

**Wellcome Trust
Bentley House
Indicative Construction Management Plan**

1.00 Introduction

This indicative construction management plan has been prepared to support a planning application in respect of Bentley House, 200 Euston Road, London NW1 2DA.

The proposals are to retain a portion of the building (comprising the first structural bay) facing onto Euston Road. Thereafter the rear of the building will be demolished and replaced with new accommodation such that the whole building provides student housing.

This indicative construction management plan sets out a proposed methodology for construction process, including reference to site access and material deliveries, maintaining good neighbourly relations and environmental considerations.

2.00 Contract Programme

The anticipated contract programme for the works is as follows:

Start date - Week 1

Enabling Works – Week 3 to Week 16

Demolition - Week 8 to Week 19

Construction – Week 20 to 93

Project Completion – Week 93

3.00 Site access, materials placement and storage

Materials deliveries & waste management

The proposed route for material deliveries and waste removal from site is via Stephenson Way at the Rear of Bentley House. This is a one way access / delivery road which serves nearby buildings. Stephenson Way is the preferred delivery / waste removal route. Euston Road is an important main thoroughfare into central London and is a designated TLRN 'red route' and will therefore be avoided.

To access Stephenson Way, site vehicles have two options (see attached site access plans at appendix A)

1. Access from the A400 Hampstead Road to Drummond Street. Then on to North Gower Street and Stephenson Way; and
2. Access North Gower Street from Euston Road supply road from the A400 Hampstead Road interface heading east.

When vehicles leave site they will follow Stephenson Way to the junction of Euston Street and bear left onto the one way road leading back on to North Gower Street.

Deliveries to site will be via Stephenson Way and delivery times will be between 0800 to 1800 Monday to Friday and 0800 to 1300 Saturday only. All neighbouring properties will be consulted prior to commencement on site to ensure the minimum disruption.

All deliveries / waste removal will be managed and delivery schedules will be produced 48 hours in advance to avoid vehicles being parked in nearby roads. Deliveries not booked in will be refused entry onto the site. Due to the busy nature of the area, deliveries will be co-ordinated such that multiple arrivals do not occur.

Material movements from the road to the site will be carefully managed with a gateman/traffic marshal on duty at all times when the site is open to minimise risk to pedestrians and other road users.

During the demolition phase, the existing delivery entrance will be used to allow access for the demolition equipment and waste removal. If necessary the existing delivery entrance will be enlarged and waste skips located within a temporary lay-by created on Stephenson Way.

Site Welfare & Personnel Site Access

To segregate vehicular movements on Stephenson Way from site personnel it is proposed that personnel access is via Euston Road. A temporary scaffold gantry would be formed over the pedestrian pavement outside Bentley House and site welfare and office facilities will be located on the gantry. Access would be controlled by security turnstiles. Pedestrian movement along Euston Road will be unhindered by these proposals.

Material distribution

A tower crane will be erected during both the demolition and construction phases to assist with deliveries and waste removal. It is proposed that material distribution would be carried out in the following manner:

1. Prior to demolition, the temporary works will be installed. This will require the delivery of steelwork. A tower crane will be erected as one of the first operations, to allow for the safe offloading and erection of the temporary works. We propose that a small luffing jib crane is provided on a cruciform base within the existing lightwell during demolition. This would then be removed and relocated as shown on the crane location plan at appendix B following construction of the new basement slab.
2. During demolition, deliveries will mainly be of plant and collections of waste material. These items will be lifted directly into the building using the tower crane.
3. It is envisaged that early erection of the tower crane would aid the temporary works and demolition and also benefit the logistics on site by providing the following services:
 - To assist in the removal of waste.
 - Lifting in reinforcement for the basement slab and walls.
 - Placement of concrete.
 - Lifting of plant and materials into and about site.

The use of small luffing jib tower crane avoids over sail of the surrounding buildings. The tower crane would be used to unload from Stephenson Way. All loading and unloading will be done in accordance with the London Borough of Camden's guidelines.

4. Once the structure is complete and the project has sufficiently advanced so that the tower crane becomes redundant, it will be removed.
5. A goods hoist will be installed on the scaffold to Stephenson Way. This will allow materials to be delivered and stored on a floor designated for storage and then distributed to all floors. It will also allow for the removal of waste, down through the building and out onto Stephenson Way for removal onto waiting vehicles.

4.00 Neighbourly matters

It is important for close liaison with local residents and those likely to be affected by the execution of the works. We are aware of the potential impacts of the construction activities on the neighbouring properties and we have found from experience that these can be minimised by encouraging open dialogue.

We will require the contractor to adhere to the following basic neighbourly principles:

- Being considerate - Think of all the interfaces, passers-by and the public in general.
- Being quiet - Minimise noise wherever possible, using every effort to use the quietest equipment possible.
- Being clean and tidy - All pavements, road, paths, etc. will be kept clean and tidy.
- Being safe and carry out the works with utmost care.
- Being responsible - Control site activities and people to this code.
- Being accountable - Provide a contact board, so the public can communicate concerns.

The contractor will also be required to produce a Local Resident Liaison Booklet for the site, which will be distributed to the local residents/occupiers, informing them of the work, any key events (mobile cranes, service or road diversions etc.). This will be supplemented with news letters / updates as necessary to suit the local requirements.

Contractors will be required to participate in the "Considerate Constructors Scheme" (CCS), a nationwide initiative to promote high standards by ensuring construction sites are clean, tidy, safe and well organised. Upon appointment the main contractor will register this project for CCS monitoring.

The strength of CCS is that it encourages firms to be sensitive to the environment in which they operate and places public health and safety as its top priority. It gives prominence to "Respect for People" - those working on site as well as local communities – which can result in greater productivity and better relationships. Such sites not only portray a positive image for construction, but they are also likely to be better projects – in terms of cost, timeliness and quality.

Fire Escapes

There are no fire escapes which access the proposed site or are dependent on the structure remaining or will require a temporary means of escape.

Temporary Works & LUL Cable Tunnel Interface

The retained front bay of the existing building will have temporary bracing as required to provide lateral stability. This will be installed prior to any structural demolition taking place. Once the retained front bay is secured, the rear of Bentley House will then be removed to the top of the existing basement slab, using deconstruction methods, within the environmental limits determined by Camden Environmental Control

There is an existing LUL cable tunnel that runs under Bentley House. It has been determined that the crown of the 1.8m diameter cable tunnel is a minimum of 4.8m below the existing basement levels in Euston Road. With regards to the LUL Cable tunnel, an agreed method of works will be agreed with LUL prior to works being undertaken. Exclusions Zones may be required; a review of the existing tunnel conditions, unloading during demolition & reconstruction and reloading for the permanent new arrangement.

We have engaged with LUL and this is being progressed in a proactive manner.

5.00 Environmental Considerations

Air Quality

A separate air quality report has been provided by Bureau Veritas. This assesses the air quality impact in two ways:

1. the impact of the proposed development on the existing air quality in the area; and
2. the impact of the existing air quality in the area on the proposed development.

This section of the construction management plan therefore focuses on the measures to be taken to mitigate any air quality impacts during the construction process only.

During the construction process and particularly demolition there is potential for increased dust and particulates in the air. In recognising this we propose the following measures;

- regular cleaning of surfaced areas outside the site, including the access road;
- dampening of surfaces in dry conditions;
- limited stockpiling periods for waste;
- sheeting of all open waste containers in transit;
- use wheel washers where appropriate; and
- provide a site hoarding and screening.

Noise

A separate noise and vibration assessment has been provided by Hilson Moran.

This section of the construction management plan therefore focuses on the measures to be taken to mitigate any noise impacts during the construction process only.

To the north the proposed development site fronts on the Euston Road and we consider that this noise source will continue to dominate the area and that the development as proposed will not adversely affect the ambient noise conditions. Furthermore, retaining the first structural bay of the existing building will act as a barrier to noise transmission in this direction.

To the rear and either side of the site there is potential for construction noise to impact on adjoining properties. We therefore propose to take all reasonable measures to ensure that noise impacts are kept to a minimum in terms of both volume and duration. To achieve this we propose to:

- restrict the hours of noisy works between 0800 – 1800 Monday-Friday and between 0800-1300 on Saturdays;
- use the 'best practicable means' at all times to control noise and vibration;
- develop and maintain community relations to advise neighbours about activities likely to take place on site and their impact;
- provide site hoarding and screening;
- ensure machinery is carefully selected so that noise output levels are reduced;
- where available silencers are fitted to machinery; and
- machinery is shut down when not in use.

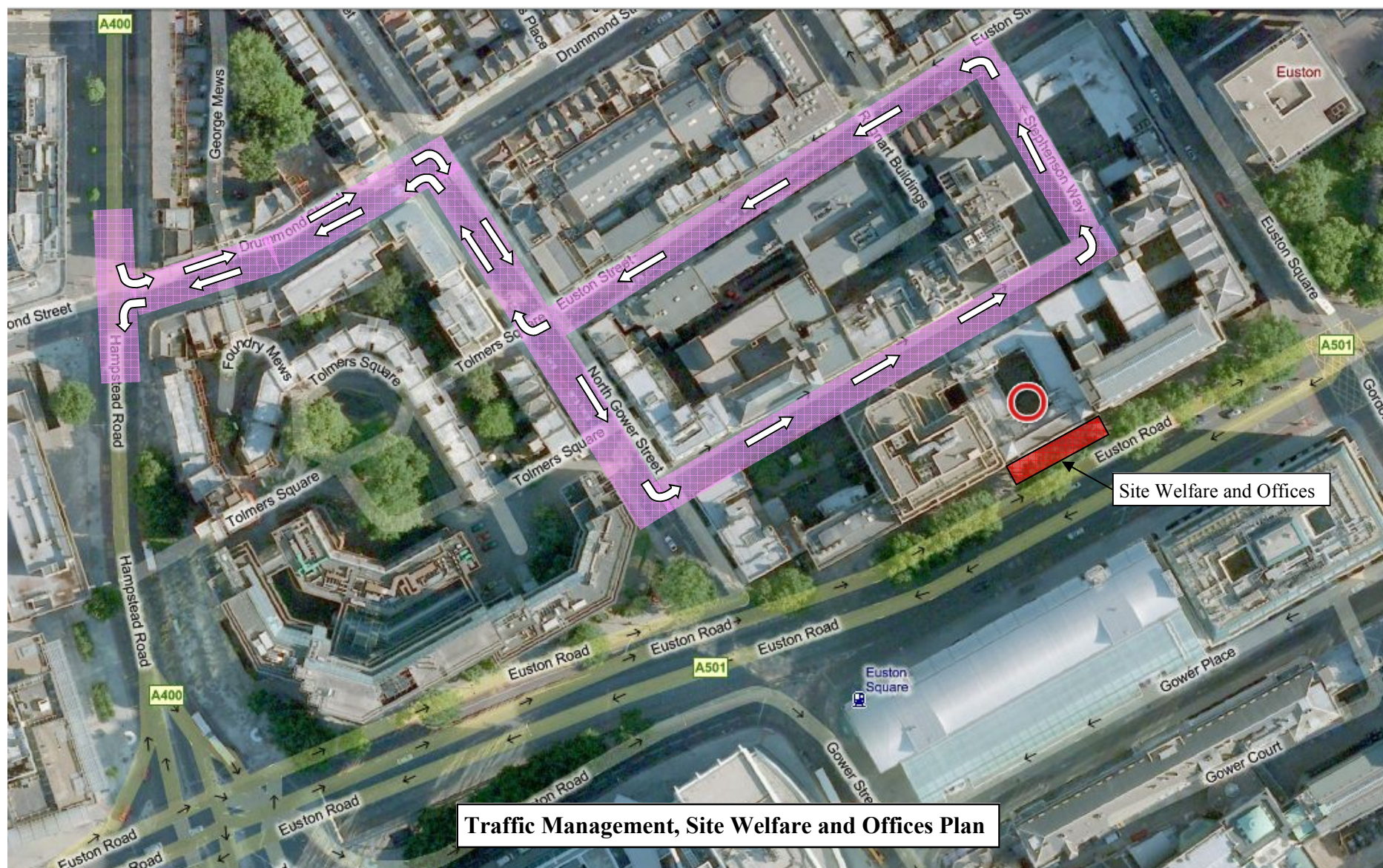
6.00 Appendices

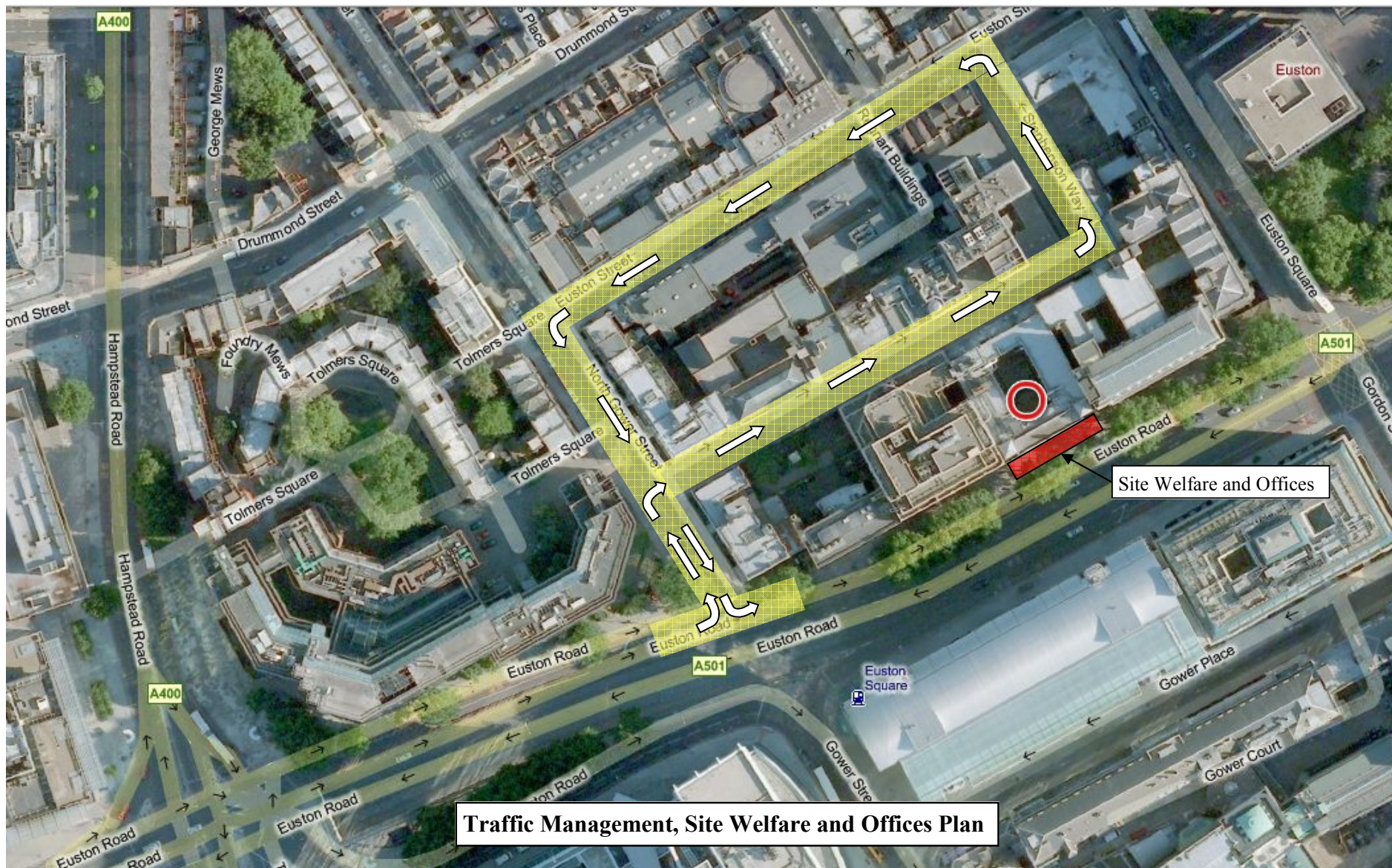
6.01 Appendices are as follows:

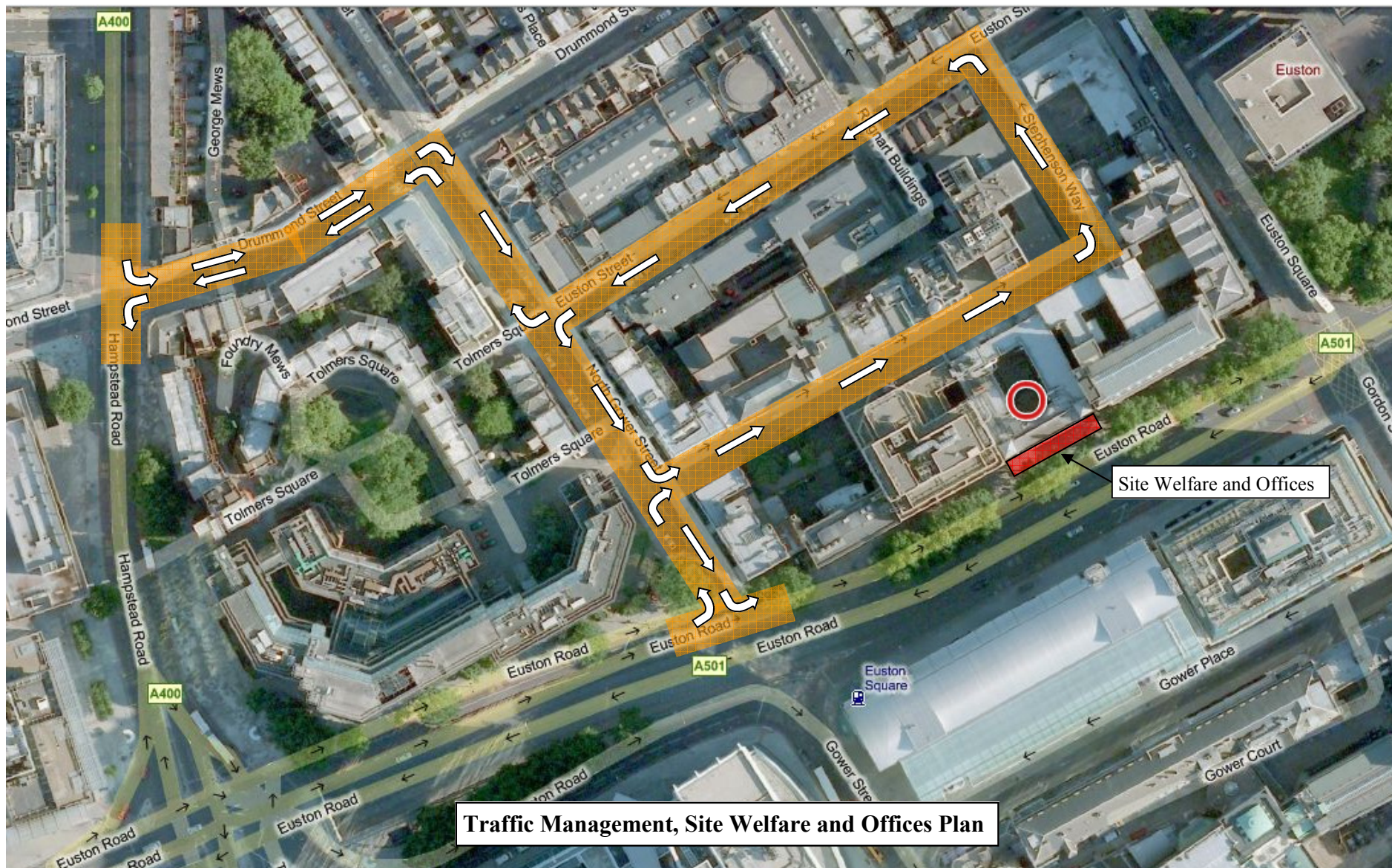
- APPENDIX A - PROPOSED TRAFFIC ROUTES
- APPENDIX B - PROPOSED CRANE LOCATION

Appendix A

Proposed Traffic Routes

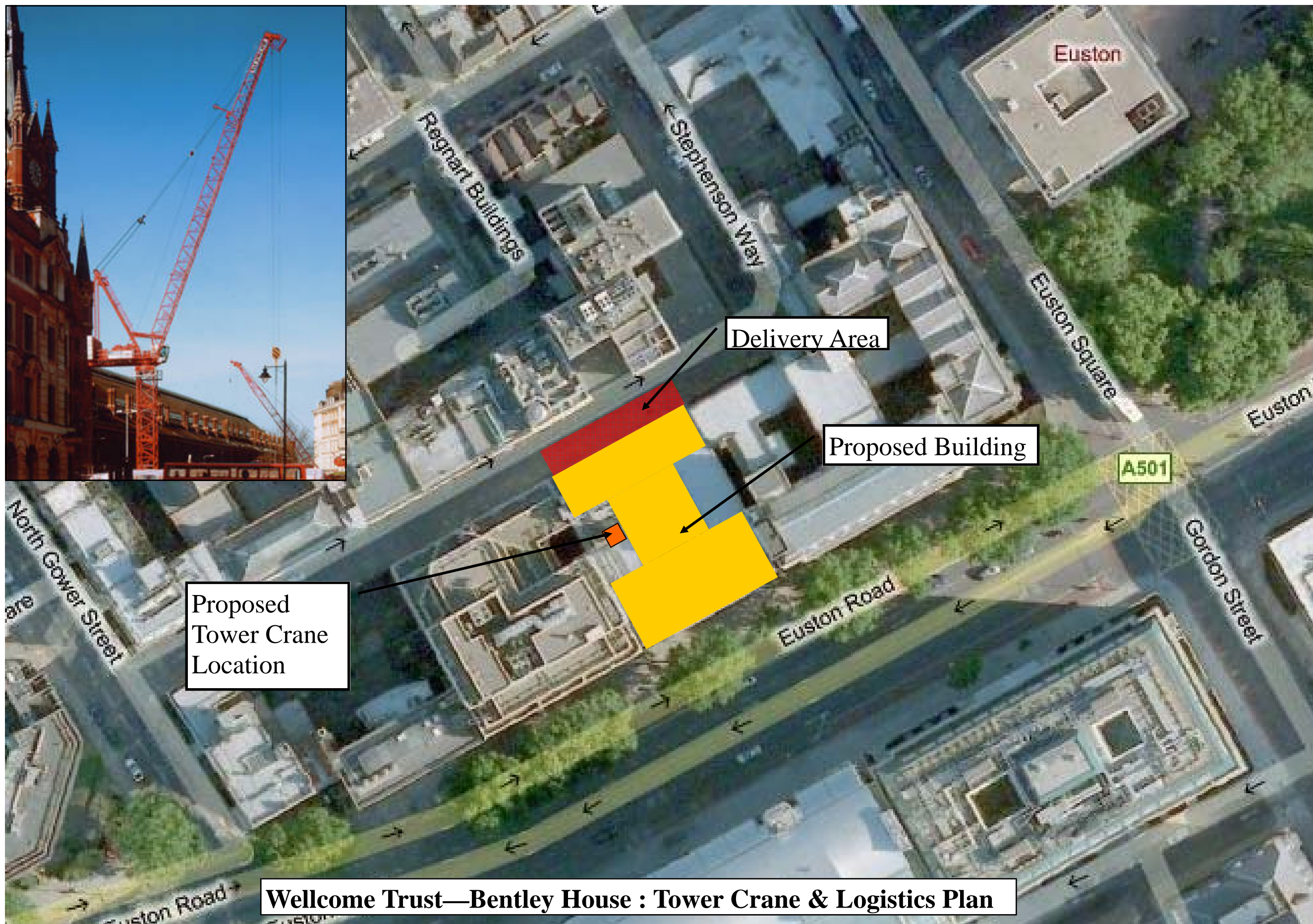






Appendix B

Proposed Crane Location



Wellcome Trust—Bentley House : Tower Crane & Logistics Plan

AUTHORISATION
<p>Approved for issue</p> <p>.....</p> <p>Job manager</p> <p>Date.....</p>

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CONSTRUCTIVE EXPERTISE

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