

London Borough of Camden

Framework Construction Management Plan Pro-forma



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INTRODUCTION

This Framework Construction Management Plan (FCMP) should help developers minimise the impact of construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The completed and signed FCMP should address how any impacts associated with the proposed works would be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included in the DMP will depend on the scale and kind of the development. The FCMP follows the best practice guidelines in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety](#) (CLOCS) scheme) and [Camden's Minimum Requirements for Building Construction](#) (CMRBC).

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

It should be noted that any agreed FCMP does not prejudice further agreements that may be required such as road closures or hoarding licences.

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 as is necessary.

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

(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.)

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Section 1 – Site Contacts

- Q1. Please provide the full postal address of the site and the planning reference relating to the Demolition works.

Site Address: 43-49 Huntley Street, London, WC1E 6DG

This is a Framework CMP to accompany planning portal reference: PP-04006883

- Q2. Please provide contact details for the person responsible for submitting the FCMP

Demolition Contractor - Author:

Name: Ian Gardner

Address: Jacobs, 20 St Thomas St, London, SE1 9RS

Tel: 020 7939 6209

Email: ian.gardner@jacobs.com

Planning & Section 106 Consultant:

Name: Emily Cochrane

Address: 30 Warwick St, London, W1B 5NH

Tel: 020 31471632

Email: sarah.roe@eu.jll.com

- Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Currently, no building contractor has been commissioned for the works. The building contractor will be secured through a procurement process. However, John Paul Construction have been appointed to procure a main building contractor.

John Paul Construction
Exchange Plaza,
58 Uxbridge Road, Third Floor,
Ealing, London W5 2ST,

- Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Currently, no building contractor has been commissioned for the works. The building contractor will be secured through a procurement process. However, John Paul Construction have been appointed to procure a main building contractor.

John Paul Construction
Exchange Plaza,
58 Uxbridge Road, Third Floor,
Ealing, London W5 2ST

- Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of [Community Infrastructure Projects \(CIP\)](#), please provide contact details of the responsible Camden officer.

Name: Peter Elms / James McEwan

Address: 136-148 Tooley Street, London, SE1 2TU

Tel: 020 7036 3535 / 07827 911 670

Email: peter.elms@localdialogue.com / james.mcewan@localdialogue.com

- Q6. Please provide full contact details of the person responsible for community liaison if different to above.

as above

- Q7. 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 FCMP.

Currently, no building contractor has been commissioned for the works. The building contractor will be secured through a procurement process. However, John Paul Construction have been appointed to procure a main building contractor.

John Paul Construction
Exchange Plaza,
58 Uxbridge Road, Third Floor,
Ealing, London W5 2ST

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the FCMP applies.

See Appendix A –Existing Site Location Map. This shows the entire site to be developed.

The existing site at 43-49 Huntley Street is owned and operated by UCLH. The site is bounded to the east by Huntley Street (approx. 7.5m wide), which has a one-way southbound restriction in place operating between University Street in the north and Chenies Street to the south. The section of Huntley Street between University Street and Grafton Way is currently two-way. At the site periphery, Huntley Street has a single yellow line restriction on its western side and elements of residential parking, pay and display parking and motorcycle parking on its eastern side.

Capper Street borders the north of the site, and currently operates two-way, connecting Huntley Street to the east with Tottenham Court Road in the west. Capper Street has a road width of approximately 5m. Dedicated residential parking extends along the majority of the southern side of Capper Street, with a residential parking bay located on its northern side, at its junction with Huntley Street. Single yellow line restrictions extend along the majority of the northern side of Capper Street.

Shropshire Place borders the west of the site and is primarily an access route for vehicles accessing the existing parking area to the rear of the site, which is associated with the current site operation. The road also provides vehicular access to the land uses in Queen's Yard. As the road is only 3m wide, large vehicles are only able to access these locations by reversing down Shropshire Place from Capper Street. Cars or car based vans can turn in Queen's Yard and Shropshire Place.

The development proposals encompass the demolition of the former University College London (UCL) Student Union and Royal Ear Hospital buildings, and redevelopment for a building of 6 storeys in height including ground and 3 storey basement comprising approximately 12,013 sq m GEA for use a specialist head and neck facility (Class D1) with 2 x pedestrian accesses from Huntley Street and Shropshire Place respectively and servicing/delivery bay accessed from Shropshire Place.

Q9. 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).

The scope of the development is as follows:

- I. The complete demolition of 43-49 Huntley Street from roof level to 3 levels below ground including the isolation and removal of redundant services, and the removal of any asbestos. Essentially, following demolition, the site will consist of excavated land to 3 basement levels.
- II. Following demolition, the structure to basement levels will be installed, which will aid the creation of the super structure.
- III. A period of creating an envelope around the site to install external features ie windows, will be undertaken.
- IV. Finishing the site internally, from the bottom up including the creation of ceiling grids and partitioning walls.

The demolition and construction of the site presents a number of constraints that have been influential in determining our proposed methodology. These constraints include:

- V. Minimising the environmental impacts of the demolition and construction works on the surrounding neighbours including those at Gordon Mansions.
- VI. Creating a safe vehicle access and egress system to the project, in order to demolish the existing 3 storey building and excavation to 3 basement levels.
- VII. The Traffic Management Plan aids ensuring site traffic to remove materials and deliver plant and equipment to the project does not adversely interrupt the local traffic system

Q10. 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.).

- Gordon Mansions shares a party wall with 43 Huntley Street, which is set to be demolished. Therefore, a party wall award will need to be in place to cover works. (Noise, Dust, Vibration & Fumes)
- The residential dwellings on the eastern side of Huntley Street (Noise & Dust)
- The commercial properties accessed via Shropshire Place ie Shropshire House and Queen's Yard businesses (Noise, Dust, Vibration & Fumes)
- The UCLH Macmillan Cancer Centre to the north of the site (Noise, Dust, Vibration)

Q11. 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 and proposed site access locations.

Please see Appendix A –Site Location Plan

Huntley Street (between Capper St and Torrington Place): There are 6 residential spaces and 13 motorcycle spaces on the eastern side of the road that will need to be temporarily suspended for the duration of demolition and construction. A single yellow line extends along the western side of the road, part of which will need to be temporarily suspended for the duration of demolition and construction to allow for hoarding and construction vehicles to enter and depart the hoarding without being blocked by other road user vehicles waiting on the remaining extent of single yellow line.

Capper Street: There are 2 residential parking bay spaces on the north western side of Capper Street that will be required to be temporarily suspended during demolition and construction. The residential parking bays along the southern side of Capper Street will not require suspension. However, the single yellow lines on the Capper Street at the junction with Shropshire Place will have to be temporarily suspended for the duration of demolition and construction. No stopping at any time restrictions are to be implemented in their place to allow construction vehicles and service vehicles to Queens Yard to enter Shropshire Place safely.

Shropshire Place: This is currently used as a servicing location for commercial properties on Queen's Yard and Shropshire House. The proposals allow for Shropshire Place to continue to be used for servicing access to these locations throughout construction.

Q12. 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 useful).

See Appendix B –Building Demolition and Construction Programme
The anticipated programme is as follows:

- Start Date: March 2015 (pre contract works) – Asbestos strip
- June 2015: Site set-up, Scaffolding, hoarding erection, cabin instalment
- July 2015: Commencement of Structural Demolition. Demolition completed by March 2016
- March 2016: Construction start
- October 2018: Completion

Q13. Please confirm the standard working hours for this 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

The standard working hours for the site will be from 08.00am to 6 pm Monday to Friday and from 8.00 am to 1 pm on Saturdays. No works will be undertaken on Sunday or Public Holidays.

Q14. 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.

A full utilities assessment will be made by the appointed contractor prior to site demolition. Following this assessment, the contractor will actively engage with any affected utility company and manage any excavations / utility diversions.

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

An asbestos survey is yet to be carried out, but will be done prior to demolition.

Section 3 – Transportation Issues Associated with the Site

- Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the [Guide for Contractors Working in Camden](#)). Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). 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 between 9.30am and 3pm on weekdays during term time. Vehicles must be managed and prevented from causing obstructions to the highway.

Vehicles shall be accessing the site during standard working hours for construction sites in Camden on an 'as needed' basis. Lorries used for demolition and construction will have communication with their yard and can be called in / called off relatively quickly and easily. The proposed hoarding locations on Huntley Street and Shropshire Place allow for 4 vehicles to be stored on site at any one time. At no time will vehicles be 'stacked' on neighbouring streets awaiting access to the site.

There are no schools in the area.

- Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

There will be a maximum of 20 inbound and 20 outbound vehicle trips per day at peak (3 inbound and 3 outbound per hour on average).

Up to 3 vehicles can be stored within the hoarding line on Huntley Street and 1 vehicle on Shropshire Place. Vehicles will be called to site on a 'just-in-time' basis from remote holding yards.

No road closures will be required in relation to the demolition works. However, it is proposed that the hoarding extends into Huntley Street, reducing the effective road width to 4.25m in parts. Q19 explains this in more detail.

No articulated vehicles are proposed to be used during demolition of construction. The largest vehicle to access the site will be 8.5m long trucks during both demolition and construction. Smaller vehicles will access the Shropshire Place loading bay, within the hoarding.

- Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

Drawing 1 displays the location of temporary structures which are likely to overhang the public highway.

A steel frame gantry will be set up on Copper Street (at its junction with Huntley Street) to support triple stacked cabins and a pedestrian walkway for pedestrians to pass under. This will result in the need to temporarily suspend 2 existing residents parking spaces. Surveys have identified that space is available on Chenies Mews or the western side of Huntley Street, south of the hoarding, a very short walk away, for residents who use these spaces.

Scaffolding is to be set up within hoarding line. A licence will be sought by the appointed contractor.

A fixed luffing crane will be required from week 80 (completion of basement dig) and will be used until approximately week 180.

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

Drawing 1 displays the proposed hoarding locations.

Hoardings will be set up along the full extent of the pedestrian footpath which borders the site, along the western side of Huntley Street. This is approximately 60m of footpath. The hoarding is required as part of the basement dig to remove spoil.

In addition, hoarding is required to protrude into the carriageway of Huntley Street to enable a safe holding area for construction vehicles. The carriageway hoarding will extend approximately 35m along part of the site frontage on the western side of Huntley Street in order to accommodate up to 3 x 8.5m long vehicles (with extra space to open lorry rear doors). The hoarding will leave enough clearance for general traffic to pass (4.25m of available carriageway width) and therefore a road closure is not required. However, 6 residential parking spaces and 13 motorcycle spaces will be temporarily removed as a result. Surveys have identified that space is available on Chenies Mews or the western side of Huntley Street, south of the hoarding, a very short walk away, for residents who use these spaces. Space is also available for temporary motorcycle bay relocation on the eastern side of Huntley Street, south of its junction with Torrington Place, adjacent to the existing motorcycle bays in that location.

Hoarding is also planned to protrude into part of Shropshire Place.

Q20. Please provide accurate scaled drawings of any highway works necessary to enable deconstruction to take place (e.g. construction of temporary vehicular accesses). 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. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Appendix C displays the scale plan showing the Huntley Street hoarding line location and temporary parking bay suspensions.

The footpath on the western side of Huntley Street, at the site façade, will need to be temporarily closed as hoardings will be installed along this extent, covering the footpath. The proposed hoarding on the Huntley Street carriageway will be approximately 45m long and leave 4.25m of effective carriageway width for general traffic to pass. Lorries accessing the hoarding on the Huntley Street carriageway will arrive from the north and depart to the south. This manoeuvre will be overseen by trained banksmen.

Lorries accessing Shropshire Place to the rear of the site will reverse down Shropshire Place to enter the proposed hoarding and depart in a forward gear. This manoeuvre will be overseen by trained banksmen.

No materials would be required to be stored on the public highway.

The hoarding is required as vehicles would not be able to drive onto the site of the proposed building, as the demolition phase involves the demolition of the building and excavation of the entire site for up to 3 basement levels.

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

Huntley Street (between Capper St and Torrington Place): There are 6 residential parking spaces on the eastern side of the road that will need to be suspended for the duration of demolition and construction. The motorcycle bays on Huntley Street, adjacent to the Chenies Mews access will also need to be temporarily relocated to the eastern side of Huntley Street, south of its junction with Torrington Place, adjacent to the existing motorcycle bays in that location. A single yellow line extends along the western side of the road, part of which will need to be temporarily suspended for the duration of demolition and construction to allow for hoarding and construction vehicles to enter and depart the hoarding without being blocked by other road user vehicles waiting on the remaining extent of single yellow line. In addition the footpath at the site façade will need to be temporarily suspended.

Capper Street: There are 2 residential parking bay spaces on the north western side of Capper Street that will be required to be temporarily suspended during demolition and construction. The residential parking bays along the southern side of Capper Street will not require suspension. However, the single yellow lines on the Capper Street at the junction with Shropshire Place will have to be temporarily suspended for the duration of demolition and construction. No stopping at any time restrictions are to be implemented in their place to allow construction vehicles and service vehicles to Queens Yard to enter Shropshire Place safely.

Shropshire Place: This is currently used as a servicing location for commercial properties on Queen's Yard and Shropshire House. The proposals allow for Shropshire Place to continue to be used for servicing access to these locations throughout construction.

Note on footpaths / proposed access locations / proposed vehicle access locations?

Section 4 - Traffic Management for the Site

- Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. 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. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

3m high hoardings will be erected along Huntley Street, part of the footpath on Capper Street and on Shropshire Place.

Access doors will be installed for vehicle entry at the northern extent of the Hoarding protruding into Huntley Street and on the northern extent of the hoarding protruding into Shropshire Place. Vehicle access gates will be chain and padlock secured. The hoarding will have external low energy lighting for public safety. Warning signage will be affixed to the site hoarding at regular intervals.

All banksmen and traffic marshals on site will be qualified and in control of the site access gate and at the Shropshire Place / Capper Street junction, directing vehicles and the general public. Temporary pedestrian barriers are used to close the footpath either side of the vehicle access gate whilst vehicles are manoeuvring.

It will be stipulated at procurement stage that all lorries will be FORS registered.

There are no proposed alternative vehicle routes to the site.

Each vehicle will take between 1-2 minutes between arriving outside the gate on Huntley Street and

Shropshire Place and entering the hording. This allows for vehicle to stop briefly and for the gate to be opened.

No diversions are required for the demolition or construction phase.

Pedestrians wishing to use Huntley Street would make use of the footpath provision on the eastern side of Huntley Street. Pedestrian barriers will be set up on the western side of Huntley Street to safely direct pedestrians over Huntley Street. The crossing locations for pedestrians will be clearly signed on both footpaths on the eastern and western sides of Huntley Street.

- Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the [Transport for London Road Network](#) (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

See Drawing 1

- Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

- I. Continuous communication with lorries and just in time deliveries.
- II. Use of trained traffic marshals and banksmen
- III. Vehicles accessing the gated hording on Huntley Street will drive in forward gear from the north and exit south. Vehicles accessing Shropshire Place will need to reverse into Shropshire Place from Capper Street. Appendix C shows the manoeuvre of vehicles to / from the site.
- IV. Good site signage and appropriate fencing to separate live areas and phased demolition / groundwork operations
- V. Each vehicle will take between 1-2 minutes between arriving outside the site and entering the designated location.
 - I. Complaint procedures and follow up procedures will be established by the appointed contractor
 - II. Engine fumes will be minimised by vehicles being switched off when not in use
 - III. No 'stacking' of lorries will be allowed outside the hoarding
 - IV. 'Just in time' deliveries. Out of hours deliveries as required with dispensations sought from local and statutory authorities
- V. Careful planning to ensure so far as is practical no part loads are delivered so all lorry's maximise their capacity therefore reducing the number of deliveries required
- VI. All companies undertaking deliveries to site will be given in advance the logistics plan with designated routes, restrictions and site speed limits highlighted
- VII. Continuous liaison with neighbours, advising of works, addressing and reacting to concerns in conjunction with Local Dialogue Communication and team
- VIII. Maximisation of reuse of materials on site to minimise the number of lorry movements
- IX. Use of public transport by the workforce to minimise impact on the local area and parking congestion

- Q25. 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.

See Appendix C and Drawing 1.

All vehicle activity will take place within the site hoarding. Servicing and deliveries will be managed by site manager.

- Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Vehicles will have to access the site as explained previously. All vehicle manoeuvres will be closely managed by trained banksmen. Please refer to Appendix C which demonstrates that smaller vehicles are able to enter and depart the site via Shropshire Place.

Section 5 – Environmental Issues

To answer these sections please refer to the relevant sections of Camden's Minimum Standards for Building Construction ([CMRBC](#)).

- Q27. Please provide details of the times of [noisy operations](#), outlining how the demolition works are to be carried out.

General site operating hours are 8.00am-6.00pm weekdays and 8:00am-1.00pm on Saturday. Noisy works shall be conducted within this time frame. No works to be carried out Sundays or Bank Holidays without prior consent from the Local Authorities and residents.

- Q28. 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.

A noise survey will be carried out prior to any works on site (which are planned to commence in June 2015).

Noise monitoring will continue throughout demolition and construction works.

Q29. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

Once the noise survey has been carried out the building contractor will be able to determine acceptable levels of noise above the existing ambient condition. They will aim to keep vibration below 10mm/s Peak Particle Velocity (the level below which no cosmetic damage is expected).

Q30. 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.

The contractor will consult with the community and draw up a noise management plan which will include measures such as:

- sequencing noisy activities for less noise sensitive times;
- 24 hour single point of contact;
- recording of complaints and follow complaint response procedure;
- using lowest noise work practices;
- turning off plant when not in use;
- not leaving trucks running while not operating;
- use acoustic barriers where appropriate and use new, well serviced equipment .
- placing noise sensors on the facades of closest sensitive buildings (3/4 in this case) and ensure that limits are adhered to.

Specific works that involve a high level of noise may be restricted to certain hours. This will be determined once consultation with neighbours has taken place by the appointed contractor.

If predicted levels are exceeded the contractor shall look to see how many items of plant were working with a view to reducing active machines or to change working activities or techniques.

In the event that noise levels generated by the works are noted as excessive at the key sensitive receptions, the contractor can install acoustic barriers and damping measures as required.

Q31. Please provide evidence that staff have been trained on BS 5228:2009

It will be a condition of procurement that all building contractor staff will have been trained in BS 5228:2009.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

The contractor will mitigate dust concerns/issues by:

- I. Effective communication/liaison with neighbouring properties.
- II. Good site management.
- III. Cleaning of site entrances/loading areas/lorries leaving site.
- IV. Damping down of lorries leaving site and the facility to wash wheels.
- V. Good quality hoardings to site boundary kept clean and tidy.
- VI. Provision of temporary water supplies to dropping and loading zones.
- VII. Real time dust monitoring and recording will be carried out during the works with particulate levels having been agreed with project team so as not to impact on adjacent stakeholders.
- VIII. The use of high pressure water hose or dust suppression water cannon's which can ensure the water can get directly to the source of the dust.
- IX. Dust monitoring will be carried out throughout the works.

Q33. 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.

See Q32 above.

Q34. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

Noise:

The contractor will place noise sensors on the facades of closest sensitive buildings and ensure that limits are adhered to.

The contractor will comply with the guidelines set out within the Camden Council Contractors Guide Manual for Demolition and Construction sites.

Vibration:

During the project, we propose to conduct periodic vibration monitoring as required by the works particularly if heavy breaking is to be carried out.

Dust:

Dust levels will be monitored by the contractor throughout the demolition and construction period. The resultant records will be issued to the relevant LB Camden Environmental Officer, as required.

Q35. Please confirm that a [Risk Assessment](#) has been undertaken in line with the [GLA's Control of Dust](#) and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence.

Specific demolition RAMS will be in place which will detail control measures to be employed against dust propagation.

Q36. Please confirm that all relevant mitigation measures from the [SPG](#) will be delivered onsite.

Site Management:

- Local Dialogue are developing and implementing stakeholder communications in regards to the project.
- Dust management will be via specific RAMS for the demolition.
- Contact details of site management and head office will be displayed on site hoarding.
- Complaints are to be recorded on site and available for inspection by Council.
- Monitoring of dust will be undertaken on site and recorded.
- Site diary is to be maintained to record events.
- Dialogue will be undertaken throughout the demolition and construction process with the Phase 4 contractors and West End Project planners.

Preparing & Maintaining Site:

- Main processing activities will be away from receptors.
- 3m hoarding around site. Scaffold will be within the hoarding line.
- Atomised water will be used as dust suppressant.
- Loading areas are on concrete hard standing. The loading areas will regularly be swept clean.
- Hoarding cleanliness shall be maintained.
- Demolition arisings shall be cleared very regularly from site to prevent stockpiles forming.
- Window cleaning of nearby buildings can be arranged if required.

Measures Specific to Demolition:

- All soft strip will be removed from site prior to structural demolition.
- No explosive blasting to be used.
- Any biological debris will be removed from the site prior to works.

Measures Specific to Trackout:

- Road sweeper to be used as required, although unlikely as activity will be undertaken within the hoarding line and wheel wash facilities will be supplied.
- Vehicles leaving site will be properly secured to prevent loss of load.
- Vehicles will only arrive and depart the site via the accesses on Shropshire Place or via the hoarding on Huntley Street.
- Damping down will be available.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#).

Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

This is not a High Risk Site.

Q38. 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 copies of receipts (if work undertaken).

This can be confirmed once a building contractor is appointed. However, it is anticipated that a company such as Rentokil will visit site to apply insecticide spray and monitor mouse bait traps.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to [Tfl best practice guidance](#) and [\(CMRBC\)](#) sections: [noise operations](#), [abatement techniques](#), [noise levels](#), [vibration levels](#), [dust levels](#), [rodent control](#), [community liaison](#), etc.)

- Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksman must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

See Q23-Q25

- Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

None at this time. More details can be provided regarding the chosen contractor's consolidation centre once a building contractor has been appointed.

- Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the FCMP should then be amended where appropriate and where not appropriate a reason should be 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 it out.

University College London Hospitals NHS Foundation Trust (UCLH) is currently engaging in a thorough public engagement strategy to keep residents informed about the construction and demolition process and will continue to do so throughout. It is anticipated that the appointed building contractor will also inform residents of what is to be expected and to take their feedback when appropriate on both the full Construction Management Plan.

A list of the activities previously undertaken and currently being undertaken can be undertaken as part of the full Construction Management Plan, once a building contractor is appointed.

- Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison 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.

General

UCLH have organised and employed Local Dialogue who communicate and arrange official meetings between local stakeholders, client, contractors and councillors. They also handle news leaflet drops. For Local Dialogue contact details see Q5 above.

Through this channel UCLH project identity and communication is maintained. Stakeholders can raise queries, concerns, complaints and praise which shall be answered, if not immediately, then soon after.

The building contractor will also have their own specific community liaison team and will consult with stakeholders and neighbours throughout demolition and construction. This team will also deal with any complaints. More information can be provided once a building contractor is appointed.

- Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – [CLOCS scheme](#)' that the project will be signed up to. Note, the [CLOCS standard](#) should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Constructors Manual](#)".

The site will be registered with Considerate Constructors and will have a target a score of 40.

- Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

This can be confirmed by the appointed site contractor through the full Construction Management Plan. However, it is anticipated that a tool box talk on smoking will be directed at the work force so that they are aware of the smoking restrictions.

They will also be encouraged not to use abusive language to each other and not to shout. Behaviour will then be managed on a day-to-day basis with individuals as required.

- Q45. 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.

We are currently working closely with the UCLH Phase 4 contractor team to establish the exact dates of any anticipated road closures / road traffic orders associated with the UCLH Phase 4 development on the corner of Huntley Street / Grafton Way. The Phase 4 contractors are currently putting a plan together for future traffic orders in the area and these will be monitored closely throughout the demolition and construction programme up to project completion in 2018.

Discussions have revealed that no road closures are currently planned from the start of Phase 5 demolition (June 2015). However, discussions are currently in place regarding possible directional changes to Huntley Street (between Grafton Way and University Street) as a result of the need for Phase 4 VIE servicing.

In addition, we are consulting with the West End Project delivery team in determining the programme for West End Project construction. Initial discussions reveal no road closures are planned as part of the West End Project delivery.

Minor changes to the UCLH A&E facility access at the Beaumont Place / Grafton Way junction are also being planned. However, it is anticipated that these would not require a road closure or affect the proposed construction vehicle access strategy to Phase 5.

The full Construction Management Plan will provide an update on UCLH Phase 4, A&E and West End Project programme of works.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the [CLOCS Standard](#)

OPERATIONS:

- Quality operation: accreditation via an approved fleet management audit scheme e.g. [Fleet Operator Recognition Scheme \(FORS\)](#) or equivalent.
- Collision reporting and analysis: of any collision involving injury to persons, vehicles or property, ideally including use of the [CLOCS](#) Manager collision reporting tool.
- Traffic routing: any route specified by the client is adhered to unless otherwise specified.

i. VEHICLES:

- Warning signage: warning cyclists of the dangers of passing the vehicle on the inside
- Side under-run protection: fitted to all vehicles over 3.5 tonnes which are currently exempt
- Blind spot minimisation: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- Vehicle manoeuvring warnings: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. DRIVERS:

- Training and development: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- Driver licensing: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- Construction logistics/management plan: is in place and fully complied with – as per this document.
- Suitability of site for vehicles fitted with safety equipment: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- Site access and egress: should be carefully managed, signposted, understood and be clear of obstacles.
- Vehicle loading and unloading: vehicles should be loaded and unloaded on-site as far as is practicable.
- Traffic routing: should be carefully considered, risk assessed and communicated to all contractors and drivers.

- Control of site traffic, particularly at peak hours: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- Supply chain compliance: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

The appointed building contractor can confirm the above, once commissioned. The full Construction Management Plan can contain additional information relating to this.

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

None at this time.

The agreed contents of this Framework Construction Management Plan must be complied with unless otherwise agreed with the [Council](#). The project manager shall work with the [Council](#) to review this Demolition Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the [Council](#) and complied with thereafter.

It should be noted that any agreed Demolition Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed:  Date: 23 Feb 2015.

Print Name: Ian Gardner Position: Principal, Jacobs

Submit: planningobligations@camden.gov.uk

End of form

UCLH – Phase 5
Site Logistics Plan for Piling and Basement Construction

Notes:

- Retained Facade at End of Building now to be Demolished
- Set-Down Area for 3 Nr. Trucks Located on Huntley Street. Vehicle Engines to be Switched off When Stopped. No Idling of Engines will be Permitted
- 20 Trucks Arriving/ Departing from Site Per Day
- Parking Suspended on Huntley Street Adjacent to Truck Set-Down Area
- Secondary Loading Position of Trucks for Occasional Use Located on Shropshire Place
- 3m High Hoarding Erected to Reduce & Deflect Noise from Site
- Basement Consists of 3 Operational Floors & Plant Room – 16m Depth Overall
- See Drg 002 for Traffic Routes To/ From Site

LEGEND

- Hoarding Line
- - Site Boundary Line
- Site Cabins
- Steel Frame Gantry
- Truck Holding Area
- Luffing Crane

Client: UCLH

Project: UCLH - Phase 5

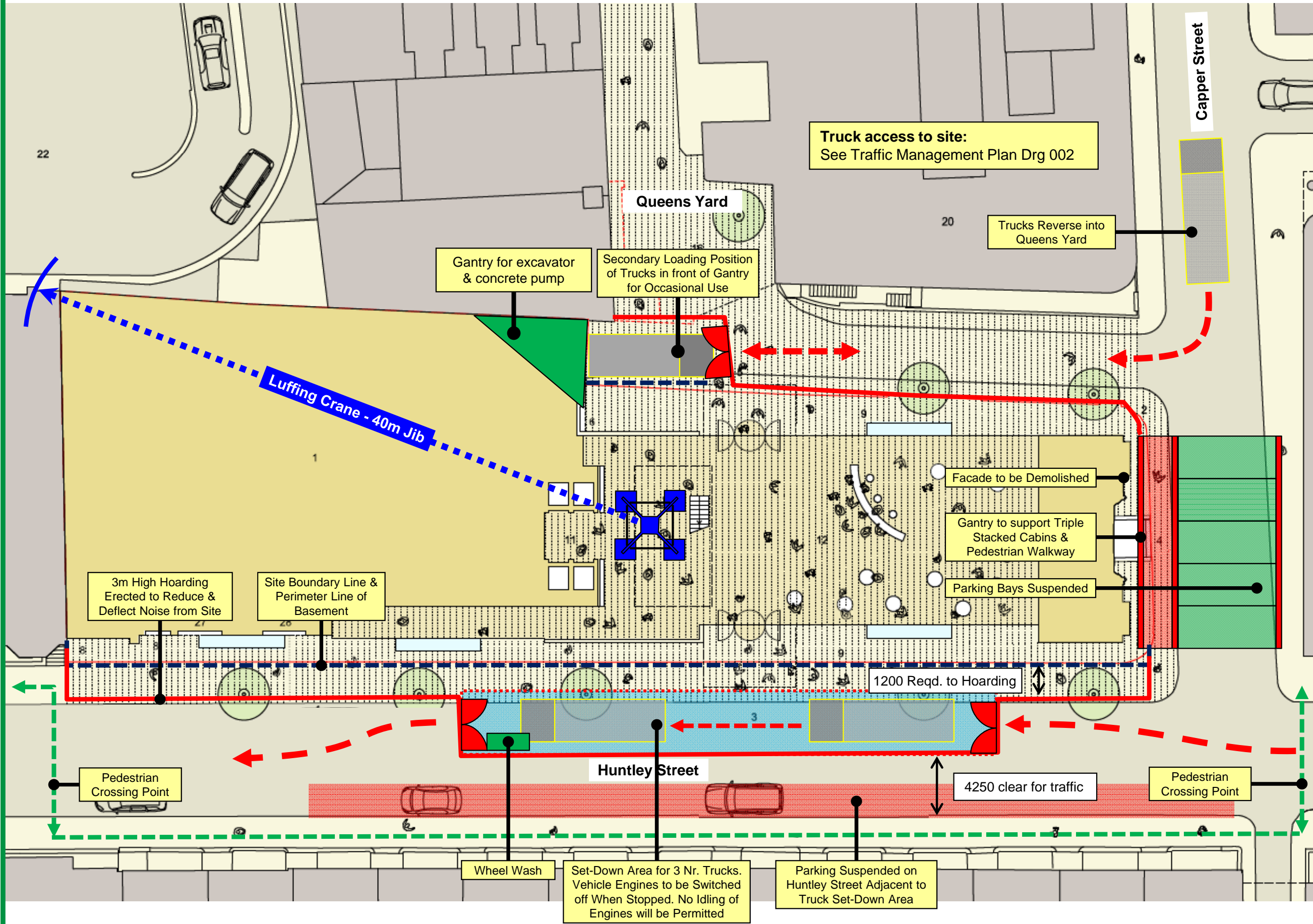
Title: Site Logistics Plan



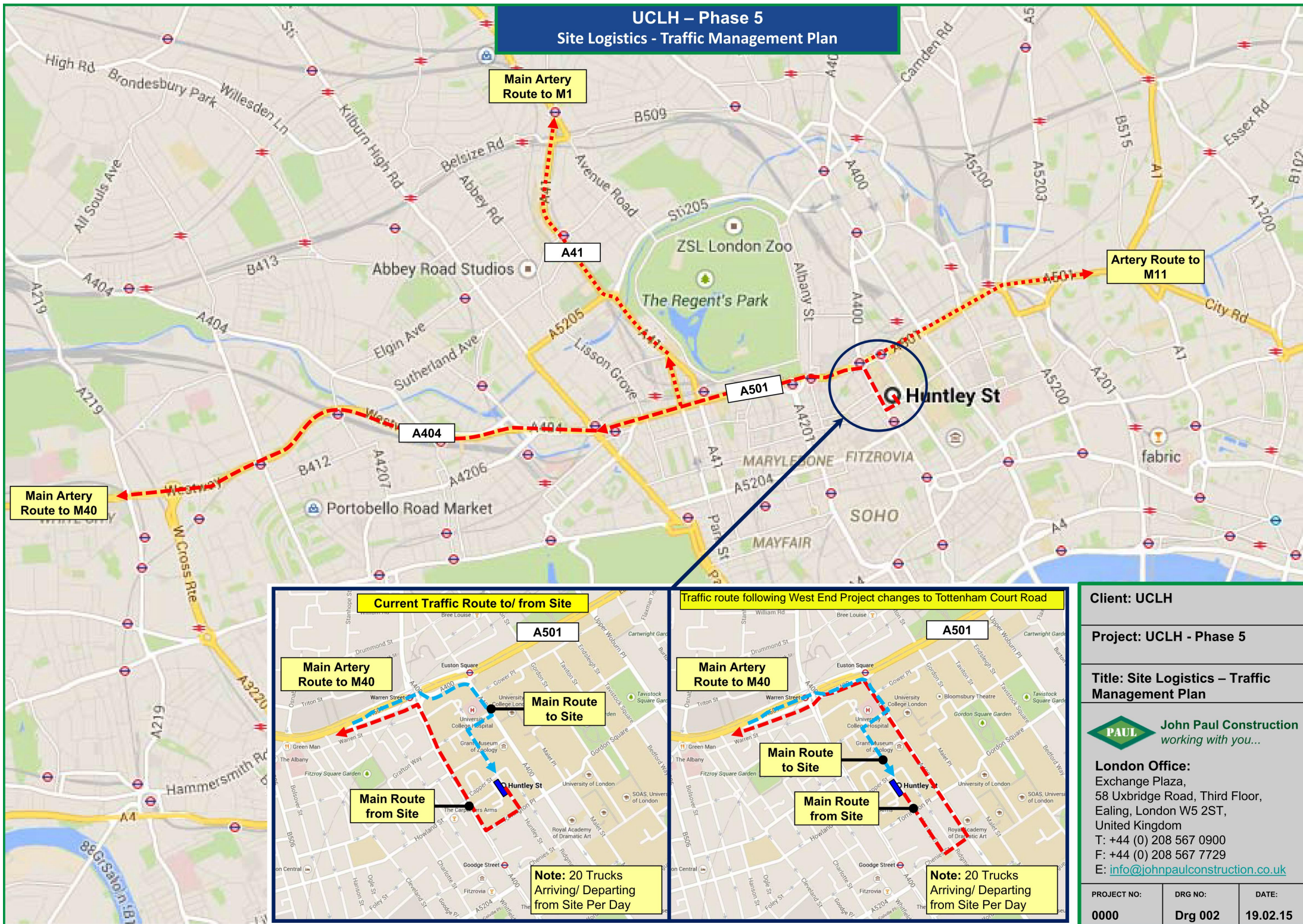
London Office:

Exchange Plaza,
58 Uxbridge Road, Third Floor,
Ealing, London W5 2ST,
United Kingdom
T: +44 (0) 208 567 0900
F: +44 (0) 208 567 7729
E: info@johnpaulconstruction.co.uk

PROJECT NO:	DRG NO:	DATE:
0000	Drg 001	27.02.15

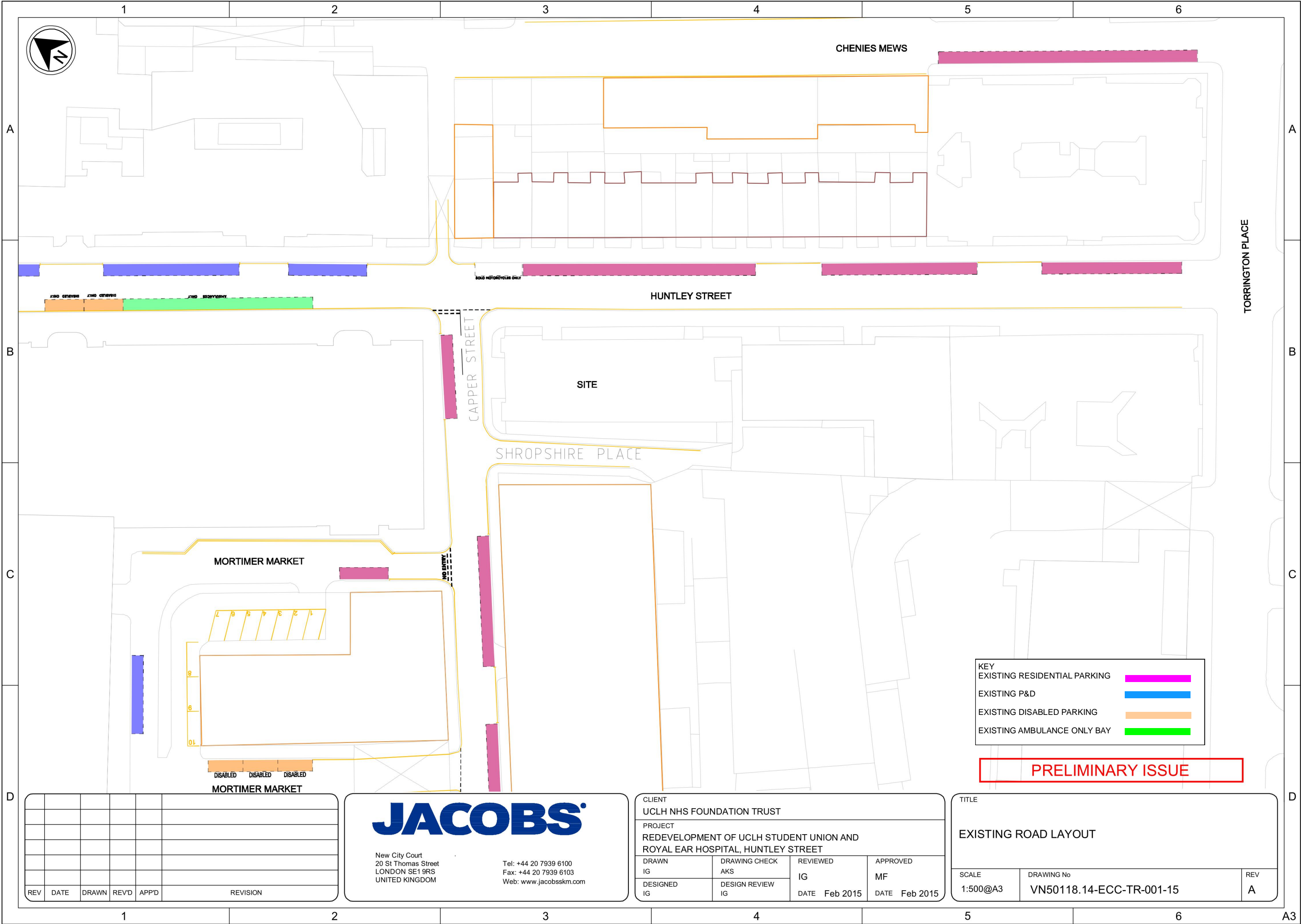


UCLH – Phase 5 Site Logistics - Traffic Management Plan



Appendix A. Existing Highways Layout

LOGIN NAME: GARDNER, IAN
LOCATION: I:\VNI\Projects\VN50118\VN50118.14 - Phase 5 nose and throat\Deliverables\Drawings\Civils\Tracking\From October 2014\VN50118.14-ECC-TR-BASE a.dwg



REV	DATE	DRAWN	REV'D	APP'D	REVISION

JACOBS

New City Court
20 St Thomas Street
LONDON SE1 9RS
UNITED KINGDOM

Tel: +44 20 7939 6100
Fax: +44 20 7939 6103
Web: www.jacobsskm.com

CLIENT
UCLH NHS FOUNDATION TRUST
PROJECT
REDEVELOPMENT OF UCLH STUDENT UNION AND
ROYAL EAR HOSPITAL, HUNTLEY STREET

DRAWN
IG

DRAWING CHECK
AKS

REVIEWED

APPROVED

DESIGNED
IG

DESIGN REVIEW
IG

IG

MF

DATE Feb 2015

DATE Feb 2015

TITLE

EXISTING ROAD LAYOUT

SCALE

1:500@A3

DRAWING No

VN50118.14-ECC-TR-001-15

REV

A

Appendix B. Development Programme

UCLH Proposed Draft Programme

PAUL

PAUL



Programme No.:

Planned Start:
15/06/2015

Author:

EW

Issue Date:
01/12/2014

Planned Finish:
04/10/2018


Client:
SBA Architects

Revision:

UCLH Programme



Building & Civil Engineering Contractors

 Building & Civil Engineering Contractors	Programme No.:	Planned Start: 15/06/2015	Author: EW
	Issue Date: 01/12/2014	Planned Finish: 04/10/2018	Client: SBA Architects
	Revision:	<i>UCLH Programme</i>	

[illegible]

UCLH Programme

Appendix C. Tracking Drawings



