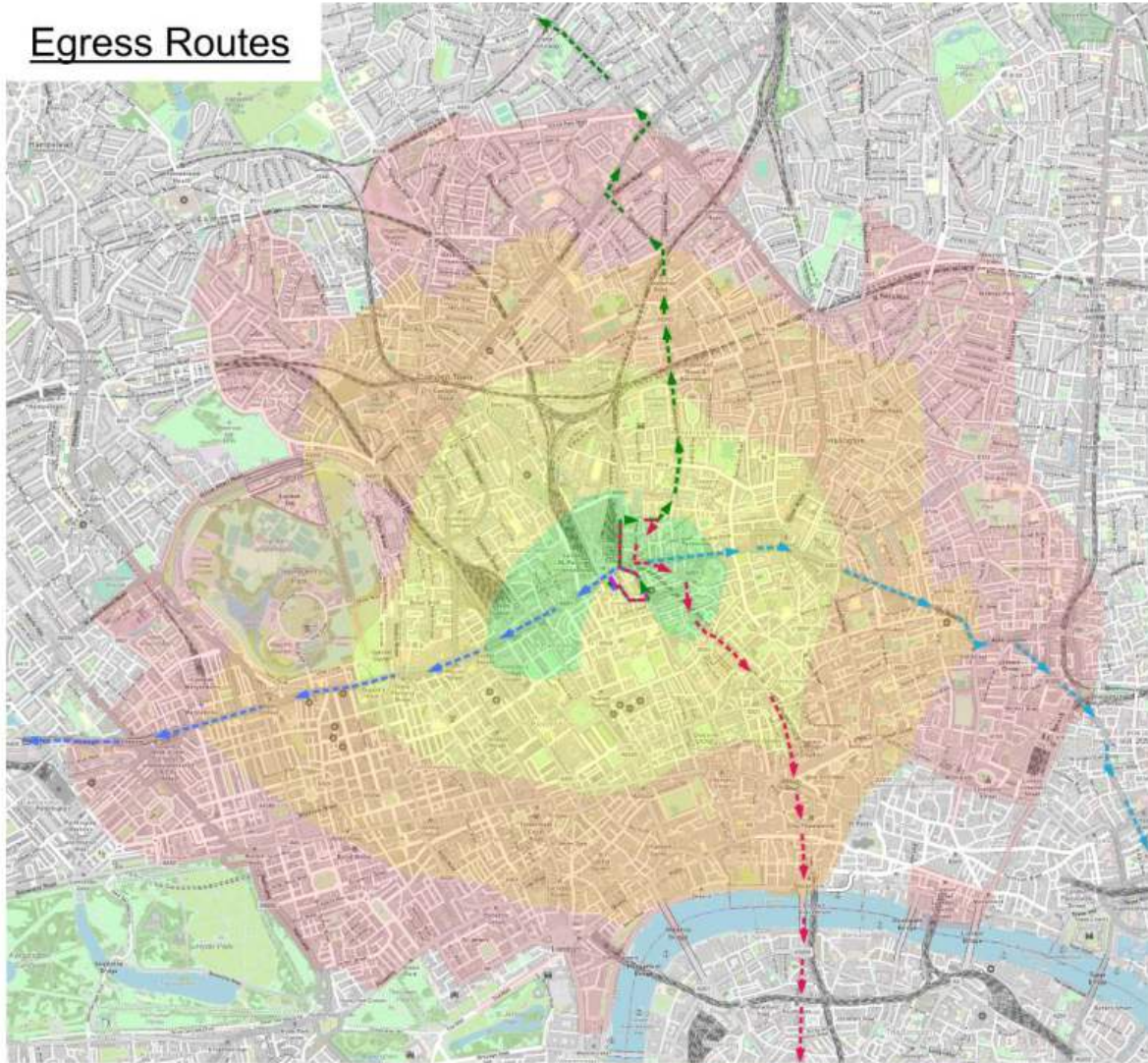
-  Site Location
-  Access from TLRN North
-  Access from TLRN South
-  Access from TLRN East
-  Access from TLRN West



-  1km IsoChrones
-  2km IsoChrones
-  3km IsoChrones
-  4km IsoChrones

1.0 SITE LOCATION & LAST 1 Mile ROUTING

Egress Routes



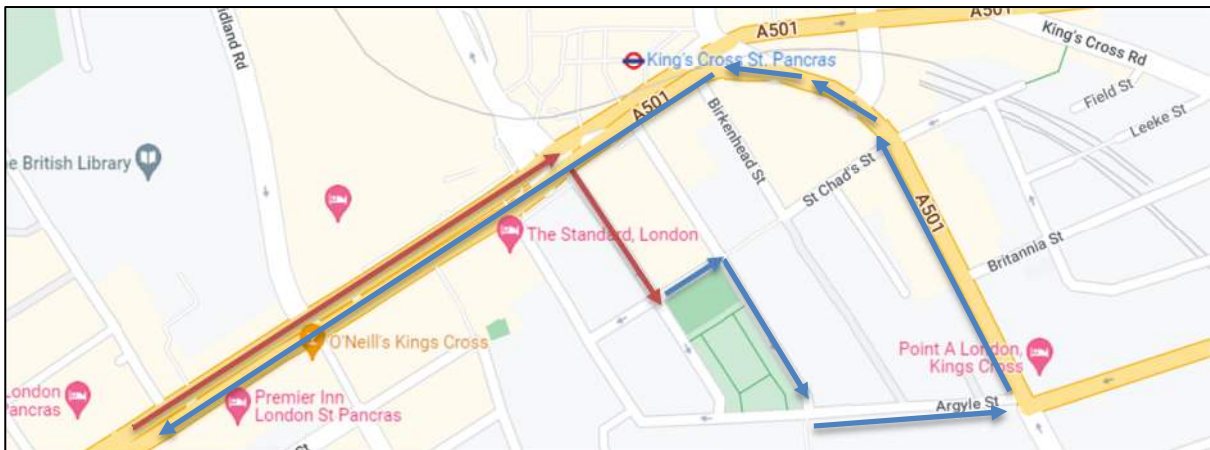
Key

- Site Location
- Egress from TLRN North
- Egress from TLRN South
- Egress from TLRN East
- Egress from TLRN West

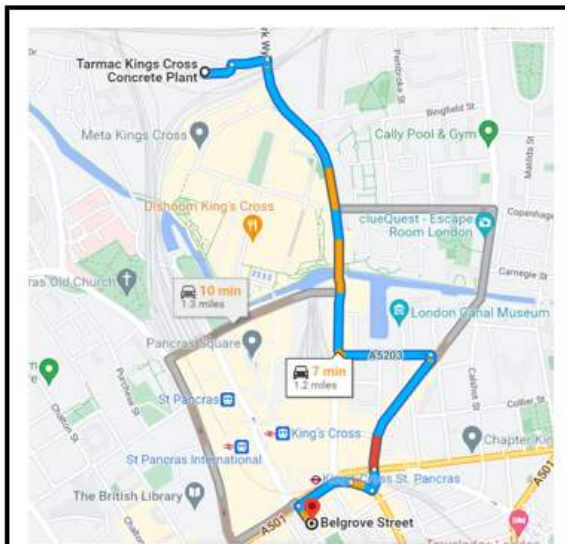


- 1km IsoChron
- 2km IsoChron
- 3km IsoChron
- 4km IsoChron

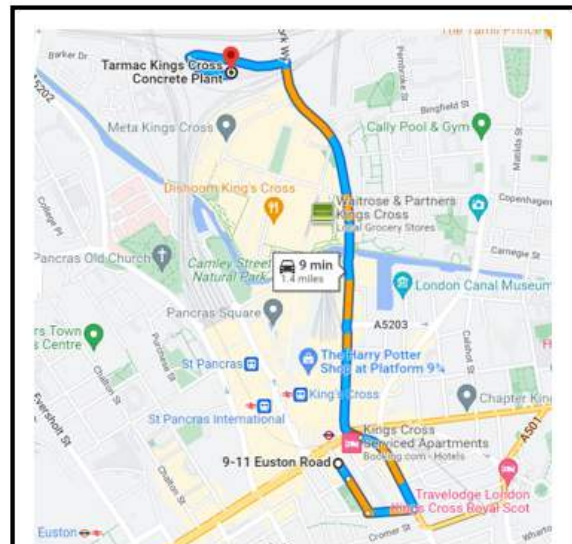
Access routes for heavier vehicles to local tips



Concrete routes



Concrete route options to site



Concrete return route from site

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.

Traffic Management and Logistics Plan- Contractors and delivery companies will be made aware of the traffic management plan prior to arriving on site. This is a contractual document that will be developed by Mace in preparation for site establishment. It will outline key routes to and from site as well as other logistical elements such as safety around other road users and waste management. This will then be covered in the trade contractor contract and the pre-mobilisation meeting, so they are aware as soon as they are onboarded onto site.

Site inductions- Site Inductions will also be utilised to make teams aware of the delivery requirements to site. This will outline key items relating to the site including the delivery gates, booking system, restrictions, and key logistical information that teams should be aware of.

Booking system - Awareness of routes will initially be made clear through the delivery booking system DataScope and the Haulier app. This app allows for live delivery tracking of incoming vehicles. GPS is used to provide the logistics team an estimated time for when the vehicle will arrive. This will inform any contractor planning to bring a delivery what the designated routes to site are.

Key information will also be made clear through the Project logistics company DGP. They will advise of any key adaptations or changes to the wider site team. This will be through the daily logistics meetings. Sub-contractors can then disseminate with the wider project teams.

On site restrictions - Delivery times will be in line with the planning conditions. Deliveries to site will be granted between 08:00 and 18:00 (Saturday 08:00 to 13:00). Ideally, vehicles delivering to site arriving between 08:00 and 9:00 will be held until 09:30 before leaving. In the cases of deliveries / collections such as, but not limited to, concrete and muck away this will not be practicable, and vehicles will need to leave as soon as they have discharged / loaded.

It has been agreed that we will tipper lorries are to arrive at site prior to 8:00 and wait, either on site or within the pitlanes, with their engines turned off until loading can begin at 08:00. The tipper lorries will then be released from site as they are loaded. This will help to reduce the number of this type of vehicle being on the road during peak hours.

Deliveries by articulated vehicles will be prioritised on Belgrove Street. There will be a limited number of notifiable deliveries and articulated vehicles specific to the Crestfield Street elevation by exception and these will be managed / overseen by Traffic Marshals.

19. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements should be restricted to the hours detailed in the Section 61 that has been issued by Camden – See appendices for a copy. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

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

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

Initial Deliveries and Site Preparation:

- 18t flatbed: 5 deliveries in first 3 weeks for welfare, hoarding and general site equipment
- HIABs: 2 deliveries in the first 4 weeks for site accommodation
- 30t Muck Away lorries: 4-6 deliveries per day for 6 week duration

Basement Construction – Piling and Excavation

- Artic lorries: 3 deliveries in the first 4 weeks for piling equipment and 1 per day for small/large excavators in the first week
- 18t flatbed: 4-6 per week delivering smaller plant and materials
- 30t muck away lorries: 60 per day across 20 weeks
- 33t concrete lorries: 16 deliveries per day

Substructure Concrete Frame and Crane Erection

- 33t concrete lorries: 18 per day over 21 weeks
- Artic Lorries: 6-8 per day over x3 weekends for each of the tower cranes

Superstructure Concrete Frame Construction

- 33t concrete lorries: 17 per day over 32 weeks for floor slabs
- Artic lorries: 2-3 per day over 28 weeks for formwork and materials
- 18t flatbed: 3-5 per week for general materials

Envelope construction

- 30t lorries – x4 per day on average for 57 weeks
- Artic Lorries- x20 per week for 57 weeks
- 18t flatbeds- x25 per week for 57 weeks

Fit Out

- Artic Lorries- x1 per week until completion
- 18t flatbeds- x4 per week until completion

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

The below mark-up outlines the local projects in the vicinity of Belgrave that could contribute to a cumulative effect of construction traffic. However, following a review of the Planning Portal we are not aware of any existing or anticipated construction sites in the immediate local area that will significantly impact or be impacted by the proposed works.

2. CAMDEN CUMULATIVE IMPACT AREA

We are aware of the cumulative impact of construction in the area, and the negative effects that can have on the community.

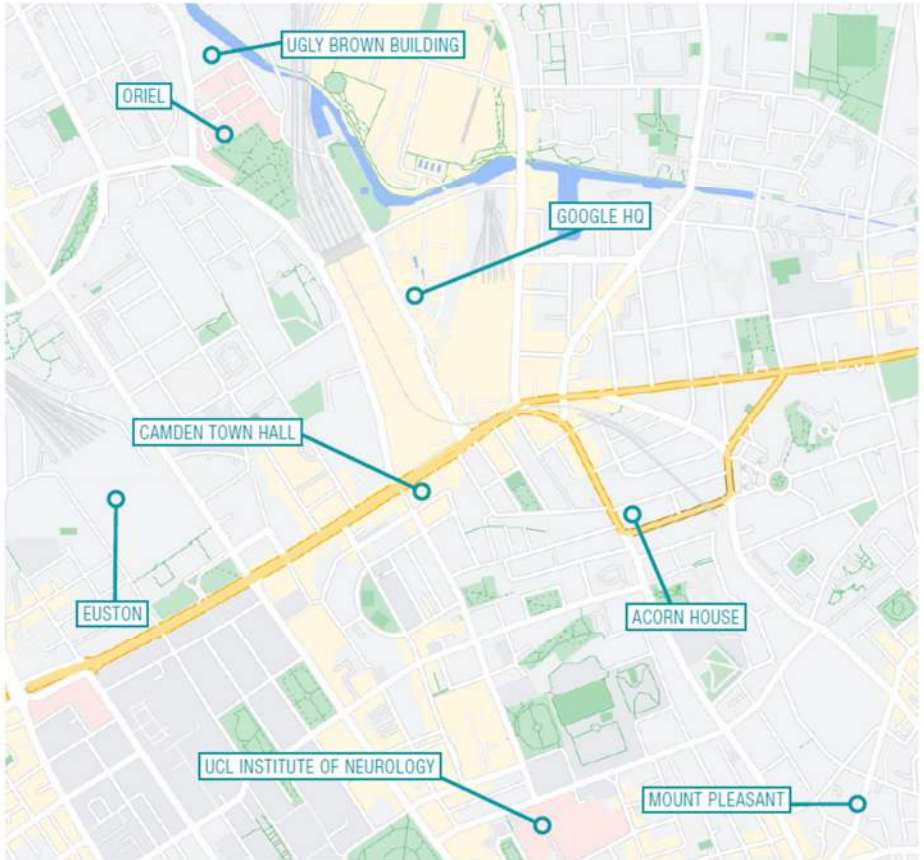
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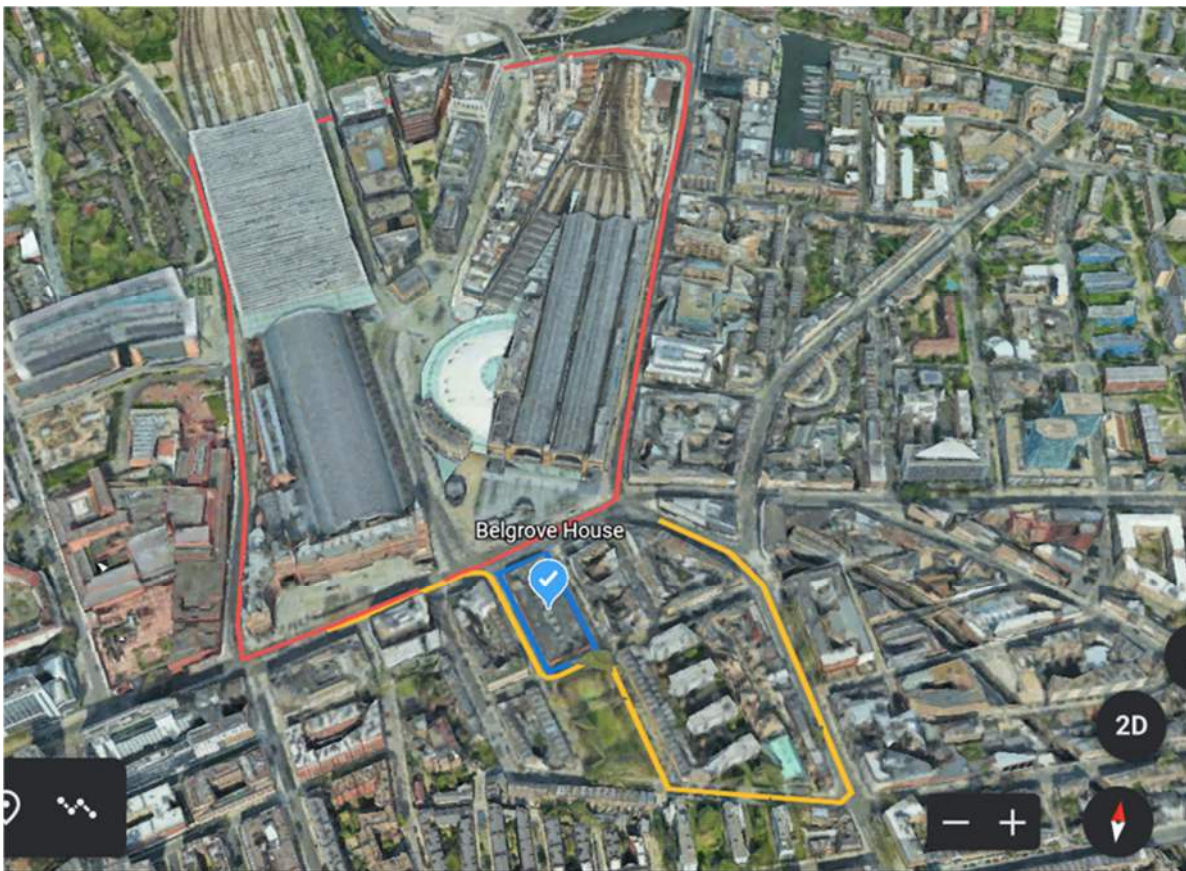
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- Dealing with comments and providing prompt feedback
- Releasing work plans early to keep people informed
- Providing regular newsletters and forums
- Giving clear communication of activities to the construction working group.



The map displays the Camden cumulative impact area, highlighted in orange. Key locations are marked with blue circles and labels: Ugly Brown Building, Driel, Google HQ, Camden Town Hall, Euston, Acorn House, UCL Institute of Neurology, and Mount Pleasant. The River Regent is also visible in the upper portion of the map.

The closest projects in relation to Belgrove House are Camden Town Hall as well as the Google HQ building. A key road in very close proximity is the A501 (Euston Road) on the north side of the project in front of Belgrove House. This is part of the TFL red route network. Further roads that will be impacted are detailed in the second screenshot of Google Maps. This outlines the route (in red) which circulates around the back of Kings Cross station which relates to York Way (A5200), Goods Way and Midland Road. The local projects in the vicinity will be communicated with prior to works beginning to ensure deliveries and vehicle movements are coordinated. Should any further sites be identified appropriate mitigation measures will be identified and implemented with this document.



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

The following SPA drawings are included in Appendix 11 attachment.

43589_T_REVO_BELGROVE HOUSE SPA SUMMARY_RevC

43589_T_REVO_BELGROVE ST_RevC

43589_T_REVO_CRESTFIELD LEFT

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-2.0 CAPPING BEAM-SPA

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-2.1 CAPPING BEAM-SPA

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-3.0 ENVELOPE-SPA

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-3.0 ENVELOPE-SPA-ASQN

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-3.0 ENVELOPE-SPA-ASQN

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-3.0 ENVELOPE-TM Pos{R1}

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-SPA-LOW LOAD-CREST

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-SPA-LOW LOAD-GINRD

T0185_Belgrove House_TOPO-ASQ WEST WELFARE_26t REFUSE+LOW LOAD{R1}

T0185_Belgrove House_TOPO-ASQ WEST WELFARE_FRU+LOW LOAD{R1}

T0185_Belgrove House_TOPO-ASQ WEST WELFARE_LAS+LOW LOAD{R1}

T0185_Belgrove House_TOPO-ASQ WEST WELFARE_LRIGID+LOW LOAD{R1}

T0185_Belgrove House_TOPO-GRAYS INN RD_GETJAR-24m_REV1

T0185_Belgrove House_TOPO-SITE LOCALE_GETJAR-24m

Please note that in order for the site accommodation to be located in Argyle Square West the kerb will need to be realigned on the junction of Aryle Square and Argyle Street, this work will be carried out under licence by our Streetscape Contractor. This has been indicated in the SPA drawings for Argyle Square

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.

N/A

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.

To control the delivery numbers software will be utilised in the form of DataScope. Additional to the standard services provided by DataScope, the Haulier app will also be utilised. This app allows for live delivery tracking of incoming vehicles. GPS is used to provide the logistics team an estimated time for when the vehicle will arrive. As outlined above just in time deliveries will be utilised.

Mace has a prefabrication strategy that is being developed in the design phase. This will assist in minimising the number of individual components that are delivered onto site. Further detail will be developed on this as the design progresses.

To manage the high volume of deliveries the pit lanes will be utilised as outlined above. These lanes will allow multiple deliveries to be received at the same time. This will be facilitated and managed through traffic marshals working for the logistics contractor DGP.

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).

The logistics contractor will manage vehicles entering and exiting the pit lanes around site. When vehicles arrive, the drivers will be given a briefing from the traffic management team. While vehicles are idle and not being utilised, drivers will be requested to turn off the ignition by the traffic marshals. This is in accordance with the road vehicle regulations 2002.

Split pit lanes are also being utilised to allow multiple deliveries to be coordinated at the same time. This is as per the detail shown in section 19D. The use of the pit lanes negates the need for vehicles to be idling for an extended period of time.

Where possible vehicles will run using electricity and other alternatives such as HVO (Hydrotreated Vegetable Oil). This will limit carbon emissions produced on the site and therefore limiting impact to the air quality in the surrounding area.

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.

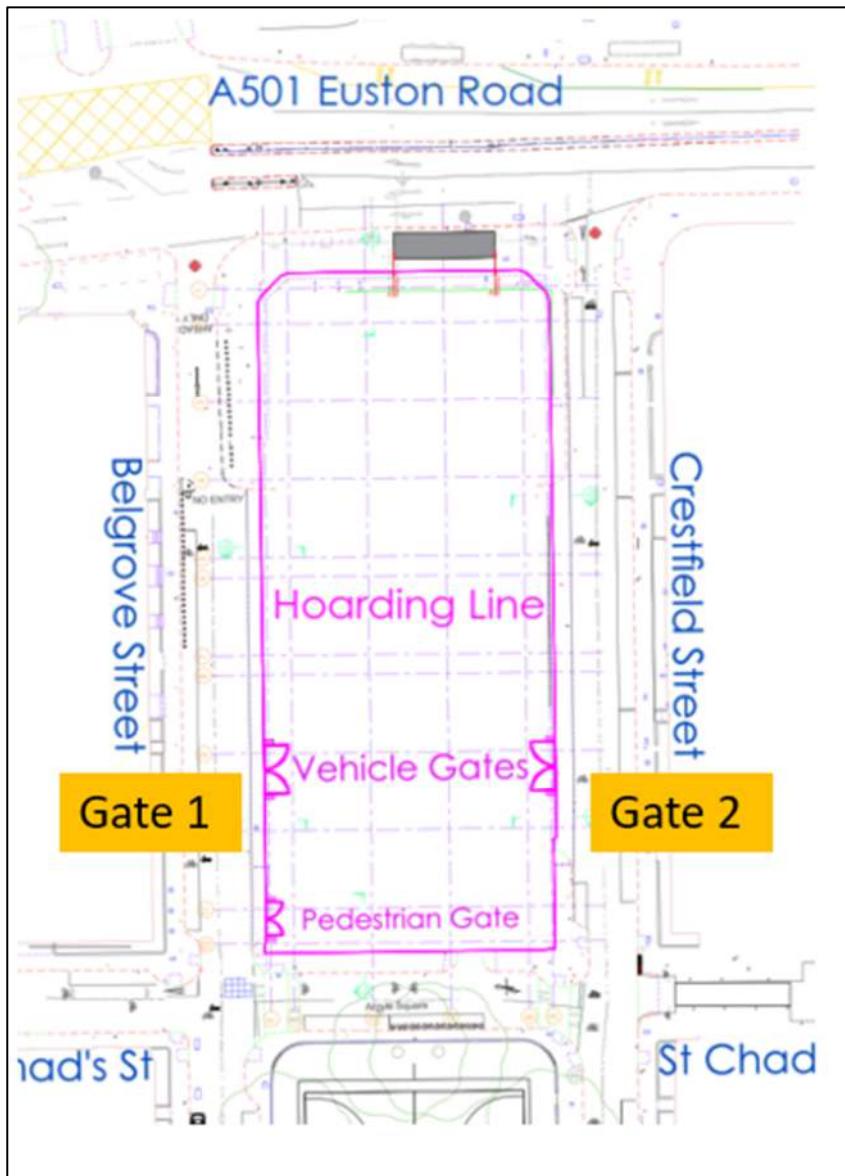
The below section outlines the different phases of hoarding which will dictate the site access and egress. The below shows the labelled access points in the below phases:

- Handover phase
- Enabling phase
- Established phase

Handover phase

Regarding gates, there are two main delivery gates which will be handed over from the demolition contractor. While enabling works are ongoing these gates (Gates 1+2) will remain in the same position. These are highlighted in the below drawing. There is also 1 main controlled pedestrian access gate into the security/induction area of the site and the accommodation at the southeast corner adjacent to Argyle Square/ Belgrove street intersection. This is also detailed in the drawing below. Traffic marshals will be permanently positioned at all vehicle gates throughout all working hours to ensure safe access on and off site.

Handover Phase



Enabling Phase

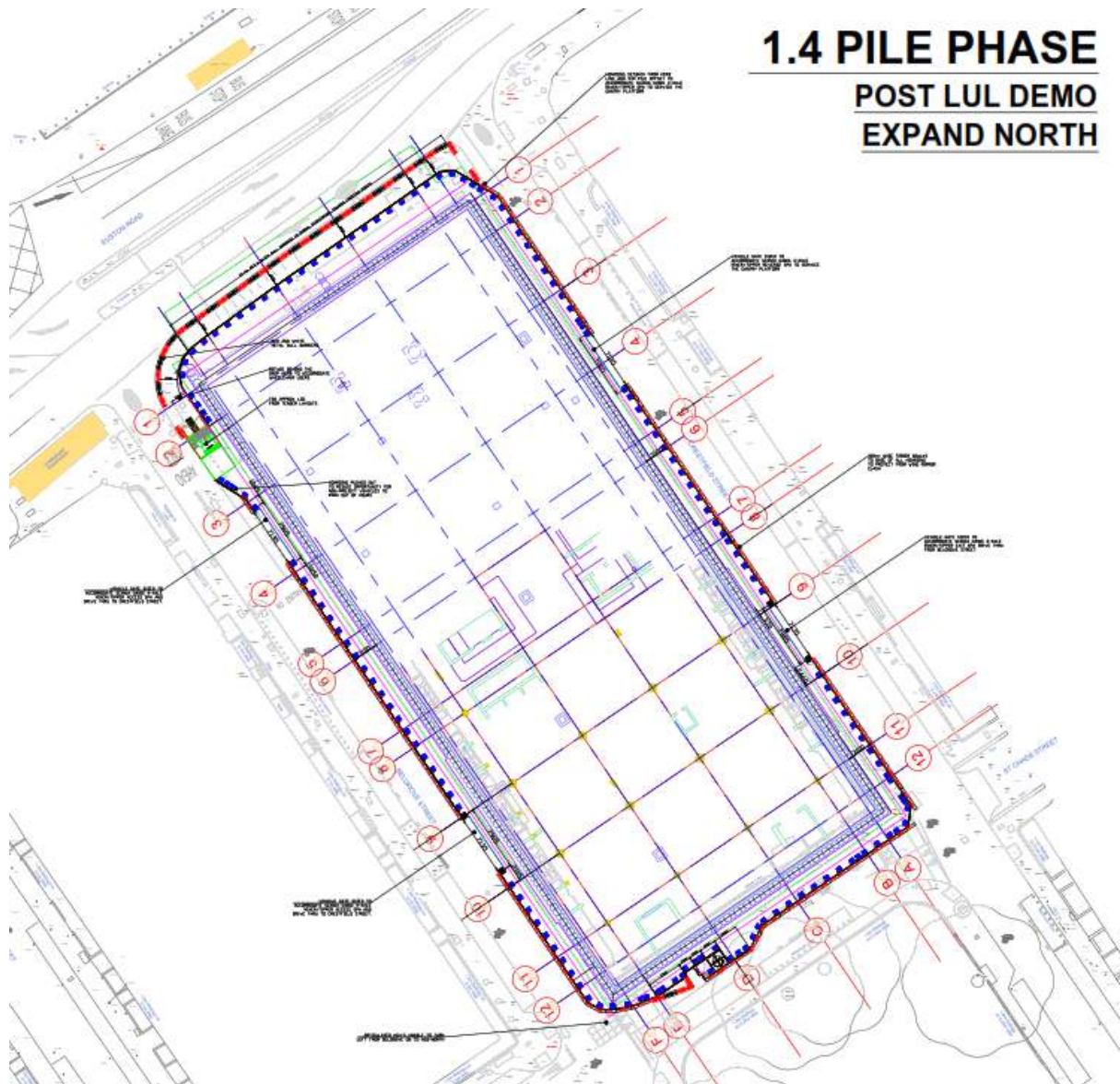
The second adaption that will be made to the hoarding line and access gates is for the piling stage. This will involve adapting the hoarding position so the piling rig can be positioned on the perimeter of the site and works contained within.

One change will be the implementation of the enabling site accommodation which will be introduced and will site parallel to the Belgrove Street hoarding line. During this phase the site entrance and turnstile will remain on Belgrove Street, see graphic below.

The further main change at the piling stage is the pit lane implementation. This will result in multiple gates implemented on both Crestfield and Belgrove Street. The pit lanes are aligned to allow vehicle access onto site as well as deliveries to be unloaded while maintaining traffic to continue flowing on the vehicle highway. On Belgrove Street this is labelled as Vehicle Gate 1 In/Out and on Crestfield Street this is labelled as Vehicle Gate 2 In/Out, see graphic on following page.



Piling Stage



Established Phase

During the established phase of the project there will be a final adaption required where the hoarding line will be moved back towards site once the capping beam has been formed. This will enable the pitlanes to be formed whilst allowing single file traffic to pass along Belgrove Street and Crestfield Street whilst deliveries are unloaded.

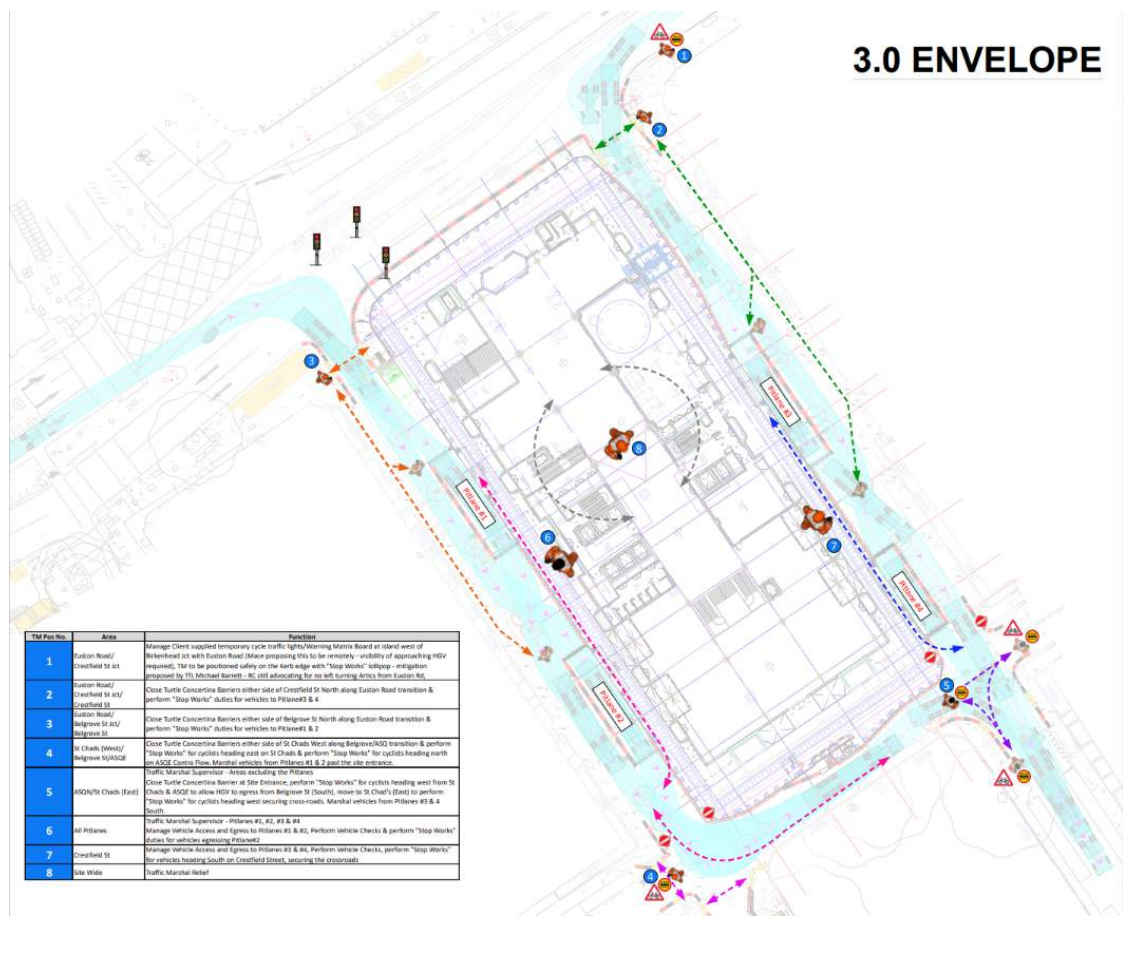


b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

The access and egress of vehicles will be managed at the work face by the traffic marshals. In the initial project stages there will be a minimum of 3 traffic marshals managing vehicle movements. In busier project stages this number will increase to accommodate further works. These marshals will be trained to a CPCS A73 standard. The drawing below outlines proposed positions of marshals during busy project stages where the pit lanes will be in place. At maximum we will be expecting to use circa 8 traffic marshals.

A further method of management will be the use of split pit lanes to allow multiple deliveries to be coordinated at the same time. This is as per the detail shown in section 19D. The use of the pit lanes on Belgrove and Crestfield Street negates the need for vehicles to be idling for an extended period of time. This will allow all deliveries to be unloaded within a secure area without impacting vulnerable road users. A TTRO and parking suspensions will be required for this.

Marshal Locations show in excerpt below, high resolution copy included in Appendix 11



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.

The following SPA drawings are included in Appendix 11 attachment.

43589_T_REVO_BELGROVE HOUSE SPA SUMMARY_RevC

43589_T_REVO_BELGROVE ST_RevC

43589_T_REVO_CRESTFIELD LEFT

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-2.0 CAPPING BEAM-SPA

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-2.1 CAPPING BEAM-SPA

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-3.0 ENVELOPE-SPA

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-3.0 ENVELOPE-SPA-ASQN

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-3.0 ENVELOPE-SPA-ASQN

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-3.0 ENVELOPE-TM Pos{R1}

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-SPA-LOW LOAD-CREST

Overlay-BEL-AKT-ZZ-ZZ-M3-S-00001_RVT[P53]_DGP-SPA-LOW LOAD-GINRD

T0185_Belgrove House_TOPO-ASQ WEST WELFARE_26t REFUSE+LOW LOAD{R1}

T0185_Belgrove House_TOPO-ASQ WEST WELFARE_FRU+LOW LOAD{R1}

T0185_Belgrove House_TOPO-ASQ WEST WELFARE_LAS+LOW LOAD{R1}

T0185_Belgrove House_TOPO-ASQ WEST WELFARE_LRIGID+LOW LOAD{R1}

T0185_Belgrove House_TOPO-GRAYS INN RD_GETJAR-24m_REV1

T0185_Belgrove House_TOPO-SITE LOCALE_GETJAR-24m

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.

It is only envisaged that vehicles will access the site in the piling and initial groundwork stages following installation of a new and clean piling mat. A jet wash will be positioned in the pit lane at the top of the temporary vehicle ramp into the exiting basement to wash off any arising that may be on the vehicles. The sub and superstructure trade contractor will complete the wheel washing in the initial stages. The logistics contractor will work in a support function to ensure the road and site areas will remain clear of debris while also managing run off. Once the basement excavation starts all vehicles will be at road level within the pit lane. Even at this stage dust levels will be kept down to a minimum by the use of a road sweeper.

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.

On site coordination of vehicles is detailed as per section 20a. Vehicles being brought onto site will access via the various vehicle gates as shown in diagrams in Section 20A. The pit lanes will act as the key loading/offloading points on the public highway as these allow for normal traffic movements to continue. These pit lanes are located on both Belgrove Street and Crestfield Street. Materials skips and plant will be positioned inside the site boundary adjacent to the vehicle access gates to allow for ease of loading/unloading. There will be no materials or plant stored on the vehicle highway itself. To enable these pit lanes to be installed there is a requirement for parking bay suspensions as per the mark ups in section 19.

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.

Following conversations with Camden Council the contraflow cycle lane in Argyle Square West will require further review. We will look at options available to us including using signage prioritising the cycles over vehicles or suspending the North / South route through this section. There are currently North / South cycle routes available on the parallel roads Argyle Square (East) and Argyle Street. We will consult with Camden Council and Camden Cyclists on this matter.

In other areas Traffic marshals will be critical to ensure safe passage of road and pavement users. These marshals will be positioned as per the layout shown in Section 20b. Certain traffic marshals will be carrying Stop/Go signage. This will be for those standing at the intersections of Crestfield Street/Belgrove Street and Euston Road as well as Crestfield Street/Belgrove Street and Argyle Square. There will be crossing points at these intersections which will be managed by the logistics contractor and their traffic marshals. There will also be roaming traffic marshals patrolling all sides of the site. Signage will also be located around the site indicating loading/unloading areas so the public are aware of the vehicle only access points. Furthermore, barriers and gates (concertina and turtle gates) will be utilised to segregate key sections of the loading and unloading points. Marshals will also communicate directly with pedestrians and road users making them aware of entrances and loading/unloading points. Due to the proximity of Euston Road the perimeter of the site is surrounded by cycle ways, therefore it is critical that communication is clear through signage and barriers as outlined in the layout shown in 20b. Finally, the logistics managers and the traffic managers will ensure compliance with CLOCS from a driver and vehicle perspective.



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.

Details are included on the Traffic Management and Logistics Plan and Streetscape document included in the Appendices.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - including 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](#).

As detailed above Parking Bay suspensions will be required along with adaptations to the vehicle highway to facilitate the project pit lanes. The expected duration for these will be from 15/4/23 to the 15/12/25. As this is over 6 months a Temporary Traffic Order will be issued. This will be for Crestfield Street and Belgrove Street for the pit lanes as well as for the movement of heavy vehicles around the site. The short section of Argyle Square immediately to the south of the building will remain open to cycles. Parking spaces that require suspending are highlighted in Blue below.



A temporary building supply will also be required in the below location on Argyle Square. This will be for the project duration from 1/8/23 through to 15/12/25. Two parking spaces will be required for these works.



Details of the final hard landscaping arrangement can be seen below



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 the proposed occupation of the public highway.

We have a statutory requirement to provide welfare facilities for operatives and due to the nature of the build, extending to the site perimeter on all four elevations, a proportion of the site accommodation will need to be located on the public highway.

The site accommodation for the Enabling Phase of the project will be positioned within the footprint of the site.

Following extensive dialogue with Camden Council a compromise has been reached of installing a single-stack double-width setup in Argyle Square West, this will be supplemented with additional accommodation which will probably be located on Level 1 of the new structure once the frame has commenced far enough for this to be possible.

See location plan on following page.



There are no plans to store any materials in the highways. All materials will be stored within the site boundary. The public highway will be occupied with pit lanes on Belgrove and Crestfield Street as previously outlined. However, they will function to allow vehicle movements to continue normally.

Regarding public footways there will be a number of adaptations surrounding Belgrove House, most significantly to the Euston Road pedestrian walkway. We are working with LUL and TfL to bring forward the demolition of the East LUL subway entrance to provide a wider footpath during the works. There will also be closure of certain pedestrian paths which are located on Argyle Square North. This is to facilitate the piling line which will also require hoarding adaptations as well as vehicle movements around this bend.

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.

There will be construction of temporary vehicular access through the pit lanes introduced as per the drawing in the appendices (Hoarding Layout Enabling Phase). This provides details and dimensions of the proposed pit lanes on Belgrove and Crestfield Street. As outlined previously these will maintain normal traffic flow on both these highways.

There will be a number of streetscape adaptations which are outlined in the document in the appendices that shows a map with details of vehicle movements around the site and the resultant impact on the street furniture, cycle lanes and parking bays. There is also a mark up below outlining the specific parking bays which will require suspension to allow movement of HGVs around the site.

In regard to public footways there will be a number of adaptations surrounding Belgrove House when the hoarding line will need to be repositioned whilst piling works are carried out. Once complete the hoarding will be relocated closer to the building line and the pit-lanes established. This will result in the closure of the footpath on the site side along Argyle Square (North). This is to facilitate the piling line which will also require hoarding adaptations as well as vehicle movements around this bend. This can be seen in the swept path analysis shown in the appendices.

Our Street Scape Works Document is attached in Appendix 10.



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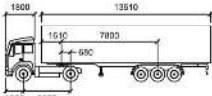
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2.6 BELGROVE ST TO ARGYLE SQ NORTH & EGRESS



Key:
[CSL] = Camden Street Lighting
[Cpark] = Camden Car Club Parking
[CTTRO] = Camden TTRO
[C-GH] = Camden Gordon Hamilton
[Tfl] = Transport for London
[Blu3] = Blu3



Artic	mm	mm
Tractor Width	2550	Lock to Lock Time
Trailer Width	2550	Steering Angle
Tractor Track	2250	Articulating Angle
Trailer Track	2250	



- STREETSCAPE ALTERATIONS**
- 30. [Blu3] Remove Iron Bollard on Southern Kerb line of Argyle Square (North) at junction with Argyle Square (East)
 - 31. [Blu3] Remove Iron Bollard on Southern Kerb line of Argyle Square (North)
 - 32. [CTTRO] Temporary traffic restriction; make Argyle Square (North) West-to-East only, set up diversion to suit.
 - 33. [CTTRO] Suspend 15 No. Solo Motorcycle Parking on Southern Kerb line of Argyle Square (North)
 - 34. [CTTRO] Suspend 2 No. Max Stay 2 Hours Parking souther kerb line of Argyle Square (North) identified on Page 10
 - 35. [Blu3] Remove Northern pavement (Keep kerb line to support Hoarding Kentledge) of Argyle Square (North) identified on Page 10
 - 36. [CSL] Note Wireless equipment located 2/3 up the Lampost
 - 37. [CSL] Remove Lamp Post marked #11 on Northern Pavemet of Argyle Square (North) (UKPN Supply)
 - 63. [CSL] Install non-luminated 'No Entry Except Cyclists' Sign Post
- BELGROVE HOUSE PROPOSED STREETSCAPE ALTERATIONS**



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.

There are a number of proposed adaptations to the highways around Belgrove house. This can be seen in the street scape documentation. Regarding the cycle adaptations there is planned relocation of the Santander bikes on Belgrove Street to Argyle Street. TfL have had their application approved and works are due to commence mid June 23. There is also proposed suspensions of the contraflow cycle ways which will occur on Crestfield Street.

The cycle contraflow on Belgrove Street and Argyle Street will be maintained. This is marked up in the street scape adaptations document and the swept path analysis document in the appendices which outlines changes to the signage and the role of the traffic marshals.

In regard to motor vehicles there are a number of suspensions to car parking spaces located around Belgrove House as highlighted previously. This will be to support heavy vehicles moving around the site as shown in the swept path analysis in the appendices.

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.

As the project develops there will be a need to adapt the hoarding line to facilitate construction of all elevations. The cobble sets along Belgrove Street and Crestfield Street which are currently used by both vehicles for parking and pedestrians as a footpath will become part of the site when the hoarding is adapted to facilitate piling works, this has been identified in the TTR application and will remain part of the site until the project is complete.

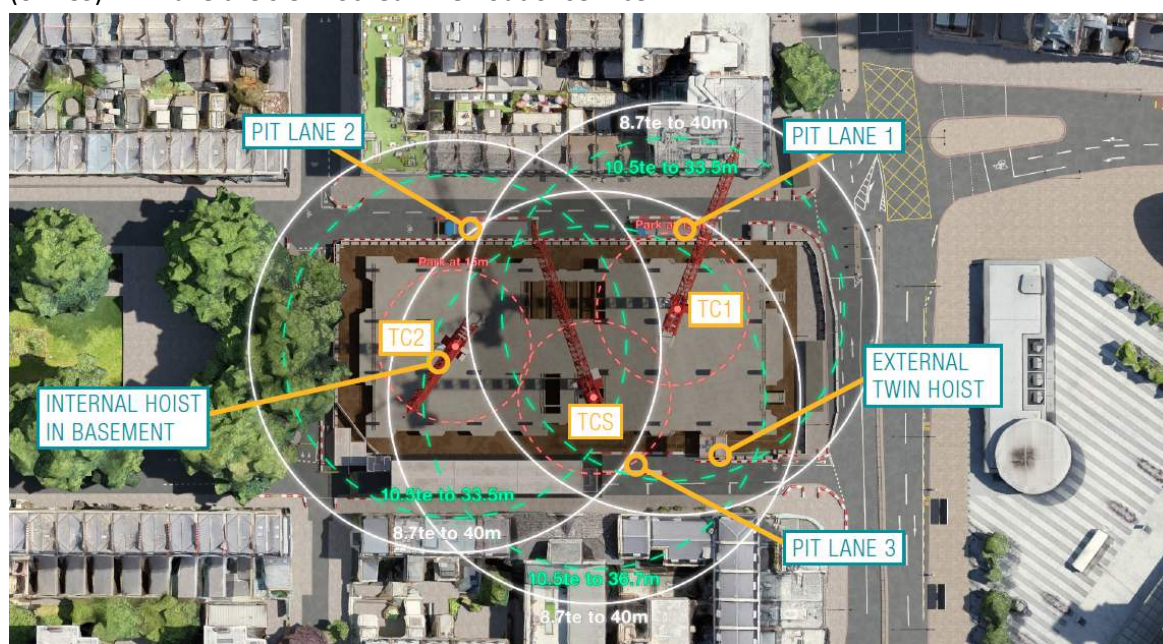
The footpath on the North side of Argyle Square will also become part of the site when the hoarding line is adapted to facilitate piling works, this has also been identified in the TTR application and will remain part of site until the project is complete.

In preparation for the hoarding realignment 2 No lighting columns have been removed from the northern footpath on Argyle Square (North). Following a request from Camden Council we have arranged lux level testing of the current hoarding lighting and remaining lighting columns in Argyle Square North adjacent to where lighting columns have been removed and, if necessary to meet required levels, will supplement this with further lighting fixed to the hoarding.

There will be various adaptations to the hoarding line along the Euston Road at different stages of the project but pedestrian access will be maintained.

The introduction of the pit lanes on Belgrave Street and Crestfield Street will result in narrowing of the existing vehicle paths. On Belgrave Street this will be to 3.3m as shown in the swept path analysis below. On Crestfield Street there will be 5.65m available and on Argyle Square there will be 5.25m once the bike lane has been introduced. This will allow normal vehicle movements to continue around the site while allowing vehicle deliveries and cycle ways to function. Access to Belgrave and Crestfield Streets will be managed by turtle barriers at the intersection with Euston Road as well as traffic marshals with stop/go signage. Furthermore, red and white bison barriers and regular stationary signage will be located along the streets as per the traffic management drawing. To achieve this there will also be suspensions of parking bays as outlined in the streetscape document.

Cranes will also be assembled for the delivery of this project. There will be a maximum of 3 fixed Tower Cranes installed to enable the building to be progressed. The working radius of the cranes varies from 33.5m to 40m as outlined below. However, the cranes will be zoned to prevent oversailing of neighbouring properties. All lifting will be completed from within the site boundary where possible. However some lifting will occur from the pit lanes at designated delivery points. TC1 & TC2 have a parked radius of 15m that will be within the confines of the site / pitlane. TC3 (or TCS) will have the slew locked when out of service.



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.

A further element that will be introduced for the safety of the public below is Combisafe fans that are outlined below. These will be installed on Level 5 on the Euston Road side of the project. In addition to the edge protect and working at height arrangements these fans further mitigate the fall of any materials or debris.



27. Services

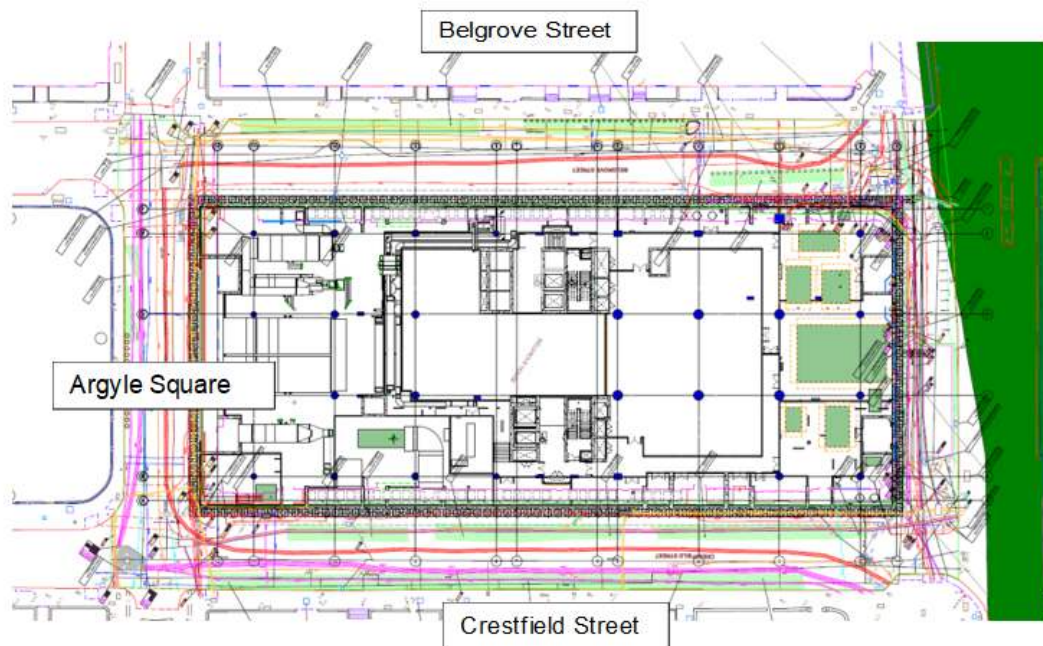
Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating 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.

Preconstruction diversions and alterations

To facilitate construction of Belgrove House there are several service disconnections which will be carried out prior to Mace site possession by the demolition contractor.

To enable construction of the new basement there are also several utility diversions that need to be carried out to facilitate basement demolition and piling – these vary across the elevations on Euston Road; Belgrove Street; Argyle Square; and Crestfield Street

- UKPN – HV and LV including the temporary relocation of an existing network substation currently in the existing basement
- BT Openreach – Network and infrastructure diversions
- Virgin Media - Network and infrastructure diversions
- Verizon - Network and infrastructure diversions
- Thames Water (clean water) - Network and infrastructure diversions
- Miscellaneous – various removals of street lighting; feeder pillars; illuminated signage; CATV; ELV charging point etc to facilitate streetscaping to allow for construction zone and safe vehicle movements etc



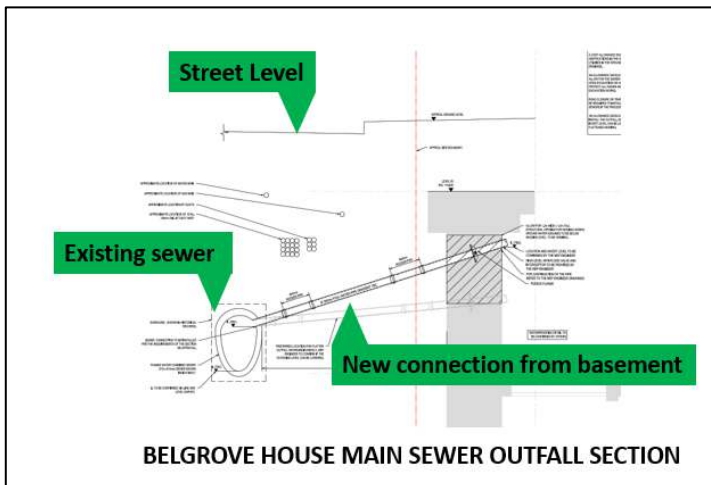
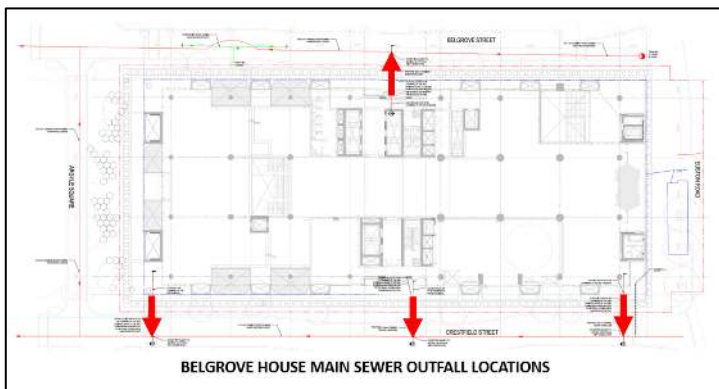
Temporary services for the works

The existing network substation is to be temporarily relocated onto Belgrove Street following removal of Santander cycle stands and street scape alterations. A temporary substation to serve the site is to be located in a parking bay on Argyle Square with new temporary connections to the site boundary. Initially we will adopt an internal electrical supply from the basement network substation internal to the site until the changeover can happen later in 2023, following diversions and network reinforcement by UKPN. A water supply will be left in the site for Mace to connect to for supplies to the welfare gantry and temporary water for building purposes. Drainage connection will be into the existing sewer outfall.

Permanent services

The temporary substations on Belgrove Street and Argyle Square will ultimately be replaced by the new permanent substation being installed within the building as part of our works.

The existing sewer outfalls are abandoned, and new pipework connections installed into the mains sewers which run under Belgrove Street and Crestfield Street. A total of four new pipes will be connected to the sewer, three into Crestfield Street and one into Belgrove Street as shown in the image below. As is normal practice in Camden, these connections are undertaken with minimum disruption to the surrounding roads by digging a horizontal shaft underground and connecting pipes into the existing sewers. Consultation, engineering designs and approvals will be in place with Thames Water for the connections and the basement works in general prior to commencement.



New Electricity, water and communications intakes will be installed from the existing utility networks, some of which require network reinforcement offsite on public highway. They will manage the multi-utility disconnections, diversions and new connections. They will co-ordinate where possible the utility providers to minimise disruption to the local area. The programme is currently in development awaiting quotations and proposals from the various statutory utility providers.

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.

General site hours are 08:00am - 18:00 weekdays and 08:00 - 13:00 on Saturdays. No works will take place on Sundays, Bank holidays or any Saturday on a bank holiday weekend.

We have entered into a section 61 agreement with Camden Council in advance of the works which outlines the permitted noise, vibration and dust level permitted. The section 61 agreement will include a CandnaA model (computer aided noise abatement). Noteworthy noisy works are listed below, categorised as per the CandnaA noise model:

Demolition

1. Basement slab demolition, foundations and obstructions to allow installation of piles.

Sub-Structure

2. Piling (Piling rig and attendance vehicles).
3. Capping beam
4. Basement excavation and installing temporary works (excavator and muck away lorries).
5. Ground works and drainage (excavator and muck away lorries).

Super-Structure

6. Tower crane install (Deliveries and mobile cranes Note: weekend works due to traffic restrictions).
7. Concrete Frame Construction (concrete pours, concrete lorries and reinforcement works).
8. Pre-cast concrete (Deliveries).

Façade and roofing

9. Steelwork at roof level and office gantry (Ratchet guns and steel deliveries)
10. Curtain walling / envelope cladding (Mechanical fixing & deliveries).
11. Roof works (Deliveries).
12. External works (Tools when installing hard landscaping).

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)

The most recent noise survey was undertaken in August 2020, to inform the noise assessment for the Environmental Impact Assessment. The methodology of the noise survey and the findings were provided as part of the planning submission. Representative background sound levels measured during the survey were:

- LA90,15min 56 dB during the daytime, and LA90,15min 53 dB during the night-time along Belgrove/Crestfield Street.
- LA90,15min 50 dB during the daytime, and LA90,15min 48 dB during the night-time along South of Chad's Street.

Based on the requirements of the Camden Council and on the results of the noise survey, all normally operating plant must be designed such that the cumulative noise level at 1 m from the worst affected windows of the nearby noise sensitive premises does not exceed:

- LAeq 49 dB during the daytime, and LAeq 46 dB during the night-time along Belgrove/Crestfield Street.
- LAeq 45 dB during the daytime, and LAeq 41 dB during the night-time along South of Chad's Street.

Based on the requirements of the Camden Council, the emergency plant noise limits at the worst affected existing noise sensitive premises are:

- LAeq 66 dB during the day, and LAeq 63 dB during the night along Belgrove/Crestfield Street.
- LAeq 60 dB during the day, and LAeq 58 dB during the night along South of St Chad's Street.

The average ambient noise levels measured during the survey were:

- LAeq,16h 63 dB during the daytime, and LAeq,8h 60 dB during the night-time along Belgrove/Crestfield Street.
- LAeq,16h 56 dB during the daytime, and LAeq,8h 52 dB during the night-time along South of St Chad's Street.

Prior to Mace starting the main works (following the completion of the demolition works), 2 weeks of back ground noise monitoring will be undertaken once the demolition phase is complete to provide a benchmark. A copy of this report will be provided to Camden Council.

A Noise / vibration & dust monitoring scheme has been drawn up and sensors will be positioned as per the appendix to suit location of local receptor to monitor emissions. This will incorporate real time monitoring and reporting and alerts if any trigger levels are exceeded.

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

Mace have completed a CandnaA model (computer aided noise abatement) to understand the noise impacts generated from the site. The target limits have been set in collaboration with the client and local receptors and a section 61 agreement formulated. Details of this model and all noisy plant are in the appendices as well as the S61 Application. The below outlines the thresholds set for dust, noise and vibration.

Parameter	Alarm threshold	Reasons
Dust (PM10)	Warning alert at 150µg/m ³ and a maximum alert at 250µg/m ³ (as a 15- minute mean for concentrations of PM10)	In line with GLA guidance, 2014. 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance.
Noise	Alerts at 75 & 78 db asper CADNA 3D noise modelling	The noise levels were calculated using the latest CADNA noise modelling software to the standard set out in BS 5228 (see diagram's below).
Vibration	Remedial action will take place for vibration levels of 5mm/s PPV with an action level of 10mm/s PPV.	Vibration limits considering human response to vibration and structural response to vibration

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Mace will meet with local stakeholders and the community working group to discuss activities that have contributed significant noise in the past. This is especially the case with the demolition works which are due to be completed by others before Mace start on site.

An environmental monitoring scheme will be adapted for the duration of the project. This will be outlined in the Section 61 agreement. Details are outlined below:

- 3D noise mapping has been undertaken in the form of a heatmap as shown in the appendices (Belgrove House Modelling which outlines what level of noise the local receptors are likely to experience.
- The scheme will adopt any of the monitoring systems from the demolition contractor where possible. This will provide a seamless regime that will continue for the main works. The team will then look to upgrade the systems to ensure everything has been accounted for in our proposal.
- The monitoring scope is outlined in the appendices (Environmental unit location plan) which shows the exact type and location of each monitor. Each monitor will have a lockable weatherproof casing which contains a sim card for remote data retrieval.
- Efficient plant and equipment will be utilised. For example where possible the contractor doing any demolition works will utilise electric crushing plant. All other vehicles and plant will be kept in good working order to ensure noise will be minimised.
- Vehicle idling will be prevented by the CPCS A73 trained traffic marshals who will work within the pit lanes
- Where levels are exceeded, there will be an immediate notification issued to the delivery team. This will allow for remedial action to be taken where appropriate.
- Site logistics will be carefully considered to ensure equipment is located in areas which will have a limited impact on local receptors.
- Shouting and raised voices will be kept to a minimum.
- Stationary plant such as generators will be located as far as practicably away from the nearest sensitive receptors.
- Plant such as mobile cranes which may be used intermittently will be shut down between work periods or throttled down to a minimum.

Vibration Control Measures

- Vibration levels will be recorded by geophones at their specified frequency by the data logging unit housed within the protective case.
- Vehicles will load materials in the day time only and engines will be switched off to prevent idling.
- All plant will be compliant with standards at a national and international level
- Communication with local residents will also be completed to plan works to minimise vibration impact as much as possible

Monitoring Proposals

- Noise sensors situated at the boundary at the location of high risk receptors.
- Real time monitoring on line reviewed by site team for trends.
- Alerts informing site team of spikes in noise out puts.
- 24hr contact number (FM24). **0845 602 5761 quoting project number – 39641.**
- Complaints log.

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

The environmental manager of the project is trained in BS 5228:2009. They will provide training to the Mace delivery team. Furthermore, wider members of the construction team will have completed the Section 61 training which includes nuisance management and neighbour liaison training. This content will also be provided to the supply chain through tool box talks as well as detail within the induction. As part of each trade contractors pre mobilisation this is covered in detail to ensure appropriate mitigation measures are in place.

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with a focus on both preventative and reactive mitigation measures.

The following mitigation measures will be considered to minimise dust and other emissions from site activities and disruption or nuisance to neighbouring occupiers:

Proactive site management and inspection regime of loading bays.

- Dust control measures being agreed with sub-contractors in advance and written into their method statements.
- Restrict the use of brooms for sweeping. Extractors and hoovers to be given priority.
- High pressure water hose or dust suppression mist cannon
- Real time dust monitoring and recording at boundary with alert system if trigger levels are exceeded.
- Maintaining solid 2.4m high hoardings to be reviewed daily by the logistics contractor
- Spraying water at work faces, loading operations and site access roads;
- Dampening of exposed soil and stockpiles if necessary;
- The location of stockpiles of brick, concrete, soil and other materials away from dusts sensitive properties, taking into account prevailing wind, if necessary;
- Erecting windbreak netting around material stockpiles and vehicle loading/unloading areas;
- Inspection and cleaning of local highways, pit lane and site boundaries for dust deposits; weekly as a minimum but as appropriate to weather conditions. Completed by both the logistics contractors and the sub/super structure contractor
- Loading of material into lorries within designated bays/areas;
- Sheeting of lorries leaving site carrying loose deconstruction material;
- No burning of any materials on site;
- All site personnel trained in best practice for dust control by regular Environmental Toolbox talk

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.

The primary method by which dust and dirt may be spread onto the highway is through vehicles entering and exiting the site boundary in the sub structure and early superstructure stages. The majority of vehicles will stay within the pit lane and therefore not pick up any mud or dirt. However, if required to enter site there will be wheel washing stations within the site boundary. This will be checked by the marshals in the pit lanes prior to vehicles leaving site.

Any mud that may be dropped during loading will be removed by the logistics team. Road sweepers will also be provided to assist in the cleaning of the pit lanes and delivery gates. Sweeping with brooms will not be discouraged to prevent dust being swept into the air. Dust will be managed day to day on site as a key health and safety priority. Vacuums are to be utilised over brooms. Any wheelie bins will have the lids kept shut. There will be dust/water suppression for the skips where appropriate to limit dust spreading into the air.

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

Mace will employ best practicable means to control noise, vibration and dust levels during the works. A noise monitoring scheme will be set up for the duration of the works. A background monitoring scheme will be set up over 2 weeks to obtain results. This will be combined with any data from the demolition contractor

Monitoring will be located as per agreement with Camden’s environmental health team and location plans on following pages.

The locations to be representative of noise impacts at each of the site boundaries due to the proposed activities and the development footprint. Vibration will be monitored continuously through the works as piling activities are planned under the Principal Contractor’s remit. The site will be monitored daily by management inspections to ensure that best practicable means are always being adopted to ensure the methods continue to minimise impacts.

There will be boundary monitoring units installed as agreed with Camden, which will continuously monitor noise and vibration levels. Action levels have been identified below that will be trigger an alarm to site management that activities at the site have the potential to breach the environmental quality standards. The action levels in themselves are not the quality standard but will be set to alert site management that activities at the site may lead to a breach of the standards.

As outlined previously, the table below sets out the normal noise, dust and vibration threshold trigger concentrations Mace usually adhere to for reference. These will be agreed with Camden and the Principal Contractor.

Parameter	Alarm threshold	Reasons
Dust (PM10)	Warning alert at 150µg/m3 and a maximum alert at 250µg/m3 (as a 15- minute mean for concentrations of PM10)	In line with GLA guidance, 2014. ‘The Control of Dust and Emissions during Construction and Demolition’ Supplementary Planning Guidance.
Noise	Alerts at 75 & 78 db asper CADNA 3D noise modelling	The noise levels were calculated using the latest CADNA noise modelling software to the standard set out in BS 5228 (see diagram’s below).
Vibration	Remedial action will take place for vibration levels of 5mm/s PPV with an action level of 10mm/s PPV.	Vibration limits considering human response to vibration and structural response to vibration

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 \(SPG\)](#) (document access at bottom of webpage), 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.**

Prior to planning an air quality assessment was completed by Air Quality Consultants Limited. This can be found in the appendices of this document. The report details the emission magnitude for the development in the construction stage as outlined in Table 10 below.

Table 10: Summary of Dust Emission Magnitude

Source	Dust Emission Magnitude
Demolition	Medium
Earthworks	Medium
Construction	Medium
Trackout	Medium

Furthermore the report outlines a summary of key risks without mitigation. As shown in Table 12 below:

Table 12: Summary of Risk of Impacts Without Mitigation

Source	Dust Soiling	Human Health
Demolition	Medium Risk	Low Risk
Earthworks	Medium Risk	Low Risk
Construction	Medium Risk	Low Risk
Trackout	Medium Risk	Low Risk

The report details key mitigation measures for the development which are outlined in Section 8. The report then concludes by saying: “The construction works have the potential to create dust. During construction it will therefore be necessary to apply a package of mitigation measures to minimise dust emissions. With these measures in place, it is expected that any residual effects will be ‘not significant’.”

Vibration Monitoring Locations



Noise Monitoring Locations



37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

As detailed in the air quality assessment a number of mitigation measures are recommended for implementation to ensure high dust levels are mitigated across the project. This is outlined in Section 8 and Section A8 which aligns with Appendix 7 in the SPG document. The project team are aligned with this document and will align with all highly recommended measures from the SPG document.

38. Please confirm the number of real-time dust monitors to be used on-site.

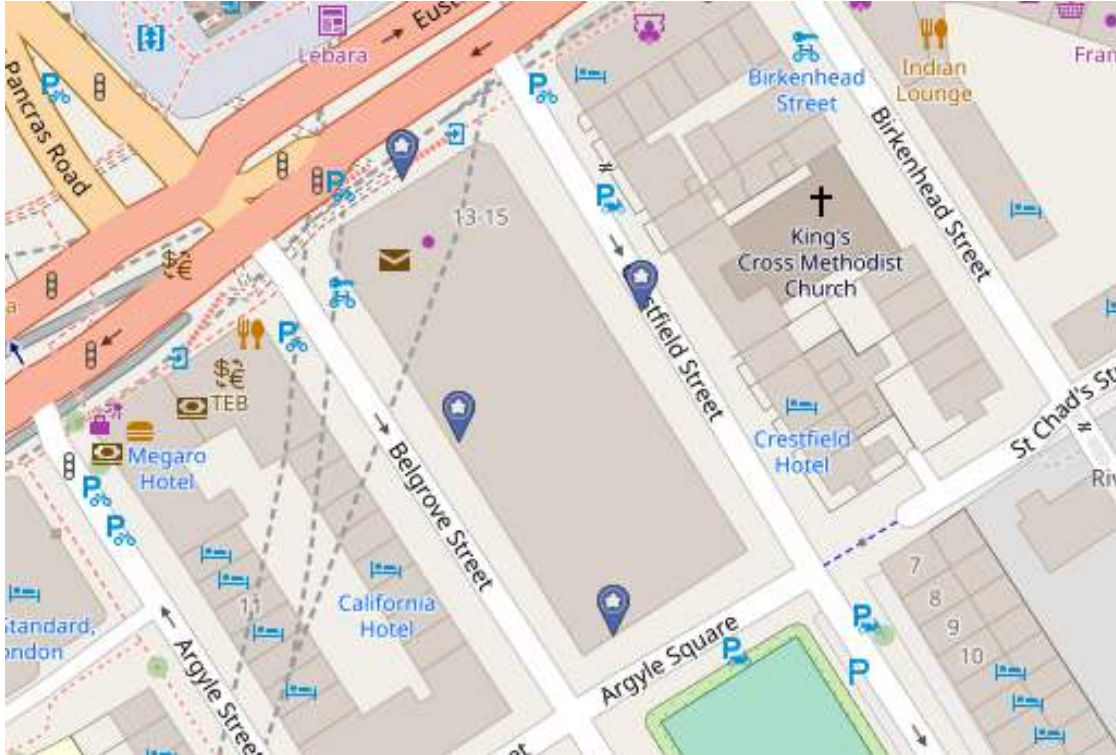
Note: **real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level.** If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust 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 (PM₁₀) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

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

4 dust monitors are to be utilised on the project as outlined in the mark up shown below. There will be one located on each of the four elevations on the hoarding. The proximity to local receptors in the form of residents on Crestfield Street and Belgrove Street is recognised. Dust monitoring is currently being undertaken by the demolition contractor and will be taken over by the project team prior to commencement of works. Reports will be issued to the council monthly along with details as per the requests above. The real time reporting will allow immediate notice to be provided to the team if the levels are exceeded. There will be a number of locations where key documentation is displayed on the hoarding which is accessible to the public.



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).

Mace will mitigate any rodent problems by ensuring

1. Good standards of housekeeping, on site & in welfare
2. No eating out on site
3. No food waste left outside for pick up
4. All food waste to be kept in metal bins
5. All food waste removed from site regularly
6. Employment of a specialist to supply a pre-emptive rodent control scheme

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

All the Asbestos that was identified by the specialist surveys has now been removed from the site.

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.

Mace takes its image and reputation seriously and will have set site rules for all operatives and staff to abide by. These rules will be outlined within the premobilisation meeting with the trade contractors as well as communicated at induction when they start on site. Signage will also be displayed around site detailing rules regarding antisocial behaviour.

Mace does not tolerate inappropriate behaviour and will implement a disciplinary procedure where the offending person will be warned about their behaviour (termed as a yellow card) and their company notified. If the person in questions persists, they will be removed from site (Red card).

Our in house company FM24 will be used to log any complaints and pass them on to the appropriate manager. The helpline will be displayed on the site hoarding. Any complaints received and the action taken by Mace will be discussed at the community liaison meetings held on a regular basis. A smoking/vaping area will be provided with in the site compound out of site from the public view and the welfare accommodation will be adequately sized to accommodate all operatives. Our security and traffic marshals will be briefed to move people into / out of the site and prevent any loitering.

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

<https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

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:

The overall onsite period of the programme, from commencement of site set-up on 27th February 2023, through to Practical Completion on 26th March 2026 is 161 calendar weeks. Following Mace's 'shell and core' construction work, the building tenant will undertake a separate construction contract for the fitout of the building.

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:

Yes

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:

Yes

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:

Yes

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

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

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

As outlined in section 19f to manage idling the logistics contractor will manage vehicles entering and exiting the pit lanes around site. When vehicles arrive the drivers will be given a briefing from the traffic management team. While vehicles are idle and not being utilised, drivers will be requested to turn off the ignition by the traffic marshals. This is in accordance with the road vehicle regulations 2002.

Split pit lanes are also being utilised to allow multiple deliveries to be coordinated at the same time. This is as per the detail shown in section 19D. The use of the pit lanes negates the need for vehicles to be idling for an extended period of time.

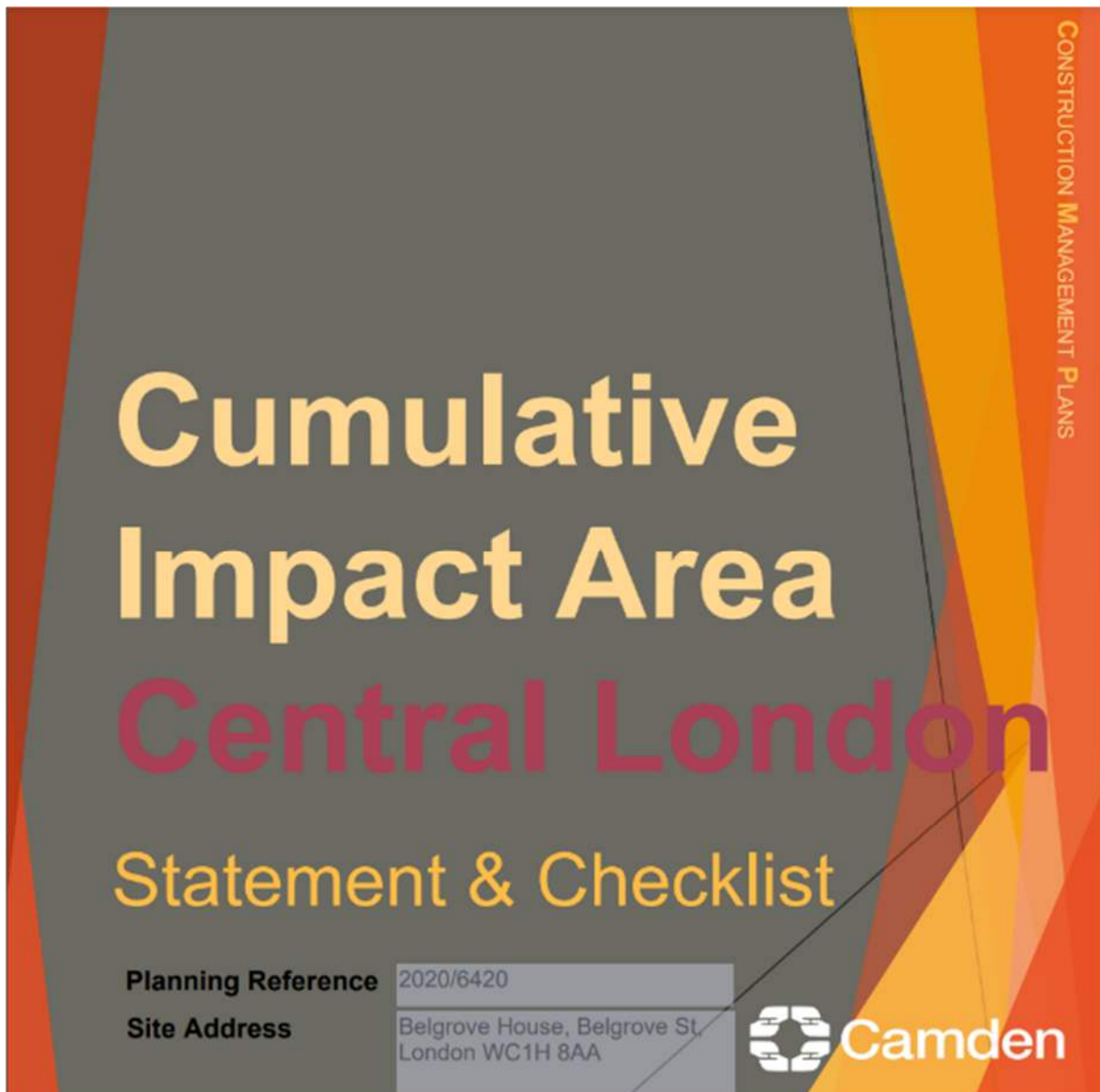
Where possible vehicles will run using electricity and other alternatives such as HVO (Hydrotreated Vegetable Oil). This will limit carbon emissions produced on the site and therefore limiting impact to the air quality in the surrounding area.

● SYMBOL IS FOR INTERNAL USE

Appendices

- 1 – Cumulative Impact Statement & Checklist (included in main document)
- 2 – Community Newsletter (included in main document)
- 3 – Section 61 Agreement (included in main document)
- 4 – Belgrove House Programme (separate document)
- 5 – Belgrove House Noise Modelling (S61) Results (separate document)
- 6 – Belgrove House Traffic Management & Logistics Plan (separate document)
- 7 – Belgrove House Vibration Monitor Locations (separate document)
- 8 - Belgrove House CWG Meeting Minutes - 21.04.23 (separate document)
- 9 – Statement of Community Engagement (separate document)
- 10 – Belgrove House Streetscape Alterations (separate document)
- 11 – Swept Path Analysis Drawings (separate documents)
- 12 – TMS Drawing – Parking Bay Suspension / Relocation (separate document)

1.0 Cumulative Impact Area – Central London: Statement & Checklist



Statement

The Central London area represents just under a quarter of the total planned development activity in the borough despite only representing 13% of the geographical area. In addition to activity related to the redevelopment of sites, there is a significant amount of commercial buildings that undertake refurbishment works that have similar impacts but are not controlled by planning consents. The interaction of high levels of construction and construction traffic with established business/residential travel patterns is giving rise to heightened community concerns and mean that there is an increased need for careful management of construction activities and their potential impacts

The area is characterised by historic buildings with narrow streets alongside high density modern developments, with residential and commercial operations sitting side by side - the area also attract a lot of tourism, and as such the movement of people is much greater than just residents and employees. The busy nature of this area means that even the smallest redevelopment may give rise to complications with traffic and reports of public nuisance.

Noise and vibration from construction sites has the potential to give rise to significant adverse effects on health and quality of life. Based on our experience we know that some of these impacts can be effectively managed. However, this potential is affected by the challenges posed by Cumulative Impacts where the impacts of various construction sites create effects of greater significance than or different to that of each individual construction site. Managing the impacts of various sites in one area and ensuring a consistent approach to noise and vibration mitigation can be a major challenge in its own right.



Redevelopment proposals need think carefully how a site will be delivered, considering issues well beyond the site boundary, in particular:

- The proximity of properties, in particular the potential for structure borne noise and dust control
- Co-ordination with neighbouring sites, considering both construction traffic and business that require deliveries
- Communication and availability of data to a wider audience who may not be in close proximity to the development but nonetheless will be impacted, such as those who work in the area.
- The area is a designated Air Quality Management Area (AQMA) and the Council has made a commitment to reduce particulate air pollution to levels recommended by the World Health Organisation. In response, all sites in the Central London area will be required to undertake the following additional obligations as part of their Construction Management Plan. Developers/ Contractors will be required to justify (and for such justification to be made public) why any of the following elements cannot be achieved:-

WORKS

- Assumption of no working at weekends – any proposals for weekend working will be considered on a case by case basis and communicated to local residents 14 days in advance of works
- Prior to proposing any road closures, weekend working or oversize deliveries (to which all require express approval from the Council) the contractor must provide evidence that they have approached neighbouring sites and attempted to coordinate any proposals with those of the neighbouring site.
- Prior to connecting a site to utilities (Gas, Water, Electric, Telecoms) the contractor must provide evidence that they have approached neighbouring sites (and the utilities providers) and attempted to coordinate connection between neighbouring sites and the various utilities.

COMMUNICATION

- CMPs will be made available online (both prior to approval and post approval) such as on a dedicated webpage
- All logs (accident, complaint) will be made available online and a physical copy made available for residents to use and view
- Where there are neighbouring site or sites in close proximity that effect the local highway network, joint communication (i.e. Newsletters) will be required.
- Construction Working Groups will be conducted jointly with neighbouring sites
- All environmental monitoring data to be made available on-line and on site boards

DELIVERIES

- A delivery log, specifying the type of vehicle, its purpose, registration number and time on site must be maintained online and updated at least on a weekly basis.
- Contractors will be required to provide evidence that they have communicated their proposed deliveries with neighbouring construction sites and any other business, and have coordinated the deliveries where possible.
- No deliveries shall be scheduled that will require the driver to wait outside the site before 8.00am (and vehicles will not be permitted to circulate the highway to avoid this requirement)
- A pre-booking system for managing deliveries must be operated. All deliveries must contact site at least 20min before arrival to allow the necessary checks to be undertaken

5 -

MITIGATION AND RESPITE

- Adoption of localised mitigation measures such as washing the windows of neighbouring properties.
- Developments will be required to pay a Construction Impacts Bond to the Council to support the cost of Council officers addressing matters that should have been addressed by the contractor
- Dedicated wheel washing with rumble grids must be utilised unless agreed otherwise by the Council
- Green infrastructure, such as green screens/hoarding, should be utilised. Installation of filtration units, particularly where the site is near (within 250m) vulnerable receptor facilities (such as schools, nursing homes and hospitals)

SITE CONDUCT

- A firm disciplinary policy, such as a two strike warning before removal from site must be operated
- Contractors must attain the Considerate Contractors Scheme 'Exceptional' score

- Contractor must employ an enforcement process to ensure that contractors vehicles do not idle
- A plan and process to encourage site operatives to arrive at the site by sustainable methods (including car sharing / pooling) must be presented and communicated
- CLOCS compliance monitoring results need to be reported to council
- All sites must ensure that Traffic Marshalls /Banksmen are appropriately trained, and that there is at least one operative on duty at any given time that has at least has 1+ year of experience in that role.
- The site must be kept damp at all times, proposed equipment for this purpose must first be agreed to by the local authority.
- Weekly 'toolbox talks' should be conducted with all site operatives to advise of the requirements expected by the Council.
- Site operatives should be identifiable by the public to the site, such as using a uniformed colour of work jackets or branding.

MACHINERY AND EQUIPMENT

- All heavy goods vehicles (HGVs) are required to be Euro VI standard or better, and light duty vehicles (LDVs) are required to be Euro 4 petrol or Euro 6 for diesel, or better. Preference should be for zero to low emission equipment
- NRMM should be to stage IV of EU Directive 97/68/EC as a minimum, and an up-to-date NRMM log must be kept on-site and shared with Camden officers
- The site must connect to mains prior to works commencing to remove the need for diesel generators
- At least four real-time PM10 monitors (certified to MCERTS standard) must be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the Council. Camden officers must be provided access to the raw data via an online platform, and automated exceedance alerts should be sent to AirQuality@camden.gov.uk in addition to the contractor/developer on-site representatives
- Web-enabled monitoring equipment, allowing real time information accessible by the public should be deployed – including the use of emerging technologies.
- Environmental monitoring summary reports should be sent to Camden officers on a monthly basis

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CHECKLIST

All development sites in the Cumulative Impact Area which are required to submit a Construction Management Plan (CMP) or Demolition Management Plan (DMP) are required to complete this checklist.

The checklist will need to be presented for comment to the local community as part of the pre-submission CMP/DMP. The Council will not accept the submission of the CMP/DMP unless it receives both the completed CIA checklist . If a particular requirement cannot be met, stipulate the reason why and propose an alternative solution to achieve the objective

	Requirement	Response
WORKS	No noisy working at weekends – any proposals for weekend working will be considered on a case by case basis and communicated to local residents 14 days in advance of works	Confirmed.
	Prior to proposing any road closures, weekend working or oversize deliveries (to which all require express approval from the Council) the contractor must provide evidence that they have approached neighbouring sites and attempted to coordinate any proposals with those of the neighbouring site	Agreed and noted.
	Prior to connecting a site to utilities (Gas, Water, Electric, Telecoms) the contractor must provide evidence that they have approached neighbouring sites (and the utilities providers) and attempted to coordinate connection between neighbouring sites and the various utilities	Contractor to confirm following appointment.
COMMUNICATION	CMPs will be made available online (both prior to approval and post approval) such as on a dedicated webpage	Confirmed.
	All logs (accident, complaint) will be made available online and a physical copy made available for residents to use and view	Confirmed.
	Where there are neighbouring site or sites in close proximity that effect the local highway network, joint communication (i.e. Newsletters) will be required	Confirmed, the appointed Contractor will engage and co-ordinate works with any nearby sites through regular communication and structured Construction Work Group that will be arranged.
	Construction Working Groups will be conducted jointly with neighbouring sites	
	All environmental monitoring data to be made available on-line and on site boards	Confirmed.

	Requirement	Response
DELIVERIES	A delivery log, specifying the type of vehicle, its purpose, registration number and time on site must be maintained online and updated at least on a weekly basis	Confirmed, the Contractor will manage an online vehicle delivery booking system for the duration of the demolition and construction.
	Contractors will be required to provide evidence that they have communicated their proposed deliveries with neighbouring construction sites and any other business, and have coordinated the deliveries where possible	Confirmed - as noted above nearby sites who share vehicle routes will be coordinated where necessary.
	No deliveries shall be scheduled that will require the driver to wait outside the site before 8.00am (and Vehicles will not be permitted to circulate the highway to avoid this requirement)	Confirmed - as detailed with body of the CMP.
	A pre-booking system for managing deliveries must be operated. All deliveries must contact site at least 20min before arrival to allow the necessary checks to be undertaken	Confirmed within CMP.
MITIGATION AND RESPITE	Adoption of localised mitigation measures such as washing the windows of neighbouring properties	Confirmed - specific details to be agreed with appropriate neighbouring properties.
	Developments will be required to pay a Construction Impacts Bond to the Council to support the cost of Council officers addressing matters that should have been addressed by the contractor	Confirmed and understood.
	Dedicated wheel washing with rumble grids must be utilised unless agreed otherwise by the Council	Appropriate dedicated wheel washing incorporating rumble grids will be provided as necessary.
	Green infrastructure, such as green screens/hoarding, should be utilised. Installation of filtration units, particularly where the site is near (within 250m) vulnerable receptor facilities (such as schools, nursing homes and hospitals)	Noted.

	Requirement	Response
SITE CONDUCT	A firm disciplinary policy, such as a two strike warning before removal from site must be operated	Confirmed.
	Contractors must attain the Considerate Contractors Scheme 'Exceptional' score	Confirmed within CMP.
	Contractor must employ an enforcement process to ensure that contractors vehicles do not idle	Confirmed within CMP.
	A plan and process to encourage site operatives to arrive at the site by sustainable methods (including car sharing / pooling) must be presented and communicated	The contractor will produce a travel plan that encourages sustainable travel methods.
	CLOCS compliance monitoring results need to be reported to council	Confirmed.
	All sites must ensure that Traffic Marshalls / Banksmen are appropriately trained, and that there is at least one operative on duty at any given time that has at least has 1+ year of experience in that role.	Confirmed. Contractor to evidence this.
	The site must be kept damp at all times, proposed equipment for this purpose must first be agreed to by the local authority.	Appropriate damping down will take place during demolition and construction works.
	Weekly 'toolbox talks' should be conducted with all site operatives to advise of the requirements expected by the Council.	Confirmed - to be undertaken by the Contractor and key sub/trade contractors.
Site operatives should be identifiable by the public to the site, such as using a uniformed colour of work jackets or branding.	Confirmed - project branded hi-vis proposed.	

	Requirement	Response
MACHINERY AND EQUIPMENT	All heavy goods vehicles (HGVs) are required to be Euro VI standard or better, and light duty vehicles (LDVs) are required to be Euro 4 petrol or Euro 6 for diesel, or better. Preference should be for zero to low emission equipment	Confirmed.
	NRMM should be to stage IV of EU Directive 97/68/EC as a minimum, and an up-to-date NRMM log must be kept on-site and shared with Camden officers	Confirmed.
	The site must connect to mains prior to works commencing to remove the need for diesel generators	Confirmed - temporary electricity supply will be provided.
	At least four real-time PM10 monitors (certified to MCERTS standard) must be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the Council. Camden officers must be provided access to the raw data via an online platform, and automated exceedance alerts should be sent to AirQuality@camden.gov.uk in addition to the contractor/developer on-site representatives	Confirmed - details to be finalised.
	Web-enabled monitoring equipment, allowing real time information accessible by the public should be deployed – including the use of emerging technologies	Confirmed where appropriate to the works being undertaken.
	Environmental monitoring summary reports should be sent to Camden officers on a monthly basis	Confirmed - Contractor to provide.
	The use of powered, percussive breaking equipment should be avoided. Where this is considered not possible early discussions with the Council.	

Community update

BELGROVE HOUSE

ISSUE: 2

APRIL 2023

CONTACT : 0845 602 5761 QUOTING 39641



In this issue:

Welcome to our community update for Belgrove House.

Headlines in brief:

- Construction Update
- Community Update
- Additional Images
- Project Timeline
- Site operating hours
- Contacts



Construction Update

January through to March saw the completion of the site welfare for the workers.

Much of the work that started during the past 3 months is continuing into April. The exploratory works with the Utility companies is progressing to confirm positions of the existing services around the site.

Enabling work for the piling will commence in the few weeks, all within the basement.

Residents are unlikely to see much change on street level, due to the works being carried out in the basement.

If you have any queries or questions on our works please contact us using the 24-hour helpline above.

Community Update

The project team at Belgrove house will be welcoming students from City and Islington College, and UCL Academy to site for Work experience in May.

Pupils will get an introduction to Mace and the project at Belgrove House. They will be given the opportunity to network with the project team and contractors on site. Hopefully, they are able to gain an insight on what it is like to work in construction and have any questions they may have answered on how to get into this industry.

They will also be given an opportunity to go onto Site, learn about some of the processes that are currently going on at Belgrove. They will engage in some site activities such as Hazard spotting which is a valuable activity to demonstrate the importance of site safety.



Additional images



Belgrove House at this stage of the development



CGI of Belgrove House at street level

Contacts:

We are always keen to improve our relations with our neighbours and would welcome any suggestions you may have.

Your neighbourhood liaison officer



Sue Hardy
suzanne.hardy@macegroup.com

Your construction manager



Tim LeSage
tim.lesage@macegroup.com

Timeline



Site operating hours:

Monday to Friday 8:00am - 6:00pm **Saturdays** 8:00am - 1:00pm

The site's main operating hours, as stated above will ensure that any demolition, earth removal, piling work or mechanical building operations are confined to these hours. Outside these times there may be personnel on site; however their activities will be restricted so as not to disrupt the local community.



Mace head office, 155 Moorgate, London. EC2M 6XB

Section 61 Consent

APPENDIX 1: SCHEDULE OF CONDITIONS

CONSENT is HEREBY GIVEN by Camden Council (hereinafter referred to as the "Council"), subject to the following conditions:

Conditions:

1. The dates for this permission, which are consented, are between 1st March 2023 and 1st March 2024. Any variations to the programme contained within the application need to obtain permission from the Council.
2. The plant and equipment specified in the application shall be used to carry out the works in accordance with the method statement detailed in the application. The applicant may substitute an alternative item or use additional items of plant or equipment and will use the best practicable means but must ensure that the resultant noise levels are no higher than those originally predicted.
3. The construction activity works shall only be carried out between the hours specified below:

Monday – Friday; 0800-1900 hrs (excluding Public Holidays).

Saturdays: 0800- 1300 hrs.

No working on Sunday or Bank Holidays.

An additional 60 minutes prior to start and at the end of the working day will be used for organisational activities, including briefings and tidying up of the site at the end of the day but no operation of machinery (actual hours on site 07:00hrs – 19:00hr Mon-Fri and 07:00-14:00 Sat). The Council will have regard to the premise that these enabling activities are not to be regarded as an extension of the normal working day.
4. Where there is a change in circumstance, significant deviation or breach of this consent occurs, the Council reserves the right to review, incorporate further conditions and ultimately to revoke this permission.
5. A Council Officer may attend and inspect the work sites to ensure compliance with this Consent.
6. The quietest, newest and most effectively silenced reasonably available vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.
7. The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228-1:2009+A1:2014 'Noise and Vibration Control on Construction and Open Sites'..
8. The proposed steps taken to reduce noise and vibration as detailed in the application shall be adhered to at all times.

9. If specific screening is required, such screening should provide effective acoustic attenuation and should have a similar level of sound transmission performance as the mobile screen described in British Standard BS5228-1:2009+A1:2014 'Noise and Vibration Control on Construction and Open Sites'. In particular, any mobile acoustic screens (acoustic blankets) shall have sufficient mass so as to be able to resist the passage of sound across the barrier and be free of holes and gaps where practicable. Velcro type overlap to prevent holes or gaps between or under any acoustic blankets or board materials as far as reasonably practical.
10. All site staff are to be inducted on the potential impact on the surrounding community of noise from site activities. The induction is to cover general principles of Best Practicable Means (BPM) pertaining to all site activities. The applicant shall nominate a member of staff who shall be responsible for the implementation of BPM. The nominated BPM champion should highlight any particular sensitive receptors and draw attention to potentially high impact activities and particular precautions to be taken. In addition, all those involved with these work activities shall be effectively supervised to ensure that best working practice in respect of noise reduction is followed.

Liaison/Complaints

11. Where practicable two weeks in advance of works starting where possible, notification letters must be provided to identified sensitive receptors containing information about the nature and timing of the works.
12. The applicant shall ensure that a notice board is displayed in a prominent place whilst the works are in progress that contains: the service request number provided in the consent, an outline of the works taking place, and the telephone enquiry line number.
13. Any complaint arising as a result of the activities carried out during these works shall be recorded by the applicant in a log book, and made available to the council upon request. This log book should contain the following:
 - Full details of the complainant.
 - Cause of the complaint.
 - Action taken to resolve the cause of the complaint.
 - Action taken to resolve the complaint.
14. A copy of this consent should be kept on site during the duration of the works and should be made available to officers upon request.
15. All sub-contractors shall be notified of the requirements of this consent and the conditions attached.
16. The Council reserves the right to revoke further applications in the case of complaints and/or breaches of any of the above conditions.

This consent is authorised by:

Signed: *C. Castro-Llach*
Camilo Castro-Llach
BA(Hons), MSc, MIOA
Noise Officer
(The officer appointed for this purpose)
Dated; 27 February 2023

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: 03/11/23

Print Name: Steve Duggan

Position: Senior Construction Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

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