



One Bedford Avenue
Construction Management Plan

Revision G

Date: 22 July 2015

Mace Limited

155 Moorgate

London EC2M 6XB

Tel: 0203 522 3000

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1.0 Introduction

This Construction Management Plan has been prepared in response to Section 4.2 of the S106 Agreement relating to planning permission (Ref: 2013/3880/P) for:

Erection of an eight storey building plus basement level for a mixed use development comprising retail use (Class A1) at part basement and ground floor levels and office use (Class B1) at part ground and first to seventh floor levels with associated plant in basement and roof, following complete demolition of existing retail/office buildings at 1 Bedford Avenue and 251-258 Tottenham Court Road.

Section 4.2.1 requires the developer "On or prior to Commencement of Construction to provide the Council for approval a draft Construction Management Plan". Section 4.2.2 states that the developer is "Not to Construct nor allow Construction of the Development until such time as the Council has approved the Construction Management Plan as demonstrated by written notice to that effect."

The Construction Management Plan has been defined in section 2.8 of the agreement as:

a plan setting out the measures that the Owner will adopt in undertaking construction of the Development using good site practices in accordance with the Council's Considerate Contractor Manual to ensure the Construction Phase of the Development can be carried out safely and with minimal possible impact on and disturbance to the surrounding environment and highway network including (but not limited to):-

- (i) a statement to be submitted to the Council giving details of the environmental protection highways safety and community liaison measures proposed to be adopted by the Owner in order to mitigate and offset potential or likely effects and impacts arising from the demolition of the Existing Buildings or structures on the Property and the building out of the Development;
- (ii) Incorporation of the provisions set out in the First Schedule annexed hereto (always provided that a justification for those provisions not included shall be incorporated);
- (iii) Incorporation of the provisions set out in the First Schedule annexed hereto (always provided that a justification for those provisions not included shall be incorporated);
- (iv) Amelioration and monitoring effects on the health and amenity of local residences site construction workers local businesses and adjoining developments undergoing construction;
- (v) amelioration and monitoring measures over construction traffic including procedures for notifying the owners and or occupiers of the residences and businesses in the locality in advance of major operations delivery schedules and amendments to normal traffic arrangements (if any);
- (vi) The inclusion of a waste management strategy for handling and disposing of construction waste; and

- (vii) Identifying means of ensuring the provision of information to the Council and provision of a mechanism for monitoring and reviewing as required from time to time

The First Schedule and Second Schedule of the Agreement have been followed in the production of plan, and due regard has been given to the 'Guide for Constructors Working In Camden' published in February 2008 by the London Borough of Camden, and the 'Construction Management Plan Pro-forma' produced by the London Borough of Camden."

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 plans must be approved by the Council and complied with thereafter.

We also include Camden's pro-forma completed to accompany this CMP and provide complimentary and additional details.

The DMP has been agreed separately prior to the demolition of the building on site. To clarify, this document only relates to the construction phase.

John F Hunt are currently on site completing the demolition of the existing scheme. We would confirm that we will adopt, and continue the implementation of, the prevention and mitigation measures highlighted in their approved Demolition Management Plan.

Works will be undertaken in accordance with Camden's Minimum Requirements at all times.

All best practical means will be employed on the project to prevent noise and vibration, disturbances, creation of dust nuisance and prevention of rodent spreading out from the site.

2.0 Revision Control

This document is viewed on a regular basis or if any circumstance change to ensure this document is upto date and relevant.

Construction Phase – Construction Management Plan				
Document Revision No.	Prepared by	Document Issue Date	Document Issue to	Comments on revision
A	D. Wells	29/10/14		
B	D. Bodman	06/03/15		Amendments to all sections of the CMP, aligning to Camdens requirements

C	D. Bodman	27/03/15		Incorporating comments from Planning Consultant Gerald Eve.
D	D. Bodman	08/04/15		Minor ammendments.
E	D.Wells	11/06/15		Incorporating comments from LBC
F	D.Wells	22/07/15		Incorporating comments from LBC
G	D.Wells	22/07/15		Incorporating comments from LBC

This plan is a draft which has been prepared for consultation with the local community

3.0 Contact Details

Principle Contractor	Mace Limited 155 Moorgate London EC2M 6XB Contact David Wells 07786 996 267 dave.wells@macegroup.com
Client	Exemplar Properties Kent House 14 – 17 Market Place London W1W 8AJ Contact
Project Manager	GVA Second London Wall 5 th Floor 80 Cheapside London EC2V 6EE Contact Ed Thomson 020 7911 2576
CDMC	E C Harris Regent Quarter 34 York Way London N1 9AB Contact Christopher Longmire 020 7833 6505
Architect	Bennetts Associates 1 Rawstone Place London EC1V 7NL Contact Rob Bennetts 020 7520 3300

4.0 Site details

Name One Bedford Avenue

Address 1 Bedford Avenue
London
WC1B 3AU

Contact	Project Director	David Wells	07786 996267
		Dave.wells@macegroup.com	
	Senior Construction	Marco Rabbini	07788319109
	Manager	marco.rabbini@macegroup.com	

5.0 Construction Programme

One Bedford Avenue (OBA)

- Construction Commencement Date: 23 July 2015
- Construction Completion Date: 6 February 2017
- Duration: 73 weeks

6.0 Hours of Operation

The site will be open the following hours

Monday to Friday 08:00 – 18:00

Saturday 08:00 – 13:00

No work is allowed on Sundays or Bank Holidays

On occasions work might need to be completed outside of the above hours, this needs formal approval from Camden and Mace. In these situations the neighbours will be notified where possible 2 weeks ahead of any planned works.

7.0 Delivery hours

Deliveries to site will be within the site operating hours of 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays. There will be no deliveries on Sundays or Bank Holidays.

There will be one articulated lorry arrival between 08.00-08.15 which will not leave the site until after 09.30. All other articulated lorry arrivals will be between 09.30-16.30.

We will use reasonable endeavours to identify a holding area to cater for early arrivals.

Exceptions to these hours will be made for concrete deliveries and especially large deliveries such as tower cranes. Concrete deliveries will not arrive on site before 0800 hours. Some concrete pours will need to continue beyond 1800 hours on Monday to Friday and beyond 1300 hours on Saturday.

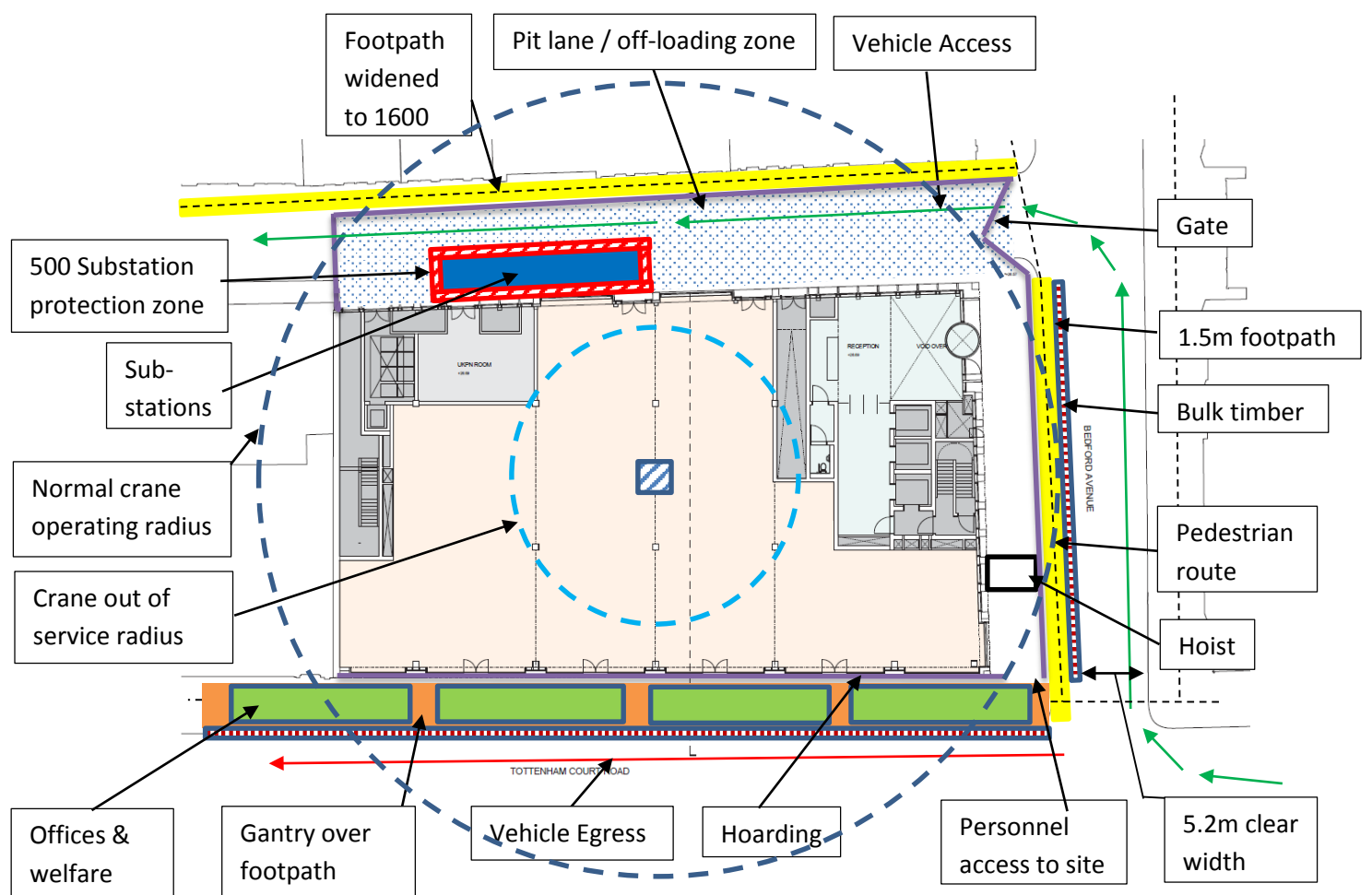
All deliveries were booked in advance and a map provided for vehicle operators (attached) to indicate the route to be followed to the site by vehicles travelling from the north. This map is included in the Construction Management Plan. It often involves extra time being allowed for the trip due to the congestion on Gower Street and Bloomsbury Street during Crossrail works

8.0 Access arrangements for vehicles

All deliveries are to be offloaded on Morwell Street, our approach to the logistics plan is as below (please also see our logistics plan layout on page 7):

- Delivery of materials and plant must only be offloaded from Morwell Street.
- A section of Morwell Street will be closed to accommodate our logistics set up.
- There will be no vehicle access to the site from Bloomsbury Street via Bedford Avenue.
- There will be no vehicle access to the site via Bedford Square or Adeline Place
- The temporary sub-station bases will be established in Morwell Street.
- A substation protection zone will be established using robust physical barriers to ensure that traffic is kept away from them. This will also provide the clear area required by UKPN to allow the substation doors to be opened in an emergency.
- Camden Council will change a section of Bedford Avenue, from Tottenham Court Road to before Adeline Place, from a one way to a two way road, to allow deliveries (under the direction of a banksman) to directly access Morwell Street from Tottenham Court Road. This is to ensure that construction traffic does not use Bedford Avenue from Bloomsbury Street.
- The footpath adjacent to the School of Architecture will be widened to 1600 as directed by Camden; the footpath adjacent to the site will be taken within the hoarding line.
- 4nr. Existing car park spaces will be suspended in Bedford Avenue to facilitate a pavement closure for a hoist. Pedestrians will be re-routed via a temporary walkway established in Bedford Avenue to allow access from the North side.
- The 2 motor cycle parking bays in Morwell Street will need to be suspended to establish an off-loading area for deliveries and waste collection.
- A pedestrian overhead gantry will be established along the full width of Tottenham Court Road
- Site accommodation will be located on the pedestrian protection gantry above the Tottenham Court Road pavement
- Pedestrian access in Morwell Street will be via the widened footpath and will remain fully segregated from vehicle access throughout the works.
- Vehicles will egress the site by continuing through the pit stop and exiting onto Tottenham Court Road via Bayley Street.
- The Logistics Ganger's mobile phone number will be issued together with the site location map, route restrictions and delivery instructions for each delivery that takes place.

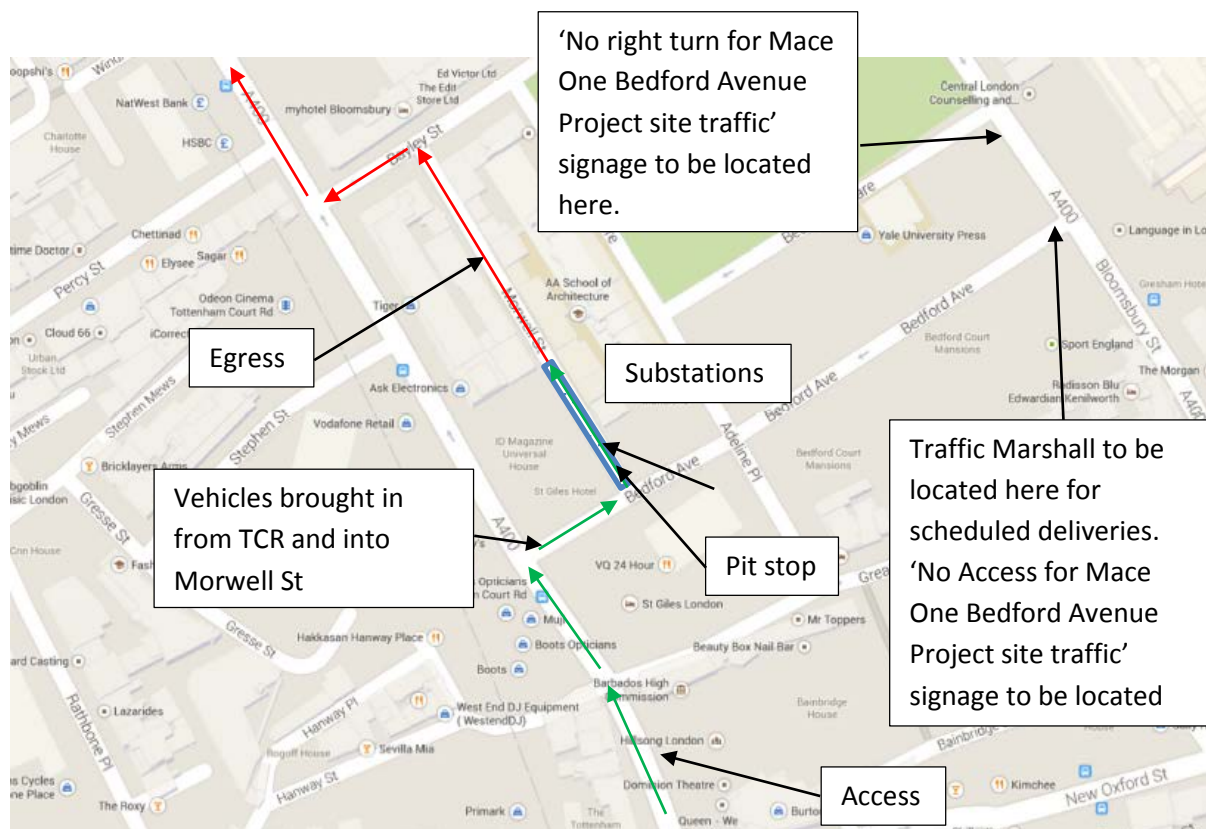
All deliveries will be booked in advance by our supply chain using our online delivery management system, which will be under the control of our Logistics Ganger. This ensures we have only one delivery arriving at any one time. The management of these bookings is coordinated at a weekly logistics meeting. Mace will chair this meeting, ensuring the slots are allocated on an hourly basis. At the same meeting we also discuss lay down areas and means of distributing the delivered materials.



OBA Logistics Plan Layout

9.0 Access and Egress routes for delivery vehicles

We have outlined the access / egress routes for delivery vehicles below. Details of these routes will be issued to all our suppliers and sub-contractors and enforced by Mace.

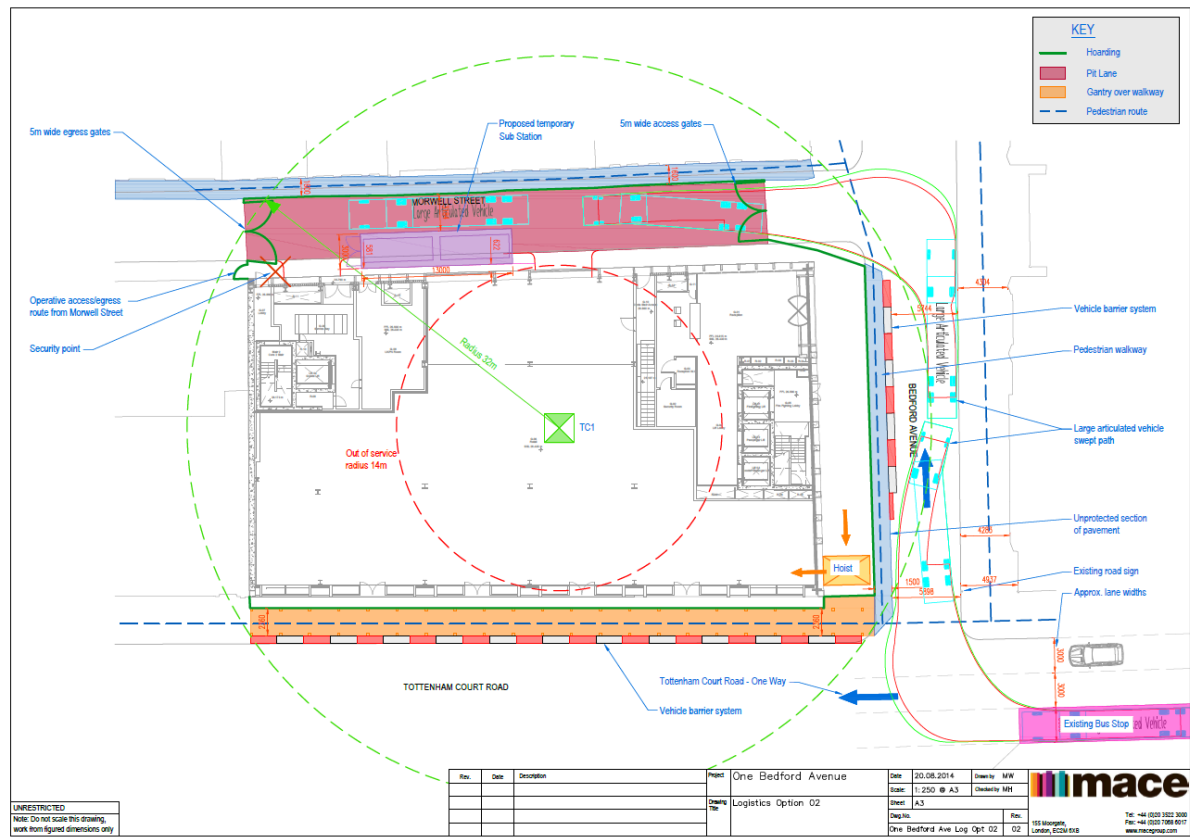


Access and Egress Routes for Deliveries to Site

Access will be via Tottenham Court Road. There will be no access from Bloomsbury Street via Bedford Avenue. The vehicle will then be directed by a banksman into the pitstop on Morwell Street. Once unloaded, the vehicle will egress onto Tottenham Court Road via Morwell Street. Also construction vehicles will not access the site via Bedford Square or Adeline Place.

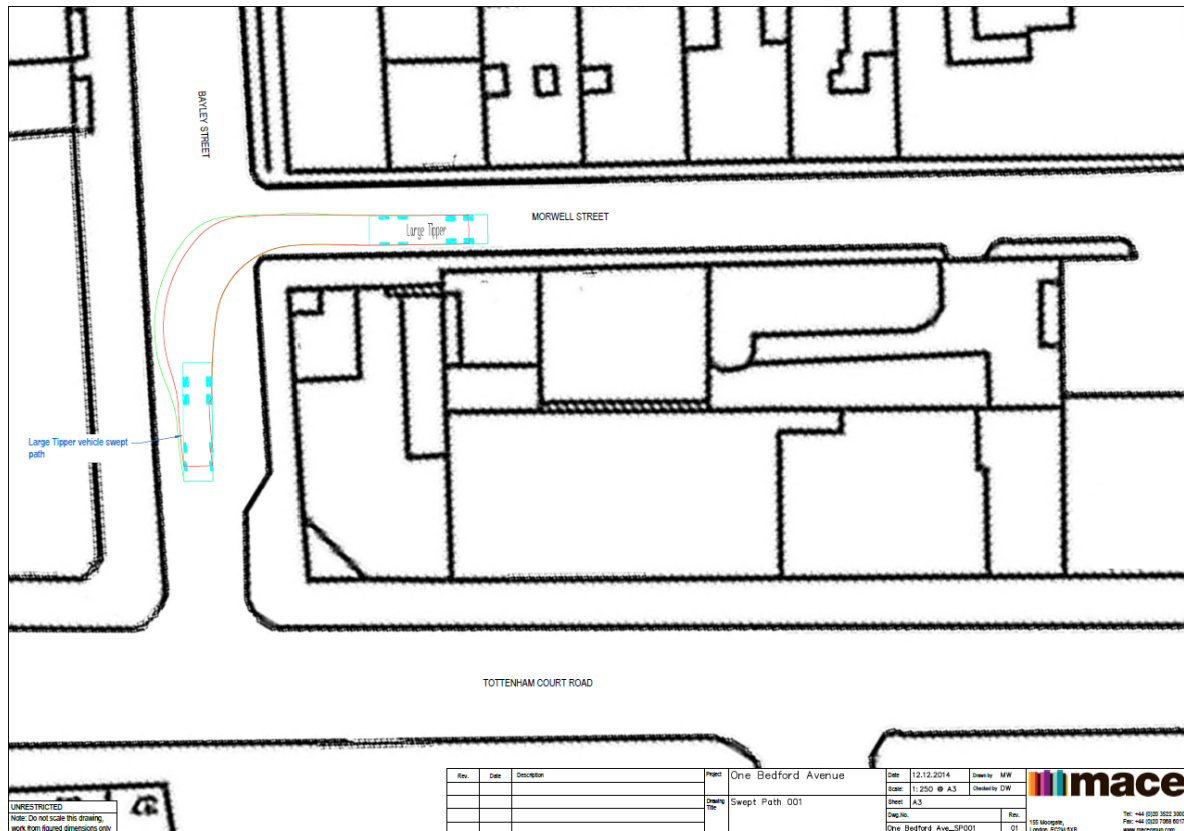
We will install signage before and at the junction of Bedford Avenue and Bloomsbury Ave instructing One Bedford Avenue site traffic not to turn right into Bedford Avenue. A Traffic Marshall will be positioned at the junction of Bedford Avenue and Bloomsbury Avenue at busy delivery periods.

Any vehicles found to be ignoring these instructions will be required to travel back to Bloomsbury Street via Tottenham Court Road and Store Street and approach the site correctly.



Swept Path Analysis for Deliveries to Site

Swept Path Analysis for Egress from Site



10.0 Vehicles

All Contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions construction vehicles over 3.5 Tonnes will comply with the following

- Operators must be a member of TfL's Fleet Operators Recognition Scheme or similar at the Bronze Level.
- All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.
- CLOCS will be implemented on site
- All vehicles associated with the construction of the development must
 - Have side guards fitted,(unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Safe Guards are fitted.
 - Have close proximity warning system fitted including a front mounted, rear facing camera, close proximity Sensor, in cab warning device and an external warning device to make sure road users and pedestrians in close proximity are aware of the drivers planned manoeuvres.
 - Class IV mirror
 - Have prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

- Strictly no horns to be used by delivery vehicles to announce their arrival to the Traffic Marshalls

In addition to the requirements above all Contractors and sub-contractors will adopt the following best practise measures for their vehicles and plant in order to control PM10 and NOx emissions from vehicles and plant

- Low emission plant fitted with catalysts, diesel particulate filters or similar devices shall be used
- Plant shall be well maintained, with routine servicing of plant and non-road mobile machinery (NRMM) to be completed in accordance with the manufactures recommendations.
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment;
- Non-road mobile machinery (NRMM) shall use sulphur tax-exempt diesel and be fitted with appropriate exhaust after treatment such as catalysts, diesel particulate filters as stated on the approved list managed by the Energy Saving Trust. Details of the plant and control equipment shall be included in the method statement.
- All construction vehicles shall comply with the Euro 4 emissions standard and where possible use low emission fuels and alternative technology.
- Plant and vehicles shall be located way from closest receptors or house in closed environments where possible.

11.0 Size of Vehicles

There will be a number of different types and sizes of vehicles associated with the delivery and removal of materials and waste from site.

- Skip lorries: these will vary between 7m and 8.5m long and 2.45m wide, depending on the size of skip they are carrying.
- Ready mix concrete lorries: up to 8.25m long and 2.45m wide.
- Flatbed lorries for the delivery of various materials and equipment including: scaffolding, steelwork, reinforcement, bricks / blocks, dry lining etc.
- Articulated lorries: these lorries can be up to 18 m long. However specialist elongated trailers maybe used for the delivery of some steelwork sections. Specialist lorries will also be used in association with the delivery and removal of the tower crane.

We envisage that vehicle movements will peak at 20 per day during the construction period. This will include smaller deliveries in vans during the fit-out phase.

12.0 Details of the highway works required to facilitate construction

Please refer to the OBA Logistics Plan Layout on page 7.

Camden Council require that the footpath adjacent to the school of architecture is widened to approximately 1.5m using a temporary in-situ concrete installation.

As part of the strategy for the removal of the existing network sub-stations from the building, and their placement on Morwell Street, concrete plinths will be set out and cast on the road. The final position will be agreed with Camden Council prior to their placement.

The existing pavement on the Bedford Avenue elevation will be taken within the site hoarding line. We have therefore agreed with Camden Council that a 1.5m wide foot path will be established on Bedford Avenue. This will be defined by a vehicle barrier system and bulk timbers with red identification lights.

Camden Council will amend the section of Bedford Avenue, from Tottenham Court Road to before Adeline Place, from one way to two way. This will facilitate the reversing in of deliveries (under the direction of a banksman) into the pit stop on Morwell Street. This arrangement has been developed by the council to ensure that construction traffic does not use Bedford Avenue from Bloomsbury Street.

There are no enabling works we require for the preparation of the project.

13.0 Parking and Off - Loading Arrangements

We will implement a strict delivery procedure to ensure that there is no local traffic congestion resulting from delivery vehicles awaiting offloading. Our Traffic Marshalls will ensure that traffic flow is maintained at all times.

As part of our sub-contractors and supplier's contract terms and conditions, they will be required to adopt and comply with our traffic management regime. Their deliveries will not be offloaded and will be sent away if they choose not to.

As part of the delivery booking in process, they will be required to give at least 48 hours' notice of deliveries. The movement of vehicles entering and leaving Morwell Street will be controlled at all times by our Traffic Marshalls and or a banksman. They will be responsible for the control and co-ordination of all aspects of material deliveries and movement.

All off-loading will be undertaken within the pit-stop. This will either be by self-off-loading vehicles e.g. hiab equipped lorries or by tower crane. There will be a single luffing jib tower crane on the project. The crane will be of a size and capacity to lift all of the perceived required loads during its time on the project. As the crane will have a luffing jib, there will be no over sailing of adjacent properties by the tower crane; the normal operational radius and out of service radius is indicated on the logistics plan layout on page 4. Smaller loads will be taken through to the hoist located on the Bedford Avenue elevation of the project.

All materials will be removed from the pit-stop as soon as they are off-loaded and taken, or lifted, to designated lay-down areas.

No parking will be permitted on site. Sub-contractors and suppliers will be advised within their orders that they cannot use resident's parking spaces. Our preference would be that contractor's personnel will use public transport, however, they will also be advised of the locations of local car-parks.

Where vehicles fail to comply with the traffic management scheme, vehicles should be refused entry to the site and be required to travel back to Bloomsbury Street via Tottenham Court Road and Store Street and approach the site correctly.

14.0 Parking Bay Suspension and Temporary Traffic Management Orders

The parking bays adjacent to the Bedford Avenue elevation will be required to be suspended to allow the installation of the temporary footpath in this location.

15.0 Covered Gantry in Tottenham Court Road

Following consultation with David Jenkins of LBC's West End Project, we have been advised that it will be impractical to locate the cabins on Tottenham Court Road. We have agreed in principal with David Jenkins and Robert Slaney of LBC Highways the scheme indicated in our Traffic Management and Logistics plan located in Appendix 6 We will, however, be undertaking a full dilapidations survey of all surrounding roads and pavements.

16.0 Hoardings

It is important that the site remains secure at all times. We will use 2.4m high weather resistant timber and ply hoardings. The hoarding will be painted to a high quality; it will be regularly inspected and maintained to maintain its high quality appearance by our Logistics Ganger. The Logistics Ganger will also ensure that the surrounding footpaths are kept clean and clear.

The hoarding will run on the 3 exposed elevations of the site namely, Tottenham Court Road, Bedford Avenue and adjacent to the widened pavement on Morwell Street. The hoarding in Morwell Street will also be lit along its length. Information signage will be affixed to the hoarding.

A vehicle gate will be installed to Morwell Street at the entrance to the pit stop. The entrance for site personnel will be behind the pit stop and is indicated on the logistics plan layout on page 4.

With regard to information displayed on the site hoarding, the following will be included:

- Name and address of the principle contractors company.
- Address where the principle contractors company accept receipt of legal documents if different.
- Duration of the works from the starting to completion.
- Full contact details of main office and of the site for the proposed works.
- Full contact details including name and telephone number of the Site and Project Manager.

17.0 Pedestrian and Cyclist Safety

Vehicles entering or leaving the site will be supervised at all times either by the traffic marshal's or banksman. CLOCS will be implemented on this site. All delivery vehicles will be fitted with the required warning signage, class IV mirror, Close proximity sensors and external warning devices to make pedestrian and cyclists aware of the drivers planned manoeuvre.

The general public will have right of way at all times. Advisory and cautionary signage will be located around the perimeter of the site to ensure that the public are aware of the operations being undertaken and the traffic movements. A crossing point will be established for pedestrians using Bedford Avenue who will be directed by advisory signage to the opposite footpath, away from the main site entrance.

The general public / pedestrians will have right of way along the pedestrian routes around the project. The site entrance gates will be kept closed at all times – unless there is a delivery at which time temporary barriers will be placed across the entrance to prevent access by pedestrians. The barriers will be manned by our site security / gateman.

Our Traffic Marshalls are trained and qualified. All pedestrian routes will remain open at all times except the pedestrian route adjacent to the site on Bedford Ave during the time of deliveries. As the vehicle passes into Morwell Street, Traffic Marshalls will ensure that pedestrians are segregated from the vehicle at this time. Traffic Marshalls will deal with the public politely but firmly to ensure that they are segregated at all times from vehicle movements. As appropriate, stop / go boards will be used by them to control other traffic.

18.0 Controlling mud and dirt on the roads adjacent to the site

Due to the construction methodology involved in the basement dig i.e. the muck-away wagons are to be loaded whilst stood on Morwell Street, we do not anticipate, that there will be a significant risk of mud and dirt on the roads. We will, however, ensure that all lorries are inspected prior to leaving the site to ensure that their tyres are clean before exiting site onto Bayley Street .

The road will be inspected regularly by the Logistics Ganger and Traffic Marshalls. Any mud or debris brought onto the highway will be immediately cleaned off. The Logistics Ganger will have the facility of calling in a road sweeper.

19.0 Waste Management

We will employ a certified waste management company to remove all waste from site to a local waste transfer station where the waste will be segregated. We will recycle at least 95% of the waste generated from site and we will receive reports on a monthly basis from the waste management company to demonstrate the quantity of waste generated and amount of waste that has been diverted from landfill to recycling.

Any loose or dusty materials being removed from site will be via a fully sheeted vehicles.

The waste will be stored in the pit lane in Morwell Street in either skips or bins and will be emptied on a regular basis depending on the amount of waste generated. During the early stages of the project this will be on a weekly basis and towards the end of the project when the finishing trades are on site this will be on a daily basis.

20.0 Local Businesses and Neighbours

The Construction Manager will be responsible for the Community Liaison role and is responsible to undertake the actions in this section.

We will ensure that prior to commencing works on site, we will undertake the following:

- Visit every neighbour and business and obtain their contact details.
- Issue an initial newsletter to advise them what the project is, our senior site management contact details, the projects duration, the initial activities on site and the date of the next newsletter.
- Open a compliments / complaints log

Information boards will also be displayed on the site hoardings which will highlight the following information

- Construction Manager including contact details
- Name of Principle Contractor and contact details to whom correspondence should be addressed
- Completion Date for the project - February 2017
- 24 hour Hotline details

The site team will ensure that, as far as reasonably possible, everything is done to minimise noise, nuisance and disruption.

We will maintain open lines of communication at all times. We will deal with any complaints or requests both courteously and rapidly.

A 24 hour hotline will be in place during the construction works and these details will be displayed on the information boards on the hoarding when the construction begins, Details will also be circulated on the regular newsletters.

Any matters raised by the public, or the neighbours, will be logged in the compliments / complaints log. If practical, complaints will be required to be addressed immediately. The log must be updated to record that each complaint or matter has been closed out satisfactorily.

Planned works which are identified as potentially sensitive will be dealt with in isolation in terms of communication. We will contact the neighbours well in advance of the work commencing to advise them what will be happening and when. Works of this nature will include out of hours work, such as the installation of the tower crane during a weekend. As far as practically possible we will always seek to select work methodologies which will minimise any disruption to our neighbours.

We will register the project with the Considerate Constructors Scheme and will comply with their guidelines and requirements. Similarly we will implement and comply with Camden's Guide for Contractors Working in Camden.

Extract of Compliant Log

Compliant Ref	Date of Compliant	Time of Compliant	Complainants Details including contract information	Compliant details	Remedial Action	Status Open/ Closed
001						
002						
003						
004						

An incident log book will also be set up on site and all incidents will be recorded. An extract of the complaints log is below:

Incident Ref	Date of Incident	Time of Incident	Nature of Incident	Personnel Involved	Status Open/ Closed
001					
002					
003					
004					

21.0 Role of Community Liaison

The role of Community liaison on this project will be undertaken by the Construction Manager. The role includes the following duties

- Implement the liaison with the site neighbouring properties, adjacent residents and local community
- Maintain a close liaison with the Local Authority, Environmental Health Officer and any Community Relations Team, Trades or Residents Association.
- Ensuring Monthly newsletter circulation
- Dealing with enquires from external agencies such as enforcement agencies, the emergency services and local newspapers
- Receiving and addressing any complaints / feedback comments
- Ensure this plan is implemented by all contractors, sub-contractors and operatives on site.

22.0 Construction Working Group

In accordance with the Mace environmental Management Policy and the requirements of Camden Council we will establish a Construction Working Group to address the concerns of local residents and businesses, local groups and ward councillors

The CWG principle contact details are David Wells, Mace Project Director email dave.wells@macegroup.com mobile number 07786 996 267.

These contact details are advertised to the community on the site hoardings and will also be on the regular newsletter.

We will hold regular meetings with all stakeholders of the project to keep them informed of the progress of the project and planned activities and understand if there any issues effecting the stakeholders. At this meetings we would also give opportunity to voice any comments or concerns.

An introductory meeting will be held within 4 weeks of the project commencing and every 4 months after that.

In particular the following people will be invited:

Councillor Sabrina Francis

Councillor Adam Harrison

Councillor Rishi Madlani

And occupiers of:

12 Bedford Avenue

16-18 Morwell Street

Flat 1, 1 Morwell Street

Flat 2, 1 Morwell Street

2 Morwell Street

3 Morwell Street

Basement Flat 26 Morwell Street

Flat 2, 26 Morwell Street

Flat 3, 26 Morwell Street

Flat 4, 26 Morwell Street

26A Morwell Street

Flat 1, 3 Bayley Street

Flat 2, 3 Bayley Street

Flat 3, 3 Bayley Street

Flat 4, 3 Bayley Street

10 Bayley Street

11 Bayley Street

A 24 hour hotline will be in place during the construction works and these details will be displayed on the information boards on the hoarding when the construction begins, Details will also be circulated on the regular newsletters.

23.0 Rodent Control

A specialist contractor will be employed to prevent rodents on site. Mace will also implement strict housekeeping rules to ensure that refuse (particularly from the canteen) is hygienically stored and disposed of regularly. There will be no eating or drinking outside of the designated areas. The site will be kept clean and tidy at all times. We understand from JF Hunt that there have been no issues with vermin during the demolition phase.

24.0 Air Quality and Carbon Reduction Management

This section involves the management of the air quality and carbon reduction of the works during the construction phase. We will implement specific measures to control the environmental impact

and we will monitor on a daily basis the works on site to ensure we are compliant to the Camden Council requirements.

We will implement the following best practise measures as recommended by 'The control of dust and emissions from construction and demolition' (July 2014) and also 'Guidance on the assessment of dust from demolition and construction' published by the Institute of Air Quality Management (February 2014).

Controls for PM10 and NOx emissions from vehicles and plant

- Low emission plant fitted with catalysts, diesel particulate filters or similar devices shall be used;
- Plant shall be well maintained, with routine servicing of plant and non-road mobile machinery (NRMM) to be completed in accordance with the manufactures recommendations;
- Avoid the use of diesel or petrol powered generators and use of mains electricity.
- Non road mobile machinery(NRMM) shall use ultra-low sulphur tax-exempt diesel and be fitted with appropriate exhaust after treatment such as catalysts, diesel particulate filters as stated on the approved list managed by the Energy Saving Trust.
- All construction vehicles shall comply with the Euro 4 emissions standard and where possible use low emission fuels and alternative technology
- Plant and vehicles shall be located away from the closest receptors or house in closed environment where possible.

Controls for dust emissions from the construction

- Inspect the internal haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
- Site personnel shall be trained in dust mitigation and a manager shall be present for managing dust on site
- Routinely clean the Public Highway and accesses using wet sweeping methods especially during dry periods.
- Impose and signpost a maximum speed limit of 5 mph on surfaces haul roads and works areas within the site.
- Keep site fencing, barriers and scaffolding clean using wet methods
- Provide easily cleaned hard standing for vehicles and clean using wet sweeping methods
- Provide the use of wheel-wash facilities so to avoid carrying dust or mud off the site
- Store materials with the potential to produce dust away from site boundaries
- The site shall be dampened down during the working day and again at the end of the day to reduce the amount that is re-suspended dust.
- Ensure the following activities are not carried out on site crushing of material, screening plant and cement batching plant.
- Plant shall be regularly maintained in accordance with the manufactures recommendations.
- Ensure all vehicles carrying loose or potentially dusty material to or from the site are fully sheeted

- Sheet, seal or damp down stockpiles of excavated material held on site
- Any loose material brought onto the site shall be protected by appropriate covering

Controls to reduce CO2 emissions from construction vehicles

- All contractor's vehicles will adopt 'green fleet management practises' that will result in a 10% reduction in tail-pipe CO2 emissions over the duration of the construction phase.
- Vehicles will include the use of fuel monitoring equipment
- Drivers have received eco-driver training
- All plant operators to have accreditation with FORS (Fright Operator recognition Scheme run by TfLO or SAFED (Safe and Fuel Efficient Driving run by the DfT)
- Use of low carbon vehicles such as hybrid electric, electric and bi methane where possible.
- Plant shall be regularly maintained in accordance with the manufactures recommendations.

25.0 Environmental Monitoring

Environmental monitoring during the Construction works at One Bedford Avenue will be carried out to ensure compliance with the Camden Council requirements. The Construction Manager Marco Rabbini will be responsible for the implementation, monitoring and any actions required to ensure compliance to Camden's requirements. A Casella monitoring system will be employed on site to monitor dust, noise and vibration.

All our staff will be inducted on the S61 agreement and requirements prior to works commencing. An external consultant is being used by the project to agree the requirements of the S61 and any recommendations will be implemented.

All monitoring equipment will be calibrated before use and records of all calibration will be kept in the site offices. We will maintain the equipment with ongoing calibration at regular intervals throughout the construction period and these records will also be kept in the site offices.

Please note, environmental monitoring compliance is pending and will be included in the sub-report

Alerts

We will be implementing a Casella noise, vibration and dust monitoring system. Trigger levels will be agreed with LBC as part of our Section 61 agreement. We do not anticipate noisy works above the normal acceptable standards. The Casella system provides live reports and will alert Mace staff immediately a trigger is set off. Immediate action will be undertaken by Mace staff to address the matter. Where it is identified that noisy works will be potentially required we will plan to mitigate it. Where this cannot be done we will advise LBC and perform letter drop to the neighbours advising them of it and our plans to minimise the nuisance. This will be done 2 weeks before the planned activity.

Air Quality Monitoring

Throughout the construction Phase continuous particulate matter (PM10) monitoring shall be undertaken. We will have 2 instruments on site and another located at the nearest sensitive receptor. The final location of these will be agreed with the Camden's Environmental Health Officer. Any changes to the locations of the instruments we will notified and agreed with the EHO.

The trigger level for PM10 is 200 ug/m-3 (15 minute average) Data will be collected automatically every hour.

Noise Monitoring

A Class 1 sound level meter will be used in compliance to relevant British Standards and calibrated with a text alerts being sent if the trigger level is breached. This will be position as agreed with the Camden Environmental Health Officer. Any changes to the locations of the instruments we will notified and agreed with the EHO.

The trigger level will be set at 80 dBA

Vibration Monitoring

For measuring vibration a Profound Vibra+ monitor will be used. This monitor measures and records both the maximum vibration levels and vibration frequencies in x-, y- and z- directions. Email alerts will be sent if limits are reached.

For Vibration Monitoring, the trigger level will be set at 1.0 mm/s

26.0 Other Local Construction Sites

Consideration has been made to other construction sites in the area, and the accumulative effects of our construction program. Tottenham Court Road is a one way road travelling North away from Oxford St. There are 2no large projects at the intersection of Tottenham Court Road and Oxford St.

The first being Tottenham Court Road Underground & Crossrail Station and associated buildings. We do not envisage this will impact on the development as they are entering the final stages of construction and their site traffic is starting to reduce.

The second Project is the Centre Point re-development, which is currently just commenced works on site.

Both of the above projects have a number of options for their vehicle movements if they depart via the north then they will travel north on Tottenham Court Road and for this reason we have located our unloading and loading facilities on Morwell Street away from Tottenham Court Road.

We do not expect a lot of vehicle movements and at a peak we might have 4 vehicles per hour we do not see this will have an impact on the local roads or community.

Appendix 1 - Completed CMP Pro-forma

Construction Management Plan Pro-forma



PRO-FORMA

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Queries: planningobligations@camden.gov.uk

CONSTRUCTION MANAGEMENT PLAN

INTRODUCTION

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

The completed and signed CMP should address how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included in a CMP will depend on the scale and kind 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 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 approved contents of this CMP must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. 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 for 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.

(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.)

Section 1 – Site Contacts

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

Site Address: One Bedford Ave

Planning application reference:

Type of CMP – Section 106 planning obligation

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: David Wells

Address: 155 Moorgate, London EC2M 6XB

Tel: 0203 522 3000

Email: dave.wells@macegroup.com

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

Name: As above

Address:

Tel:

Email:

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

Name: As above

Address:

Tel:

Email:

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

Name: Marco Rabbini

Address: 155 Moorgate, London EC2M 6XB

Tel: 07788 319109

Email: marco.rabbini@macegroup.com

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

Name:

Address:

Tel:

Email:

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 CMP.

Name: David Wells

Address: 155 Moorgate, London EC2M 6XB

Tel: 0203 522 3000

Email: dave.wells@macegroup.com

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 CMP applies.

The project is located at the junction of Bedford Avenue and Tottenham Court Road, London W1T 7R. Please see Appendix 1.

The project entails the demolition of the existing buildings (to be undertaken by others) and the construction of a 7 storey building plus single level basement for a mixed use development. The foundations are a raft slab. The scheme comprises retail use at part basement and ground floor levels and office use at part ground and first to seventh floors. Associated plant is located on the roof and in the basement.

There is an existing sub-station in the basement of the building which will be retained during the first stage of the demolition phase. It will be replaced with a temporary sub-station during the second stage demolition.

The site is located on Tottenham Court Road and is surrounded by retail, commercial, residential and educational premises

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 development is a mixed retail and commercial building, comprising 8 stories (7 levels plus a basement). The building is approximately 110,000 sq. ft in size.

The main issues and challenges are as follows:

- There are a significant amount of residential properties on adjacent roads and streets.
- There are a significant number of other construction projects in close proximity to the site
- There are a significant amount of pedestrians using Tottenham Court Road
- The project is being built within a confined area.

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.).

The nearest potential receptors are as follows:

- AA School of Architecture (Morewell St)
- Ask Electronics 248 Tottenham Court Road
- Businesses occupying 248 Tottenham Court Road
- Occupiers of Bedford Court Mansions (Morewell St)
- St Giles Hotel (Bedford Ave)

We will be contacting all businesses and properties in the vicinity of Bedford Avenue prior to commencement of the works to ensure that they have our contact details. Measures detailed later in this CMP will be implemented to ensure that any noise, vibration, dust, fumes, lighting, etc is minimised.

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 refer to the attached layouts in Appendix 2. As a result of the on-going demolition works to the existing building, by others, there have been various agreed amendments to the local highway network.

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).

Contract commencement: 27 Jul 15

Contract completion: 6 Feb 17

RC sub and superstructure works: 27 Jul 15 – 13 Jun 16

Structural Steel: 11 Jan 16 – 29 Jul 16

Cladding: 16 May 16 – 14 Nov 16

Terraces and Roof: 27 Apr – 20 Jan 17

Fit-out: 25 Apr 16 – 6 Feb 17

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 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

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.

There will be new services connections, from existing supplies, by all statutory services. We have engaged Mace Utilities to co-ordinate in detail all connection works. We will explore options for the utility companies to share the same excavations and traffic management proposals.

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

Asbestos has been discovered and removed as part of the demolition contract.

The asbestos survey was undertaken on 19 December 15. The key findings are contained in Appendix 3.

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. Construction vehicles must be managed and prevented from causing obstructions to the highway.

Deliveries to site will be within the site operating hours of 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays. There will be no deliveries on Sundays or Bank Holidays.

There will be one articulated lorry arrival between 08.00-08.15 which will not leave the site until after 09.30. All other articulated lorry arrivals will be between 09.30-16.30.

We will use reasonable endeavours to identify a holding area to cater for early arrival.

Exceptions to these hours will be made for concrete deliveries and especially large deliveries such as tower cranes. Concrete deliveries will not arrive on site before 0800 hours. Some concrete pours will need to continue beyond 1800 hours on Monday to Friday and beyond 1300 hours on Saturday.

- 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.

Details of the vehicle types can be found in Appendix 4

RC sub and superstructure phase:

Vehicle type	Approx Frequency	Access Time	Dwell time
40 ft articulated lorry	3 per week	9.30am	3hrs
20t tipper	4 per day	Throughout the day	20 mins
Concrete lorry 6 & 8 m3	4 per day	Throughout the day	20 mins
Small delivery vans	2 per day	Throughout the day	20 mins
Skip lorry	1 per week	9.30 am	10mins

Structural Steel Phase:

Vehicle type	Approx Frequency	Access Time	Dwell time
40 ft articulated lorry	1 per day	9.30am	3hrs
Concrete lorry 6 & 8 m3	4 per day	Throughout the day	20 mins

Small delivery vans	2 per day	Throughout the day	20 mins
Skip lorry	1 per week	9.30 am	10mins

Cladding Phase:

Vehicle type	Approx Frequency	Access Time	Dwell time
40 ft articulated lorry	2 per week	9.30am	3hrs
8 wheeled flatbed	3 per day	2.00pm	1 hr
Small delivery vans	2 per day	Throughout the day	20 mins
Skip lorry	1 per week	9.30 am	10mins

Fit-out Phase:

Vehicle type	Approx Frequency	Access Time	Dwell time
40 ft articulated lorry	2 per week	9.30am	2hrs
8 wheeled flatbed	2 per day	2.00pm	1 hr
Small delivery vans	6 per day	Throughout the day	20 mins
Skip lorry	4 per week	9.30 am	1 hr

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

There will be no temporary structures overhanging the public highway.

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

Please refer to our transport and logistics plan in Appendix 5. The hoarding scheme adopts what is already in place for the demolition phase of the project on Tottenham Court Road (TCR) and Morwell Street. Due to the West End Project we have been unable to establish a cabin gantry on TCR. This has required the hoarding to Bedford Ave being extended out to accommodate the relocated cabins. This has been agreed in principal with LBC Highways and David Jenkins of LBC West End Project

- Q20.** Please provide accurate scaled drawings of any highway works necessary to enable construction 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.

Please refer to above and our transport and logistics plan in Appendix 5. Which indicates the requirements above. The strategy has been reviewed and agreed in principal with Rob Slaney and David Jenkins.

- 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.

Parking bay suspensions and TMO have been put in place as part of the demolition phase of the project. They will be adopted by us for the construction phase. The TMO references are 38160/TTR 18171 and 37949/TTR18121

- 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.

Please refer to our transport and logistics plan located in appendix 5

Vehicles entering or leaving the site will be supervised at all times either by the traffic marshal's or banksman. All drivers to site must have undertaken cycle awareness training such as the Safe Urban Driver module through Clocs or similar. All delivery vehicles will be fitted with the required warning signage, class IV mirror, Close proximity sensors and external warning devices to make pedestrian and cyclists aware of the drivers planned manoeuvre.

The general public will have right of way at all times. Advisory and cautionary signage will be located around the perimeter of the site to ensure that the public are aware of the operations being undertaken and the traffic movements. Pedestrians using Bedford Avenue will be directed by advisory signage to the opposite footpath, away from the main site entrance.

The general public / pedestrians will have right of way along the pedestrian routes around the project. The site entrance gates will be kept closed at all times – unless there is a delivery at which time temporary barriers will be placed across the entrance to prevent access by pedestrians. The barriers will be manned by our site security / gateman.

Our Traffic Marshalls are trained and qualified. During a delivery the Traffic Marshalls will deal with the public politely but firmly to ensure that they are segregated at all times from vehicle movements. As appropriate, stop / go boards will be used by them to control other traffic, including cyclists, whilst the reversing operation into Morwell Street is being undertaken.

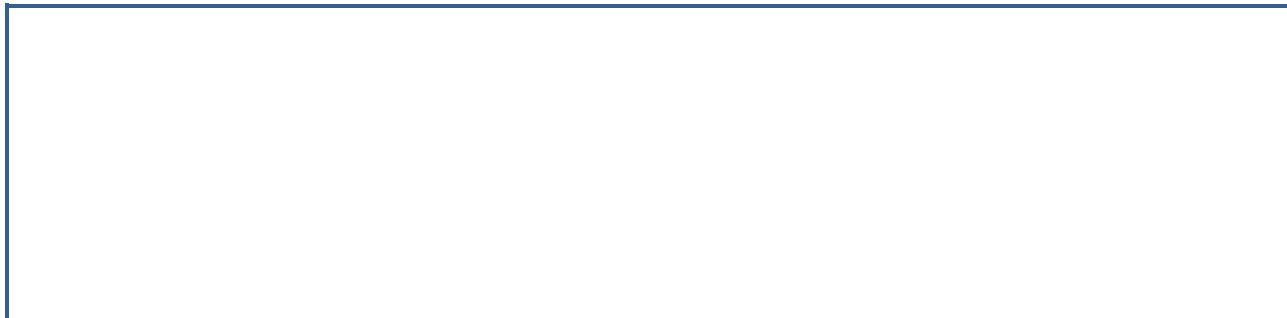
Due to the construction methodology involved in the basement dig i.e. the muck-away wagons are to be loaded whilst stood on Morwell Street, we do not anticipate, that there will be a significant risk of mud and dirt on the roads. We will, however, ensure that all lorries are inspected prior to leaving the site to ensure that their tyres are clean before exiting site onto Bedford Avenue.

The road will be inspected regularly by the Logistics Ganger and Traffic Marshalls. Any mud or debris brought onto the highway will be immediately cleaned off. The Logistics Ganger will have the facility of calling in a road sweeper.

Appropriate advisory signage for pedestrians and cyclists, agreed with LBC highways, will be positioned as our Transport and Logistics plan.

Mace are in the forefront of implementing CLOCS and were involved in the development of the CLOCS standard. CLOCS will be fully implemented on this project.

All appropriate lighting and traffic protection measures will be installed to the hoardings. The hoardings will be designed as a temporary structure, inspected regularly and maintained to a high standard.



- 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.

Please see a layout in Appendix 6 indicating the proposed access and egress routes to and from the site and the TLRN routes.

We will be adopting the existing access and egress routes previously agreed between LBC and JF Hunt, and contained within their Demolition Management Plan, for the demolition phase of the works.

Mace are fully engaged with the TCR Project Interface Panel and have been attending their meetings to co-ordinate the traffic routes with other projects in the vicinity.

- 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.

All deliveries will be booked in advance by our supply chain using our online delivery management system, which will be under the control of our Logistics Ganger. This ensures we have only one delivery arriving at any one time. The management of these bookings is coordinated at a weekly logistics meeting. Mace will chair this meeting, ensuring the slots are allocated on an hourly basis. At the same meeting we also discuss lay down areas and means of distributing the delivered materials.

Adherence to delivery routes and restrictions, by sub-contractors, will be made a sub-contract condition. The delivery routes and restrictions will be reviewed in detail in the Sub-contractor Start-up Meetings, the Induction and the Daily Activity Briefings with the sub-contractors supervisors.

We will require that each haulier will carry as part of their documentation a current set of delivery route documentation. This will be issued when the delivery is booked in with our logistics team.

The management of these requirements will be robustly implemented. Early and late deliveries will be turned away – unless they can be accommodated.

- 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.**

Please refer to our Transport and Logistics Plan in appendix 5

- 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).**

Please refer to our Transport and Logistics Plan in appendix 5

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 construction works are to be carried out.

We will be implementing a Casella noise, vibration and dust monitoring system. Trigger levels will be agreed with LBC as part of our Section 61 agreement. We do not anticipate noisy works above the normal acceptable standards. The Casella system provides live reports and will alert Mace staff immediately a trigger is set off. Immediate action will be undertaken by Mace staff to address the matter. Where it is identified that noisy works will be potentially required we will plan to mitigate it. Where this cannot be done we will advise LBC and perform letter drop to the neighbours advising them of it and our plans to minimise the nuisance. This will be done 2 weeks before the planned activity.

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.

We have not undertaken a noise survey but will use JF Hunt's baseline levels. We will provide a copy to LBC.

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

These are currently being assessed and will be in line with the S61 requirements. We will be employing Waterman's to provide us assistance with the S61 agreement.

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.

Mace will employ best available techniques use best practical means to prevent noise and vibration disturbances from activities from site. Our supply chain are very experienced in these requirements and have demonstrated that they can comply and better the standards using innovation and smart working. Where the predicted levels are exceeded Mace staff will immediately stop the works. A revised methodology will be agreed and implemented to ensure that the noisy activity does not re-occur.

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

All our staff will be inducted on the S61 agreement and requirements prior to works commencing. An external consultant is being used by the project to agree the requirements of the S61 and any recommendations will be implemented.

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

During the construction process we do not anticipate in inherently dusty works. The use of the Casella system will however provide live monitoring and any trigger levels which are breached will be immediately acted upon by Mace staff. There will be no dry sweeping of concrete slabs, surfaces to be swept will be wet down first.

Concrete surfaces

- 1 Prevention: We will not be brushing down the concrete surfaces, and therefore potentially creating dust, until the fit-out stage of the project, which commences in mid-2016. At this time the cladding will encapsulate the building
- 2 Suppression: We would use hoovers in the first instance, where this is not appropriate, we will dampen the concrete first then sweep
- 3 Containment: The building will be encapsulated and hoovers used to remove dust to mitigate any risk of dust nuisance.

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.

Due to the construction methodology involved in the basement dig i.e. the muck-away wagons are to be loaded whilst stood on Morwell Street, we do not anticipate, that there will be a significant risk of mud and dirt on the roads. We will, however, ensure that all lorries are inspected prior to leaving the site to ensure that their tyres are clean before exiting site onto Bedford Avenue.

The road will be inspected regularly by the Logistics Ganger and Traffic Marshalls. Any mud or debris brought onto the highway will be immediately cleaned off. The Logistics Ganger will have the facility of calling in a road sweeper.

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

As previously stated Cassella live monitoring system will be employed on site. Triggers have yet to be determined but will be agreed as part of the S61

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.

Due to the small footprint size, nature of the site and soil type we anticipate that there is a low risk during the substructure phase.

During the construction phase, as outlined previously, we will only brush down on dampened down surfaces.

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

We confirm that all mitigation measures from the SPG will delivered on site as appropriate.

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.

The site is not high risk.

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).

A specialist contractor will be employed to prevent rodents on site. Mace will also implement strict housekeeping rules to ensure that refuse (particularly from the canteen) is hygienically stored and disposed of regularly. There will be no eating or drinking outside of the designated areas. The site will be kept clean and tidy at all times.

We understand from JF Hunt that there have been no issues with vermin during the demolition phase.

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. Banksmen 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.

Please refer to our Traffic and Logistics management plan

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](#)).

As much as possible we are trying to prefabricate appropriate elements such as cladding and riser pipework. This will reduce the amount of deliveries and will reduce the impact of associated traffic.

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 CMP 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.

Consultation – Residents and Councillors

The local ward Councillors for Bloomsbury along with the immediate neighbours to One Bedford Avenue were consulted on the plan. A copy of the plan was sent to each stakeholder on 27 April 2015 and they were invited to provide their comments on the contents of the plan.

The consultees were:

Councillor Sabrina Francis
Councillor Adam Harrison
Councillor Rishi Madlani
12 Bedford Avenue
16-18 Morwell Street
Flat 1, 1 Morwell Street
Flat 2, 1 Morwell Street
2 Morwell Street
3 Morwell Street
Basement Flat 26 Morwell Street
Flat 2, 26 Morwell Street
Flat 3, 26 Morwell Street
Flat 4, 26 Morwell Street
26A Morwell Street
Flat 1, 3 Bayley Street
Flat 2, 3 Bayley Street
Flat 3, 3 Bayley Street
Flat 4, 3 Bayley Street
10 Bayley Street
11 Bayley Street

We received an acknowledgement from Councillor Harrison and a response from one resident of Morwell Street. We felt that these comments reflected amendments being made as a result of Camden's comments as per below.

Consultation – Camden

We submitted the draft Construction Management Plan to London Borough of Camden on 14 April 2014 in accordance with Clause 4.2.1 which required a draft to be submitted for comment. Camden's Highways and Environmental Health department's responses can be found appended in appendix 6, along with details of the amendments made as a result of these comments. Mace's comments are indicated in blue on Email 4.

Further to this, a meeting was held with Paul Newman, Senior Licensing Officer at London Borough of Camden on 03 June 2015 the following was discussed:

1. Predicted noise levels (based on a schedule of activities, based on the programme)
2. Base line noise levels
3. An agreement on trigger levels
4. A meeting with Waterman Environmental to discuss the above (arranged for 16 June 15)

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.

Our Marco Rabbini will be responsible for the Community Liaison role and will undertake the actions in this section.

We will ensure that prior to commencing works on site, we will undertake the following:

- Visit every neighbour and business and obtain their contact details.
- Issue an initial newsletter to advise them what the project is, our senior site management contact details, the projects duration, the initial activities on site and the date of the next newsletter.
- Open a compliments / complaints log

Information boards will also be displayed on the site hoardings which will highlight the following information

- Construction Manager including contact details
- Name of Principle Contractor and contact details to whom correspondence should be addressed
- Completion Date for the project - February 2017

The site team will ensure that, as far as reasonably possible, everything is done to minimise noise, nuisance and disruption.

We will maintain open lines of communication at all times. We will deal with any complaints or requests both courteously and rapidly.

Any matters raised by the public, or the neighbours, will be logged in the compliments / complaints log. If practical, complaints will be required to be addressed immediately. The log must be updated to record that each complaint or matter has been closed out satisfactorily.

Planned works which are identified as potentially sensitive will be dealt with in isolation in terms of communication. We will contact the neighbours well in advance of the work commencing to advise them what will be happening and when. Works of this nature will include out of hours work, such as the installation of the tower crane during a weekend. As far as practically possible we will always seek to select work methodologies which will minimise any disruption to our neighbours.

We will register the project with the Considerate Constructors Scheme and will obviously comply with their guidelines and requirements. Similarly we will implement and comply with Camden's Guide for Contractors Working in Camden. We will hold regular meetings with all stakeholders of the project to keep them informed of the progress of the project and planned activities and understand if there any issues effecting the stakeholders that have not been raised as a complaint.

Extract of Compliant Log

Compliant Ref	Date of Compliant	Time of Compliant	Complainants Details including contract information	Compliant details	Remedial Action	Status Open/ Closed
---------------	-------------------	-------------------	---	-------------------	-----------------	---------------------

001						
002						
003						
004						

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 Contractors Manual](#)".

We will be registering with the Considerate Constructors Scheme and will be implementing as far as possible it's requirements. We look to maximise our score from the CCS.

We will also be implementing and adhering to CLOCS.

We will be working to Camden's Minimum Requirements for Construction Sites and Camden's Considerate Contractors Manual.

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.

We take complaints very seriously. Any complaints will be immediately acted upon and thoroughly investigated. A complaints log will be set up to record any complaints to ensure that they are closed out in the appropriate manner. Feedback will be given to the complainant at the earliest time.

A set of site rules will be established from the outset and will be robustly policed.

They will prioritise safety and conduct.

Serious or serial transgressions will result in the personnel responsible being refused entry to site.

- 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.**

There are a significant number of sites in close proximity to the project. We are taking part in the Project Interface Panel for Tottenham Court Road and will be reporting regularly on significant activities. We have presented our proposed logistics plan to the other panel members and will be attending all future meetings.

- 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.

Mace have been a supporter and assisted in the development of CLOCS. It is a corner stone of our safety management system and has been implemented throughout our sites. Our contractors are fully conversant with it and will be complying with it.

We have developed our Transport and Logistics plan following extensive consultation with both Camden Highways and representatives of Camden’s West End Project.

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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.

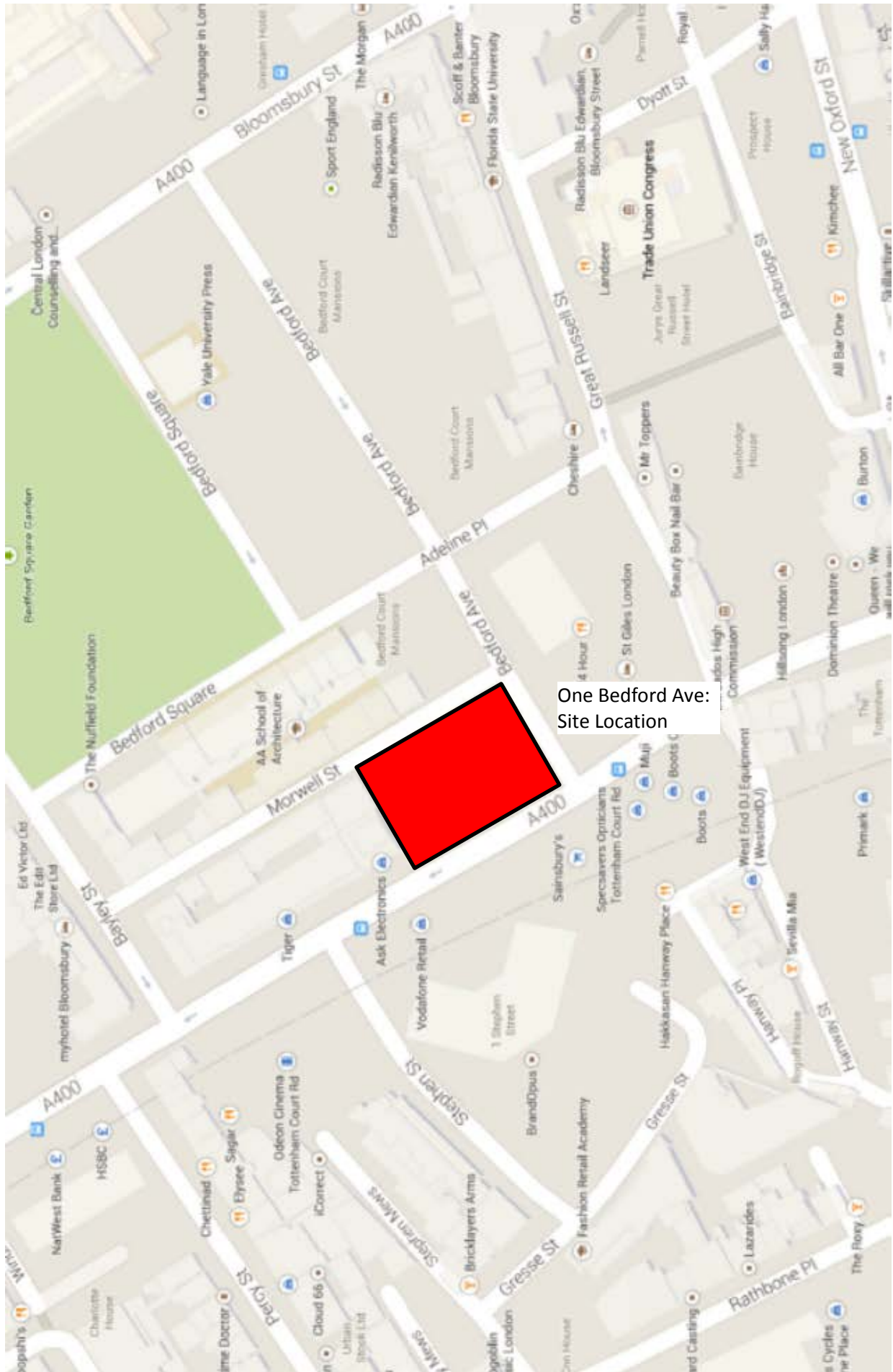
Signed: Date:

Print Name: Position:

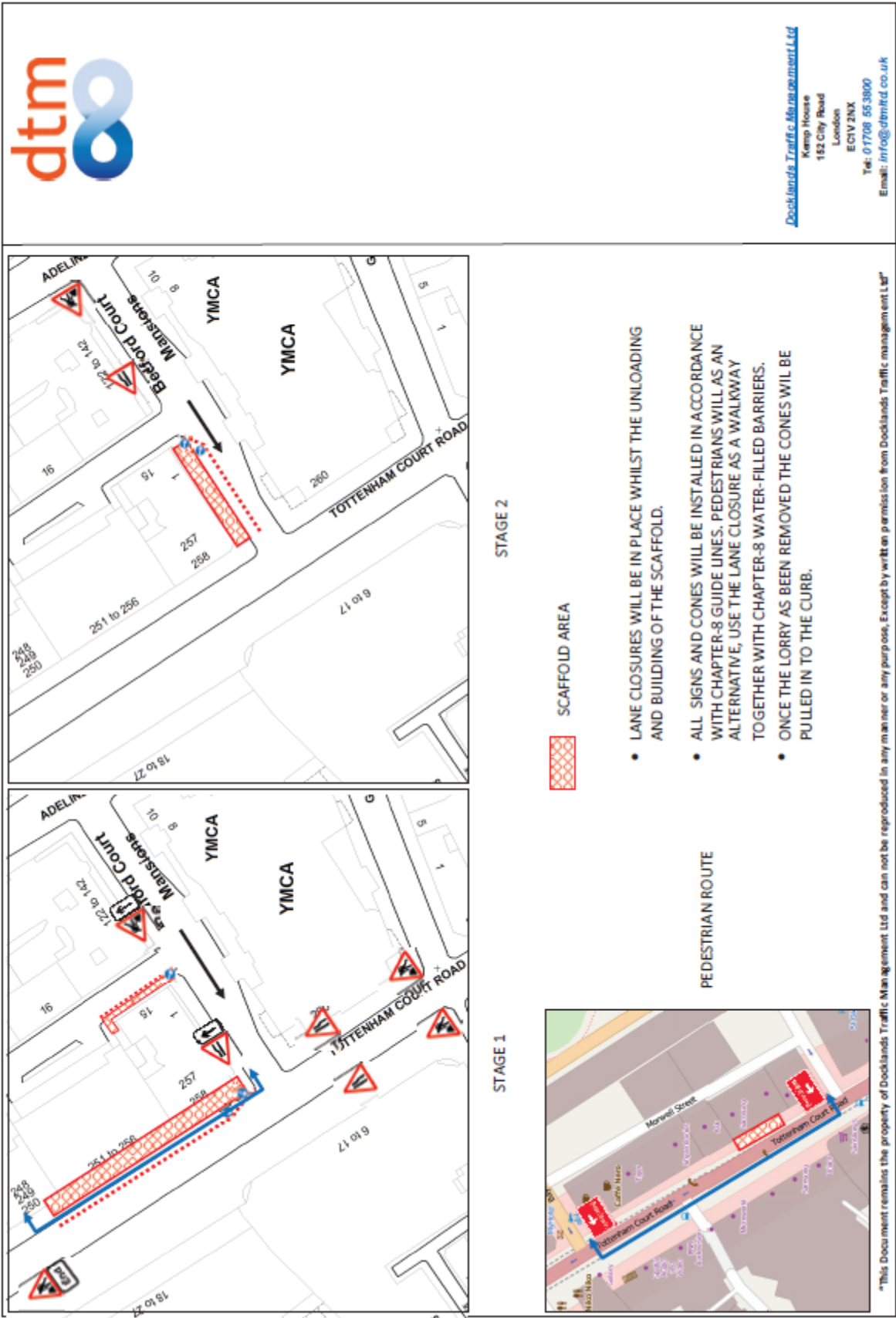
Submit: planningobligations@camden.gov.uk

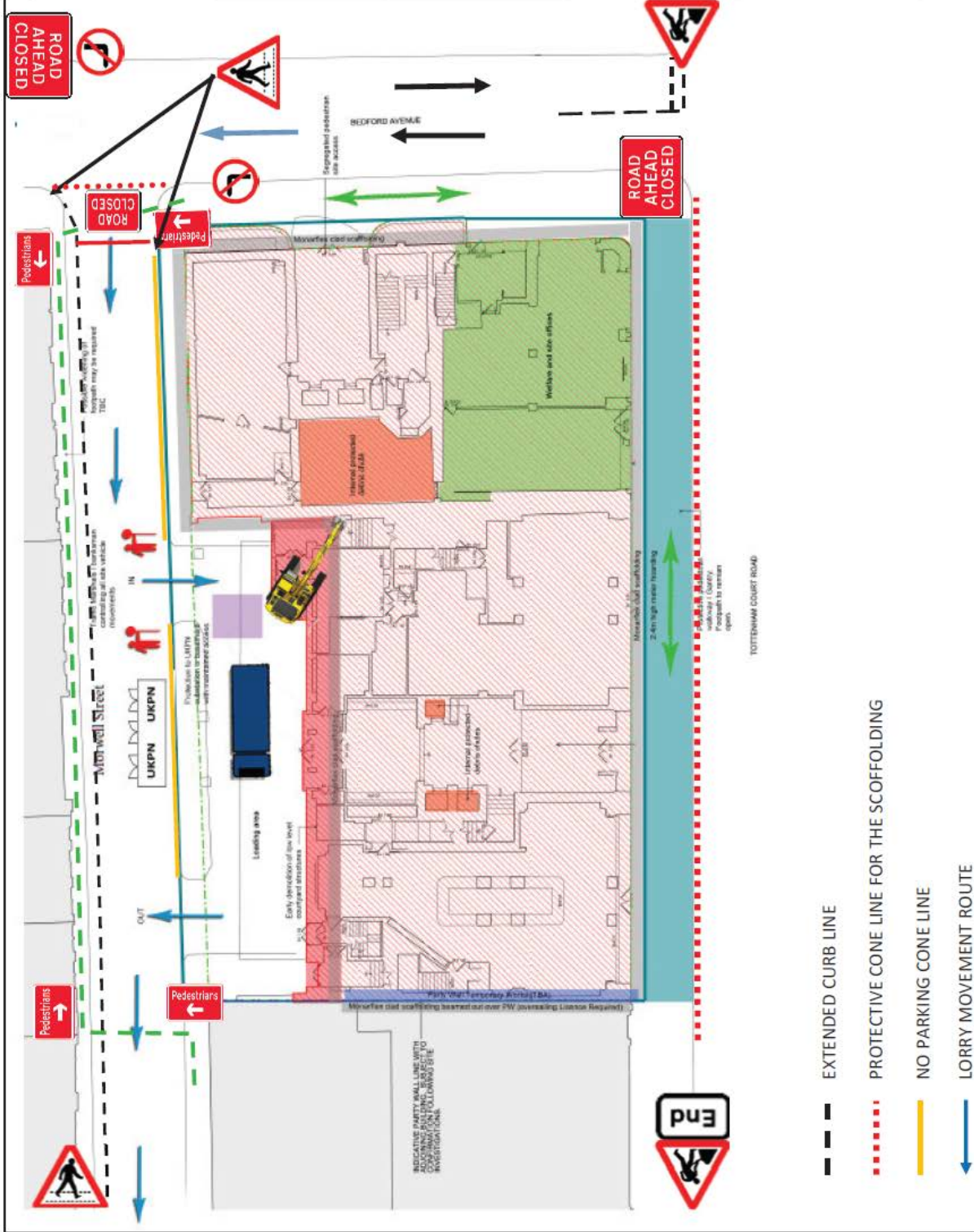
End of form





One Bedford Ave:
Site Location





Appendix 3

R&D Survey Ref:- J049424 - Bedford Avenue

Inspection No	Sample Reference Num ber	Building Name/Ref	Floor/Level	Area/Room	Item Description	Product Description	Damage/Deterioration	Estimated Quantity	Level of Identification
16	ES000310	1 Bedford Avenue.	Basement	B.14	Insulating panels above windows.	Panel - Asbestos Insulating Board	Good Condition	3m	Asbestos Identified
24	ES000322	1 Bedford Avenue.	Basement	B.22	Screw/Dikumen to floor.	Blument/Adhesive	Good Condition	6m ²	Asbestos Identified
25	As inspection 24	1 Bedford Avenue.	Basement	B.23	Screw/Dikumen to floor.	Blument/Adhesive	Good Condition	5m ²	Asbestos Strongly Presumed
26	As inspection 24	1 Bedford Avenue.	Basement	B.24	Screw/Dikumen to floor.	Blument/Adhesive	Good Condition	6m ²	Asbestos Strongly Presumed
29	As inspection 24	1 Bedford Avenue.	Basement	B.27	Screw/Dikumen to floor.	Blument/Adhesive	Good Condition	4m ²	Asbestos Strongly Presumed
38	ES000324	1 Bedford Avenue.	Basement	B.34	Screw/Dikumen to floor.	Blument/Adhesive	Good Condition	2m ²	Asbestos Identified
39	As inspection 38	1 Bedford Avenue.	Basement	B.35	Screw/Dikumen to floor.	Blument/Adhesive	Good Condition	10m ²	Asbestos Strongly Presumed
40	As inspection 38	1 Bedford Avenue.	Basement	B.36	Screw/Dikumen to floor.	Blument/Adhesive	Good Condition	4m ²	Asbestos Strongly Presumed
41	As inspection 38	1 Bedford Avenue.	Basement	B.37	Screw/Dikumen to floor.	Blument/Adhesive	Good Condition	6m ²	Asbestos Strongly Presumed
42	As inspection 38	1 Bedford Avenue.	Basement	B.38	Screw/Dikumen to floor.	Blument/Adhesive	Good Condition	6m ²	Asbestos Strongly Presumed
43	As inspection 38	1 Bedford Avenue.	Basement	B.39	Screw/Dikumen to floor.	Blument/Adhesive	Good Condition	4m ²	Asbestos Strongly Presumed
44	As inspection 38	1 Bedford Avenue.	Basement	B.40	Screw/Dikumen to floor.	Blument/Adhesive	Good Condition	4m ²	Asbestos Strongly Presumed
45	As inspection 38	1 Bedford Avenue.	Basement	B.41	Screw/Dikumen to floor.	Blument/Adhesive	Good Condition	4m ²	Asbestos Strongly Presumed
57	-	1 Bedford Avenue.	Basement	B.50	Blumen wrap to high level pipe.	Cable Wrap	Good Condition	<1m	Asbestos Presumed
62	ES000325	1 Bedford Avenue.	6th	6.02	Cement sleeve to floor (gas pipe).	Cable Sleeve	Good Condition	1m.	Asbestos Identified
63	ES000326	1 Bedford Avenue.	6th	6.02	Insulating panel debris to wall adjacent gas pipe.	Dust/Debris - Insulating Board	High Damage	<1m ²	Asbestos Identified
64	ES000327	1 Bedford Avenue.	6th	6.02	Thermal insulation debris/sinks to wall adjacent gas pipe.	Thermal Insulation	High Damage	<1m ²	Asbestos Identified
66	ES000329	1 Bedford Avenue.	6th	6.02	Gaskets to pipe work.	Gasket - Reinforced Composite	Good Condition	20m	Asbestos Identified
67	ES000330	1 Bedford Avenue.	6th	6.02	Insulating panels within fire door.	Panel - Asbestos Insulating Board	Good Condition	2m.	Asbestos Identified
75	ES000337	1 Bedford Avenue.	9th	5.01	Rope wall to skylight.	Rope	Good Condition	15m	Asbestos Identified
82	As inspection 62	1 Bedford Avenue.	5th	5.06	Cement sleeve to floor.	Cable Sleeve	Good Condition	1m.	Asbestos Strongly Presumed
88	As inspection 62	1 Bedford Avenue.	4th	4.06	Cement sleeve to floor.	Cable Sleeve	Good Condition	1m.	Asbestos Strongly Presumed
100	As inspection 62	1 Bedford Avenue.	3rd	3.06	Cement sleeve to floor.	Cable Sleeve	Good Condition	1m.	Asbestos Strongly Presumed
116	As inspection 62	1 Bedford Avenue.	2nd	2.06	Cement sleeve to floor.	Cable Sleeve	Good Condition	1m.	Asbestos Strongly Presumed
134	As inspection 62	1 Bedford Avenue.	1st	1.06	Cement sleeve to floor.	Cable Sleeve	Good Condition	1m.	Asbestos Strongly Presumed
143	As inspection 62	1 Bedford Avenue.	Ground	G.08	Cement sleeve to floor.	Cable Sleeve	Good Condition	1m.	Asbestos Strongly Presumed
147	-	1 Bedford Avenue.	Lift Shaft	Lift Shaft x 2	Inaccessible		-	-	Asbestos presumed as not accessed

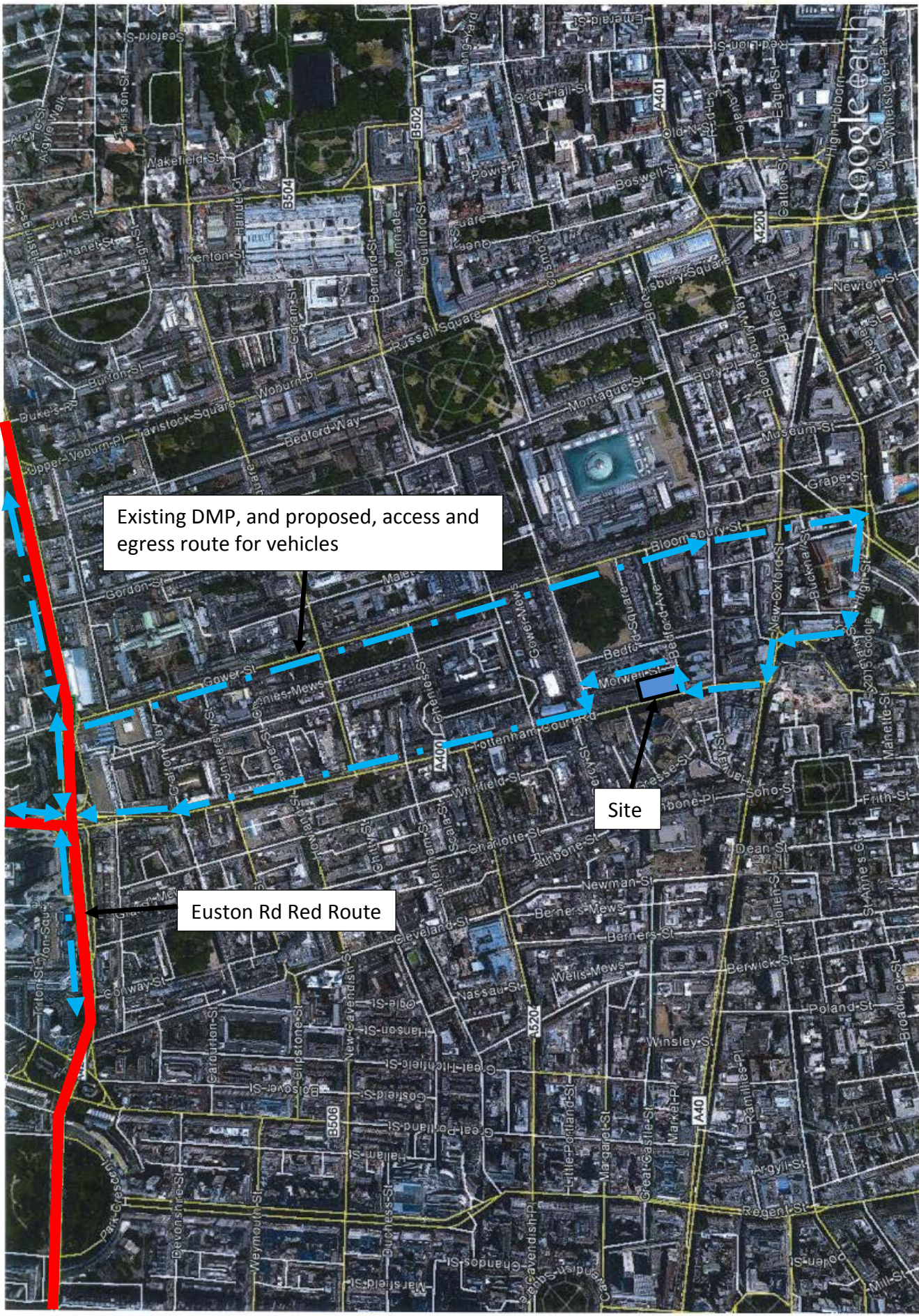
R&D Survey Ref:- J049423 - Tottenham Court Rd

Inspection No	Sample Reference Number	Building Name/No	Floor/Level	Area/Room	Item Description	Product Description	Damage/Deterioration	Estimated Quantity	Level of Identification
4	-	251-258 Tottenham Court	External	Rear Elevation	Electrical Equipment		-	-	Asbestos presumed as not accessed
8	ES000303	251-258 Tottenham Court	Ground	G.02.	Vinyl tiles/bitumen to floor (grey).	Tile	Good Condition	10m ²	Asbestos Identified
9	ES000304	251-258 Tottenham Court	Ground	G.03.	Vinyl tiles/bitumen to floor (cream).	Tile	Good Condition	2m ²	Asbestos Identified
10	ES000305	251-258 Tottenham Court	Ground	G.04.	Vinyl tiles/bitumen to floor (white).	Tile	Good Condition	4m ²	Asbestos Identified
11	As inspection 8	251-258 Tottenham Court	Ground	G.05.	Vinyl tiles/bitumen to floor (grey).	Tile	Good Condition	10m ²	Asbestos Strongly Presumed
12	ES000306	251-258 Tottenham Court	Ground	G.05.	Insulating panels to fire doors.	Panel - Asbestos Insulating Board	Good Condition	2no.	Asbestos Identified
13	As inspection 10	251-258 Tottenham Court	Ground	G.06.	Vinyl tiles/bitumen to floor (white).		Good Condition	10m ²	Asbestos Strongly Presumed
14	ES000307	251-258 Tottenham Court	Ground	G.06.	Cement panel to fire door.	Panel - Asbestos Cement	Medium Damage	1no.	Asbestos Identified
15	As inspection 10	251-258 Tottenham Court	Ground	G.07.	Vinyl tiles/bitumen to floor (white).	Tile	Good Condition	2m ²	Asbestos Strongly Presumed
16	ES000320	251-258 Tottenham Court	Ground	G.08.	Vinyl tiles/bitumen to floor (grey).	Tile	Good Condition	160m ²	Asbestos Identified
19	ES000312	251-258 Tottenham Court	Basement	B.16	Vinyl tiles to wall.	Tile	Good Condition	8m ²	Asbestos Identified
23	ES000319	251-258 Tottenham Court	Basement	B.04.	Cement flue to header.	Flue	Good Condition	2lm	Asbestos Identified
28	ES000314	251-258 Tottenham Court	Basement	B.08.	Vinyl tiles/bitumen to stairs (grey).	Tile	Good Condition	6m ²	Asbestos Identified
29	ES000315	251-258 Tottenham Court	Basement	B.08.	Vinyl tiles/bitumen to floor (beige).	Tile	Medium Damage	6m ²	Asbestos Identified
32	As inspection 29	251-258 Tottenham Court	Basement	B.09.	Vinyl tiles/bitumen to floor (beige).	Tile	Medium Damage	12m ²	Asbestos Strongly Presumed
33	ES000318	251-258 Tottenham Court	Basement	B.10.	Vinyl tiles/bitumen to floor (beige).	Tile	Medium Damage	170m ²	Asbestos Identified
34	As inspection 29	251-258 Tottenham Court	Basement	B.11.	Vinyl tiles/bitumen to floor (beige).	Tile	Medium Damage	114m ²	Asbestos Strongly Presumed
36	ES000317	251-258 Tottenham Court	Basement	B.10.	Vinyl tiles to wall (cream pattern).	Tile	Medium Damage	26m ²	Asbestos Identified
37	As inspection 33	251-258 Tottenham Court	Basement	B.12.	Vinyl tiles/bitumen to floor (beige).	Tile	Good Condition	9m ²	Asbestos Strongly Presumed
38	As inspection 33	251-258 Tottenham Court	Basement	B.13.	Vinyl tiles/bitumen to floor (beige).	Tile	Good Condition	4m ²	Asbestos Strongly Presumed
39	As inspection 19	251-258 Tottenham Court	Basement	B.13.	Vinyl tiles to wall.	Tile	Good Condition	6m ²	Asbestos Strongly Presumed
40	As inspection 33	251-258 Tottenham Court	Basement	B.14.	Vinyl tiles/bitumen to floor (beige).	Tile	Good Condition	2m ²	Asbestos Strongly Presumed
41	As inspection 19	251-258 Tottenham Court	Basement	B.14.	Vinyl tiles to wall.	Tile	Good Condition	4m ²	Asbestos Strongly Presumed
42	As inspection 33	251-258 Tottenham Court	Basement	B.15.	Vinyl tiles/bitumen to floor (beige).	Tile	Good Condition	2m ²	Asbestos Strongly Presumed
43	As inspection 19	251-258 Tottenham Court	Basement	B.15.	Vinyl tiles to wall.	Tile	Good Condition	4m ²	Asbestos Strongly Presumed
44	ES000321	251-258 Tottenham Court	Ground	G.08.	Vinyl tiles/bitumen to floor (yellow).	Tile	Good Condition	160m ²	Asbestos Identified

Appendix 4

Vehicle type	Max Dimensions	Approx weight (laden)
40 ft articulated lorry	(w)2490 x (h)4000 x (l)16500	44t
20t tipper	(w)2490 x (h)3500 x (l)9800	32t
Concrete lorry 6 & 8 m ³	(w)2490 x (h)3750 x (l)9150	33t
Small delivery vans	(w)2075 x (h)2200 x (l)4810	7.5t
Skip lorry	(w)2490 x (h)3500 x (l)9800	32t

Appendix 5



Email 1. 11 May 15

From: Ali-Khan, Ayesha [<mailto:Ayesha.Ali-Khan@camden.gov.uk>] **On Behalf Of** Planning Obligations
Sent: 11 May 2015 20:18
To: Luke Butler
Cc: Planning Obligations
Subject: FW: 193283 1 Bedford Avenue CMP

Dear Luke,

Please find below comments from the Environmental Health Officer:

Thank you for the **Construction Management Plan (CMP)** for the proposed development at 1 Bedford Avenue and 251-258 Tottenham Court Road WC1B 3AU. This project is for construction of an eight storey building plus basement, with associated plant in the basement and roof

Please would you make the applicant aware that ***'under the Control of Pollution Act 1974 and Environmental Protection Act 1990 London Borough of Camden has the legal duty to protect from the effects of noise and statutory nuisances those who are living and working in the proximity of the proposed works. The Council also expects to receive no valid complaints regarding the proposed demolition works to be undertaken at 1 Bedford Avenue and 251-258 Tottenham Court Road WC1B 3AU.'***

The Construction Management Plan does not meet all of Camden's Minimum Requirements (CMR), attached. I consider that there are areas of the submitted CMP that may be improved in order to help Camden Council to meet its legal duties to protect those who are working and living in the vicinity of the proposed works from the effects of the works.

There are a number of issues that the applicant needs to address, or provide further information. I have highlighted the ones below, however, all the issues stated in the CMR need to be addressed before any works commence on site .

- (a) There are no detailed proposals in this version of the CMP on how the applicant will mitigate the effects of construction noise to those who are living/working in the vicinity of the proposed works, as the CMP states these will be provided in the Contractor's method statements. Once these are available, the CMP must be updated with this information, and re-submitted for approval. The method statements should show that Best Practicable Means will be employed, and describe mitigation measures and provide details. I refer in particular to the vibration and noise transmission issues. Special attention should be given to BS5228:2009 Part 1 (Noise) and Part 2 vibration.
- (b) A site boundary level of 80 dB(A) has been set by the applicant, however the basis for calculation has not been specified in the CMP. As this is a single level, it would appear that predictions have not been calculated for noise and vibration levels throughout the proposed works. A complete list of plant, equipment and machinery to be used during the works, together with their sound power levels should be compiled to inform a full set of noise predictions. A 3D noise model, taking into account the differ-

ent height and the local microclimatic conditions of the area is advised. Special consideration should be taken for the transmission of noise from tall and basement structures, full details and description of measures incorporated to prevent vibration and/or structure borne noise to neighbouring buildings. Noise transmission is one of the main causes of complaints.

- (c) The CMP should list the mitigation measures that may be implemented by the Construction Manager in response to receiving an alert text or email. The CMP should specify a maximum response time to issuing an alert to the Construction Manager commencing action. In addition to the action to be taken on exceeding the action level of 80 dB(A), the CMP needs also to specify what action short of ceasing works the Construction Manager may take if a predicted noise level is exceeded by 3 dB(A).
- (d) This CMP does not appear to include the management of the Demolition phases, and please confirm whether a Demolition Management Plan has been agreed separately. Test baiting once every 28 days is not sufficient during any phase of the construction when new ground is disturbed. 28 days before any construction works involving new ground disturbance are carried out at the site, the area needs to be surveyed by a pest control service, by test baiting for rodents, followed by treatment as may be required to show complete destruction of rodents, evidenced by no new takes of bait, before the works commence. Contractors' method statements should detail how decommissioned, and existing drainage will be sealed during the construction process to further reduce the potential for egress and spread of rodents, and these should be incorporated into the CMP and re-submitted for approval.
- (e) The CMP refers to out of date guidance issued 2006, and should refer to the attached guidance. A number of dust mitigation measures have been listed, and I would like to see the CMP re-order these under the following headings in order to demonstrate that the applicant has considered the relative importance of these within the hierarchy of dust control measures :

- 1 prevention
- 2 suppression
- 3 containment.

These three principles are well established and are central to the control strategies to control dust. They follow a hierarchy to control the emissions.

- (f) With regard to information displayed on the site hoarding, the following should be included:
 - Name and address of the principle contractors company.
 - Address where the principle contractors company accept receipt of legal documents if different.
 - Duration of the works from the starting to completion.
 - Full contact details of main office and of the site for the proposed works.
 - Full contact details including name and telephone number of the Site and Project Manager.

(g) Please would the applicant be requested to kindly note that the CMR requires that the CMP shall provide full details on:

- How the operations are intended to be carried out and its timescale from starting date to its completion.
- Mitigation measures to be incorporated during the works to prevent noise and vibration, disturbances, creation of dust nuisance and prevention of rodent spreading out from the site.
- Evidence regarding staff has been trained on BS 5228:2009.
- Prediction of noise and vibration levels throughout the proposed works action to be taken in case exceedances over the predicted levels.
- How noise and vibration transmission will be prevented/mitigated.
- Monitoring of noise, vibration and dust levels.
- Abatement techniques to prevent noise, vibration and dust nuisances.
- Pest Control Job receipts
- Community liaison.
- Complaints Register, this should contain if possible complainant's details, date and time of complaint's made, causes of complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, reasons for any unresolved complaint.
- An incident logbook shall be on site and all incidents shall be recorded stating date time and worker/s involved and action taken. (e.g. equipment operations started at 07:30 hours by and the action taken) Steps must be taken to prevent recurrence of similar event.

For the applicant's information I have attached 'The control of dust and emissions from construction and demolition' (July 2014) See also the attached 'Guidance on the assessment of dust from demolition and construction' published by the Institute of Air Quality Management (February 2014).

Kindly resubmit a more improvised CMP

Should you have any queries on these matters please do not hesitate to contact us.

Kind Regards
Ayesha Ali-Khan BA, ADSE
Planning Technician (Obligations)
Placeshaping
Culture and Environment
London Borough of Camden

Telephone: 020 7974 3921

Web: camden.gov.uk

2nd Floor
5 Pancras Square
London N1C 4AG

Email 2 29 April 15

From: Jim Murray [<mailto:autotrak@blueyonder.co.uk>]

Sent: 29 April 2015 08:42

To: Luke Butler; Cardno, Steve

Cc: David.Fowler@camden.gov.uk; Tom Edgerley, Exemplar; Lisa Webb; Hannah Murray; Paul Spyker; Planning, Bloomsbury Association

Subject: CMP - 251-258 TOTTENHAM COURT ROAD & 1 BEDFORD AVENUE, W1T 7RB - 2013/3880/P

Dear Luke and Steve

CMP - 251-258 TOTTENHAM COURT ROAD & 1 BEDFORD AVENUE, W1T 7RB - 2013/3880/P

The Bloomsbury Association's comments on Mace's draft Construction Management Plan, Revision D dated 8 April 2015, follow. These also include comments from Bedford Court Mansions Ltd. The numbering of sections follows those given in the draft Plan.

7.0 Delivery hours

How to manage vehicles that arrive outside the site before the designated hours. Where will they wait? What measures are in place to ensure that they do not park with engines running? We suggest that traffic marshals are in place at least one hour before site operating hours.

8.0 Access arrangements

There should be no access to the site from Bloomsbury Street via Bedford Avenue (east), from Gower Street via Bedford Square or from Great Russell Street via Adeline Place. Access to and egress from the site should only be from Tottenham Court Road as described in the draft CMP.

During the demolition stage John ***F Hunt have managed this arrangement in an exemplary manner.*** There were teething problems, particularly for sub-contract deliveries arriving from the north and this required strict traffic management procedures to be effected. All deliveries were booked in advance and a map provided for vehicle operators (attached) to indicate the route to be followed to the site by vehicles travelling from the north. This map should be included in the Construction Management Plan. It often involves extra time being allowed for the trip due to the congestion on Gower Street and Bloomsbury Street during Crossrail works.

Experience during the demolition stage has shown that it is essential for traffic marshals to be positioned at the junction of Bedford Avenue and Bloomsbury Street and at the junction of Bedford Square (south) and Bloomsbury Street to ensure that construction traffic does not use Bedford Avenue from Bloomsbury Street or use Bedford Square. These measures have proved very effective and they must also be incorporated in the CMP. On the few occasions where they have failed, vehicles have been refused entry to the site and required to travel back to Bloomsbury Street via Tottenham Court Road and Store Street and approach the site correctly.

9.0 Access and egress routes

There should be no access to the site from Bloomsbury Street via Bedford Avenue (east), from Gower Street via Bedford Square or from Great Russell Street via Adeline Place. The annotations on the map need to be revised to show this.

13.0 Off-loading arrangements

Where vehicles fail to comply with the traffic management scheme, vehicles should be refused entry to the site and required to travel back to Bloomsbury Street via Tottenham Court Road and Store Street and approach the site correctly.

What measures will be in place to ensure that arriving vehicles do not announce their arrival to the traffic marshals by blasting their horns?

14.0 Parking bay suspension

Consideration needs to be given to temporary bay suspension to allow space for mini cabs and coaches serving the St Giles Hotel. These vehicles park illegally, of course, and used to do so on Morwell Street within sight of the hotel's concierge. Black cab drivers would not allow them any closer. Currently they wait on residents' parking bays on Bedford Avenue (West). We suggest that some of the current pay and display spaces on the north side of Bedford Avenue, between Adeline Place and Morwell Street might be temporarily suspended for this purpose.

15.0 Pedestrian safety

The state of the pavements surrounding the site, for example beneath the Tottenham Court Road gantry, are already very uneven. These need to be checked and monitored as some have high levels of usage.

20 Local businesses/neighbours

We suggest a meeting with neighbours prior to the commencement of works to explain the construction approach, programme and the measures contained in this Plan. Meeting facilities are available in the St Giles Hotel, opposite.

25 Environmental monitoring

The location of environmental monitoring equipment needs to be indicated on an accompanying site plan. This particularly needs to monitor the impact of emissions on Bedford Court Mansions, a residential building on the south side of Morwell Street. 80 dbA seems a high trigger level for noise emissions when residential uses are in such close proximity.

26 Other local construction sites

Consideration also needs to be given to the managing the cumulative effect of construction traffic generated by the redevelopment of the former Postal Sorting Office site between Rathbone Street and Newman Street. Although this is located in Westminster, Camden appear to have made temporary traffic management arrangements to allow construction vehicles to approach the site from Tottenham Court Road via Percy Street. The consequence of this is that vehicles arriving from the north approach Tottenham Court Road via Gower Street, Bloomsbury Street and Bedford Avenue. The volumes of traffic are not considerable but this does somewhat counter some of the objectives set by this Plan. We would hope that Camden and Westminster would be able to liaise on this issue and advise Mace how to best to manage its effects on their site.

Regards

Jim Murray

Chairman
Bloomsbury Association

Email 3. 29 April 15

Dear Luke,

Please find below comments from Transport, with regards to the CMP submitted, I am yet to provide you with Environmental Health's comments.

TRANSPORT:

I have reviewed the draft CMP against our standard criteria. It is a good example of what we are looking for. However, I do have a few comments as follows:

1. Contact details should be provided for the Senior Construction Manager.
2. The CMP states that construction vehicles will not access Bedford Avenue from Bloomsbury Street (Sections 8 and 9). It also needs to state that construction vehicles will not access the site via Bedford Square or Adeline Place.
3. The site is located in the Central London Area. This part of the borough experiences significant volumes of vehicular traffic and pedestrian flows throughout the day, particularly during peak periods. We need to secure off-peak deliveries wherever possible to minimise traffic congestion and road safety issues associated with the proposed works. Construction vehicle movements should be scheduled to take place between 0930 and 1630 hours on Monday to Friday, and between 0800 and 1300 on Saturday.
4. I have some concerns about the largest type of construction vehicle likely to service the site (articulated vehicles). Swept path diagrams should be provided for every type of vehicle likely to need access to the site.
5. Section 11 predicts a peak of 20 construction vehicle movements per day. This seems very high for a scheme of this scale. The CMP suggests that only 1 construction vehicle would be in attendance at any one time. It is unclear how up to 20 vehicle movements per day could be accommodated. Further clarification would be welcomed.
6. Section 17 discusses pedestrians using Bedford Avenue (see final sentence of 2nd paragraph). I wonder if this sentence should actually be referring to pedestrians using Morwell Street (the CMP suggests that the footway adjacent to the Bedford Avenue frontage would remain open to pedestrians).
7. The final section of section 17 suggests that construction vehicles would be required to reverse out of Morwell Street. Perhaps this means to discuss reversing movements within Morwell Street where construction vehicles are parking adjacent to the site. Further clarification would be welcomed.
8. Section 18 suggests that construction vehicles would exit the site onto Bedford Avenue (final sentence of 1st paragraph). I assume that this should refer to construction vehicles exiting the site via Morwell Street and Bayley Street as per the plan provided in section 9.
9. I have already asked for the draft CMP to be circulated to neighbours for comment, including all properties on the construction vehicle route from/to Tottenham Court Road (Bedford Avenue, Morwell Street and Bayley Street). I would like to see evidence of such consultation and any subsequent feedback.
10. I am aware that the local residents association has been consulted on the draft CMP. I am awaiting receipt of their comments and have been told to expect these by the end of this week.
11. I would also request further details regarding the construction working group to be formed (e.g. who will be invited to attend from the local community, how often will the group meet, what topics will be discussed, has an introductory meeting already been held, etc).

A more detailed CMP would be acceptable in transport terms if the above points can be addressed and incorporated.

Regards

Ayesha Ali-Khan BA, ADSE
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London Borough of Camden

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Email 4. 29 April 15

Hi Jim

Thanks for your comments.

Luke

I have added some further comments below Jim's in red ink. Please work these and Jim's into the next iteration of the CMP (in addition to the comments I made on Monday – I'm not sure if our Planning Obligations team sent them to you yet).

Regards

Steve

Steve Cardno

Principal Transport Planner

Telephone: 020 7974 8800

From: Jim Murray [<mailto:autotrak@blueyonder.co.uk>]

Sent: 29 April 2015 08:42

To: Luke Butler; Cardno, Steve

Cc: Fowler, David; Tom Edgerley, Exemplar; Lisa Webb; HMurray@geraldev.com; Paul Spyker; Planning, Bloomsbury Association

Subject: CMP - 251-258 TOTTENHAM COURT ROAD & 1 BEDFORD AVENUE, W1T 7RB - 2013/3880/P

Dear Luke and Steve

CMP - 251-258 TOTTENHAM COURT ROAD & 1 BEDFORD AVENUE, W1T 7RB - 2013/3880/P

The Bloomsbury Association's comments on Mace's draft Construction Management Plan, Revision D dated 8 April 2015, follow. These also include comments from Bedford Court Mansions Ltd. The numbering of sections follows those given in the draft Plan.

7.0 Delivery hours

How to manage vehicles that arrive outside the site before the designated hours. Where will they wait? What measures are in place to ensure that they do not park with engines running? We suggest that traffic marshals are in place at least one hour before site operating hours.

Construction vehicles should not generally arrive at the site before 0800 hours. It is accepted however that this might be absolutely necessary on an occasional basis (e.g. delivery of cranes outside of standard working hours). *Mace: we agree with this statement.*

8.0 Access arrangements

There should be no access to the site from Bloomsbury Street via Bedford Avenue (east), from Gower Street via Bedford Square or from Great Russell Street via Adeline Place. Access to and egress from the site should only be from Tottenham Court Road as described in the draft CMP.

I endorse this requirement. Mace: we agree with this statement.

During the demolition stage John **F Hunt have managed this arrangement in an exemplary manner.** There were teething problems, particularly for sub-contract deliveries arriving from the north and this required strict traffic management procedures to be effected. All deliveries were booked in advance and a map provided for vehicle operators (attached) to indicate the route to be followed to the site by vehicles travelling from the north. This map should be included in the Construction Management Plan. It often involves extra time being allowed for the trip due to the congestion on Gower Street and Bloomsbury Street during Crossrail works.

I endorse this requirement. Mace: we agree with this statement.

Experience during the demolition stage has shown that it is essential for traffic marshals to be positioned at the junction of Bedford Avenue and Bloomsbury Street and at the junction of Bedford Square (south) and Bloomsbury Street to ensure that construction traffic does not use Bedford Avenue from Bloomsbury Street or use Bedford Square. These measures have proved very effective and they must also be incorporated in the CMP. On the few occasions where they have failed, vehicles have been refused entry to the site and required to travel back to Bloomsbury Street via Tottenham Court Road and Store Street and approach the site correctly.

I endorse this requirement. *Mace: we agree with this statement.*

9.0 Access and egress routes

There should be no access to the site from Bloomsbury Street via Bedford Avenue (east), from Gower Street via Bedford Square or from Great Russell Street via Adeline Place. The annotations on the map need to be revised to show this.

I endorse this requirement. *Mace: we agree with this statement.*

13.0 Off-loading arrangements

Where vehicles fail to comply with the traffic management scheme, vehicles should be refused entry to the site and required to travel back to Bloomsbury Street via Tottenham Court Road and Store Street and approach the site correctly.

I endorse this requirement. *Mace: we agree with this statement.*

What measures will be in place to ensure that arriving vehicles do not announce their arrival to the traffic marshals by blasting their horns?

I endorse this requirement. *Mace: we agree with this statement, a strict policy of no sounding of horns, unless in an emergency, is implemented within our traffic management plan.*

14.0 Parking bay suspension

Consideration needs to be given to temporary bay suspension to allow space for mini cabs and coaches serving the St Giles Hotel. These vehicles park illegally, of course, and used to do so on Morwell Street within sight of the hotel's concierge. Black cab drivers would not allow them any closer. Currently they wait on residents' parking bays on Bedford Avenue (West). We suggest that some of the current pay and display spaces on the north side of Bedford Avenue, between Adeline Place and Morwell Street might be temporarily suspended for this purpose.

I endorse this requirement, if practicable.

15.0 Pedestrian safety

The state of the pavements surrounding the site, for example beneath the Tottenham Court Road gantry, are already very uneven. These need to be checked and monitored as some have high levels of usage.

I endorse this requirement. *Mace: we will be undertaking a dilapidations survey before work proceeds.*

20 Local businesses/neighbours

We suggest a meeting with neighbours prior to the commencement of works to explain the construction approach, programme and the measures contained in this Plan. Meeting facilities are available in the St Giles Hotel, opposite.

I endorse this requirement. *Mace: we agree with this statement.*

25 Environmental monitoring

The location of environmental monitoring equipment needs to be indicated on an accompanying site plan. This particularly needs to monitor the impact of emissions on Bedford Court Mansions, a residential building on the south side of Morwell Street. 80 dbA seems a high trigger level for noise emissions when residential uses are in such close proximity.

I cannot comment as this is outside my area of expertise. *Mace: we are in consultation with LBC to define the above.*

26 Other local construction sites

Consideration also needs to be given to the managing the cumulative effect of construction traffic generated by the redevelopment of the former Postal Sorting Office site between Rathbone Street and Newman Street. Although this is located in Westminster, Camden appear to have made temporary traffic management arrangements to allow construction vehicles to approach the site from Tottenham Court Road via Percy Street. The consequence of this is that vehicles arriving from the north approach Tottenham Court Road via Gower Street, Bloomsbury Street and Bedford Avenue. The volumes of traffic are not considerable but this does somewhat counter some of the objectives set by this Plan. We would hope that Camden and Westminster would be able to liaise on this issue and advise Mace how to best to manage its effects on their site.

I endorse this requirement. *Mace: we agree with this statement.*

Regards

Jim Murray

Chairman
Bloomsbury Association