

# MCLAREN



## New Oxford Street London

**Draft Construction Management Plan**  
December 2015

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# 1. Introduction

McLaren have been commissioned by RLB UK Ltd. to provide a Draft Construction Management Plan (CMP) in connection with the proposal to redevelop and refurbish 35, 37 and 39-41 New Oxford Street, 10-12 Museum Street and 16a-18 West Central Street. The final plan will be agreed in conjunction with the London Borough of Camden.

This document supports the Planning Application for the scheme.

When the Main Contractor is appointed for the project they will be required to take account of this document and submit their own CMP for approval by the London Borough of Camden (LBC).

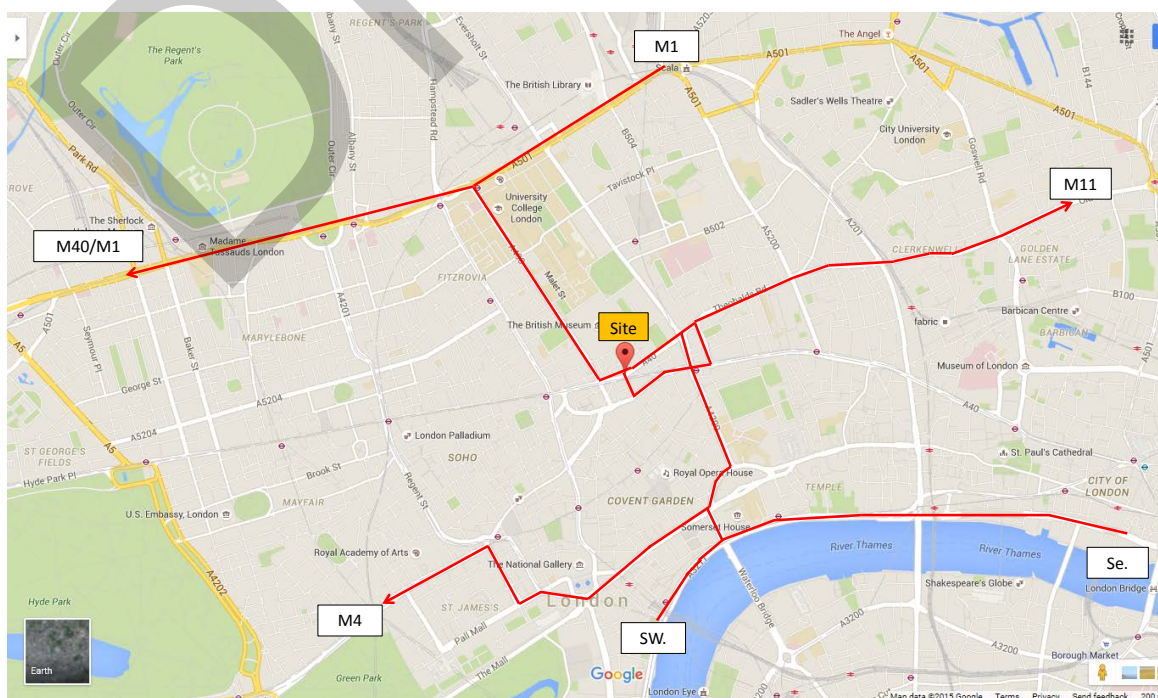
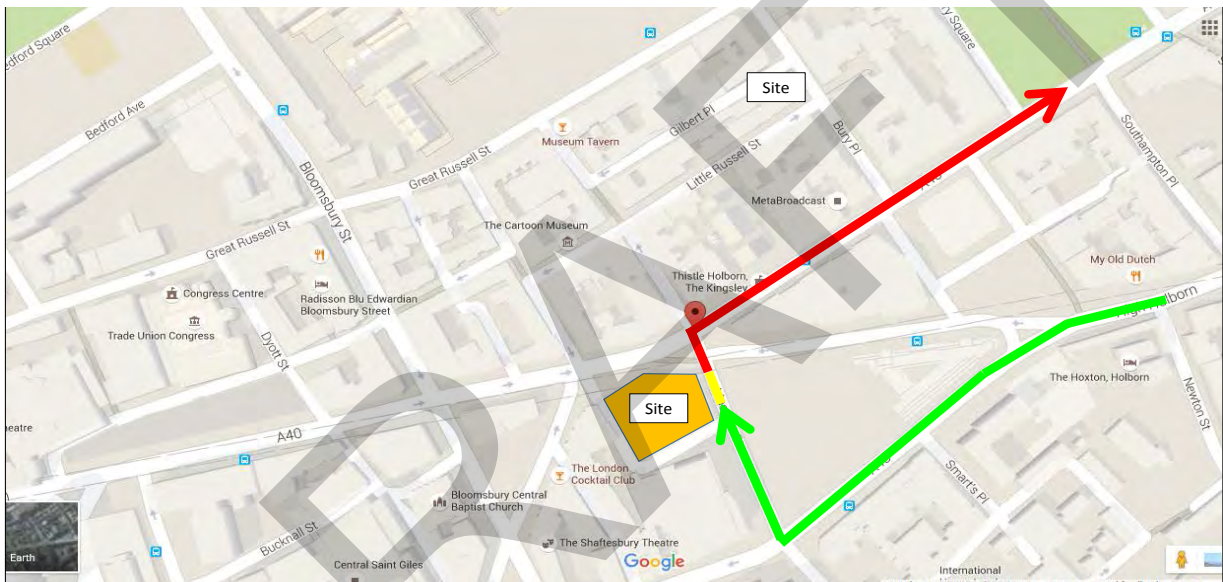
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## 2. Building Location

The building is situated in London WC1 and is bounded on 4 sides by public highway and adjacent party walls to 33, 43, 45 New Oxford Street and 16 West Central Street:

- To the North by New Oxford Street which is a one way street West to East,
- The South by West Central Street
- On the West side by West Central Street (that wraps round the site from the south elevation)
- On the East side by Museum Street

The proposed development shares a party wall with the adjacent properties at 33 New Oxford Street, which is an existing Tavern and 43,45 New Oxford Street.



### 3. Existing Building

The properties within the site consist of 35, 37 & 39-41 New Oxford Street, 16a-18 West Central Street and 10-12 Museum Street. The ground floor of the New Oxford Street buildings are primarily used for retail. The basement, first and second floors of No 39-41 New Oxford Street is occupied. The upper floors on 35-37 New Oxford Street have been used for residential purposes.

The Museum Street building was used as housing, but has recently remained vacant. The ground floor of this building is also vacant and was previously used for retail purposes. Number 16a was previously used as a night club in the basement and ground floor, and an office above, but this has been vacant for some time.

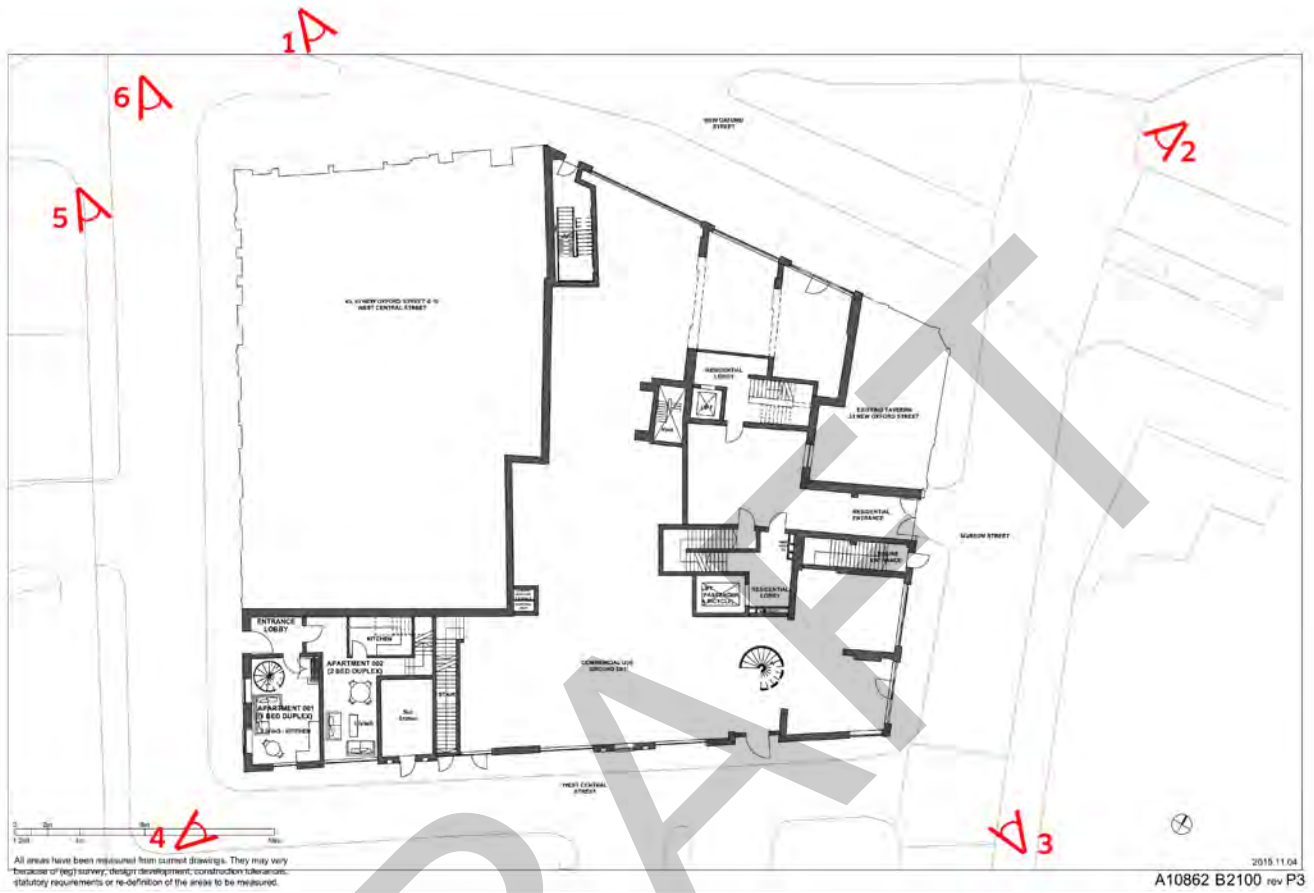
The properties located within the site are very run-down and in need of attentions, many parts of the building are vacant and even those which remain in current occupation are in a poor state of repair currently. The site is located on the southern fringe of the Bloomsbury Conservation Area (BCA) that was designated in 1968. The BCA covers an area of approximately 160 hectares extending from Euston Road in the north to High Holborn and Lincoln's Inn Fields in the south and from Tottenham Court Road in the west to King's Cross Road in the east.

The site is entirely within the London Borough of Camden. Key buildings and places nearby include the British Museum to the north, Holborn to the east, Covent Garden to the south and Tottenham Court Road to the west. This is the heart of the capital.

The site has a very good transport links. There are three underground stations, Holborn, Covent Garden and Tottenham Court Road, within a short walking distance. Buses run along New Oxford and High Holborn to provide more connectivity throughout the capital. Furthermore, Crossrail will serve Tottenham Court Road from 2018.

The area's evolution is represented by the predominance of large and intact urban blocks of fine examples of Georgian and Victorian architecture. The original buildings had focused in the creation of the grander residential districts using a townhouse typology of similar building styles and materials within a formal grid pattern of streets and squares. None of the buildings in this project are listed, however to the North West corner of the block, next to the site, are two Grade II listed buildings, 43 and 45 New Oxford Street. The other grade II listed building is No 16 West Central Street which also lies outside the site boundary.

# Appendix A - Site Location Plan and photographs



## 4. The Proposal

The proposed development is for the remodelling, refurbishment and extension of the existing buildings along with associated highway, landscaping and public realm improvement works.

The development includes the retention of existing facades and structure along with the construction of new facades to integrate with the existing buildings. The new development aims to retain and restore the shop fronts and signage on New Oxford Street and Museum Street more appropriate with the original facades so as to reinvigorate the retail frontage.

The ground and basement uses will be rationalized to provide flexible space for a retail, leisure and/or office use. It is proposed that the residential space will be accessed via an existing 'carriage' passageway off Museum Street that leads into a new inner courtyard. This redevelopment will reinforce the wider improvements to the area as part of Camden's West End Project and neighbouring Westminster's West End Partnership. Due to the site's central location and excellent transport links, in-line with the council's planning policy, the proposed development will be car-free. Also in compliance with council transport planning policy, the proposed development will provide secure cycle storage.

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## 5. The Works

A brief outline of the works, which is not intended to be exhaustive but to assist in informing the construction methodology and logistical requirements for the project, will include:

- Asbestos removal and soft strip.
- Enabling works, surveys, utility diversions and new utility connections.
- Part demolition of the existing buildings and the retention of facades as indicated.
- Remodel the basement slab at new levels.
- Underpinning facades where the basement slab will be lowered.
- Raft foundations to take new steel structure.
- New roof and roof systems.
- New Lifts
- Brick and Blockwork partitioning.
- Internal Fit-out works

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## 6. Packaging the Works

The procurement route for the project has not yet been confirmed.

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## 7. Programme

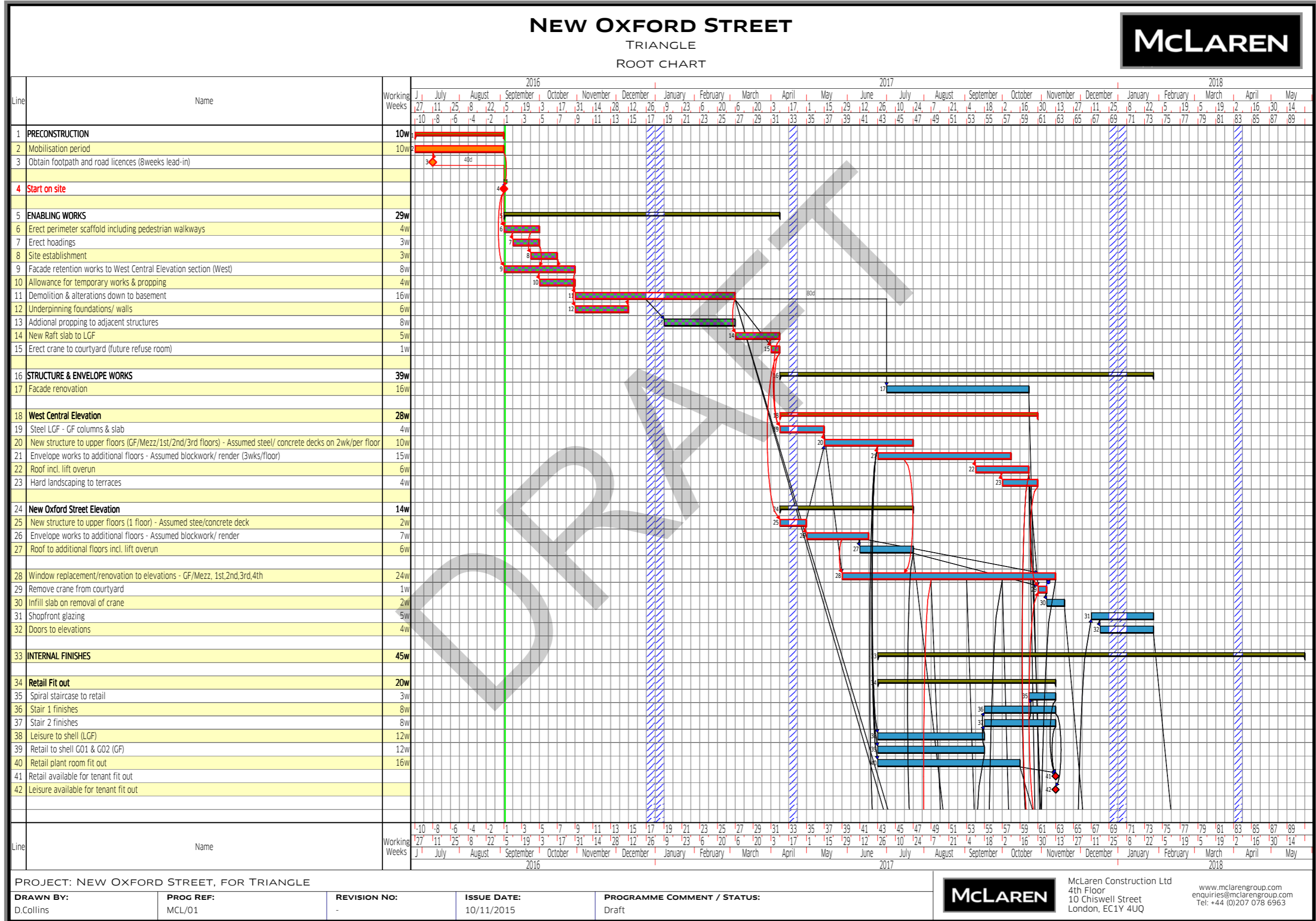
### 7.1 Introduction

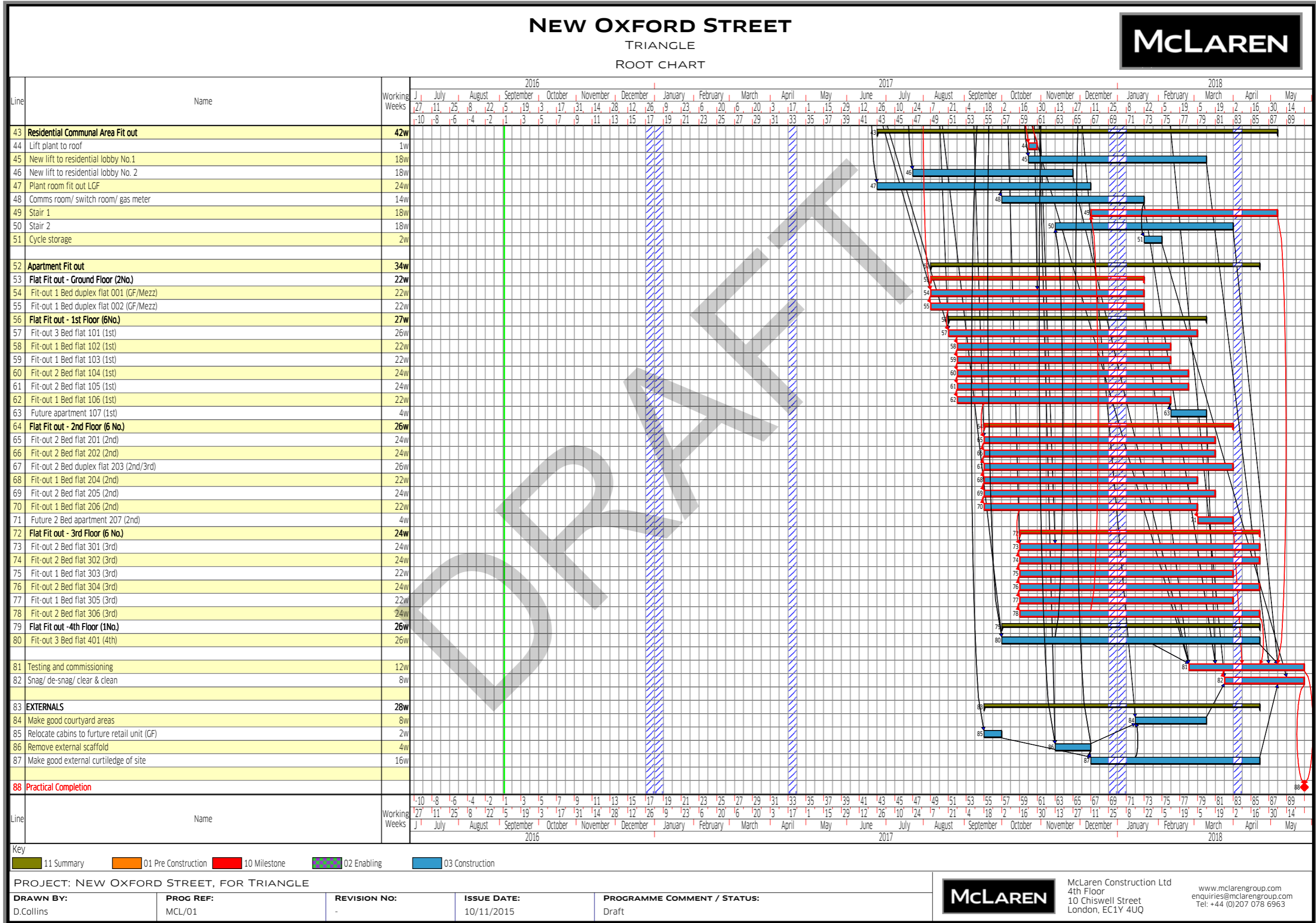
We have briefly set out the broad scope of the works that are to be undertaken and which will have an impact on the scale of the logistics and the construction programme. In this section we have set out our programme assumptions that we have made to produce an overall programme of 90 weeks. Please see programme overleaf.

### 7.2 Programme Assumptions

We have identified the following with regards to the project:

- Allowance of 8 weeks for propping/ shoring adjacent structures
- Demolition period has an assumed duration of 16 weeks
- Programme allowance for façade retention works to West section along West Central Street elevation only
- Allowance of 5 underpins per day
- Allowance of 2 weeks per floor to form the structure of structural steel and metal decked concrete floors
- Allowance of 3 weeks per floor for envelope with assumed blockwork and render finishes
- 4 weeks per floor for window replacement/ renovation of the existing windows to all elevations
- Allowance of 22 weeks for 1 bed flat fit-out
- Allowance of 24 weeks for 2 bed flat fit-out
- Allowance of 26 weeks for 3 bed flat fit-out
- Additional +2 weeks for duplex apartments both 1 & 2 beds
- Assumed no oversailing issues for a tower crane
- Assumed partial lane closure of Museum Street to enable delivery offload/ pick off point





# 8. Logistics Associated with Implementing the Works

## 8.1 Introduction

We will set out in this section our assessment of the logistical requirements to enable the works to be undertaken.

This CMP will be subject to review and amendments agreed with the London borough of Camden by the Main Contractor when they are appointed for implementing the construction.

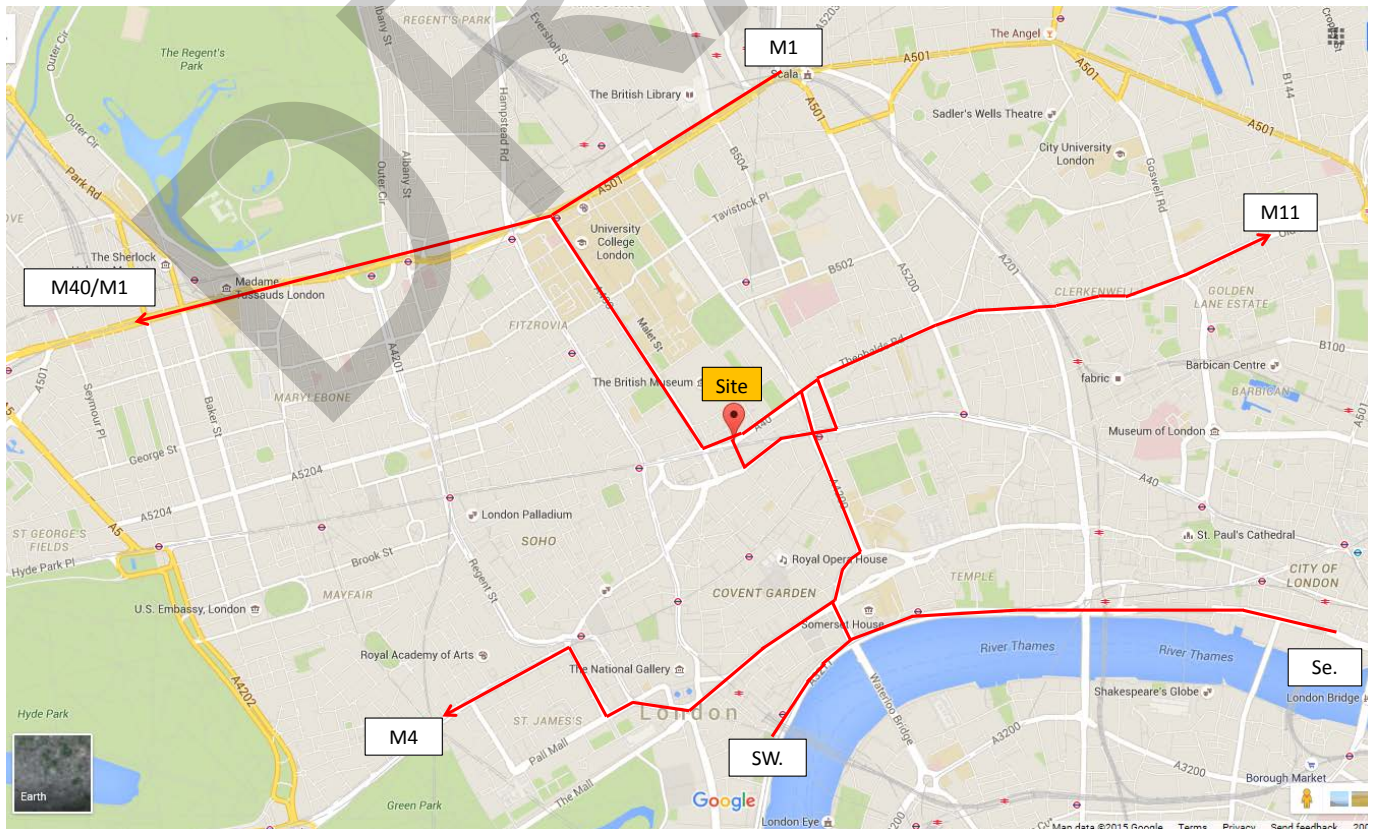
## 8.2 Considerations

In establishing a logistics strategy we are taking into account the following local conditions:

- Local occupants including offices, hotels, residential and other amenities.
- Requirements of London Borough of Camden.
- Other construction projects
- Local traffic conditions
- Noise and dust control
- Crossrail vehicle holding point

## 8.3 Macro Logistics – Road Access

Please refer to the Sketch below, which show the wider road network and the local road network.



To enter the site vehicles must approach the site from South to North on Museum Street. Museum Street is a two lane one direction street that runs South to North. The immediately adjacent road network is part of the wider one way system that runs between Holborn and Tottenham Court Road.

Vehicles from the East, will approach the site from Theobalds Road (A40) and turn right into Museum Street.

From the West including North West vehicles will approach from the Euston Road, along Gower Street and Bloomsbury, turning left into New Oxford Street heading Eastward. Vehicles will go around the one way system along Bloomsbury Way and into Proctor Street heading South. Then turning right into High Holborn along to Museum Street.

From the South and South East/West vehicles would generally make their way along the Embankment and turn north up the A4200 heading towards Holborn Station and make a left turn onto the A40 and along to Museum Street.

We would encourage vehicles to avoid the West End areas.

At this stage we have assumed an unloading zone on Museum Street between 10am and 4pm from which materials can be unloaded with a tower crane and then at the latter stages hoist facilities..

## 8.4.1 Site Access

As described above all vehicles will approach the site from Museum Street, there will be limited access onto New Central Street given the width of the road. With Traffic Management in place between 10am and 4pm we have assumed that small vehicles can be reversed into New Central Street from Museum Street for unloading materials.

We shall investigate the opportunity to restrict public access along New Central Street so that Construction vehicles can have sole use of the portion of New Central Street to the south of the site.

We will investigate the local area in order to try and identify a possible vehicle holding point that can assist in controlling the flow of vehicles to the site.

This location will be discussed and agreed with the London Borough of Camden.

## 8.4.2 Vehicles and Equipment

Throughout the project a variety of construction vehicles will serve the site, each of these being coordinated and having a delivery plan to follow. At certain stages of the project larger deliveries to site will require part or all of the road to be closed for access, i.e. erecting or removing the Tower Crane. The vehicles will be used to service the site include:

- Strip out and Demolition removal vehicles – constant daily turnover.
- Skip lorries – regular replacement process.
- Refuse lorries removing wasted from site.
- Steel delivery lorries.
- Concrete wagons
- General small vehicles

## 8.4.3 Storage

A "just in time" delivery policy will be implemented on site to reduce the requirement for storage on site. There are no opportunities to store materials on site for long periods of time and we will research the practicalities for storing materials off site and consolidated deliveries to site when required.

## 8.4.4 Plant and Equipment

Consideration has been given to the type of plant that is likely to be used during the construction works. The anticipated vehicle type and use, as well as the anticipated plant and equipment associated with the construction process are set out in the table below.

Table 1 Summary of Vehicle Type, Use and Distribution

Vehicle Type	Use	Distribution
Rigid Heavy Goods Vehicle	Excavated material Removal and demolition arisings	Major roads
Small Articulated Vehicle	Plant, steel bar, bricks and smalled materials	Major road
Specialised Articulated HGV	Tower crane erection & dismantle, Mechanical & electrical Plant, Cladding panels. Roofing materials	Major roads - non peak times
Specialised Equipment Low loader	Occasional Delivery of Plant	Major roads - non peak times.
Vans	Plant service, materials, other Suppliers.	Local network
Cars	Occasional deliveries, Couriers etc.	Local network



Table 2 Estimated Types of Plant and Equipment for Demolition &amp; Construction

Plant	Demolition	Substructure	Superstructure	Fit out
Excavators	Yes	Yes		
Compressors	Yes	Yes	Yes	
Muck away lorries	Yes	Yes		
Goods hoist	Yes		Yes	Yes
Tower crane		Yes	Yes	
Mobile concrete pump		Yes	Yes	
General waste skips	Yes	Yes	Yes	Yes
Power tools	Yes	Yes	Yes	Yes
Delivery vehicles	Yes	Yes	Yes	Yes
Scaffold access	Yes	Yes	Yes	

## 8.4.5 Potential Impacts during Construction

A review has been undertaken of the potential source of adverse impacts, which can be associated with carrying out demolition and construction works. The results of this are presented in the table below;

Issue	Potential Impacts	Mitigation
Noise	Increased road noise levels from vehicles. Increased noise levels from plant during excavation, piling and general construction works (e.g. From the use of air compressors and diamond cutters).	Defined working hours, baffles to certain plant, local acoustic screening. Vehicle routing. Beepers, radios etc. To be silenced. Engines turned off and all measures outlined in the considerate contractors scheme
Vibration	Increased vibration levels from vehicles. Increased vibration levels from plant during demolition, piling and general construction works. Defined working hours. Selection of appropriate plant and work procedures.	Phased deliveries to minimise numbers of vehicles attending site, Vehicle routing. Engines to be switched off when vehicles are idle or on site
Dust / Air Quality	Windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates.	Cover all open backed vehicles, 'water down' demolition activities; switch off vehicle engines when parked.
Waste	Waste generation and its disposal.	Instigate Site Waste Management Plan and re- cycling programme
Water	Increased sediment loadings to storm water system. Potentially contaminated storm-water runoff.	Do not allow direct discharge of water into sewerage collection system.

Issue	Potential Impacts	Mitigation
Traffic	<p>Traffic congestion caused by site traffic. Local traffic diversions will be required for tower crane erection and dismantle and mobile crane lift Increased vehicle movements mainly consisting of Heavy Goods Vehicles (HGVs).</p> <p>Disruption from abnormal or hazardous loads.</p> <p>Exhaust emissions.</p>	<p>Advance notice, planning and liaison with Camden. Major deliveries outside peak times. Consider consolidated deliveries</p> <p>Wheel washing Vehicle routing.</p> <p>Switch off engines.</p>
Pedestrian movements	<p>Restrictions on pedestrian access to walkways, footpaths and roads.</p>	<p>Erect protective gantries pedestrian tunnels over footways. Proper signage</p>
Dust / Air Quality	<p>Windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates.</p>	<p>Cover all open backed vehicles, 'water down' demolition activities; switch off vehicle engines when parked.</p>
Waste	<p>Waste generation and its disposal.</p>	<p>Instigate Site Waste Management Plan and re- cycling programme</p>
Water	<p>Increased sediment loadings to storm water system.</p> <p>Potentially contaminated storm-water runoff.</p>	<p>Do not allow direct discharge of water into sewerage collection system. CCTV surveys before and after.</p>

Issue	Potential Impacts	Mitigation
Hazardous and contaminated materials	<p>Exposure of the workforce to deleterious / hazardous materials and contaminated land, mobilisation of any source contaminants and creation of pathway from source to groundwater receptor.</p>	<p>Site investigation reports to indicate if any contaminated fill is present.</p> <p>COSHH assessments and careful implementation of associated working method statements to ensure that no hazardous materials find a path to groundwater source.</p>
Ecology	<p>Water / mud run off into the drains.</p>	<p>Do not allow direct discharge of water into sewerage collection system, utilise interceptors where necessary. CCTV surveys.</p>
Energy usage	<p>Indirect impacts associated with energy consumption such as CO2 emissions, depletion of natural resources, air pollution etc.</p>	<p>Site environmental plan to implement.</p>
Views	<p>Views impacted and/ or impeded from construction equipment, particularly cranes.</p>	<p>Tower crane to be positioned to have minimal impact upon adjacent views.</p>

## 8.4.6 Mitigation Measures

Detailed discussions will be held with the London Borough of Camden team to agree the loading areas on Museum Street and the timescales for the adjacent Building being constructed by Laing O'Rourke.

- Any scaffold erected to the external elevations will be fully wrapped in monarflex or debris netting to contain the construction activities
- In order to reduce the CO2 emissions, no construction vehicles or plant will be left to idle. If it is not being used it will be turned off. This includes all delivery vehicles
- Adoption of 'green fleet management practices' to set out ways to reduce CO2 emissions along with a monitoring process to record savings made
- We will endeavour to use electrical powered site vehicles where ever possible to reduce the emissions created from site

Pedestrian access will be via a dedicated entrance from West Central Street and away from the immediate access points for construction traffic. Pedestrian access to site will be controlled by a biometric or swipe card turnstile to prevent unauthorised access to site. Our strategy and detail will ensure that a well-protected and safe entrance is maintained to the neighbouring properties.

A strict delivery procedure will be implemented to ensure that traffic on Museum Street is managed in a safe and orderly manner with planned construction traffic movements. Our banksmen will ensure that traffic flow is maintained at all times. All sub- contractors and suppliers will be required to give 48 hours' notice of deliveries.

## 8.4.7 Scaffolding

In order to construct the building safely it will be necessary to erect an enclosed access scaffold. Dust screening will be installed to the external face of this scaffold and if required specialist acoustic screening can be provided whilst carrying out noisy activities.

We propose to close the footpath on Museum Street adjacent to the site given the volume of traffic movements and that this is where we intend to have the unloading point. We will position the hoarding at the back of kerb. An access scaffold will be erected on the pavement with a gantry to facilitate crane offloading and then beam hoist/goods hoist unloading during the fit out stages.

A protection gantry will be installed on the New Oxford Street pavement to protect the public while the works are progressed above from an access scaffold. Scaffold protection fans will be used where there is a risk to material falling. Scaffold fans will be built to Camdens guidelines referring to height and design.

An access scaffold will be required on West Central Street to carry out the works to the façade both during demolition and new construction. This scaffold will include a lit and protected pedestrian walkway, dust screening and required debris guards.

All scaffolding will be designed and checked by approved engineers and installed in accordance with LB Camden's guide for demolition and construction as well as statutory applicable standards.

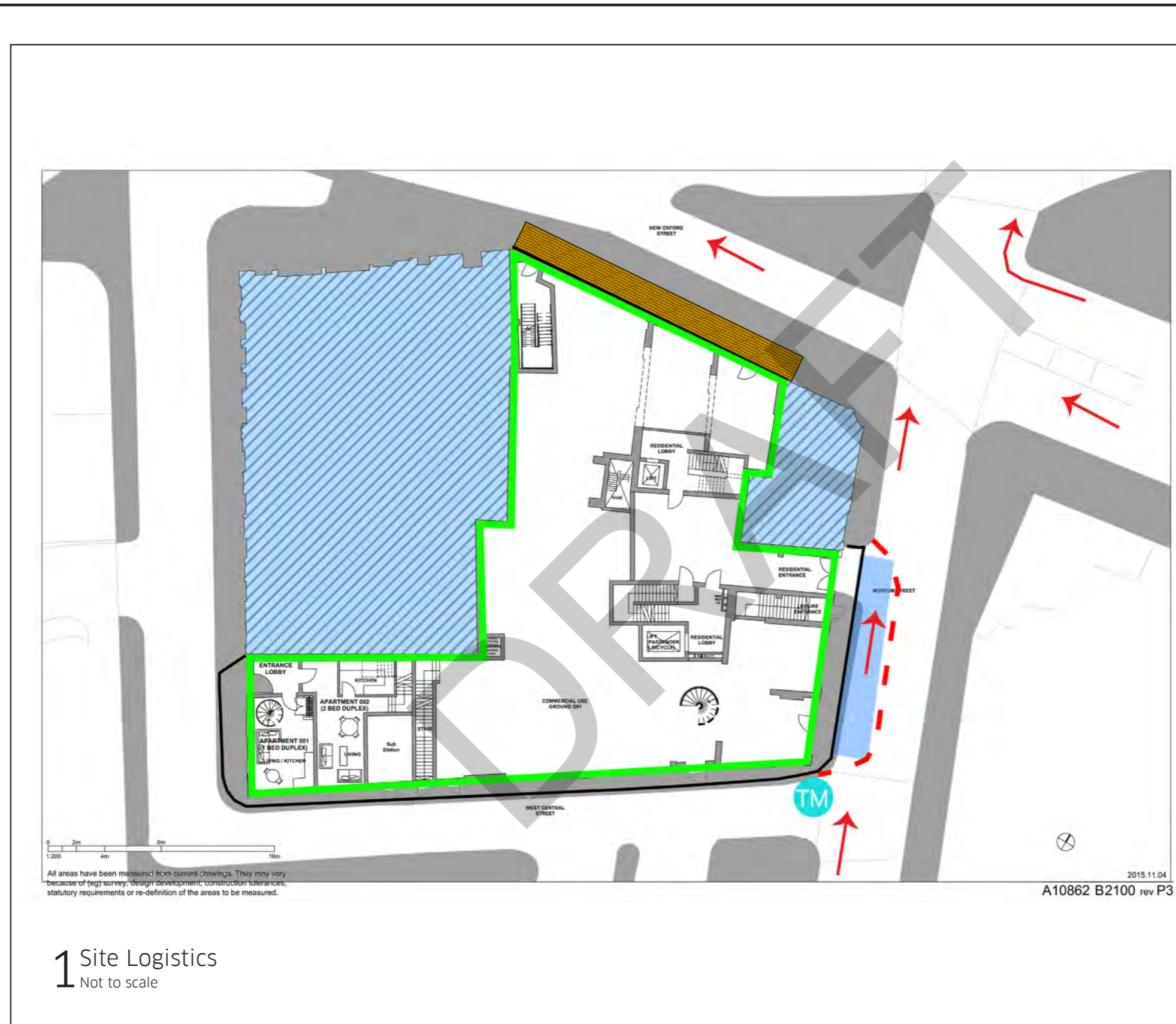
Please see drawing overleaf.

## 8.4.8 Party Wall









The construction site bounds adjacent building and as such Party wall agreements will need to be obtained before the works commence. Due to the close proximity of the adjacent buildings, it will be necessary to provide a dust screen to the full height of the building with a protective fan at the lower level.

Where practical works to the party wall will be minimised and the impact assessments carried on the party walls and adjacent buildings and infrastructure. We would expect to install dust, vibration and noise monitoring to safeguard the adjacent party walls and structures.

# Site Access Routes



## Colour Key:

-  Adjacent buildings
-  Scaffold gantry
-  Direction of traffic
-  Hoarding line
-  Site perimeter
-  Pick up point
-  Traffic Marshall
-  Traffic management barrier

**PROJECT TITLE:**  
New Oxford Street

**DRAWING TITLE:**  
Site Logistics

**SCALE:**  
<NTS>

**DATE:**  
November 2015

**DRG. NO:**



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## 8.4.9 Tower Cranes

To assist in material movement and aid in the construction process the proposal is to use a tower crane for the substructures, frame and envelope works.

It would be beneficial to install the tower crane during the demolition stage to assist with that activity. The tower crane will pick up from Museum Street and the maximum radius expected will be 31m where a capacity of 4T can be lifted.

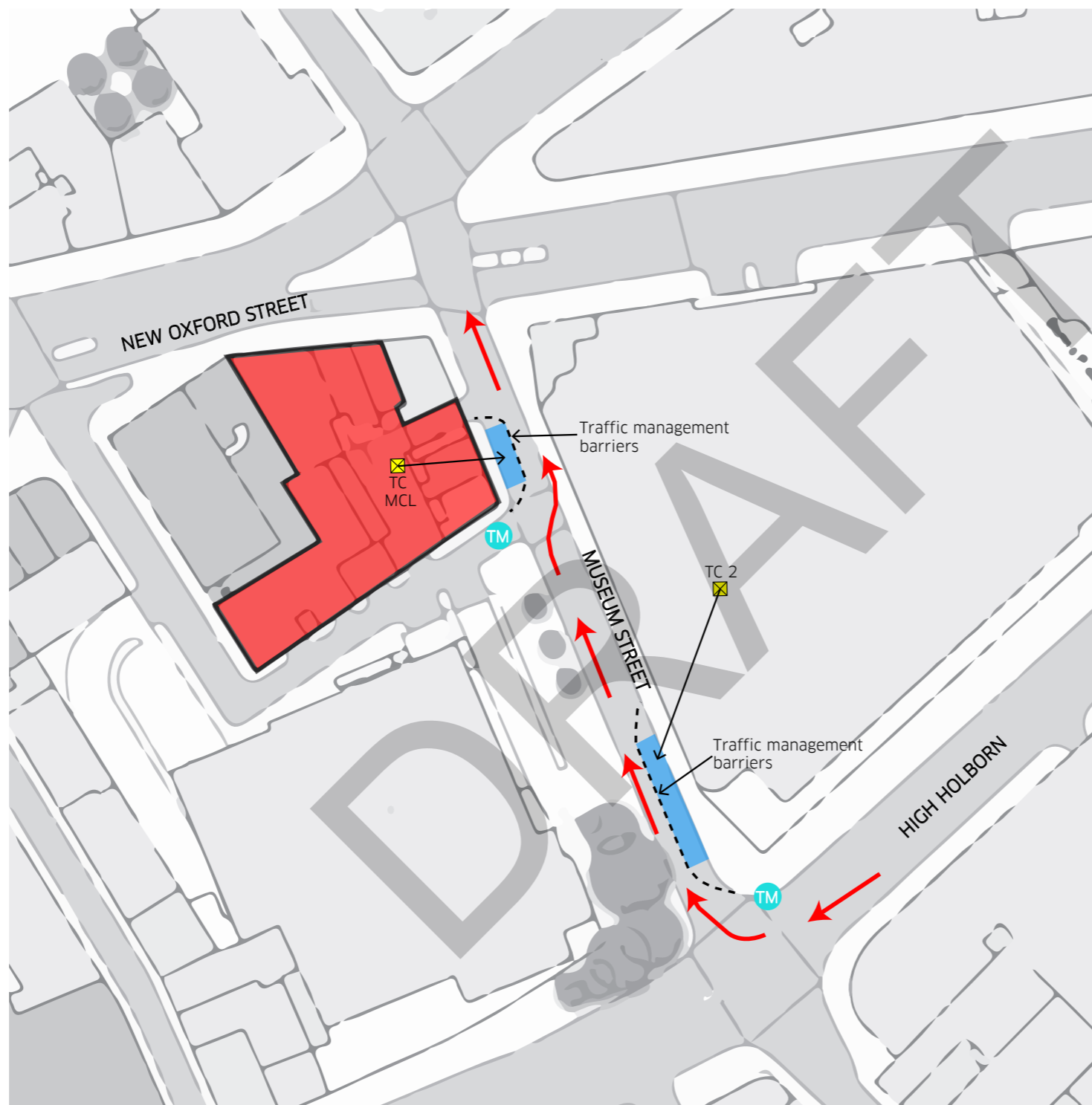
The crane that has been selected is a Raptor 184 and has been selected to not oversail the adjacent properties. Benefits of this crane lie in its much reduced minimum lifting radius meaning that it can lift loads very close to its mast with an equally small out of service radius to not oversail adjacent properties.

The “unloading” point for the tower crane is crucial for the programme and methodology to work and it would be worthwhile liaising with the adjacent buildings contractor to ensure that the traffic management and logistics of both schemes can be fully coordinated.

At specific times in the project mobile craneage will be needed to lift large loads, for example the tower crane, hoist and certain plant items. Mobile cranes will need to be carefully planned with Camden Highways and plenty of notice given as full or partial road closures will be required.

Please see drawings overleaf.





2 Material off-loading zones  
Not to scale

**Colour Key:**

- Site
- Pick up zones
- TM Traffic Marshall
- Tower crane

**PROJECT TITLE:**  
New Oxford Street

**DRAWING TITLE:**  
Material off-loading zones

**SCALE:**  
<NTS>

**DATE:**  
November 2015

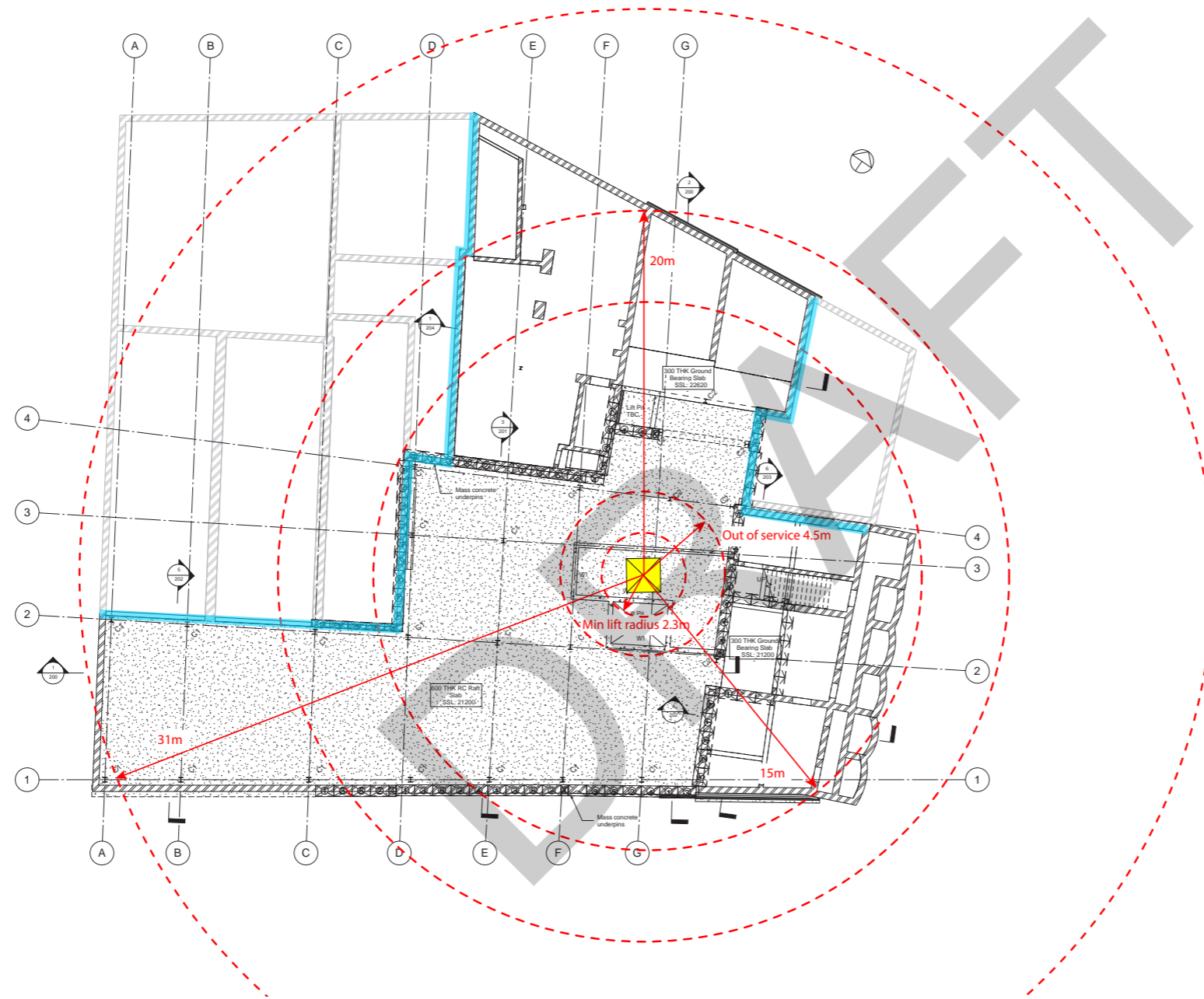
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**4** Basement crane plan  
Not to scale

**Colour Key:**

- Party wall
  - Tower crane (1.8m x 1.8m)
- Max capacity 4t 36m  
Out of service 4.5m  
Min lift radius 2.3m

**PROJECT TITLE:**  
New Oxford Street

**DRAWING TITLE:**  
Basement crane plan

**SCALE:**  
<NTS>

**DATE:**  
November 2015

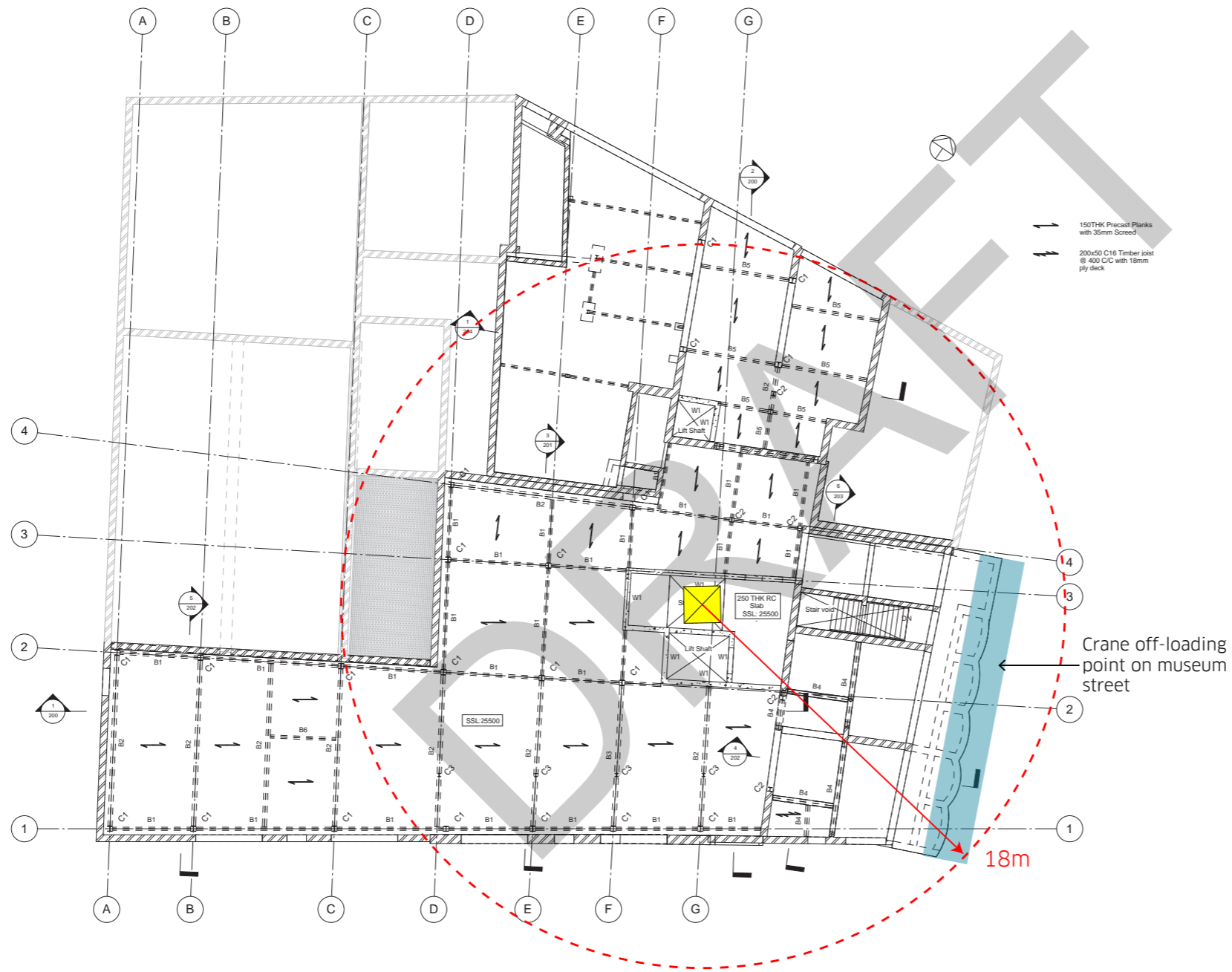
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**5** Ground crane plan  
Not to scale

**Colour Key:**

 Tower crane  
(1.8m x 1.8m)

Max capacity 4t 36m  
Out of service 4.5m  
Min lift radius 2.3m

**PROJECT TITLE:**  
New Oxford Street

**DRAWING TITLE:**  
Ground crane plan

**SCALE:**  
<NTS>

**DATE:**  
November 2015

**DRG. No:**



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## 8.4.10 Site Security

Solid ply hoarding, 2.4m in height, will be erected to the perimeter of the site (where possible) and will feature all the appropriate lighting and signage to comply with our statutory obligations and that of a considerate contractor.

During the site working hours, the Gateman and Banksman will manage the site entrance, for both pedestrian and vehicle access, on Museum Street. All vehicle gates will remain shut when not in use. A static site based guard will be resident on site outside normal working hours, towards the latter part of the contract period (i.e. Nights/weekends/ bank holidays).

Security will be constantly reviewed to ensure the appropriate level of cover is provided against the anticipated risks faced and we will liaise with the emergency services to ensure that our security procedures are robust and coordinated.

All hoardings will remain intact until the building can be secured and will be removed at the latest possible time to suit programme. Where possible we will look to keep the existing street furniture on all elevations and where this is not possible we will apply for a relocation or temporary suspension.

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## 8.4.11 Hoisting

A Materials hoist will be installed on the Museum Street elevation and be based out on the 1st floor gantry level. Materials will be brought off the delivery vehicle with beam hoist or the delivery vehicle will use a 'Hi-ab' arm to offload the goods onto the gantry.

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## 8.4.12 Accommodation

### Temporary Accommodation

As with many London sites the provision of the temporary accommodation is difficult, due to local restrictions and the confined nature of the site. Inevitably it is anticipated that the site set up would need to be developed in several phases, changing as the scheme develops.

It will be necessary to have a site accommodation within the building whilst we commence with the demolition, substructures and concrete frame works. This will help reduce the impact on surrounding areas and the general traffic movement. It may be possible to locate site office and welfare in an adjacent building and enquiries should be made in this regard as this will help with the general logistics within the site boundaries.

It may well be possible to agree a 'shared' set up with the adjacent contractor which would benefit the overall logistics of the area.

Welfare facilities in line with HSE guidelines will comprise of;

- Canteen area
- Drying rooms
- Toilet/washing/showering

### 8.4.13 Waste Management

The early works contractors e.g. asbestos removal, soft strip and partial demolition will be required to manage their own waste management disposal.

They will provide their own vehicles on a regular rotation basis to remove waste from site. There will be a limited skip provision for ad hoc material disposal.

As the frame gets built and the focus turns to the internal trades the waste strategy will change to Centrally located skips with “wheelie bins” positioned at the work faces. Waste materials will be deposited in the “wheelie bins” by the sub- contractors and they will be emptied into the skips by the logistics operators leaving empty bins behind on the floors.

### 8.4.14 Working Hours

The proposed working hours for the project are in line with London Borough of Camden planning approval documents and is anticipated to be:

- Monday to Friday - 08.00 to 18.00
- Saturday - 08.00 to 13.00
- Sundays and Bank Holidays - No working

## 8.4.15 Good Neighbour Policy

We will work closely with the London Borough of Camden and our neighbours and ensure that all of our staff and site operatives take due care of the community and environment within which we will be working.

The site delivery team will have direct responsibility for fostering good community relations with all neighbouring residents and businesses. From the start of this project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Manager). This single point of contact will be established for all liaison with the general public. We will initiate early communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process.

Part of the process will be the inclusion of regular newsletters keeping our neighbours up to date with what has and will happen on site. We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times. This may include things like out of hours delivery of large items of plant such as tower cranes etc. Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details.

The regular newsletters will also highlight the key personnel and their contact details, in the event of a complaint the Community Liaison Manager will respond by return or as soon as they can.

All complaints will be logged, all actions tracked and each item closed out to the satisfactory agreement of all parties. Prior to any person being allowed on site they have to go through a Health, Safety and Environment Project Induction which, amongst others, will highlight the requirements set out in the Considerate Constructors Scheme.

The obligations to be fulfilled by the Contractor can be summarised below and ensure that the neighbours and local community are fully engaged with and considered before and during the construction process.

- Regular liaison between the Contractor and neighbours.
- Hold regular meetings with accurate minutes of meeting taken
- Contractor to appoint a 'liaison officer'
- To provide a staffed hotline during construction activities and an emergency contact number for out of hours concerns.
- Set up and operate a web-site for the construction phase of the project outlining 'high impact' activities that are scheduled to take place



Like other major cities in the world, London suffers from high levels of air pollution. Dust and emissions from construction work can worsen air quality, which is why we take all necessary steps to carefully plan and manage works so that these impacts can be reduced. In order to maintain HSE, LAPPC and Environmental Protection legislation we will ensure effective dust and emission control measures are in place for every dust generating activity.

At the outset of the project we will produce a dust and air quality management plan and will submit the same to the local authority for comment and approval. This plan will detail our work methods and the controls that we propose to employ for all relevant site activities. This plan will also consider the use of water suppression, dealing with demolition arising's, encapsulation of areas, scaffolding and general site waste management.

The plan will set out our commitments to reducing CO2 emissions and controlling PM10 and NOx emissions from plant and vehicles. The following steps will be followed:

- Monitoring techniques for particulate matter PM10 (dust) throughout the course of the project, normally requiring a series of sensors located around the project and also recording wind speed and direction
- Setting of trigger action levels for PM10 emissions along with an agreed management action plan throughout the demolition and construction phases of the project
- Response processes including communication to the Council on breach of the set trigger level
- Corrective action process to be established following any breach or agreed improvement measure

Air monitoring will be undertaken on regular intervals and will be analysed to ensure that the air quality of the surrounding area is not being detrimentally effected by our construction works. Air monitoring will not be just related to dust but will also check for PM10 and NOx emissions as well as the levels of CO2 created by site based activities.

At this preliminary stage we envisage the following dust suppression techniques will take place on the New Oxford Street project.:

- Any scaffold erected to the external elevations will be fully wrapped in monarflex or debris netting to contain the construction activities
- In order to reduce the CO2 emissions, no construction vehicles or plant will be left to idle. If it is not being used it will be turned off. This includes all delivery vehicles
- Adoption of 'green fleet management practices' to set out ways to reduce CO2 emissions along with a monitoring process to record savings made
- We will endeavour to use electrical powered site vehicles where ever possible to reduce the emissions created from site

## 8.4.16 Considerate Contractors Scheme

The contractor will be required to register and to comply with the requirements of the Considerate Constructors Scheme throughout the duration of the works (all phases).

This scheme encourages contractors to carry out their operations in safe and considerate manner, with due regard to residents, passing pedestrians and road users.

The scheme is monitored against identified criteria and awards given annually to those projects that have achieved the highest standards.

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## 8.4.17 Operative Parking

There will be no provision for the parking of operative's vehicles on the site.

The site area is well served by public transport and operatives will be encouraged to utilise this method of transport.

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