WARREN COURT
EUSTON ROAD
LONDON. NW1 3AA

DESIGN & ACCESS STATEMENT

for submission to the London Borough of Camden to accompany an application for the demolition of one residential unit (Class C3) at 6th floor level and the construction of two new residential units (Class C3) at 6th and 7th floor levels.

Prepared by Moxley Architects
for
Warren Court Investments LLP.

September 2016

The following drawings and reports are included in the application and submitted as seperate documents:

- Scheme Drawings
- Daylight & Sunlight Assessment
- Structural Analysis
- Energy Statement
- Environmental Noise Survey
- Air Quality Assessment

A Planning + Heritage Statement, prepared by Montagu Evans, is also attached to the application as a separate document:

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consulting engineers

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1.0 EXECUTIVE SUMMARY:

1.01 This Design and Access Statement forms part of the full planning permission application for the removal of the existing 6th floor apartment and roof plant, water tanks, etc., and the construction of a two storey lightweight, roof extension to provide two C3 residential units on the 6th and new 7th floor levels. The proposal also includes the extension of the existing lift and stair core to serve the new apartments and the raising of the two vent shafts that serve the underground station below. There is a net increase of one residential unit.

1.02 The proposals, prepared by Moxley Architects Ltd, is submitted on behalf of Warren Court Investments LLP who are the long lease holders of the site. The freehold owner is Transport for London, (TFL).

1.03 The scheme has been developed in conjunction with the client and the design team who are noted below.

● Montagu Evans	Planning + Heritage Statement.
● GVA Schatunowski Brooks	Daylight and Sunlight Assessment.
● Michael Barclay Partnership	Structural Assessment.
● Ferguson Brown	Energy Statement.
● Cole Jarman	Environmental Noise Survey.
● A Q Consultants	Air Quality Statement.

1.04 The host building comprises Warren Street Underground Station, (Northern and Victoria lines), retail units to the ground floor and a large masonry building to the rear of the site that houses residential units on the first to sixth floors.

1.05 The underground station element of the site was originally designed by Charles Holden and Stanley Heaps in 1934. Holden and Heaps completed a number of well know commissions for London Underground throughout the 1930's. The design of the new 6th and 7th floors propose a sensitive and scholarly response to the existing but disparate architectural elements on the site. The design has drawn not only on the elements of the original Holden and Heaps designs for this and their other commissions for London Underground, but also follows and respects the fenestration and detailing of the larger masonry residential block to the rear so that the proposals sit comfortably and unify the existing architectural styles. Further details of the design approach are included in Section 6.00.

1.06 The replaced sixth floor and the new seventh floor will be constructed using lightweight structural techniques to ensure that there are no additional loads taken into the existing structure and the Underground station. (Refer appendix 03, structural assessment, for details).

1.07 It is anticipated that sustainability Code level 4 will be achieved for the new dwellings.

View from the corner of Warren Street and Tottenham Court Road.

View of the site from Tottenham Court Road.

2.0 INTRODUCTION:

2.01 The site is located in the southwest of the London Borough of Camden close to the boundary with the City of Westminster. It forms part of the Fitzrovia Area Action Plan area and faces the Euston Area Plan to the north. The site is not within the Fitzroy Square Conservation Area that lies to the south. However, the site is within the Central London Area (Clear Zone Region) CLA.

2.02 The site lies in an area that has been subject to intense redevelopment over the years. The Regent's Place development to the north has a large mixed-use program of works that is under continuing development, while the development of the area around Euston Station to the east is a major objective of the Council and Government forming part of the long term strategy to accommodate the new HS2 terminal.

2.03 The intention of this document is to provide officers with an insight into the design processes that have informed the development of the scheme.

2.04 The format of this Statement generally follows that suggested in CABE's Design and Access Statement Guidelines 2006.

Aerial view of site

Camden's UDP Planning Policy Map with the site highlighted in red.

OS Location map of the site

3.0 THE SITE AND CONTEXT:

3.01 The Site:

3.02 Warren Court occupies a corner site at the intersection of Euston Road with the northern end of Tottenham Court Road (A400). The building also has a frontage on Warren Street, to the south.

3.03 Euston Road (A501) passes directly by the site to the north, and forms part of the Inner Ring Road, forming the northern boundary of the congestion charging zone. As a major arterial route through the city, it comprises four lanes at ground level, with a further four lanes forming an underpass at the intersection of Tottenham Court Road.

3.04 The planning policy issues that are applicable to the site are covered in the Planning and Heritage Statement submitted by Montagu Evans as part of this application.

3.05 The site lies outside of but between two Landmark Designated Viewing Corridors 2B.1 and 2A.2 from two locations on Parliament Hill (approximately 4.5km to the north) towards the Palace of Westminster. Within the corridors a height threshold of approximately 30m is stipulated. The proposal albeit outside of the corridors is 3.09m below the threshold to the highest point of the access cages over the vent shafts. The roof level of the proposal is therefore 4.21m below the 30.0m viewing corridor threshold.

3.06 On the following two pages we have shown the subject building in the context of its surroundings along the axis of both the Euston Road and that of Tottenham Court Road. The drawings show the existing and the proposed conditions.

Aerial view showing the site from the north east.

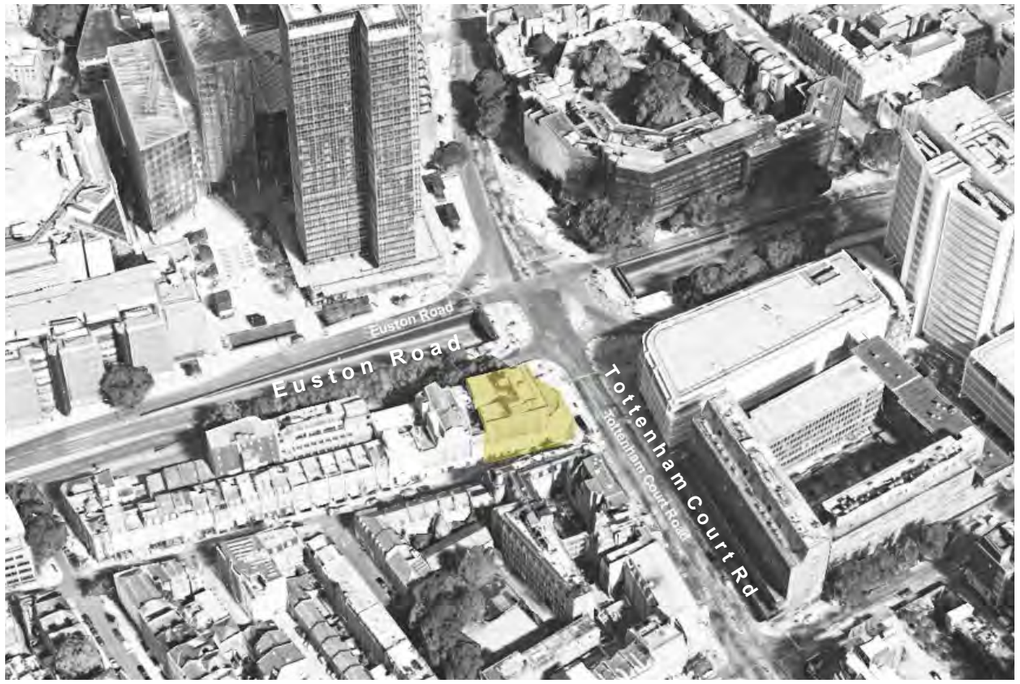
3.07 Adjacent Land Use:

3.08 The Euston Tower to the north, on the other side of the Euston Road, is a 36 storey commercial building.

3.09 Regent's Place, to the north west of the site across Euston Road, is a large mixed use development of over 13 acres, with buildings between 7 and 18 storeys. It is an ongoing development - with 310 apartments created since 2010 - and currently over 1,500,000 sq ft of occupied office space.

3.10 Fitzroy Court is to the south of the site across Warren Street, is a six storey building that extends south for two thirds of a block along Tottenham Court Road. The block houses several retail units, with the upper floors comprising a mix of hotel accommodation, office and residential units.

3.11 University College Hospital, across Tottenham Court Road to the east, is a major teaching hospital and critical care hospital, covering over 800,000 sq ft.



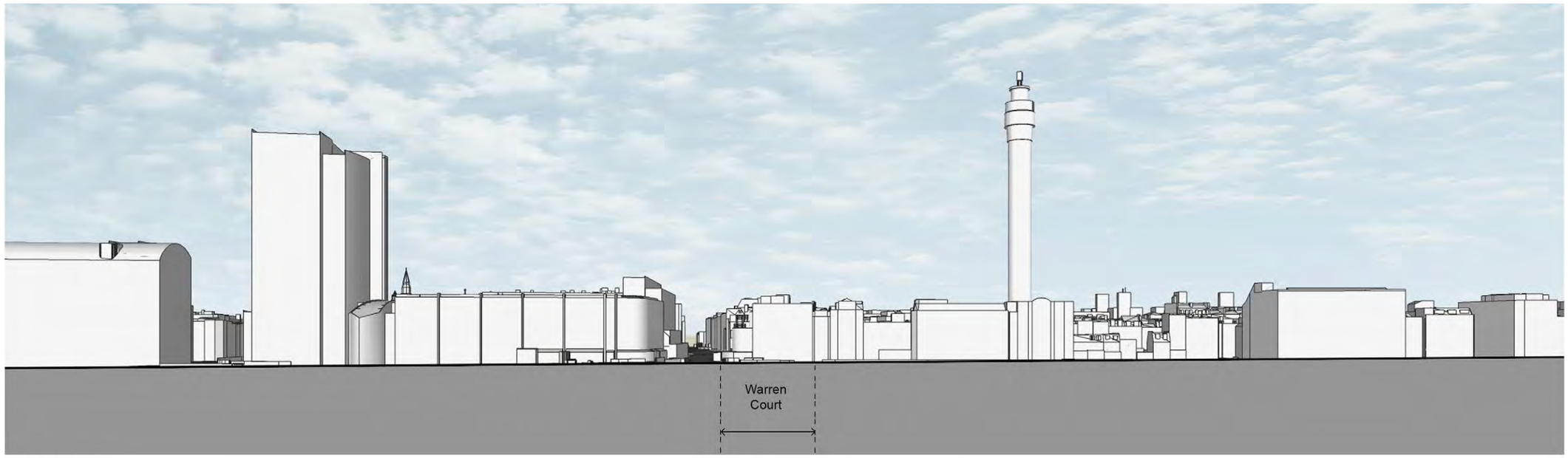
Aerial view showing the site from the south west.

Street Elevation - Tottenham Court Road:

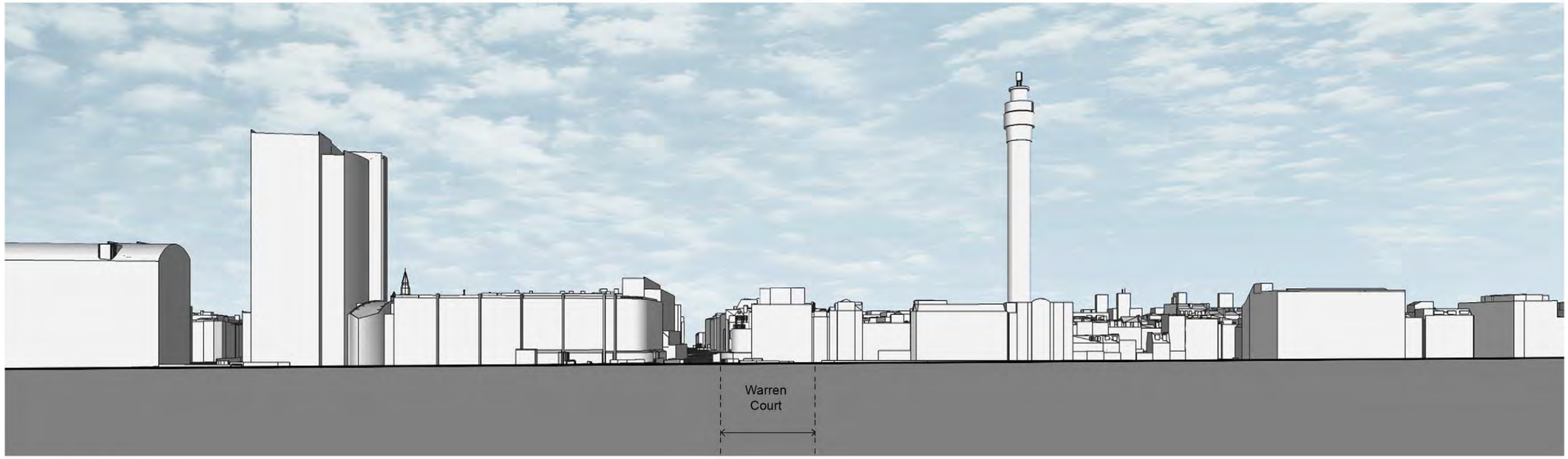
Existing Elevation

Proposed Elevation

Street Elevation - Euston Road:



Existing Elevation



Proposed Elevation

3.12 Historic Context:

3.13 The host building is constructed over and to the rear of Warren Street Underground Station. This station was originally named Euston Road, a name that still appears in some original tiling at platform level. (Refer photograph on page 15). The site lies to the east of a terrace of Grade II listed properties at 63-68 Warren Street and to the north, but outside of, the Fitzroy Square Conservation Area.

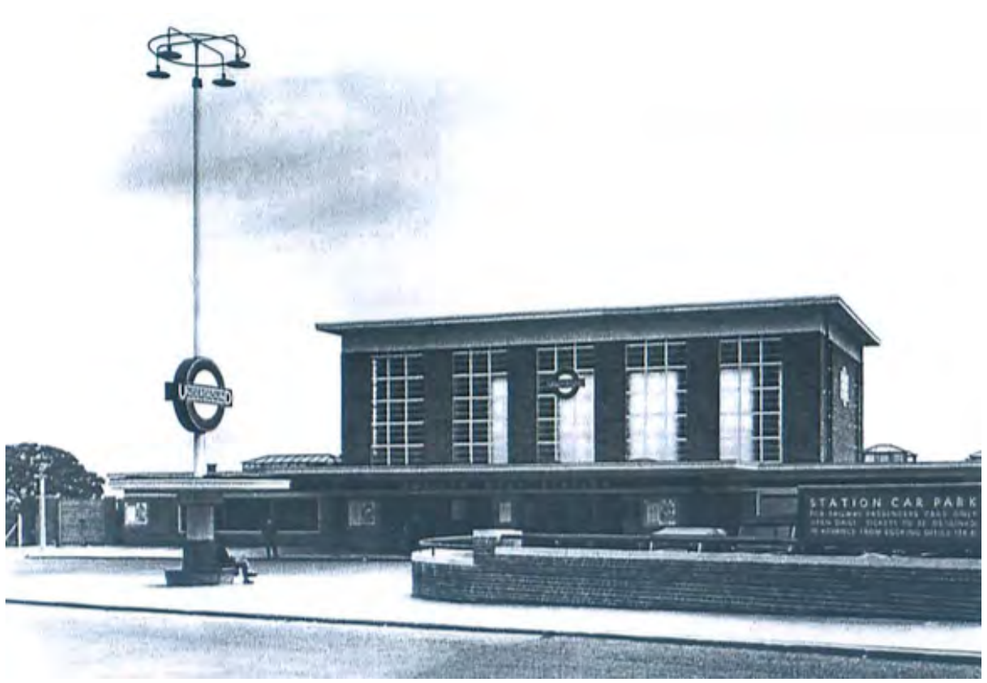
3.14 Warren Street underground station emerges from the pavement as a drum of Portland stone. The original design, by Holden and Heaps was implemented and took the form of that shown in the 1934 photograph shown to the right. The disposition and layering of geometric forms is typical of Holden's work, and this particular commission has its roots in Gunnar Asplund's Stockholm Library (1928) which Holden visited in 1930. An image of that building is given below.

3.15 The host building to the rear was completed some years later and forms a dense masonry block not unlike the Stockholm library. The fenestration of the host building is uncomplicated and uniform and does not sit particularly well with the architectural style of the underground station.

3.16 When built, the host building added a further brick storey above the original Portland stone drum. The building poorly finished at roof level where there is an existing residential unit that is set amongst plant rooms, water tanks and the underground station ventilation shafts.

Warren Street Station - Charles Holden & Stanley Heaps 1934. The retail and residential host building behind was a later addition.

Stockholm Public Library - Gunnar Asplund, 1928, visited by Holden prior to designing Warren Street Station.



Oakwood Station - Charles Holden & Stanley Heaps. The fenestration detailing depicted here has been remodelled for the east elevation of the proposals.

3.17 Further details of the original buildings and how the proposals relate to them are given in Section 6.00.

3.18 Transport and Access:

3.19 The site sits directly above Warren Street Underground Station, which is an interchange between the Victoria and Northern Lines. Both lines are deep level and are accessible by escalator.

3.20 Euston Station is an 8 minute walk north east along the Euston Road, providing an accessible link to the National Rail infrastructure. The proposed high speed rail link (HS2) to the North is to have a terminus at Euston station, pending government consultation, by 2033.

3.21 Euston Square, a 4 minute walk east along the Euston Road, provides access to the Metropolitan, Circle and Hammersmith and City underground lines. Services run west to Paddington, for National Rail services, and east to Kings Cross / St. Pancras, with National and International Rail links.

3.22 BUS SERVICES:

Buses North (Warren Street Stop X - Tottenham Court Road, approx. 75 meters):
10, 14, 24, 29, 73, 134, 390, N5, N20, N29, N73.

Buses South (University College Stop W - A400, approx 100 meters)
Bus numbers - 18, 30, 205, N205

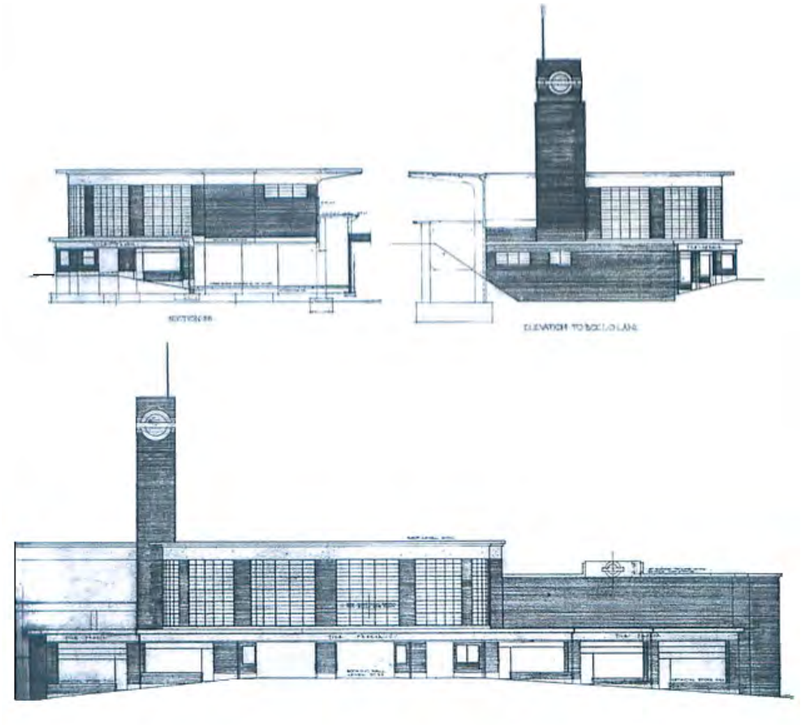
Buses West (Warren Street Stop V - Euston Road, approx. 75 meters):
Bus numbers - 18, 27, 30, 88, 205, N205

Buses East (Euston Square Stop Q - Euston Road, approx. 150 meters)
Bus numbers - 10, 18, 30, 73, 205, 390, N5, N20, N73, N205, N253

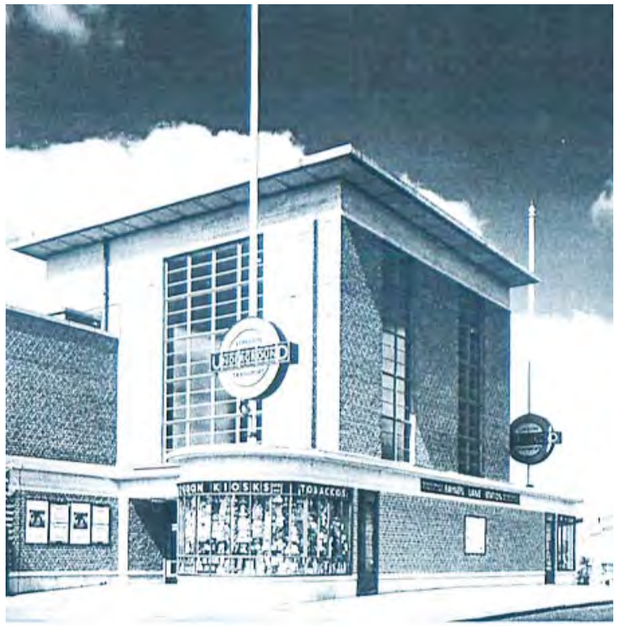
Buses within the immediate area provide direct services to much of central London: Hackney Wick to the east, Edgeware to the north, Clapham Common to the south and Chiswick to the west.

3.23 There is a public bike sharing station on the corner of Warren Street and Tottenham Court Road that is within 10m of the site.

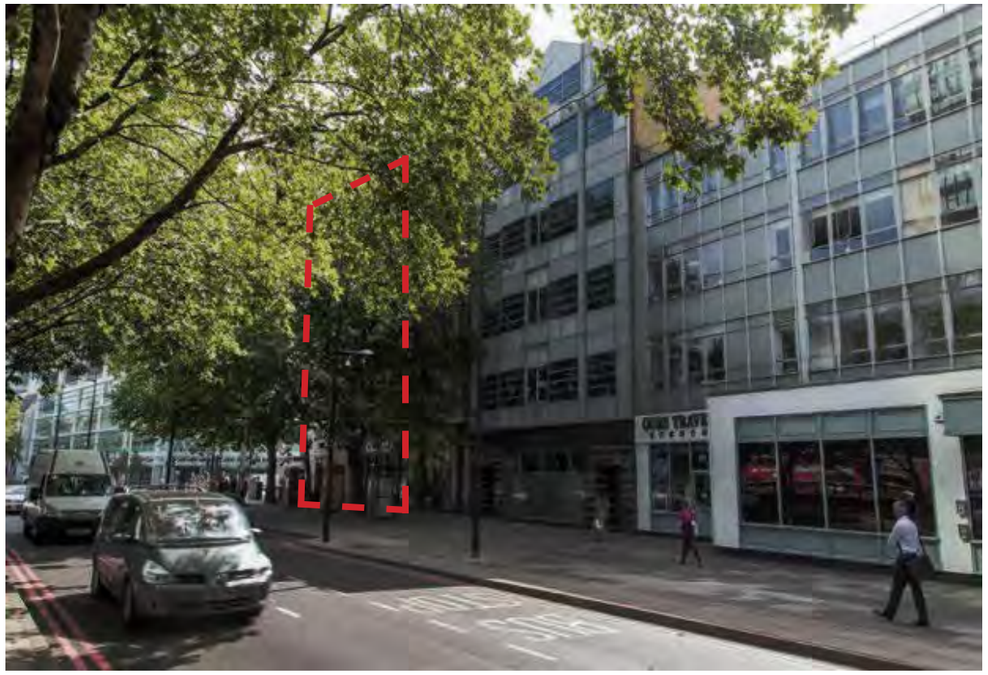
3.24 Due to the proximity of the tube station and numerous local bus routes, the site has a PTAL Rating of 6b (the highest rating).



Holden's designs for Chiswick Park Station. The design incorporates overhanging eaves, grouped rectilinear glazing and curved facades all of which are elements utilised in the proposals.



Rayners Lane station again showing overhanging eaves, grouped rectilinear windows and curved elements which are used within the proposals.



***297 Euston Road** - View of north elevation from Euston Road. Warren Court obscured by trees. (approx. line of the application site shown with a broken line).*

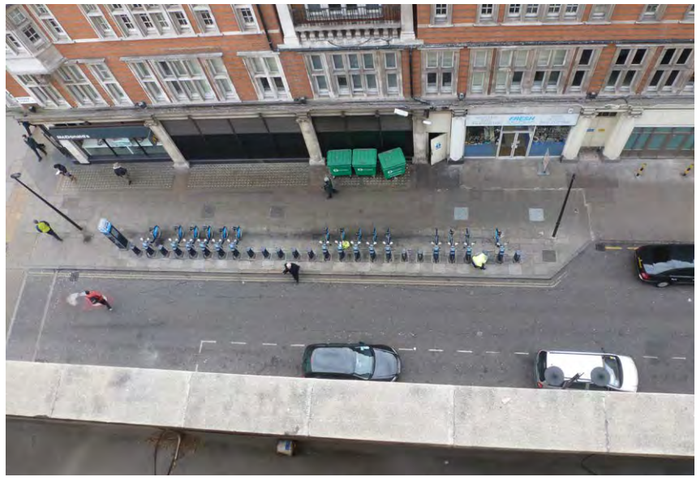
***University College Hospital** - (adjacent to the site) - View of north-west corner from Euston Tower.*

***Triton Square** - View of southern boundary of Regents Place from Euston Road*

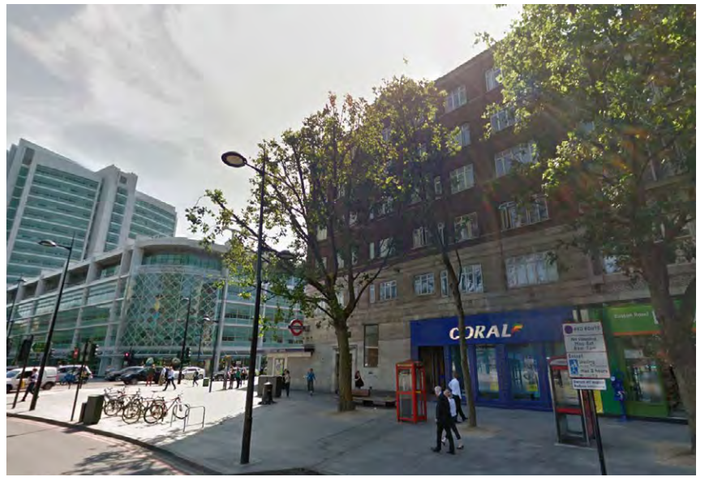
View looking north along Tottenham Court Road towards the site. Tube entrance just visible.

4.0 SITE PHOTOGRAPHS - 1:

View towards Warren Court with Euston Road passing east / west. Refer also the aerial view on page 15



View from the top of Warren Court showing the public cycle racks adjacent on Warren Street.

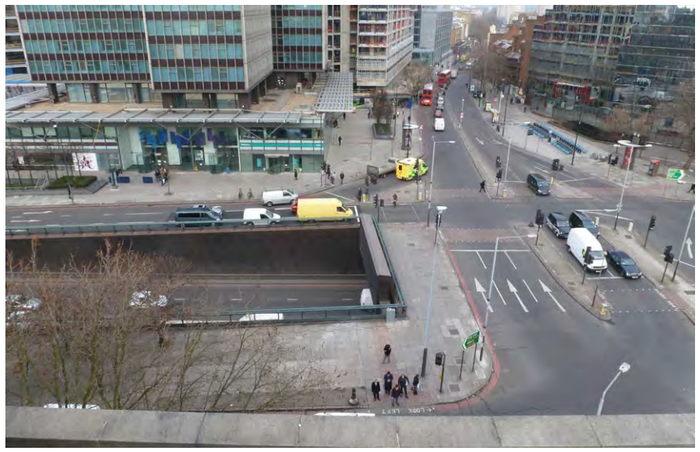


View of site looking east from Euston Road with UCLH building beyond.

View looking east towards the site from Warren Street

View taken from Warren Street underground station entrance looking down Warren Street.

View of the site taken from the north side of Euston Road.



View into Euston Road underpass taken from the rooftop of the application site.

Looking south down Tottenham Court Road.

View of the application site from Euston Road.

4.0 SITE PHOTOGRAPHS - 2:

View on the rooftop to the West

View of existing lift over run

View to West

View of adjoining residential windows taken from upper floor level

View of ladder access to roof level.

View down into the lightwell

Warren Street part elevation of the host building.

View into lightwell, looking East

Roofscape of the adjoining building

Aerial view showing the site in relation to both the Euston and Post Office Towers.

5.0 SITE CONSTRAINTS AND OPPORTUNITIES:

5.01 Site constraints:

5.02 The site is located above a deep level underground station that incorporates ventilation structures that run throughout the height of the building. These are to be extended.

5.03 Consideration of the effect of the proposals on daylight and sunlight levels on neighbouring buildings has been made and details in this respect, shown at Appendix 02, conclude that there is no unacceptable impact.

5.04 The building is on a prominent corner at the intersection of two main thoroughfares and therefore necessitates a sensitive design that is appropriate to this location, and that pays due respect to both the 1930's underground architecture as well as the masonry host building.

5.05 Site opportunities:

5.06 Improve the function and appearance of the existing building in a manner appropriate to Holden and Heap's style of architecture and that of the host building and that unifies both these disparate architectural styles.

5.07 Provide a tidy, appropriate and clean built termination at roof level.

5.08 Provide new high quality residential floorspace in a growth area with outstanding transport links that is within an area of growing residential uses as well as business and research enterprises.

5.09 Provides a net gain of one residential unit that is in line with National, Local, NPPF and London Plan policy.

5.10 Provides an appropriate visual marker for a major road intersection and transport hub.

Photograph showing the original station name within the wall tiling.

Existing entrance to Warren Court stair and lift lobby facing the Euston Road.

6.01 Existing Condition:

6.02 The existing host building accommodates a mix of self-contained residential units on the upper levels and retail units at ground floor level.

6.03 The existing residential unit at 6th floor level is poorly arranged and sits amongst plant, underground station ventilation shafts, water tanks etc.

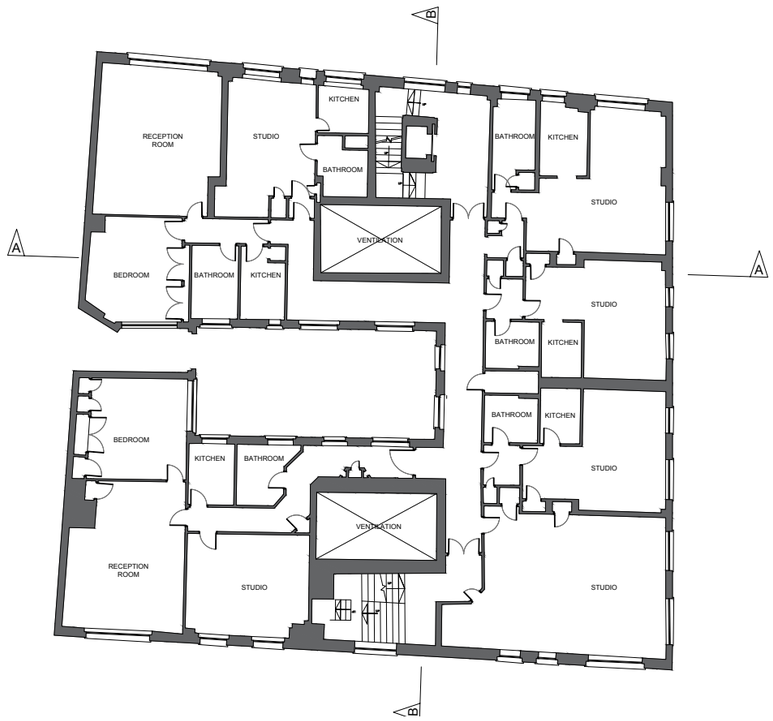
6.04 Warren Court sits above Warren Street Tube Station and takes its access from a discrete, 1930's design, entrance lobby to the north on Euston Road. N.B. This doorway and stonework will be repaired and restored as part of the works. (Refer photograph on page 16.

6.05 Access to the upper floor units is provided on the north elevation by a staircase which runs around a lift shaft, while a staircase to the south provides additional access for means of escape and maintenance purposes.

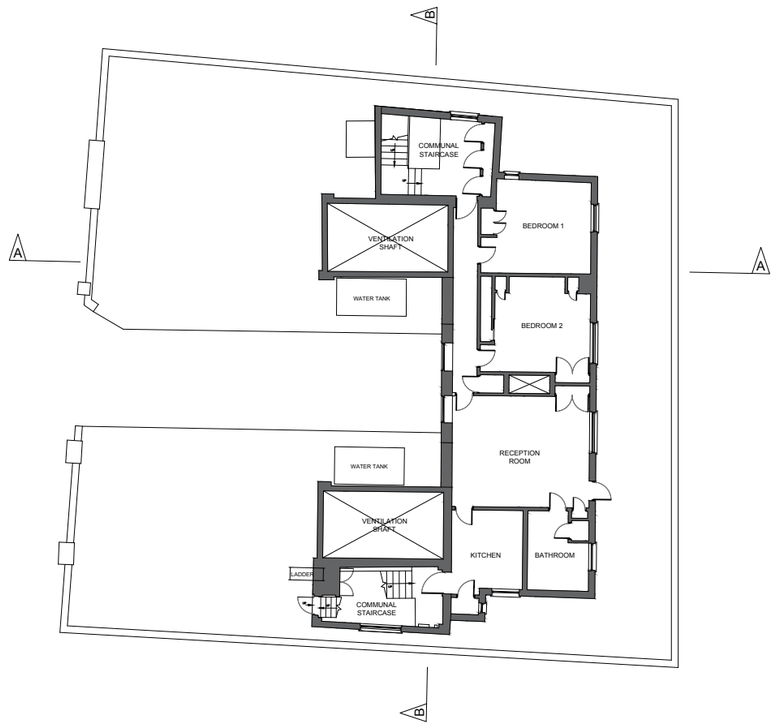
6.06 The host building is constructed primarily of red / brown multi-stock brick, with Portland Stone dressings to the ground and first floors as well as to cornicing and parapets. The whole is a cladding over a framed structure.

6.07 The original steel-frame windows to the host building have unfortunately been replaced with UPVC units.

6.08 The host building has a 3.00m FFL to FFL level which is a dimension replicated in the proposals.



Existing 5th floor plan.



Existing 6th floor plan.

Ventilation shaft

Existing roof looking west

Windows - south elevation

Central lightwell

6.09 Design Rationale and Access:

6.10 As we have noted there is merit in the work of the Underground stations architect, Charles Holden in the form of the station element of the site at ground and first floor levels. However, the ground to 6th floor host building to the rear is of a later and bulkier style. It does however make a passing reference to Holden's work in the form of the additional brickwork floor above the two stories of the Portland stone drum of the station entrance and the curved bay at 3rd and 4th floor levels on the Tottenham Court Road frontage.

6.11 The block is undistinguished, but is characteristic of the period, albeit poorly finished at 6th floor / roof level.

6.12 For the proposals it was considered important to complete and enhance the composition of the entire site, i.e. the station and the rear building by completing the roofscape by balancing the composition of forms to the rear and importantly to make stronger reference to Holden's station architecture whilst carrying through the rhythm of the fenestration up into the proposed new floors.

6.13 Scholarly research was undertaken into the elements that Holden and Heaps used in their Underground commissions to inform elements of the new design. Various completed commissions and sketches from the Holden and Heaps offices are shown within this document to give background to the evolution of the design. The design then developed further to incorporate the fenestration lines of the host building below.

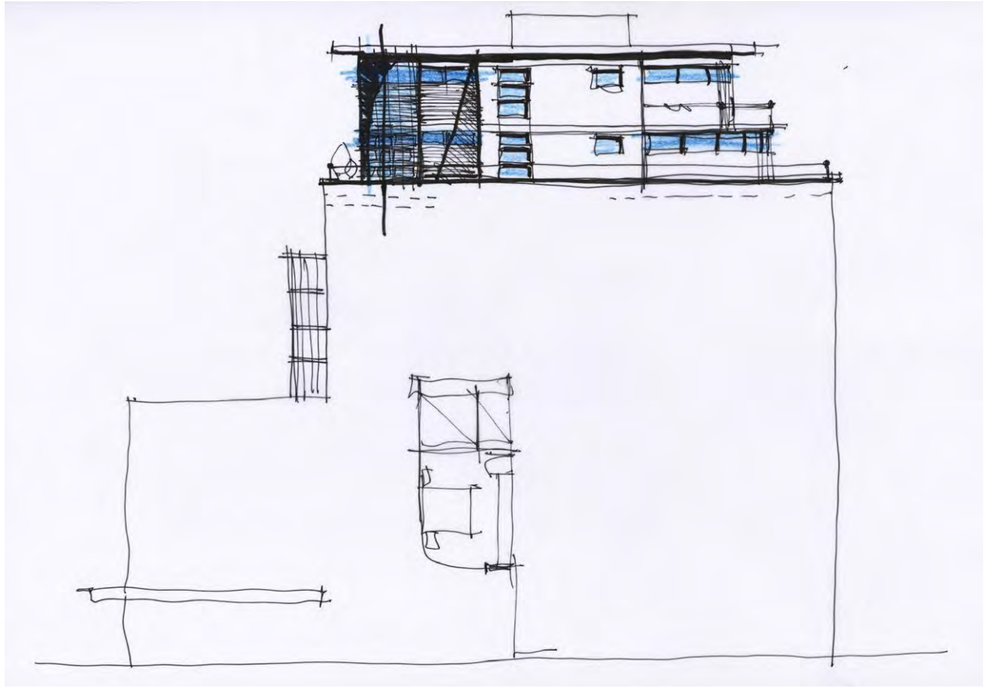
6.14 Daylight and sunlight parameters have also dictated the envelope of the proposal. Whilst in some instances this would hamper the visual development of a scheme, here it produced a stepping down to west that compliments the forms of adjoining buildings.

6.15 The two proposed residential units are placed over two floors and wrap around the 'U' shaped plan of the main building. Access is taken from the existing lift and stair core that are extended up to accommodate the proposals. In the finished design, the extended core and adjacent bathroom have been expressed externally so as to line through with the central window composition of the host building below.

6.16 The principle design elements provide a measure of horizontality, curved elements, overhanging eaves and rectilinear window configurations all of which is very typical of Holden's work but also, in the revised design pay further respect to the host building.

6.17 The proposed materials for the 6th and 7th floors have been taken directly from the host building so that the whole will read as one composition. As the structural loads of the proposal are a key factor of the design, the new brickwork will be in the form of brick slips, fixed back through insulation layers, to a lightweight structural frame behind.

6.18 The proposals have taken into consideration the requirements of the two London Underground vent shafts that carry through the height of the existing building from the station below. These shafts have been carried through the proposed scheme and terminated at roof level as they currently do with access cages and lifting beams. New roof plant is placed to the rear of the vents. (Refer to the Energy Statement - appendix 4 attached seperately - for further details).



Initial design concept sketch incorporating overhanging eaves, curved frontages and rectilinear window configurations, all of which are Holden design elements.

Render of early design concept pre-integration of the host building fenestration.

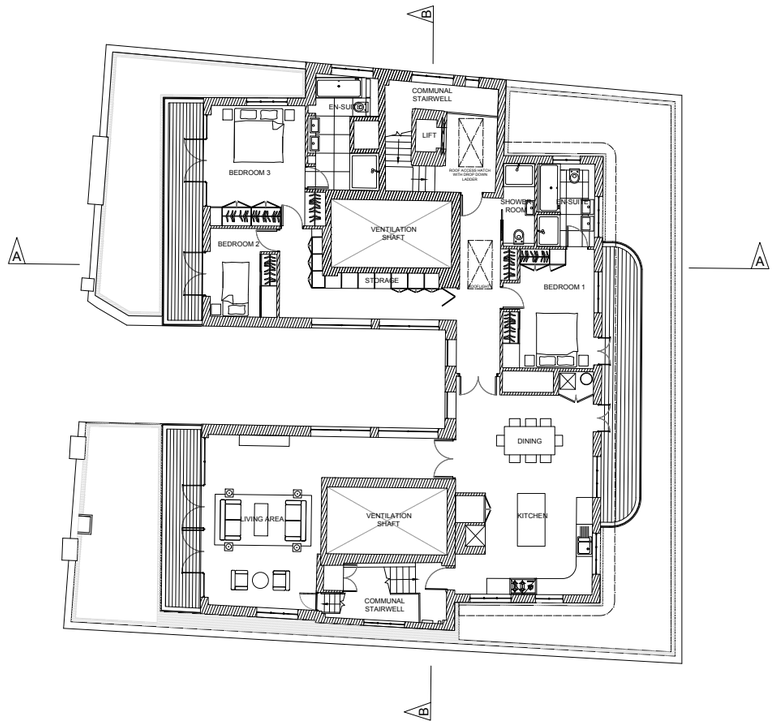
6.19 The current service access route to the vent shafts at roof level is taken via an external cat ladder. The proposal is to remove this visually intrusive element and provide safe, internal access via a drop down ladder and access hatch from 7th floor within the communal staircase. Access across the roof level is protected by a clip on ‘mansafe’ system.

6.20 Due to the building sitting above an underground station and being surrounded on three sides by busy roadways, there is no car or cycle parking available to the site

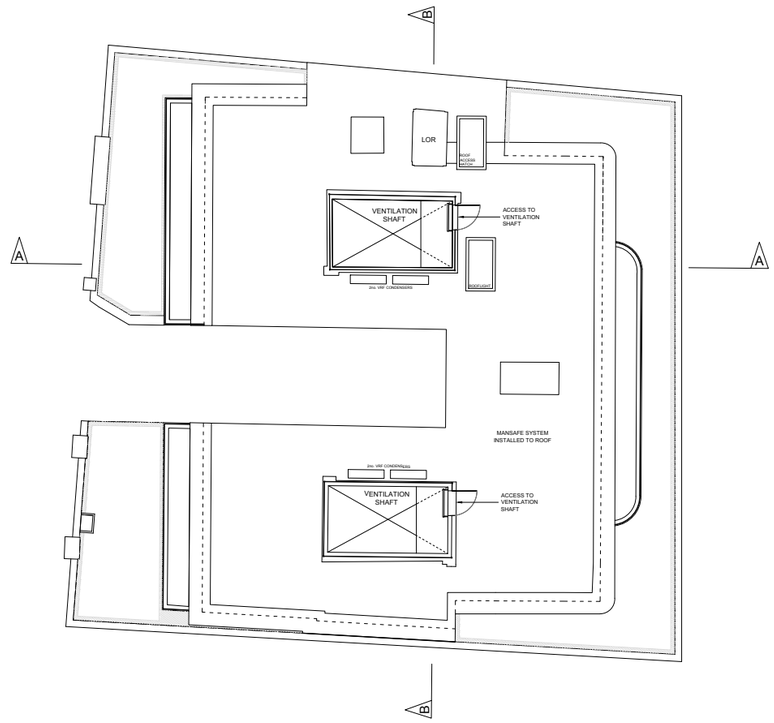
6.21 There is a public bike sharing station on the corner of Warren Street and Tottenham Court Road that is within 10m of the site. (Refer also top middle photograph on page 13).

6.22 Refuse and recycling will be as the current situation whereby the building’s facilities manager collects refuse from outside each unit on a daily basis, this is then left outside the building on Warren Street where daily collections are made by Camden.

6.23 Studies have been undertaken to cover the issues of daylight and sunlight, structure, energy, noise and air quality. These studies are attached as the appendices to this document.



Proposed Seventh Floor Plan



Proposed Roof Plan

6.24 Lifetime Homes:

6.25 The proposed units have been designed where possible to accord with the 16 criterion of the Lifetime Homes Standards as required by Policy 3.8 of The London Plan.

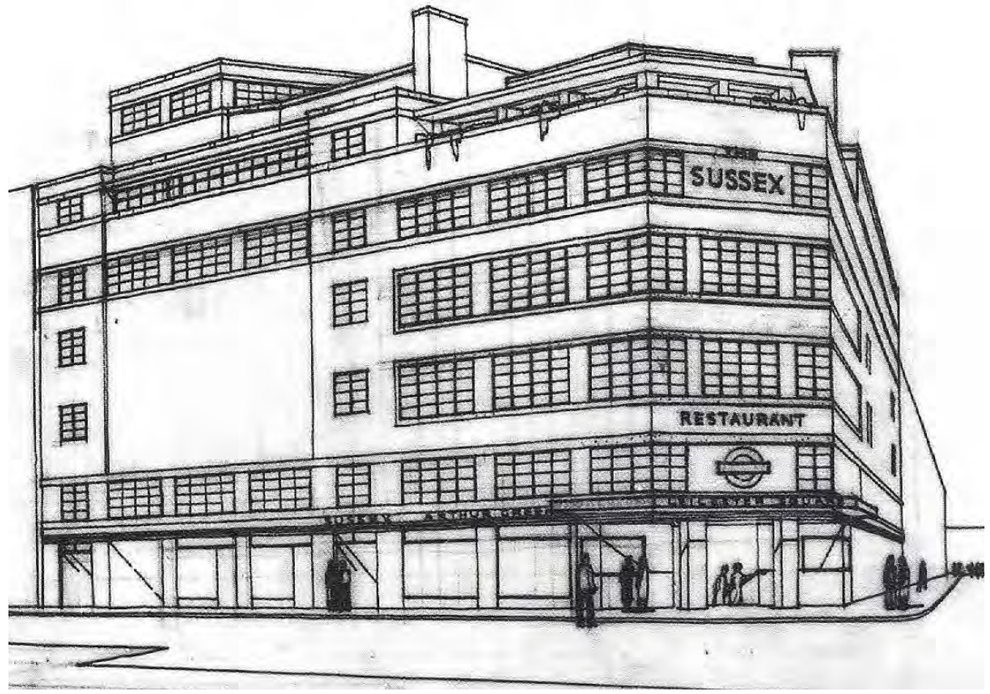
6.26 As the proposals are additional levels to an existing building, it is not possible to apply all of the criterion as one would be able to do with a new build scheme. Below we have listed the criterion and commented on each as appropriate.

1. Car Parking - there is no car parking available for the existing building as it sits above an underground station and is surrounded by major roadways.
2. The distance from the car parking is as short as is practicable - not applicable - refer criterion 1 above.
3. Level approach to entrances - an existing single threshold step exists at street level. The entrance to the proposed units is level from both the stair and the lift access points.
4. The residential entrance and lobby are illuminated and have effective clear opening widths - compliant.

5a. A communal stair to the residential units provides easy access with a uniform rise less than 170mm and uniform going of 250mm. Handrails are 900mm high and extend 300mm beyond the top and bottom of the stair. The new stair from 6th to 7th floor will be compliant.

5b. The provision of a lift is not a Lifetime Homes requirement, however the existing lift will be extended up to the levels of the proposed units.

6. Doorways have a minimum clear opening of 750mm with 900mm corridors - compliant.
7. New units should have adequate turning space for wheelchairs in dining and living and corridor areas - compliant.
8. The living room of all units are to be at the entrance level of each unit - compliant.
9. Bedroom are at the entrance level of units with two or more stories - not applicable, but both proposed units are single level apartments and therefore compliant.
10. Entrance level wc and shower - compliant.
11. Bathrooms and toilets are capable of taking adaptations such as handrails - compliant.
12. Stairs and lifts for dwellings of two or more storeys - not applicable.
13. Ceilings above bedrooms and bathrooms in each unit can support a hoist - compliant.
14. Provide sufficient space in the main bathroom in accordance with criterion 14 - compliant.
15. All glazing in living areas should be below 800mm above finished floor level - compliant.
16. Switches and controls to be at a usable height (450-1200 AFF) - compliant.



Holden's preliminary design for Leicester Square Station.

Warren Court, Euston Road, NW1 3AA:

Warren Court Investments LLP:

 March 2016 Revision A July 2016

AREA SCHEDULE: GROSS EXTERNAL

Unit	Floor Level	Area: (sq.ft)	Area: (sq.m)
EXISTING	Sixth	1270	118
	TOTAL:	1270	118
PROPOSED	Sixth	2895	269
	Seventh	2486	231
	TOTAL:	5382	500

NOTES:
Areas are based on the survey received from Engineering Land and Building Surveys Ltd.

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Warren Court, Euston Road, NW1 3AA:

Warren Court Investments LLP:

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AREA SCHEDULE: GROSS INTERNAL

Unit	Floor Level	Area: (sq.ft)	Area: (sq.m)
EXISTING	Sixth	1066	99
	TOTAL:	1066	99
PROPOSED	Sixth	2465	229
	Seventh	2077	193
	TOTAL:	4542	422

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AREA SCHEDULE: NET INTERNAL

Unit	Floor Level	Area: (sq.ft)	Area: (sq.m)
EXISTING	Sixth	753	70
	TOTAL:	753	70
PROPOSED	Sixth	1884	175
	Seventh	1528	142
	TOTAL:	3412	317

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Warren Court Investments LLP:

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AREA SCHEDULE: AMENITY

Unit	Floor Level	Area: (sq.ft)	Area: (sq.m)
EXISTING	Sixth	840	78
	TOTAL:	840	78
PROPOSED	Sixth	1184	110
	Seventh	420	39
	TOTAL:	1604	149

NOTES:
Areas are based on the survey received from Engineering Land and Building Surveys Ltd.

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7.00 CONSTRUCTION MANAGEMENT PLAN:

7.01 Introduction.

7.02 This site, like many London sites, is subject to a complex and demanding set of constraints. It is surrounded by a mix of commercial, retail and residential properties. Whilst operating within this challenging context, the priority will be to provide security and to protect residential amenity.

7.03 This Construction Management Plan (CMP) provides a broad outline of the activities that will take place during the construction phase and sets out the strategies that are being proposed to address these.

7.04 The elements within this CMP will be developed further during the course of the preparation of the production information drawings as well as through the tendering process and with the successful contractors input. It is intended to develop this CMP in conjunction, and consultation with local residents, and the London Borough of Camden.

7.05 The following items provide a brief outline scope of the works. It is initially anticipated that the works will take in the order of 12 months to complete.

- Preparation of Party Wall awards.
- Hoard off / protect the site.
- Strip out internal structures and demolish the 6th floor slab, structures and plant, etc.
- Retain some demolished material on site at 5th floor level so that unloading of the Under ground does not occur.
- Construct the lightweight frame and clad.
- Remove retained material to balance loading on the tube tunnels.
- Construct internal walls, doors, finishes, etc.
- Repair existing fabric and redecorate as appropriate.
- Complete terrace works and clean and clear site.

7.06 General.

7.07 Material movements are likely to be via hoists from footpath level to the top of the building.

7.08 The programme assumes standard permissible working hours of 0800 – 1800 Monday to Friday, 0800 to 1300 on Saturdays, and construction vehicles allowed to arrive from 0730 in preparation for work to begin. There will be no Sunday or Bank Holiday working without the specific prior agreement of the Local Authority.

7.09 Quality of life during construction.

7.10 The site is located in an area containing a mix of uses, and inevitably any form of development will cause an element of disturbance. However, the client is committed to ensuring that the re-development of the site is undertaken in such a manner as to minimise disruption to local businesses and residents as far as is practicably possible.

7.11 This document sets out the initial construction approach proposed, and is intended to demonstrate that the Project Team is aware of the potential issues arising.

7.12 Safety.

7.13 Safety is of paramount importance. The presence of nearby business residential properties requires that detailed thought is given to account for the particular safety issues arising particularly with regard to deliveries to and from the site.

- Site security will be provided with measures put into place to prevent unauthorised access into the site.
- Any scaffolding and any temporary roof structure will be secured through the use of alarms.
- The site will be fully hoarded/protected to provide a barrier to falling items.
- Site lighting will be installed, however, this will be provided in such a way as to minimise glare.
- Departure and arrival of site traffic will be restricted to avoid the rush hours, and site traffic will use pre-agreed access routes.

7.14 The Principal Designer, in accordance with the requirement of the CDM Regulations, will ensure that all stages of the development process pay due regard to all health and safety issues and requirements. The Principal Contractor will be responsible for health and safety issues for all works carried out on site.

7.15 A full risk analysis and appropriate assessments will be undertaken at the start of the project to identify all elements of the design and the construction process that could present risk to - the public, and in particular neighbouring occupiers, operatives employed on the project and the end users of the properties.

7.16 Once identified the appropriate steps required to mitigate these risks will be recorded, incorporated into method statements and implemented.

7.17 Liaison with Local Residents - One of the key ways of minimising misunderstandings will be to ensure that proper lines of communications are established. To this end -

- The selected contractor will be required to nominate a senior member of their project based team to assume the role of Liaison Officer with businesses and residents. This individual will be responsible for keeping interested parties informed of on-going activities by issuing regular written updates and by personal contact. He or she will also be available to respond to any particular issues that arise on a day-to-day basis.
- The contractor will also be obliged to become a member of the Council's "Considerate Constructors Scheme." This will assist in ensuring that a high standard of site hoardings, protection and lighting are achieved and maintained on this project. Details of a typical Considerate Constructors Scheme follow at Sections 7.36 to 7.47.
- The contractor will be responsible for providing security on site and particular attention will be paid to areas of interface with adjacent properties.
- Emergency contact numbers will be issued by the contractor.

7.18 Party Walls.

7.19 Party Wall Awards and schedules of existing conditions will be put in place with the appropriate neighbours before any works start.

7.20 Any percussive works to party walls will be previously notified to party wall neighbours and be undertaken during specified “noisy works” periods, and not outside of those hours.

7.21 Site Access and Traffic.

- Specific attention will be given to times when materials can be moved on to and off the site.

- The contractor will be obliged to ensure that all vehicular movements are planned in accordance with his Traffic Management Plan to ensure minimal disruption to local residents and that surrounding highway movements are not compromised. The design team will develop a traffic management strategy that will be finalised in conjunction with the relevant stakeholders.

- Contractor’s operatives personal parking, if allowed, will be controlled and managed away from the site.

- Parking bay suspensions, if required, will be agreed with the local authority prior to any works starting.

7.22 Site waste management during construction.

7.23 Prior to commencement of construction a detailed Site Waste Management Plan (SWMP) will be prepared.

7.24 This will be developed in accordance with the relevant legislation, namely:

- The Construction Site Waste Management Plans Regulations 2008
- The Environmental Protection (duty of care) Regulations 1991
- The Environmental Protection Act 1991
- The Hazardous Waste (England and Wales) Regulations 2005
- Guidance from the DTi report Site Waste Management Plans – Guidance(2004) and/or the Statutory Guidance published by Defra.

7.25 The plan will address the following hierarchy of waste disposal:

- Eliminate Waste - Avoid producing waste in the first place
- Reduce Waste - Minimise the amount of waste produced.
- Re-Use Waste - Use items as many times as possible
- Recycle Waste - Recycle where possible following re-use
- Dispose of Waste - Dispose of what cannot be recycled in a responsible way

7.26 Within the plan, the Client, the Principal Contractor, the person who drafts the SWMP, and the person responsible for coordinating and monitoring the relevant activities will be identified.

7.27 The SWMP will contain the classification of anticipated waste materials and their respective expected quantities, together with the targets for reuse and recycling. There will be details of where materials taken off site will be either processed or otherwise disposed of. It will also describe the monitoring process and frequency of updating of forecasts.

7.28 The SWMP will confirm that the records at the end of the project will be reviewed, and a report, together with the records, will be retained by the Client within the Health & Safety File for a minimum of two years.

7.29 Noise and vibration.

7.30 Noise and vibration tends to be a principal concern of adjoining owners and residents. Unfortunately some noise is inevitable, but the following measures should reduce its impact.

- All noisy activities will be restricted to set hours, agreed with the Council’s Environmental Health department to minimise disturbance to residents;

- Noise and vibration on the site during construction will be generated by vehicle movements, machinery, and hand held tools. As noise cannot be eliminated entirely, specific control measures will be put in place so that, as far as reasonably practicable, noise and vibration from construction activities have the least possible impact on adjoining properties and residents.

- Ambient noise levels will be established before the works as a benchmark for achievement.

- Construction plant and methods of construction will be selected that generate the least possible noise and vibration. Engines will be regularly maintained and attenuated, and switched off whenever possible. For demolition activity cutting or crushing techniques will be used wherever possible, instead of breaking, and other impact techniques.

- Acoustic screening may be erected around some operations, if the noise is likely to be prolonged. This will also serve as a visual and dust barrier.

- There will be operations that have higher noise or vibration levels than ideal. These may be undertaken within restricted periods following discussion with the relevant parties and local residents.

- Noise levels will be monitored during the course of the works to establish levels and determine what control measures are required.

7.31 Air pollution.

7.32 The following precautions will be undertaken in respect of avoiding air pollution.

- Plant and machinery will be regularly maintained in order to manage emissions, and will be switched off whenever possible.
- Plant and machinery may be screened if appropriate.
- Hoardings and screening will be used to isolate areas of dust generating activity.
- Cutting and crushing techniques will be used wherever possible, as these generate less dust, and will be damped down at the place of work.
- Damping down of dust in dry conditions will be carried out using water sprays.

- Where necessary, effective vehicle washing facilities will be provided for vehicles leaving the site.
- Waste containers leaving site will be sheeted.
- Adjacent roads will be cleaned of any site-generated debris.
- Burning of materials on site will not be allowed.

7.33 Sheeting off.

7.34 In order to reduce the visual impact of work being carried out, framed sheeting may be used.

7.35 This will have the added advantages of containing dust, maintaining neighbours privacy, and weatherproofing of the works thereby allowing work to continue during inclement weather.

7.36 Outline Considerate Constructors Scheme.

7.37 Consideration - all work is to be carried out with positive consideration to the needs of traders and businesses, site personnel and visitors, pedestrians, shoppers and the general public. Special attention is to be given to the needs of those with sight, hearing and mobility difficulties.

7.38 Environment - noise from construction operations and all other sources is to be kept to a minimum at all times. Consideration should be given to the selection and use of resources, using local wherever possible. Attention should be paid to waste management and the avoidance of pollution - recycling of surplus materials is encouraged.

7.39 Cleanliness - the working site is to be kept clean and in good order at all times. Temporary safety barriers, lights and warning signs are to be maintained in a clean and safe condition. Surplus materials and rubbish shall not be allowed to accumulate on the site or spill over on to the surrounding environment. Dust from construction operations is to be kept to a minimum.

7.40 Neighbourliness - general information regarding the scheme is to be provided for all neighbours affected by the work. Full and regular communications with neighbours, including adjacent traders and businesses, regarding programming and site activities is to be maintained from pre-start to completion.

7.41 Respect - respectable and safe standards of dress shall be maintained at all times. Lewd or derogatory behaviour and language will not be tolerated, under threat of severe disciplinary action. Pride in the management and appearance of the site and the surrounding environment is to be shown at all times. Operatives are to be instructed in dealing with the general public.

7.42 Safety - construction operations and site vehicle movements are to be carried out with care and consideration for the safety of the general public, traders, shoppers as well as site personnel. No building activity should be a security risk to others.

7.43 Responsibility - all site personnel, specialist sub-contractors, drivers and any other persons working on the site shall understand and implement the obligations of this Code, and will monitor their compliance with it.

7.44 Accountability - posters are to be displayed around the site, giving names and telephone numbers of staff who can be contacted in response to issues raised by the general public, traders, shoppers and others affected by the site operations.

7.45 Complaints - complaints received from any source will be recorded giving name, telephone number, the nature of the complaint together with the site concerned.

7.46 Nature of complaint headings:

Noise. Abusive language. Road conditions. Dirt / Dust. Other Safety. Parking. Inconsiderate behaviour.

7.47 The site manager will be informed of the nature of the complaint and will be advised of the name and details of the complainant together with any suggested manner to deal with the complaint. The complainant will be contacted by the site manager after approximately two days and asked if the complaint has been properly dealt with.