A.I.A
CONSULTING LTD

125 Shaftsbury Avenue
London WC2H 8AD

DEMOLITION + CONSTRUCTION WORKS
MANAGEMENT & LOGISTICS PLAN (Outline)

PLANNING SUBMISSION

August 2016

CONTENTS

1.0 Executive Summary

1.1 Background

1.2 Adoption of this DCWLMP

1.3 Structure of Report

2.0 The Site: Existing Use and Redevelopment Proposals

2.1 Site Location and Existing Building use

2.2 Redevelopment proposals

3.0 Construction Programme

3.1 Demolition Sequence - overview

3.2 Pre-commencement and enabling works

3.3 Construction Sequence - Overview

3.4 Working Hours

3.5 Proposed Hours in which vehicles will arrive and depart

4.0 Indicative Demolition Methodology

4.1 Environmental Considerations during Demolition

5.0 Indicative Construction Methodology

5.1 Environmental Considerations during Construction

6.0 Traffic and Site Access

6.1 Construction Traffic Flows

6.2 Construction Vehicle size

6.3 Vehicle Access and Egress arrangements

6.4 Pedestrian & Vehicle Segregation

7.0 Site Logistics

7.1 Site Establishment and Security

7.2 Site Floodlighting

7.3 Consents and Licenses

7.4 Craneage

7.5 Hoisting

7.6 Site Accommodation

7.7 Working Hours

7.8 3rd Party Access Rights

8.0 Public Relations and Community Liaison

8.1 Code of Practice for Deconstruction and Construction on Sites

8.2 Community Liaison

9.0 Specific Health and Safety

10.0 Emergency Procedure

Appendices

Appendix A: Construction Programme

Appendix B: Crane Layout Proposal

Appendix C: Logistics Layout

Appendix D; Estimated Traffic Flow Rate

TABLES

Table 6.1 – Summary of Vehicle Type, use and distribution

FIGURES

Figure 2.1 – 125 Shaftesbury: Site Boundary Plan

Figure 2.2 – Existing Building: Ground Floor Plan

Figure 2.3 – Proposed Building: Ground Floor Plan

Figure 3.1 – Extent of Demolition: Ground Floor Plan

Figure 5.1 – Basement Piling Access Plan

Figure 5.2 – Typical Floor Plan – extent of demolition

Figure 6.1 – Estimated Traffic Flow Rate

Figure 6.3 – Primary Site Access, off Stacey Street

Figure 7.6 – Proposed Location of Site Accommodation, during

1.0 Executive Summary

1.1 Background

This Demolition + Construction Works Management & Logistics Plan (DCWLMP) has been prepared by A.I.A Consulting Ltd on behalf of ***Almacantar/Shaftesbury/S.a.r.l*** ("the Client"), in support of the substantial refurbishment and extension of 125 Shaftesbury Avenue, London EC4R 0AN, and is a qualified assessment based on current information, but is subject to refinement as the project evolves.

The target date assumed for this DCWLMP for commencement of the works on site is January 2018, while the construction works are expected to be completed in Q3 2020, lasting approximately 31 months. These dates are to be confirmed and are subject to change.

The initial sequence of activities will be the identification and controlled removal of asbestos (if required) and soft strip works, of the existing vacant structures on Site,e.g basement and roof plant areas; main reception and office floors.

The above works will not be carried out in one phase, but as a series of work stages. As the exterior works package is carried out, internal refurbishment works will be carried out floor by floor.

1.2 Adoption of this DCWLMP

The Principal Contractor (once appointed) and all other contractors subsequently appointed to carry out works at 125 Shaftesbury Avenue, will comply with the requirements of Camden's Code of Construction Practice and the principles outlined in this report. The Principal Contractor will also adhere to the Transport for London (TFL) 'Construction Logistics, Cyclist Safety, and Work Related Risk' (CLOCS) standards.

The site will conform to LB Camden's Code of Considerate Contractors Standards as set out in the "*Guide for contractors working in Camden*" (2008), and will be registered with the Considerate Constructors Scheme, to ensure that operations are carried out by all contractors in a safe and considerate manner, with due regard to residents, passing pedestrians and road users.

1.3 Structure of this report

This DCWLMP is structured as follows:

- **Section 2:** sets out the current use of 125 Shaftesbury Avenue, and the redevelopment proposals.
- **Section 3:** sets out the demolition and construction works. Programme, including start and completion dates; working hours; demolition overview.
- **Section 4:** provides an overview of the demolition methodology, and explains how the impacts of demolition on the local community will be minimised.
- **Section 5:** provides an overview of the construction methodology:
- **Section 6:** addresses traffic management issues, including construction vehicle routing.
- **Section 7:** gives an overview of the proposed site logistics set-up.
- **Section 8:** provides a summary of Public Relations and Community Liaison strategy for the site.
- **Section 9:** Outline Health and Safety.
- **Section 10**: Emergency Procedures.

2.0 The Site: Existing Use and Re-Development Proposals

2.1 Site Location and Existing Building Use

The site is located to the north of Cambridge Circus and formed by an occupied building known as 125 Shaftesbury Avenue.

The site is bounded to the north by Phoenix Street, to the east by Stacey Street with Shaftesbury Avenue and Charing Cross Road forming the southeast and southwest boundaries respectively. The southern elevation of No. 125 is formed by adjacent buildings which front the junction of Shaftesbury Avenue and Charring Cross Road. To the north corner of the site, a terrace and steps form an open paved area within Stacey Street. An open courtyard to the west of Charing Cross Road forms Caxton Walk.

Current building currently provides office and retail floor space, arranged over basement, ground and ten upper floor levels. It is understood the building was constructed in 1982.

Figure 2.1 125 Shaftesbury Avenue: The Site boundary shown in red

2.2 Proposals

The proposed refurbishment of 125 Shaftesbury Avenue will result in improved office space at ground floor and to the upper levels, and retail space at ground floor level.

The scheme requires vacant possession of the building from all tenants and the undertaking of substantial refurbishment of the existing building, to provide; commercial office and retail accommodation. Generally, a CAT A fit out is to be provided to the office spaces, with the retail units as shell and core spaces.

The building will be completely stripped back to the existing structure, with the M&E stripped out and replaced. The façade will be removed and replaced with a more modern and energy efficient design. The current design work includes changes to the core configuration to provide a better solution and add value to the project.

The existing basement will be retained but reconfigured.

The four upper levels to the tower section are to be completely removed and rebuilt to provide larger office floor plates.

The refurbishment will comprise:

- Refurbishment of the existing lower levels of office accommodation to a ‘Category A’ level of finish, including new roof plant;
- A limited level of demolition activity including existing upper levels, internal floor slab and internal walls.
- Provision of ancillary cycle parking and changing facilities at basement level;
- External alterations including replacement facade, new and extended entrance portal to the west elevation;
- New floor plate extensions to the north, south and west, up to level 7 inclusive;
- Complete new larger floor plates above level 8 up to roof level;
- Landscaping of the existing terrace, additional plant equipment at roof level and other external works.
- A new pedestrian route through the building is to be provided at ground level.

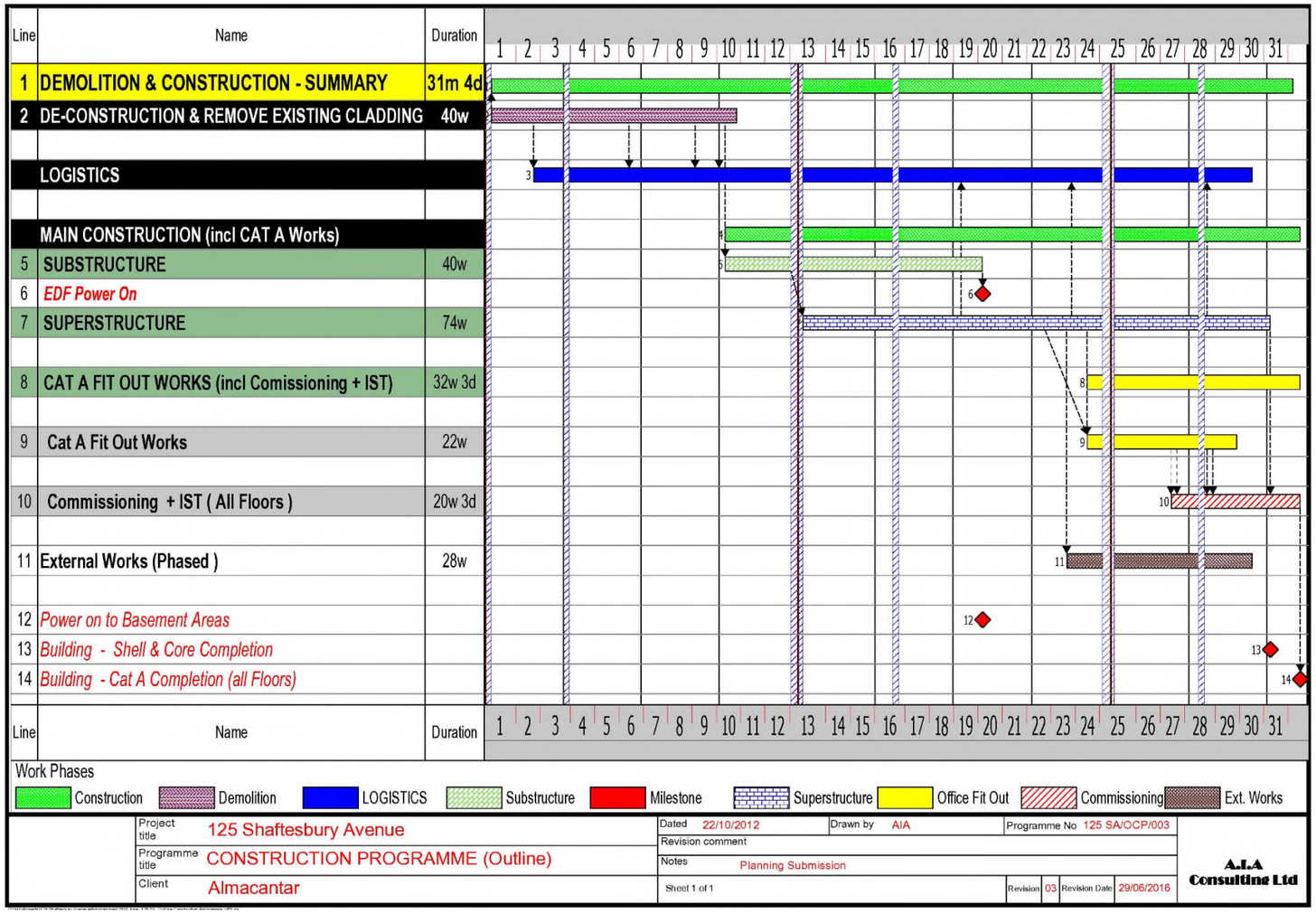
Figure 2.2 – Existing Building: Ground Floor Plan

Figure 2.3 – Proposed Building: Ground Floor Plan

3.0 Construction Programme

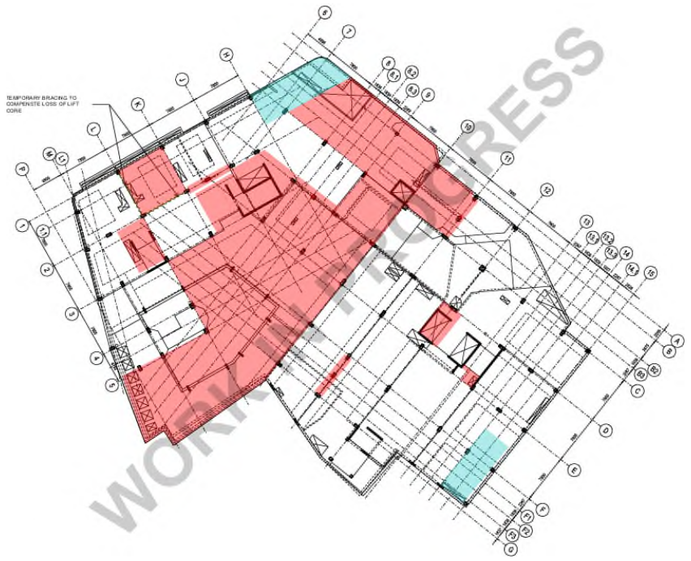
The overall main construction build period is anticipated to be 31 months, preceded by a 7-week site set up, surveys and investigation works phase.

The legal date assumed for this DCWLMP for commencement of the works on site is January 2018, while the construction works are expected to be completed in Q3 2020, lasting approximately 31 months. These dates are to be confirmed and are subject to change.



3.1 Demolition Sequence - Overview

Figure 3.1 – Extent of demolition at ground floor, slabs and walls (approximate areas to be demolished. Indicated in red on plan)



The demolition sequence is outlined below:

1. Erection of hoardings and security fencing/site set up
2. Isolation of existing services.
3. Identification of asbestos by surveys and controlled removal where asbestos is still present.
4. Soft strip demolition to office floors.
5. Erection of façade removal scaffolds to all elevations, to enable the replacement of glazing and the redecoration of the façade.
6. Commence de-construction works by stripping out roof plant and enclosures on Bush Tower (works carried out with the assistance of a site tower crane, as per attached crane layout plans).
7. Installation of temporary weather proofing along existing party walls;
8. Deconstruct existing upper four floors of structure using propping, scaffolding and working from the top down.

3.2 Pre-commencement and Enabling Works activities

It is anticipated that the demolition contractor will be appointed approximately two months ahead of the anticipated start on site, which will allow for commencement of the mobilisation/pre-construction period ahead of the commencement of works on site.

This enabling period is critical to allow for the following elements to be implemented;

- Formation of site waste management plan and environmental plans as per the current DEFRA guidelines.
- Surveys of existing services and structures to confirm demolition methodology and load testing capabilities.
- Formation of all health and safety documentation.
- Mobilisation of selected plant and labour.
- Liaison with 3rd party stakeholders.
- Site investigations.
- Formation of a Construction Phase Health and Safety Plan.
- Camden Council approvals – scaffolding, hoardings and environmental licenses.
- Undertake R&D Asbestos surveys and ASB5 notifications.
- Temporary works design and development.

3.2.2 Site Establishment

Following on from the pre commencement stage, site establishment will be progressed to prepare the site in readiness for the demolition, de-cladding and structural alteration works including;

- Set up temporary site welfare and offices within an allocated area of the existing structure including washrooms, canteen and drying/changing areas.
- Erection of 2.4m hoardings to the perimeter of the building.
- Site investigation/trial holes/load testing to confirm the makeup of the existing structure and methodology especially to areas of structural alteration e.g. new core locations.
- Protection and maintaining of access to UKPN substation at ground / basement floor level.
- Segregation and protection to allow the retained tenant at ground floor level to enjoy the current level of access/service provision.
- Provision of a logistics area to the north/east elevation on Stacey street.

With regard to temporary works, the two critical areas of this will be; preparation of the tower crane base and its subsequent erection, of which the location is to be agreed but currently is envisaged to be; at an external location on the Phoenix Street elevation (to be agreed with WCC). We have also considered the possibility of siting the crane at the 7th floor level on a grillage base. See ***Appendix B*** for crane layout proposals.

Erection of the encapsulation scaffold to the existing external facades will progress, being based off of ground level or, the stepped back roof terracing which progressively rake back up the existing facades.

3.3 Construction Sequence - Overview

The construction sequence is outlined below:

1. Minimal piling and new foundations at basement level for new core configuration and superstructure frame.
2. De-construction of part of the existing structure and new core construction.
3. Extensions to existing superstructure floor plates below level 8.
4. New superstructure floor plates, level 8 to roof.
5. New glazing to facade.
6. Fit out internal floors to a Cat A specification.
7. Install new plant to basement, level 7 and roof levels.
8. Construct new glazed reception structure.
9. Fit out Basement areas.

3.4 Working Hours

The hours of work for contractors working on site will be in accordance with *Camden's Code of Practice for Deconstruction and Construction Sites.* The working hours will be:

- 8.00am - 6.00pm Monday to Friday.
- 8.00am - 1.00pm on Saturday.

No work will be carried out on Sundays or bank holidays.

Permitted "quiet hours" for high impact works- Monday to Friday can

Exceptional operations e.g. installation of new roof plant, will be undertaken outside of these hours and will be notified by the contractor's Construction Manager.

Site floodlighting will be switched off at night to conserve energy and to minimise potential nuisance to neighbours. A general internal site access route will however remain illuminated at the appropriate levels to ensure safe passage around the site for security personnel.

3.5 Proposed hours in which vehicles will arrive and depart

Generally, construction vehicle movements would be scheduled to take place during agreed working hours of the site, thereby avoiding peak periods wherever possible. However, there will be occasions when heavy/wide loads will need to be delivered and removed from site outside of these hours e.g. use of mobile cranes, for the installation of new roof plant or tower crane erection/dismantling. A member of staff from the appointed Principal Contractor will be in attendance at all times.

On such occasions the local neighbours will be notified by letter approximately 4 weeks in advance. Any temporary closures, e.g. roads, pavements, that need to be closed off will be carried out by the Principal Contractor, with full consultation with Camden Environmental Team and the appropriate neighbours, including adjoining businesses and the emergency services.

4.0 Indicative Demolition Methodology

All demolition, enabling and construction works will be carried in accordance with "*Camden's Code of Practice for Deconstruction and Construction Sites"**.***

During the site set up and survey period, each external elevation will be encapsulated with a full height Monarflex clad demolition scaffold. The scaffold will be complete by the time the soft strip and structural deconstruction works are due to commence. This will not only provide a dust and noise barrier to the works, but also an aesthetic barrier which is key to the public's perception.

Asbestos and soft strip works

The R&D asbestos survey will have identified any existing asbestos based materials, once the ASB5 notification has been issued to the HSE and the 14 day approval period discharged, then asbestos removal can progress on site.

The Asbestos based materials will be removed by a licensed contractor under controlled conditions with all waste removed from site. Once the initial site set up is in place, a full soft strip will take place removing all fixtures and fittings throughout the entire site, from roof to basement level.

Vigilance regarding the structural integrity of the buildings will be maintained at all times by operatives and site staff. Working from the highest level downwards soft stripping will be carried out using handheld tools and small machines in a general soft stripping exercise.

A key programme driver will be to sequence the Asbestos removal and soft strip works to areas of structural alterations where new trimming and support steelwork is to be installed, this will allow for ''back to existing structure' site dimensions to be taken and design assumptions to be confirmed, close out of which will allow procurement of the new support / trimming steelwork.

It is envisaged that the deconstruction of the existing upper floors, will be carried out by mini breaker machines, scaffolding and hand tools working from the top down.

Prior to commencing demolition, the contractor will ensure that all of the utilities have been disconnected in the locations to be demolished.

Structural demolition, de-cladding and structural alterations

With sufficient soft strip demolition works completed and the encapsulation scaffold installed to roof level structural demolition works can commence with the removal of the high level roof plant, enclosures and lift overruns.

This will be followed by the progressive structural demolition of existing office floors from roof level down to eighth floor level (inclusive), which consists of total demolition of both the vertical elements and horizontal floor plate structure (excluding the seventh floor slab).

From level seven (inclusive) down, the scope of demolition works differs to each of the floor plates and elevations with various levels of de-cladding to the existing external facades and removal of existing areas of floor slabs and supporting columns.

The intention with the structural works, will be to progress the de-cladding and structural alterations works top down on a level by level basis, due to the removal of the existing floor and column structure being more complex and time consuming, the de-cladding works are likely to progress ahead of these works.

As identified during the soft strip stage it will be critical to take site dimensions in order to progress the design and fabrication of the permanent trimming and support steelwork, specifically to the areas of structural 'opening up' for the new core structures.

If sufficient time is available, then these permanent structural elements could be installed ahead of the demolition works. If this is not possible then temporary propping and bracing will need to be installed progressively ahead of the works. It is likely that there will be an element of both of these during the works.

The de-cladding and structural alteration works will be undertaken by a combination of hand and mini machine demolition with tower crane assistance for the moving of plant, temporary works and demolition arising.

Where the existing floor slab structure is to be removed for construction of the new cores / riser structures, then specialist saw cutting equipment will be used, to cut the existing reinforced concrete slab in order to isolate the existing structure from the demolition zone.

Specialist cutting will also be utilised where areas of existing down stand beams are to be trimmed / cut back, where possible demolition arising's will be transferred down to ground level by use of an existing lift shaft, for processing and removal from site. The existing lift shaft may need to be lined / protected if it is to be re used. The immediate area around the deconstruction area will be barriered off and warning signs erected. The controlled drop zone within the deconstruction area will be established and further demarcation established.

Due to special restrictions it is not anticipated that there will be any concrete crushing on site.

Throughout the works leading edges and voids will be protected with infill covers and handrails / toe boards, which will be altered and installed progressively to meet the progress of the works

Dust emissions will be controlled at the work face and loading away area by a fine water spray. The quantity of water emitted by the sprays will be regulated and controlled to prevent any flooding at ground floor level.

The volume of the existing building to be demolished is circa 19,600m3

Programme of Works (anticipated)

The anticipated programme for the enabling and demolition works will be in the region of 10 Months **– Q1 2018 to Q3 2018.**

4.1 Environmental Considerations during Demolition

The Appointed Demolition Contractor (ADC) will develop a site specific Environmental Management Plan (EMP) to define the project environmental strategy. This plan will detail the site constraints including details of adjacent buildings, access restrictions, hazardous materials, noise, dust and vibration criteria. It will also identify sensitive receptors, and include an environmental risk assessment.

Industry-accepted good practice methods will be adopted to mitigate noise, vibration and air pollution impacts of the project, including dirt and dust on the public highway, and the appointed Contractor would be required to adhere to these methods.

Measures that will be adopted include:

- No works will be undertaken outside the specified working hours; except in cases of emergency, where safety dictates, or where conditions of dispensation apply;
- The contractor will comply with the requirements of the COPA 1974, with particular reference to Part III of the Environmental Protection Act 1990, The Control of Noise at Work Regulations 2005 and the Health and Safety at Work Act 1974;
- All plant and equipment to be used for the works will be properly maintained, silenced where appropriate to prevent excessive noise and switched off when not in use and where practical;
- Hydraulic demolition and construction will be used in preference to percussive techniques where practical;
- The contractor will erect and maintain throughout the demolition and construction period, temporary hoarding around all working areas, to assist in the screening of noise and dust generation from low-level sources;
- Plant will be certified to meet relevant current legislation and Noise and Vibration Control on Construction and Open Sites (BS 5228);
- All subcontractors will be made familiar with current noise legislation and the guidance in BS 5228 (Parts 1 and 2) which will form a prerequisite of their appointment;
- Loading and unloading of vehicles, dismantling of equipment such as scaffolding or moving equipment or materials around the site will be conducted in such a manner as to minimise noise generation;
- Noise complaints, or exceeding of agreed levels, will be reported to the contractor and immediately investigated;
- Vehicles transporting materials, capable of generating dust, to and from site will be suitably sheeted on each journey to prevent the release of materials and particular matter.

5.0 Indicative Construction Methodology

All construction works will be carried in accordance with the "*Camden's Code of Practice for Deconstruction and Construction Sites".*

WINDOW REPLACEMENT

Prior to external window removal/de-cladding works commencing, hoardings will be erected around the perimeter of the Site with protective gantries/fans over adjoining pavements as necessary.

Window removal to the existing façade will be carried out on a stepped level by level basis, working on several fronts at once, utilising the installed external scaffold, erected for the de-glazing works. Vertical and horizontal distribution of materials up to each office floor will be via the installed external passenger/goods hoist at the rear of the building, off Stacey Street.

It is envisaged that the replacement panels will be fitted in from the office floor, with access for external sealing/glazing caps and finishing provided for by the perimeter scaffold. Works to commence upon completion of strip out works and remedial works to the existing slab edge.

The new façade to the new upper floors will be installed using a floor mounted spider crane and/or a manipulator, internally from the floor plates. Any very large and heavy panels will have the support of the site tower crane as required.

BASEMENT INSTALLATION AND FITOUT

Initial thoughts on the construction methodology for the basement areas which contain the majority of the primary plant and equipment are as follows;

- Strip out remodel existing plant room areas, including breakout of existing slabs/staircases, for new re-configured core;
- Installation of new mini foundation piles for the re-configured Core, with access from Stacey Street, via the existing ramp.
- Divert/disconnect and Install all high level horizontal services;
- Construct plant bases and deliver new packaged plant and equipment;

The excavation volume for the new core area including pile arising's is circa 450m3. With a peak of 4 vehicles/day.

- Build out new blockwork walls, to form shower rooms, plant rooms and back of house (BOH) areas.
- Connect up equipment and complete room fit-out works;
- Fit permanent doors and decorate.

The early establishment of the sump pumps and their outfalls must be considered to assist in the management of site dewatering.

Figure 5.1 – Basement Piling and access

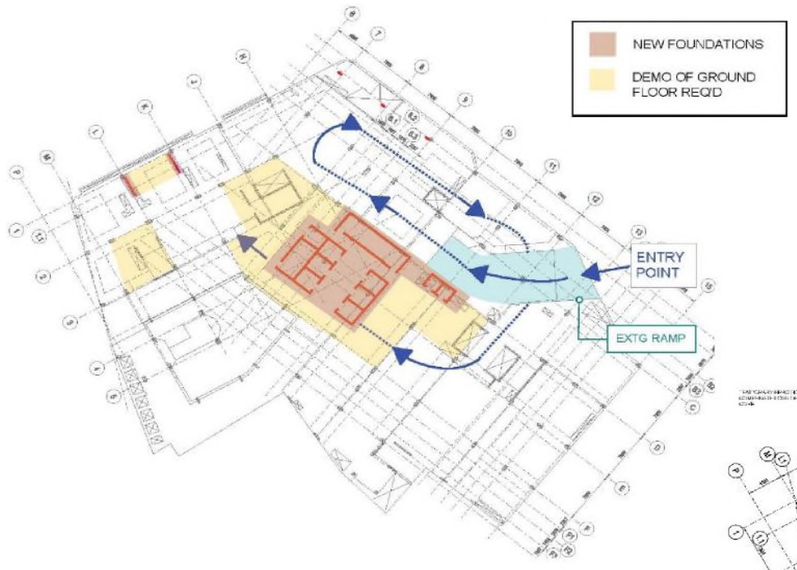
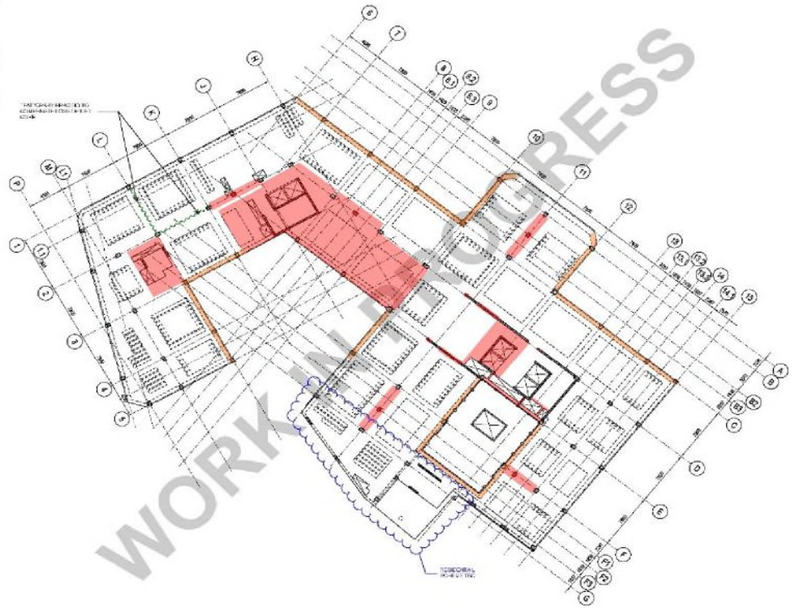


Figure 5.2 – Typical Floor Slab (approximate areas to be demolished. Indicated in red on plan)



OFFICE REFURBISHMENT AND SUPERSTRUCTURE WORKS

For the typical floor, the proposed plans involve removal of the existing external façade, removal of the existing perimeter down stand and associated concrete strengthening works, de-construction of existing slab areas and new slab infills, with minor modifications around the core for new MEP riser works; new toilet provision and the installation of new lifts.

It is anticipated that the distribution to the risers and the risers themselves are worked on concurrently with the main basement installation, to allow interconnection and commencement of commissioning.

Due to programme and phasing constraints, the lift replacement will be undertaken in two separate stages.

To the upper levels the superstructure is completely new, the steelwork will be installed using the site tower crane, and will be lifted from a pick point located in Stacey Street. The new floor plates comprise of steel plate construction and will also be installed using the site tower crane.

On completion of the superstructure and envelope to the new upper floors, the upper floors will then be fitted out to a CAT 'A' office specification.

ENTRANCE AND RECPETION FIT OUT

The outline works sequencing for the entrance works can primarily be broken down into three main components covering;

- Deconstruction of the existing reception structure, will be carried out by mini breaker machines, scaffolding and hand tools working from the top down
- The New Entrance (+ associated façade works), including diversions and re-provision to ground floor/mezzanine services to circulation areas, including structural works to the new access stair and structural supports and framing works to the new mezzanine walkway deck; and the
- Reception fit out works.

Programme of Works (anticipated)

- The anticipated programme for the construction works will be in the region of 22 Months.

5.1 Environmental Considerations during Construction

The Principle Contractor (will develop a site specific Environmental Management Plan (EMP) to define the project environmental strategy. This plan will detail the site constraints including details of adjacent buildings, access restrictions, hazardous materials, noise, dust and vibration criteria. It also identifies sensitive receptors, and includes an environmental risk assessment.

Industry-accepted good practice methods will be adopted to mitigate noise, vibration and air pollution impacts of the project, including dirt and dust on the public highway, and the appointed Contractor would be required to adhere to these.

In this way those involved with the demolition and construction phase, including subcontractors and site management, will be committed to adopt the agreed best practice and environmentally sound methods

6.0 Traffic & Site Access

6.1 Construction Traffic Flows

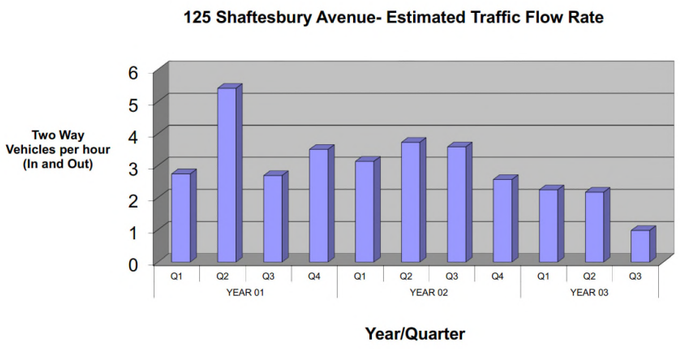
Heavy goods vehicles and service vehicles will be required to transport goods and materials to and from the site throughout the duration of the works.

The average number of vehicle movements per day during the respective construction phases is as follows:

- **Demolition & Strip Out**: 14 loads per day (14 vehicle movements), peaking at 22 loads per day.
- Construction: 10 loads per day (20 vehicle movements), peaking at 15 loads per day, i.e. 30 vehicle movements/per day.

Construction traffic estimates have been calculated as part of this report and are shown in ***Appendix C.*** At this moment in time, we estimate that on average 14 loads per day will be used to remove the demolition arising's. This equates to 28 vehicle/ truck movements a day on average and 44 vehicle/truck movements at peak times, as an average over the duration of the demolition works. It is anticipated that deliveries will generally take place out of peak hours when flows on the local road network are lower, in line with the agreed working hours of the site.

Figure 6.1 – Estimated Traffic Flow Rate



6.2 Construction Vehicle Size

A range of delivery vehicles will be used to transport materials to and from the site. The anticipated vehicle type and use associated with the construction process are set out in Table 6.1.

Table 6.2 – Summary of Vehicle Type, Use and Distribution

VEHICLE TYPE	TYPICAL SIZE	USE	DISTRIBUTION
Rigid Heavy Goods Vehicle	10m (l) x 2.5m (w) x 3.64m (h)	Demolition. Excavation material removal.	Strategic road network to motorway.
Small Articulated Vehicle	13.5m (l) x 2.5m (w) x 3.7m (h)	Plant, steelworks, bricks and cladding panels.	Strategic road network to motorway.
Rigid Heavy Goods Vehicle	9.4m (l) x 2.5m (w) x 3.71m (h)	Concrete deliveries	Strategic road network to motorway.
Specialised articulated HGV	16.5m (l) x 2.5m (w) x 3.7m (h)	Tower crane erection and dismantle. Mechanical and electrical plant. Cladding panels. Roofing materials.	Strategic road network to motorway
Specialist equipment low loader	16.65m (l) x 2.5m (w) x 3.4m (h)	Occasional delivery of plant	Strategic road network to motorway.
Vans	5.7m (l) x 2.4m (w) x 2.7m (h)	Plant service, materials and other suppliers. Existing tenants' deliveries.	Distributed to local and strategic road network.
Cars	4.94m (l) x 1.9m (w) x 1.85m (h)	Occasional deliveries, couriers etc.	Distributed to local and strategic road network.

6.3 Vehicle Access and Egress arrangements

It is anticipated that sufficient bins can be kept at the various workface areas so initial segregation of waste streams can be undertaken before clearance from site. The material clearance process will be fully monitored and controlled under a Site Waste Management Plan. The local highways surrounding the site will be kept clear of site debris throughout the works using suitable jet wash facilities on site and regular road sweeping.

Routes for construction traffic involved in the delivery/removal of equipment and materials to and from the Site will be agreed with Camden and TfL before works commence.

Deliveries will be phased on a 'just in time' basis thereby minimising travel/ wait time, congestion and stockpiling of materials on-site. In addition, vehicle arrival and departure times will be managed to achieve an even spread of movements during the working day.

Movements of large or abnormal loads will be addressed in advance with Camden, TFL and other relevant highway authorities and the Police, in order to ensure compliance with regulations and advance notification for neighbours. An off-site holding area will be utilised if required to assist with this type of loads.

A tower crane will be used to remove redundant roof plant, and all scaffolding and or over sailing will be carried out fully in accordance with the relevant over sailing and scaffolding licenses agreed with the neighbours/Camden.

At a local level the proposed traffic routing will be as follows:

- Vehicles will be required to access and exit site using Stacey Street via Shaftesbury Avenue.

See Appendix C – Logistics Layout.

See ***Figure 6.3*** below – ***Primary site access via Phoenix Street.***

The hours that transport related to the works will be allowed to access the Site are anticipated to be within the hours stated below albeit in strict accordance with planning permission

- Between 08:00 and 18:00 Monday to Friday;

- Between 08:00 and 13:00 on Saturday; and
- Not at all on Sundays and bank holiday

Banksmen will be provided to control vehicle movements associated with the project to ensure that pedestrians, road users and site personnel are not put at risk.

6.4 Pedestrian and Vehicle Segregation

All pedestrian routes will be clearly defined utilising temporary fencing and pedestrian route signage where necessary. Pedestrian crossover routes will have appropriate warning signs displayed, e.g. give-way signs, vehicles crossing etc.

Pedestrians will have the right of way on footways surrounding the site. The construction site gates will be kept closed and monitored by site security. They will be opened to allow construction vehicles into the site, with barriers put across the pavement to prevent pedestrian access which will be manned by traffic marshals. All construction vehicles will be supervised by a banksman.

All site operatives will be given a specific site induction, and briefed with reference to the use of designated pedestrian access ways and crossover points.

Charing Cross Road and Shaftesbury Avenue pedestrians will be protected from the works with hoarding, netting, signage, lighting and scaffold fans etc. Scaffold fittings and hoarding edges (sharps) will be sufficiently covered or made safe. Pavements will be prevented from being obstructed or alternative safe walkways provided in accordance with Camden Council requirements.

Pavements and roads will be kept firm and level without tripping hazards throughout the duration of the project.

Figure 6.3 – Primary Site Access, off Stacey Street

7.0 Site Logistics

Set out below are the general principles of the site logistics, which will be developed in greater detail prior to construction works commencing by the appointed Demolition and Main Contractor.

7.1 Site Establishment and Security

The first stage of the construction activities will be to establish the area as a demolition site. The working area will be secure and the general public will be separated from the works by the use of a solid hoarding.

- The hoarding will be fixed to the existing handrails that surround the perimeter of the basement.
- All site facilities will be contained within the site area.
- All gates will be maintained by security officers during working hours.
- Site lighting will be kept to a minimum taking into account the needs of site health, safety and security.
- Site welfare and office facilities will be established.
- Conduct condition survey of the perimeter highways and street furniture will be instigated.
- Establishment of baseline environmental monitoring.

During working hours, access to the Site will be kept closed except when vehicles are entering or leaving. The Site access/egress points will operate a security pass system, and access to the Site will only be granted after a site induction has been undertaken. Site entrances and exits will be clearly marked with fixed warning signs at the entrance/exit and around work perimeters detailing the potential hazards of the area.

Out of working hours, the Contractor shall ensure that Site access points are securely locked, and appropriate security provisions set in motion to prevent unauthorised access.

7.2 Site Floodlighting

Floodlighting in areas adjacent to sensitive receptors shall generally be limited to the working hours identified above, and when seasonal changes in natural daylight require it. Where light glare may cause a nuisance, light shielding will be considered. Site lighting will be kept to a minimum, whenever possible, taking into account the needs for site Health and Safety and security.

Hoardings will be lit during the hours of darkness.

7.3 Consents and Licenses

All statutory consents and licences required to commence an onsite activity will be obtained ahead of works commencing and giving the appropriate notice period. These will include:

- Notices for works on the Highway in accordance with the Highway Acts 1980 and Road Traffic Act
- Hoarding and scaffold licences for works on the perimeter boundary
- The majority of the hoarding and scaffolding will be erected within the site footprint and therefore only a limited portion will require approval.
- Section 80 demolition notice.
- Connections to existing utilities and main sewers.
- Approval for the suspension of pavements around 125 Shaftesbury – along Phoenix Street and Stacey Street.
- Temporary works Approval in Principal (AIP).
- Over sailing and scaffolding licences (if required)
- Party Wall awards (if required)

7.4 Craneage (reference Appendix B)

During the demolition and construction phases, a tower crane (or cranes) will be erected to assist with the movement of demolition plant, deconstruction activities and the removal rooftop plant. Therefore, the temporary / partial, closure of either Shaftesbury Avenue or Stacey and Phoenix Streets (reference ***Proposed Crane Plans*** in ***Appendix B***; **ENG-1987A/D/003)** shows the proposed mobile crane location during the erection / dismantle which will be needed whilst this work is undertaken.

Final Tower Crane strategy to be developed at later stage. The locations have been chosen as set out below:

<u>Option 1 - Tower Crane - TC1</u>

The location for the external tower crane has been selected as there is only one area of land outside the building. It is conveniently placed such that a mobile crane can erect it whilst leaving the main roads open. There is also no basement under the proposed location, but the area needs to be surveyed for services beneath the paved area. Potential base type would be mini piles with either a single pile cap with foundation anchors cast in, or four small pile caps with a cruciform base spanning them. It may be possible to tie the crane to the existing building to reduce the foundation size, but this depends on the stability of the building during the works.

The crane can cover the majority of the building works from this location, and can be used for both the demolition and construction works.

<u>Option 2 - Tower Crane - TC2</u>

This crane is proposed to be located on the 7th floor at in an area that is relatively free from demolition and construction, and would make use of the existing building columns to take the loads down to the building foundations. Temporary beams being used to spread the loads from the crane base to the columns.

This crane would need to be erected by a mobile crane sited in Shaftesbury Avenue. The location being selected to be clear of overhead trees. ***It should be noted that most of the remaining areas of Shaftesbury Avenue and Charing Cross Road are covered by trees. These trees would need to be pruned in order to site mobiles there.***

The tower crane covers an extensive area of the site, but similarly to TC1, not all. Therefore, it may be considered prudent to utilise two cranes, although they would not both be utilised to their full capacity. TC2 would need to be removed at some point to make the building weathertight and complete the fit out works.

Due to the constraint of keeping the existing trees in place, along Shaftesbury Avenue, Charing Cross Rd and Stacey Street. In order to facilitate use of the site tower crane, a delivery 'pick point' will need to be established. In discussions with the client/developer, it is envisaged that the natural layby formed by the entrance to the loading bay along Stacey street be utilised. To facilitate this, the loading bay will need to be closed during the day, or tenant deliveries are coordinated with the Principal Contractor. The client/developer may need to amend/negotiate the existing retail lease agreements.

7.5 Hoisting

It is anticipated that the permanent lift installations are phased. Therefore, we anticipate that circa; 2nr, 1 tonne capacity, material hoists are installed into the existing lift shafts to facilitate vertical material distribution. Once the initial lifts have been installed they will operate in ***'beneficial use'*** which will allow the hoists to be removed and the final lifts to be installed. During deconstruction a material hoist will be installed in the building entrance area to facilitate the façade removal, materials will then be distributed via the ground floor to Stacey Street for loading and cart away.

7.6 Site Accommodation

During the demolition/strip out phase of the work site accommodation will be incorporated within the existing structure of the building and replaced during the construction phase to porta cabins, possibly sited within Caxten Walk, along Charing Cross elevation (reference Figure 7.6 below).

Care will be taken to reduce any potential impact on the residential units, which also front onto Caxten Walk.

7.7 Working Hours

Noisy demolition work which is audible at the site boundary will generally only take place during the following hours:

- Monday to Friday, 08:00 to 18:00 hours
- Saturday, 08:00 to 13:00 hours
- No working on Sundays, Bank Holidays or Public Holidays.

Specialist demolition operations and deliveries may be required to be carried out side of these core hours, in agreement with Camden Council.

Analysis of any complaints will allow procedures to be implemented with the aim of avoiding any recurrence. A proposal to use the site fencing to display information regarding the development, status of the work etc. will be made in order that the local community and passers-by can be informed about the progress of the development, subject to any necessary advertisement consent.

7.7 3rd Party Access Rights

There are existing tenants and adjoining neighbours who have access rights over (at ground level) and through the existing basement. These access routes will need to be maintained during the construction period. Where any access cannot be maintained it must be re-provided in a temporary or permanent condition.

Figure 7.6 – Proposed Location of Site Accommodation during the Construction Phase of the Project

8.0 Public Relations and Community Liaison

8.1 Code of Practice for Deconstruction and Construction Sites

All works will be carried out and comply with the Camden's Code of Practice for Deconstruction and Construction Sites. This is a voluntary code of practice that seeks to:

- Minimise any disturbance or negative impact (in terms of noise, dirt and inconvenience) sometimes caused by sites to the immediate neighbourhood
- Eradicate offensive behaviour and language from sites
- Recognise and reward the contractor's commitment to raise standards of site management, safety and environmental awareness beyond statutory duties.

8.2 Community Liaison

During the works, there will be regular communication with neighbouring residents. To ensure any third party stakeholders and local businesses and residents are informed and aware of our ongoing works on any project, The Principle Contractor is required too:

- Employ a dedicated Community Liaison Officer;
- Appoint a "responsible person" to liaise with Camden;
- Assist in giving presentations to neighbours and arranging regular Community Group meetings;
- Open forums to encourage general public participation;
- Issue monthly site newsletters to all neighbouring properties;
- Ensure regular visits by the Site Manager to neighbouring premises are made to update them on forthcoming works and ascertain whether they are experiencing any problems; and,
- Display project bulletins on the site hoardings in prominent locations.

A complaints register will be established on site to provide a permanent record of the performance of the project. Any complaint from residents or other parties will be treated seriously, and the complaint logged and cause investigated.

Analysis of any complaints made will allow procedures to be implemented with the aim of avoiding any re-occurrence. All complaints raised will be responded within not more than 24 hours by the Principle Contractor representative on site.

9.0 Specific Health and Safety

A Health and Safety plan will be developed in detail for the site works prior to any works progressing. Separate risk assessments and method statements will be required for individual operations carried out as part of the works. Health and safety must be taken seriously by everyone on site, all trade contractors must submit their own health and safety plans; carry out risk assessments/method statements for their works and everyone on site will have a CSCS certificate.

Safety surveillance will be carried out on a weekly basis in addition to the day to day monitoring. Records of surveillances will be kept on record.

10.0 Emergency Procedures

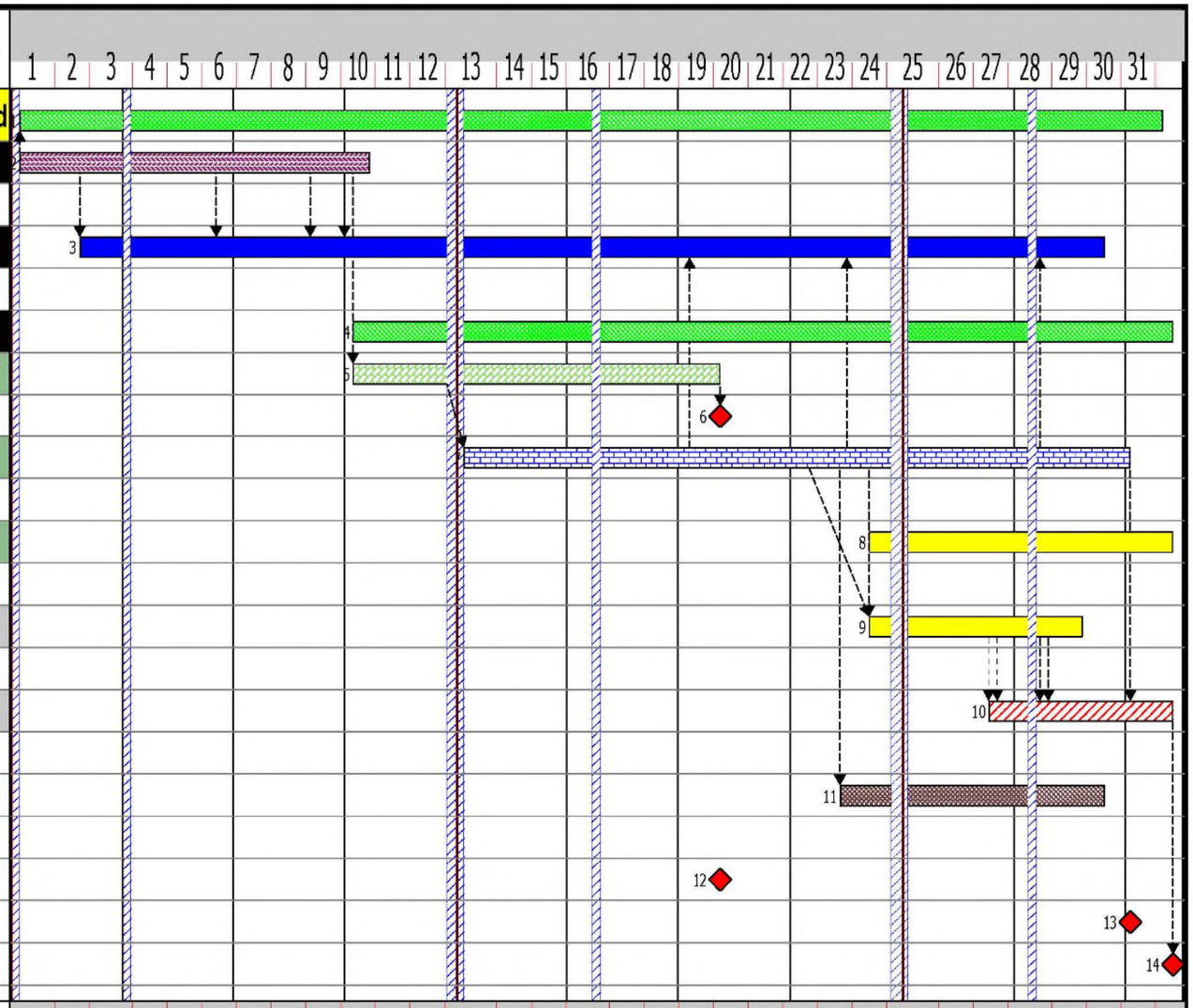
Contact names and phone numbers will be made available in case of out of hour's emergencies relating to the site. This information will be displayed prominently on the hoarding.

A ***Fire Evacuation Plan*** will be drawn up and prominently displayed on site by the Principle Contractor. Site offices will have their own plans drawn up. Site evacuation routes will be clearly marked on site as will fire extinguisher points and practice fire drills will be carried out. The emergency services will be made aware of the existence of the site.

APPENDICES

APPENDIX A: CONSTRUCTION PROGRAMME OUTLINE

Line	Name	Duration
1	**DEMOLITION & CONSTRUCTION - SUMMARY**	31m 4d
2	DE-CONSTRUCTION & REMOVE EXISTING CLADDING	40w
	LOGISTICS	
	MAIN CONSTRUCTION (incl CAT A Works)	
5	SUBSTRUCTURE	40w
6	*EDF Power On*	
7	SUPERSTRUCTURE	74w
8	CAT A FIT OUT WORKS (incl Comissioning + IST)	32w 3d
9	Cat A Fit Out Works	22w
10	Commissioning + IST (All Floors)	20w 3d
11	External Works (Phased)	28w
12	*Power on to Basement Areas*	
13	*Building - Shell & Core Completion*	
14	*Building - Cat A Completion (all Floors)*	



Line	Name	Duration

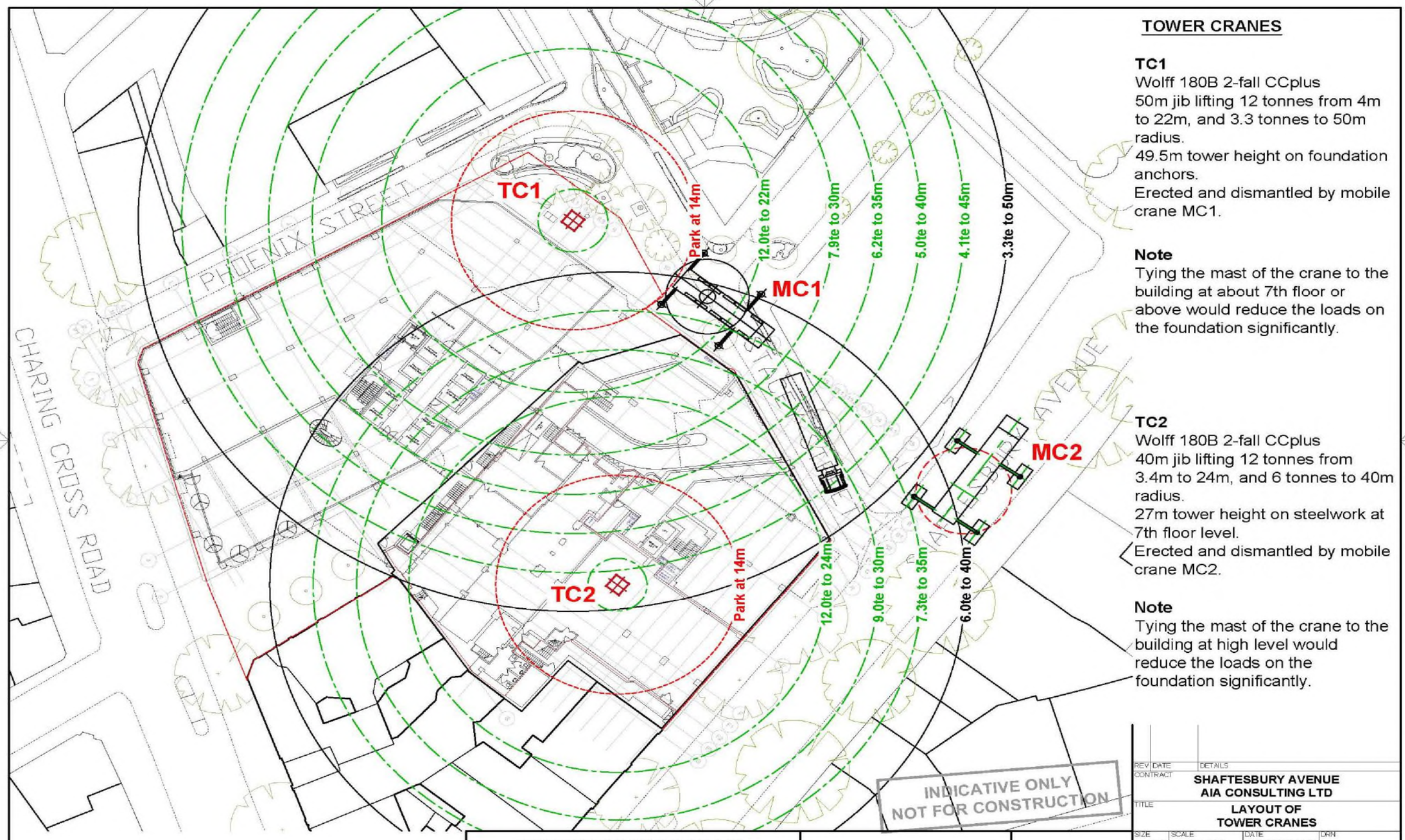
Work Phases

Construction | Demolition | LOGISTICS | Substructure | Milestone | Superstructure | Office Fit Out | Commissioning | Ext. Works

Project title	125 Shaftesbury Avenue	Dated 22/10/2012	Drawn by AIA	Programme No 125 SA/OCP/003
Programme title	CONSTRUCTION PROGRAMME (Outline)	Revision comment		
Client	Almacantar	Notes Planning Submission		
		Sheet 1 of 1	Revision 03	Revision Date 29/06/2016

A.I.A Consulting Ltd

APPENDIX B: CRANE LAYOUT PLANS



TOWER CRANES

TC1
Wolff 180B 2-fall CCplus
50m jib lifting 12 tonnes from 4m to 22m, and 3.3 tonnes to 50m radius.
49.5m tower height on foundation anchors.
Erected and dismantled by mobile crane MC1.

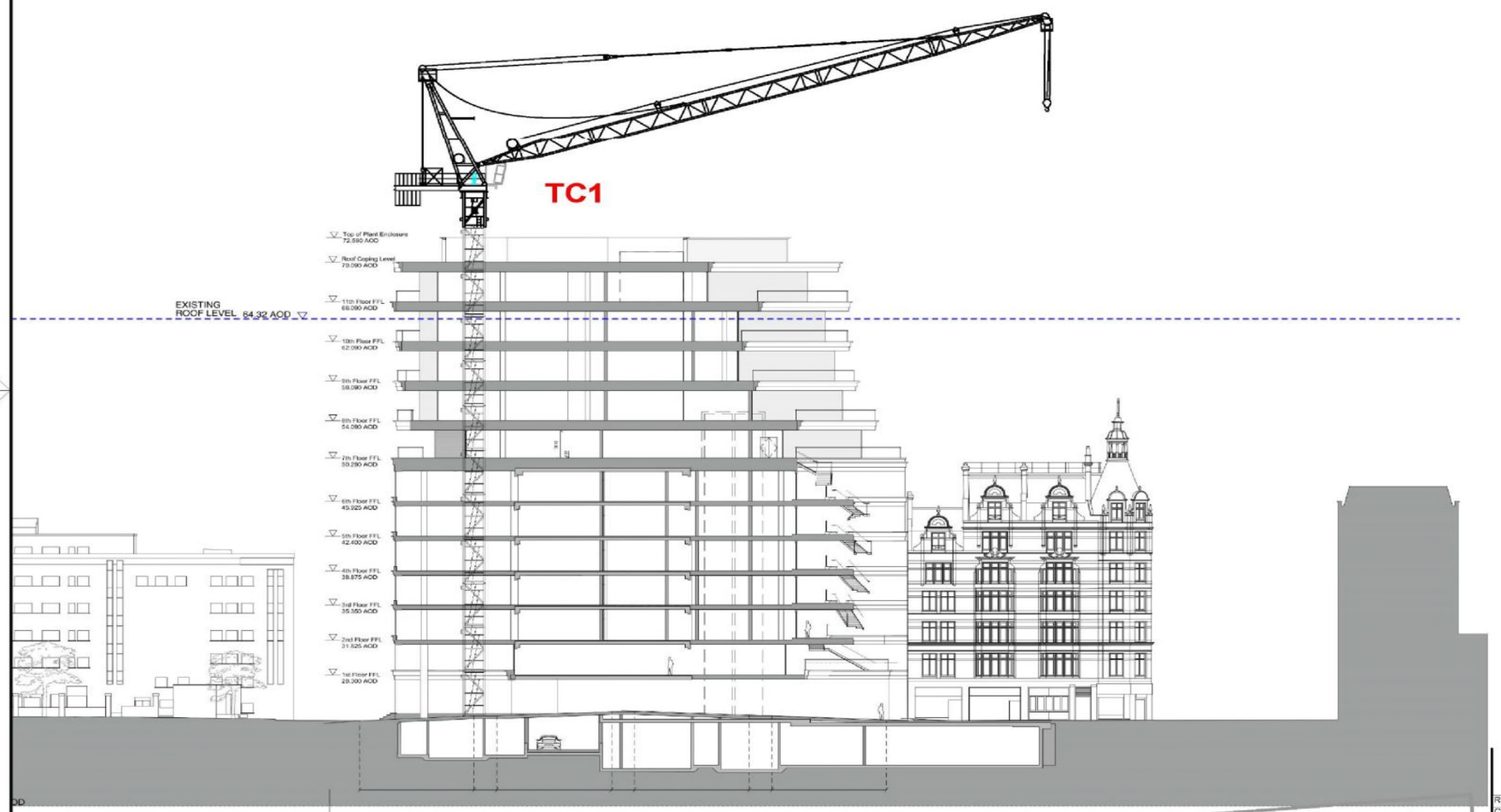
Note
Tying the mast of the crane to the building at about 7th floor or above would reduce the loads on the foundation significantly.

TC2
Wolff 180B 2-fall CCplus
40m jib lifting 12 tonnes from 3.4m to 24m, and 6 tonnes to 40m radius.
27m tower height on steelwork at 7th floor level.
Erected and dismantled by mobile crane MC2.

Note
Tying the mast of the crane to the building at high level would reduce the loads on the foundation significantly.

LAYOUT OF TOWER CRANES 01 & 02
(ALTERNATIVE STRATEGY)

REV	DATE	DETAILS
CONTRACT	SHAFTESBURY AVENUE AIA CONSULTING LTD	
TITLE	LAYOUT OF TOWER CRANES	
SIZE	SCALE	DATE / DRN
A3	1 : 400	16 MAR '16
DRG. NO	ENG 1987A / D / 003	REV



INDICATIVE ONLY
NOT FOR CONSTRUCTION

ELEVATION ON TOWER CRANE TC01
(CONSTRUCTION)

REV	DATE	DETAILS

CONTRACT: **SHAFTESBURY AVENUE**
AIA CONSULTING LTD

TITLE: **ELEVATION ON TOWER CRANE**

SIZE	SCALE	DATE	DRN
A3	1 : 400	16 MAR '16	

DRG. NO. **ENG 1987A / D / 004** REV

APPENDIX C: LOGISTICS LAYOUT

125 Shaftesbury Avenue	Logistics	AIA/SA/LOG/01	August 2016	A.I.A Consulting Ltd

APPENDIX D: ESTIMATED TRAFFIC FLOW RATE

125 Shaftesbury Avenue- Estimated Traffic Flow Rate