

# Construction Management & Phasing Plan

pro forma v2.0

# Contents

<b>Internal review sheet</b>	<b>3</b>
<b>Introduction</b>	<b>4</b>
<b>Timeframe</b>	<b>5</b>
<b>Contact</b>	<b>6</b>
<b>Site</b>	<b>8</b>
<b>Community liaison</b>	<b>11</b>
<b>Transport</b>	<b>14</b>
<b>Environment</b>	<b>24</b>
<b>Agreement</b>	<b>28</b>

# Review

## For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

## Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	<i>(attach appendix if necessary)</i>
Sign off	

## Draft

Community liaison	
CLOCS	
Transport	
Highways	
<b>Parking</b>	
Environmental health	
<b>Sustainability</b>	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance ([CPG](#) [6: Amenity](#) and [CPG](#) [8: Planning Obligations](#)).

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

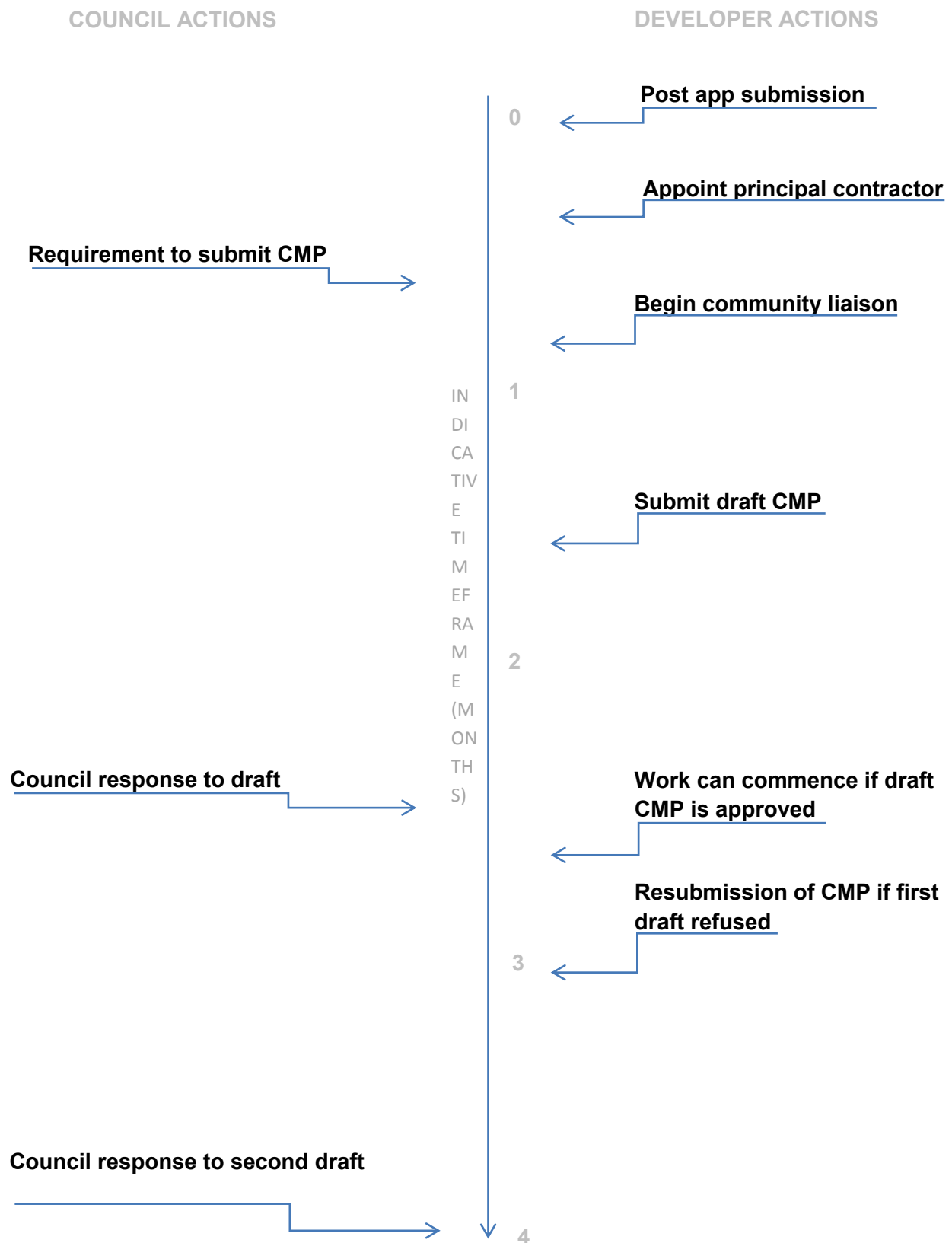
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

# Timeframe



# Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: St Giles Circus site including: site of 138-148 (even) Charing Cross Road 4 6 7 9 10 20-28 (inc) Denmark Street 1-6 (inc) 16-23 (inc) Denmark Place 52-59 (inc) St.Giles High Street 4 Flitcroft Street and 1 Book Mews London WC2

Planning ref: 2012/6858/P

Type of CMP - Section 106 planning obligation/Major sites framework:

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

Name: Neil Keogh

Address: 23 Denmark Street, London, WC2H 8NH

Email: neil.keogh@skanska.co.uk

Phone: 0330 105 1286

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Neil Keogh

Address: 23 Denmark Street, London, WC2H 8NH

Email: neil.keogh@skanska.co.uk

Phone: 0330 105 1286

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3.

Name: Eleanor Stewart

Address: 23 Denmark Street, London, WC2H 8NH

Email: eleanor.stewart@skanska.co.uk

Phone: 0330 105 1295

5. Please provide full contact details of the person responsible for community liaison/dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the responsible Camden officer.

Name: Eleanor Stewart

Address: 23 Denmark Street, London, WC2H 8NH

Email: eleanor.stewart@skanska.co.uk

Phone: 0330 105 1295

6. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Rory McKinnon

Address: 23 Denmark Street, London, WC2H 8NH

Email: rory.mckinnon@skanska.co.uk

Phone: 0330 105 1290

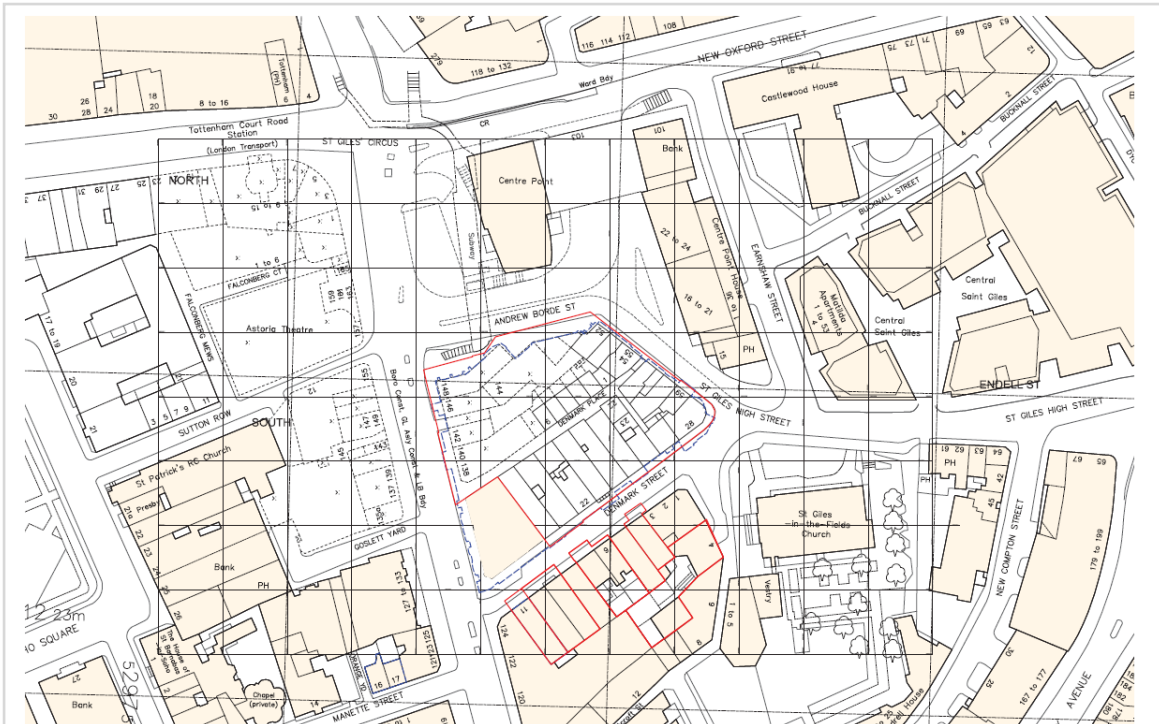
# Site

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

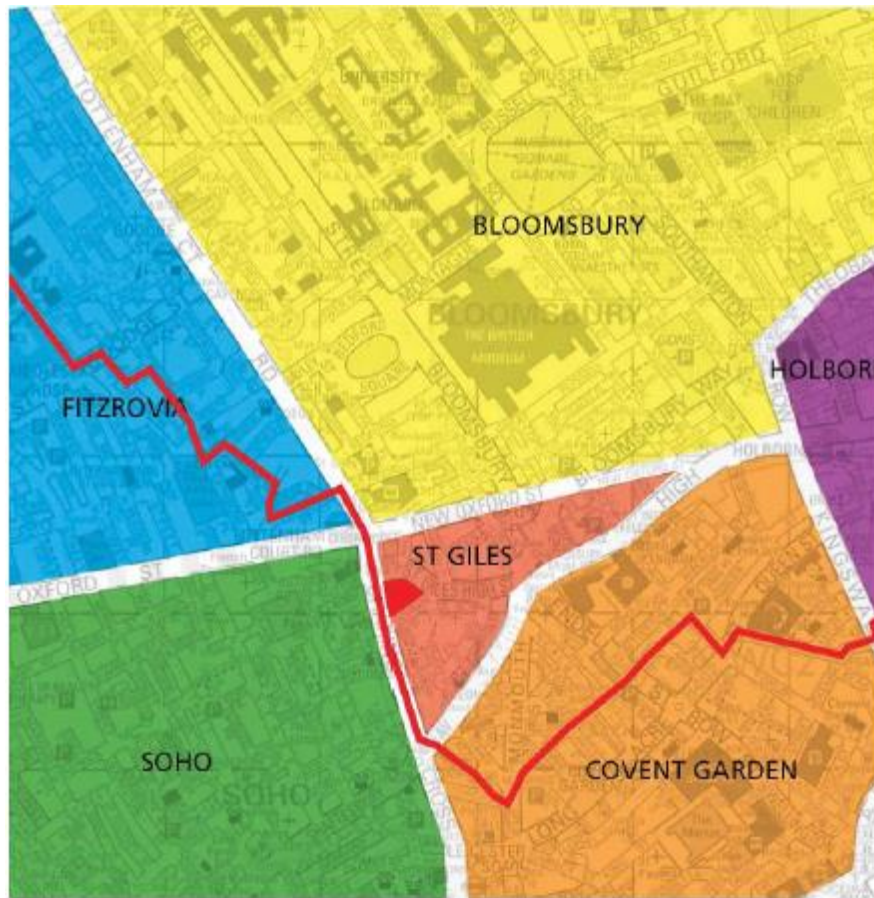
The development comprises the demolition of Denmark Place properties and retention of the façade on St Giles High Street (by others), and new build elements and refurbishment. The development is split into Zones 1-3 with Skanska working on Zones 1 and 2. The site occupies an irregular quadrilateral of land boarded by Denmark Street, Charing Cross Road, Andrew Borde Road and St Giles High Street. The site is adjacent to the new (not yet completed) Tottenham Court Road Crossrail station, and the Centre Point redevelopment, adjacent to the intersection of Oxford Street, Tottenham Court Road and Charing Cross Road. Zone 1 comprises new build construction with retained façade of York Mansions along St Giles High Street. It includes a 4 level basement for an event space, offices, retail, residential, and a hotel. Zone 2 comprises mostly refurbishment of existing properties north of Denmark Street, including retained facades to be repaired and new roof extensions and conversion to office, retail and residential.

One of the aims has been to develop a place that combines physical structure with digital and media content to act as a physical and virtual portal locally and worldwide. This will be complimented by a range of shops, cafés and restaurants that will invigorate the area. Equally it will offer support spaces such as hotel, conference, office and living accommodation which will build upon the thriving community that is the west end.





Site Location Plan



Central areas around St Giles Circus

2. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

St Giles Circus comprises the construction of a 4 storey deep concrete basement structure, 4 new structures above ground varying in height between 4 – 7 storeys and the refurbishment of existing buildings 20 – 28 Denmark Street and 59 St Giles High Street. The new structures will be founded on deep bearing piles with cast in place columns to enable top down construction. The structures of the new buildings are a combination of steel frame with concrete cores and traditional reinforced concrete frames.

The envelope will vary on each building. Building A will consist of metal cladding, glazed curtain wall, masonry granite cladding to columns and beams, triple storey metal clad louvres which will pivot and slide to one side, sliding glazed terracotta privacy panels and bespoke sliding door system at ground floor. Building B will include metal cladding, glazed curtain wall, masonry cladding to columns and beams, triple storey metal clad louvres which just pivot, sliding glazed terracotta privacy panels, retained existing façade, glazed mansard and bespoke sliding door system at ground floor. Building C will consist of double glazed casement windows, white glazed brickwork, black brickwork, Portland stone shopfronts and red clay brickwork. Building D will comprise of London stock brickwork, black brickwork, white glazed brickwork, double glazed sash windows, retained existing façade, metal clad shopfronts and glazed mansard.

Internally the buildings will have a variety of uses including event space at ground floor and within a box in box structure below ground, commercial office space, retail, hotel and residential. Office space will be fitted out to CAT A and all other areas will be completed as shell and core.

The successful delivery of this project will be dependent on a well organised logistics plan. The site is located within a busy part of London that experiences high levels of vehicle and pedestrian traffic as well as being in close proximity to several other construction projects. Over the course of the last 6 months, Skanska have engaged with the neighbouring stakeholders, including Brookfield/Almacantar, TWBN/LUL and Laing O'Rourke/Crossrail as well as Camden, City of Westminster, TFL, TFL Buses and TFL Strategic Forward Planning and have agreed a detailed traffic and logistics plan for each phase of this complicated project.

There are several important stakeholders who have an influence upon the project with whom which all the works will be coordinated with to ensure the project success. Of particular importance are Crossrail and LUL who possess assets located within the project boundary. Skanska have worked closely with the design team and have developed the construction sequence to ensure the structural integrity and required ground movements are not exceeded. This has been agreed in principle with Crossrail.

Our traffic management plan has been developed in conjunction with the Construction Management Plan in order to ensure that the impact of our construction work on local residents, occupiers and immediate highway network is kept to an absolute minimum.

The site is located within a conservation area and nearby several listed buildings. Where work is required near the listed buildings, it will be carried out carefully and with due care to ensure that there is no damage caused to the buildings. Where practical, protection will be used, such as scaffold and monarflex, plywood protection or correx. All the listed buildings have been surveyed by a conservation consultant and will be subject to repair and refurbishment in line with the listed building consent.

3. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

The following neighbours are likely to be affected by our construction works;

- Residential neighbours on Denmark Street, Sheldon Mansions & Centre Point House
- Retail on Denmark Street and adjacent streets (mainly music shops which are a part of the project)
- LUL & TWBN
- Crossrail & Laing O'Rourke
- Almacantar & Brookfield

Our track record on liaising and engaging with our neighbours is excellent as is shown by the numerous Considerate Constructors awards received. On St Giles Circus we would continue to engage the surrounding neighbours to ensure their buy in to the project. Regular briefings would be held and Newsletters to keep them informed will be issued on a regular basis. Keeping the residents of Denmark Street engaged will be of particular importance when taking into account the structural modifications required to the buildings they are located in.

4. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

SGC - Logistics Plan Stage 1 SKA-LOG-001 Rev 12
SGC - Logistics Plan Stage 2 SKA-LOG-002 Rev 11
SGC - Logistics Plan Stage 3 SKA-LOG-003 Rev 12
SGC - Logistics Plan Stage 4 SKA-LOG-004 Rev 12
SGC - Logistics Plan Stage 5 SKA-LOG-005 Rev 10
SGC - Logistics Plan Stage 6 SKA-LOG-006 Rev 00
SGC - Logistics Plan Stage 7 SKA-LOG-007 Rev 00

[illegible]

## Key Phases of Construction

Based on overall 136 weeks programme

Activity	Start	Finish
<b>Start on Site</b>	<b>22-May-17</b>	
<b>Section 2 - Urban Gallery A &amp; Plant</b>		<b>15-Nov-19</b>
<b>Section 1 - Basement Events Space &amp; Plantrooms + Common Areas</b>		<b>15-Nov-19</b>
<b>Sections 3, 4, 5,6,7,8,9,10,11,&amp; 14</b>		<b>15-Nov-19</b>
<b>Section 6a &amp; 7a – Building B 1<sup>st</sup> &amp; 2<sup>nd</sup> Floor</b>		<b>13-Dec-19</b>
<b>Zone 1</b>		
<b>Substructure</b>		
Piling	22-May-17	27-Oct-17
Bulk Excavation and Basement concrete works	09-Mar-18	20-May-19
Basement Finishes	17-Oct-18	11-Oct-19
<b>Superstructure</b>		
Capping beam and Ground floor Slab	31-Oct-17	05-Mar-18
<b>Building A</b>		
Frame	15-Mar-18	28-Jan-19
Envelope	17-Jan-19	12-Nov-19
Fit Out	30-Jan-19	15-Oct-19
<b>Building B</b>		
Frame	17-Jan-18	11-Sep-18
Envelope	17-Jan-19	12-Nov-19
Fit Out	30-Jan-19	16-Oct-19
<b>Building C</b>		
Frame	16-Nov-18	28-Mar-19
Envelope	08-Mar-19	07-Aug-19
Fit Out	08-Feb-19	10-Oct-19
<b>Building D</b>		
Frame	17-Sep-18	01-Feb-19
Envelope	08-Mar-19	07-Aug-19
Fit Out	08-Feb-19	10-Oct-19

<b>External</b>	<b>07-May-19</b>	<b>30-Oct-19</b>
<b>Zone 2</b>		
22 Denmark St	15-Mar-18	08-Oct-19
21 Denmark St	15-Aug-18	05-Nov-19
20 Denmark St	09-Mar-18	08-Nov-19
23 Denmark St	06-Dec-18	11-Nov-19
24 Denmark St	25-Oct-18	01-Nov-19
25 Denmark St	13-Sep-18	24-Sep-19
27 Denmark St	18-Feb-19	07-Nov-19
28 Denmark St	21-Jun-17	21-Feb-18
A summary programme can be found illustrating the above in Appendix B.		

6. Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The site will comply with the hours of work agreed with London Borough of Camden:

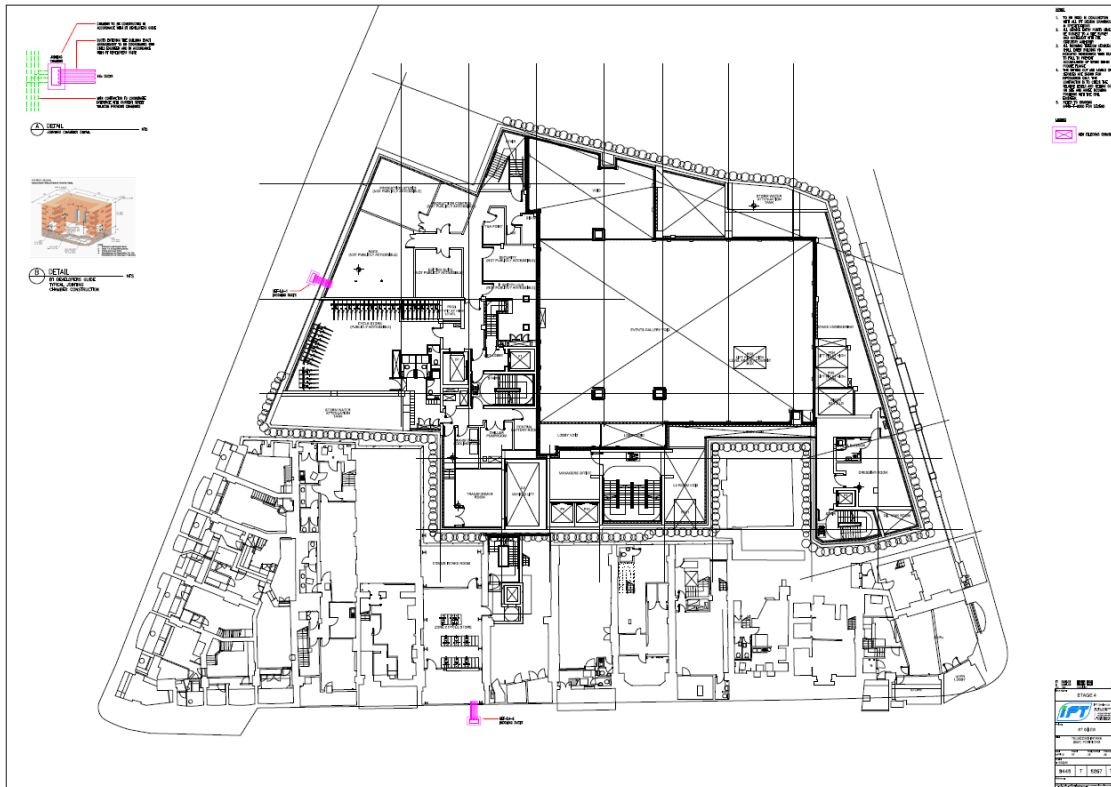
- Monday to Friday 08.00 AM to 18.00 PM; and
- Saturday 08.00 AM to 13.00 PM.
- Sundays and Bank Holidays No Working

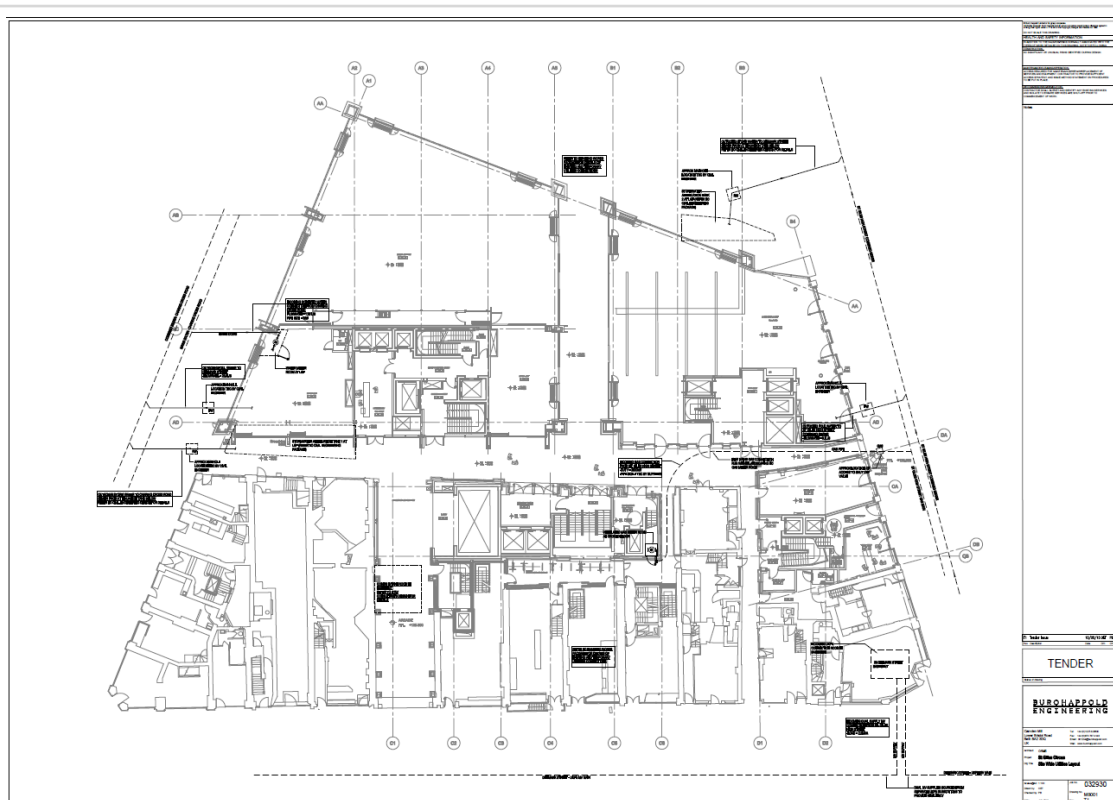
Working outside of these hours will be by exception but will be required for tower crane erection/dismantling, plant deliveries, exceptional loads, mobile craneage and the like. Such extensions shall be agreed with London Borough of Camden, the Police and TFL as required.

7. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT. etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.



We have engaged with all utility companies and are in the process of making the necessary applications to connect to existing networks to suit the new scheme. There are connections required on St Giles High Street (Foul water, Storm water & Gas), Charing Cross Road (Storm water, Foul water, Comms & Domestic Water) and Denmark Street (MV & Comms). Where possible, we will actively promote the use of shared traffic management proposals. Fortunately, most of the connections will take place within our site boundary and will have little effect on the surrounding traffic management.





A Copy of the above utility connection drawings can be found in Appendix C.

## Community Liaison

**A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.**

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.



Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

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### **Cumulative impact**

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

**The Council can advise on this if necessary.**

## 1. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Skanska are due to commence the main construction works in **May 2017** and prior to our start on site we will engage with local businesses and residents and give them the opportunity to listen to our proposals and comment as necessary. We intend on setting up an introduction and outline overview of the project and how it will be undertaken 2 months prior to commencing on site. Following this, there will be newsletters issued monthly for the duration of the project.

A presentation detailing the demolition strategy has been carried out by H Smith. The list of attendees were as follows;

- |                     |                      |
|---------------------|----------------------|
| 1. Sadie Donnelly   | Resident             |
| 2. Steve Macari     | Macaris              |
| 3. Charlie Copsey   | Unigram              |
| 4. Elizabeth Fenton | Resident             |
| 5. Danielle Groom   | Consolidated         |
| 6. Frank metzsaiu   | Resident             |
| 7. Crispen Neir     | Regent Sound         |
| 8. Dominic Auri     | Regent Sound         |
| 9. Doug Wetherspoon | No. Tom Guitars      |
| 10. Abbey Reid      | TWBN                 |
| 11. Lisa O Donohue  | Shaheen Baig Casting |
| 12. Lamia Wolf      | Shaheen Baig Casting |
| 13. Atilla Sahin    | Alleycat Bar         |
| 14. Ian Shelton     | QX                   |
| 15. Chris Coleman   | QX                   |

16. Paul Newman	Camden Council
17. James Pout	H20 Motion Pictures
18. Alex Gordon	Origin Pictures
19. Josh Wood	Fosterwood Ltd
20. Matthew Wilkinson	Rose Morris
21. Brian Hanahan	Smoking Goat
22. Glen Clark	H Smith
23. P McClafferty	H Smith
24. Richard Metcalfe	Consolidated
25. Stewart Holmes	SLW
26. Brandon Bell	SLW

A copy of the presentation carried out can be found in Appendix F.

## 2. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

It is our intention to hold monthly meetings with members of the local community. This will allow them to discuss any issues with us face to face and will also give us the opportunity to explain, via presentations, what works have been carried out to date on site and what is coming up. This will ensure that the local community are fully up to date with what we are doing.

In addition, and for those that cannot attend monthly meetings, we will produce a specific St Giles Circus monthly newsletter. This will enable us to distribute the necessary up to date and relevant project information. The newsletter will also be clearly displayed on the site hoarding.

We will also have off site support from our Neighbour Liaison officer. This will allow all of our neighbours to have one point of contact who they can meet and discuss concerns with on a regular basis. The Neighbourhood Liaison will also attend the monthly meetings.

Over the course of the last 20 months, Skanska have been attending the St Giles Working Group meetings which are held by Steer Davies Gleave. These are attended by LUL, Crossrail, Almacanter, Derwent, London Borough of Camden, Westminster City Council, TfL Strategic Forward Planning, TfL Buses, TfL Traffic Control, Taylor Woodrow Bam Nuttall JV, Brookfield & Skanska. These meetings aim to coordinate activities with all neighbouring construction sites on a month by month basis. They are also an ideal platform to present longer term plans, such as the proposed phasing of public realm construction works, logistics plans etc. We have been actively involved in these meetings and have worked with all stakeholders to present, amend and agree our proposed Construction Management Plans with all interested parties. These meetings will continue to be held for the duration of the project.

### 3. Schemes

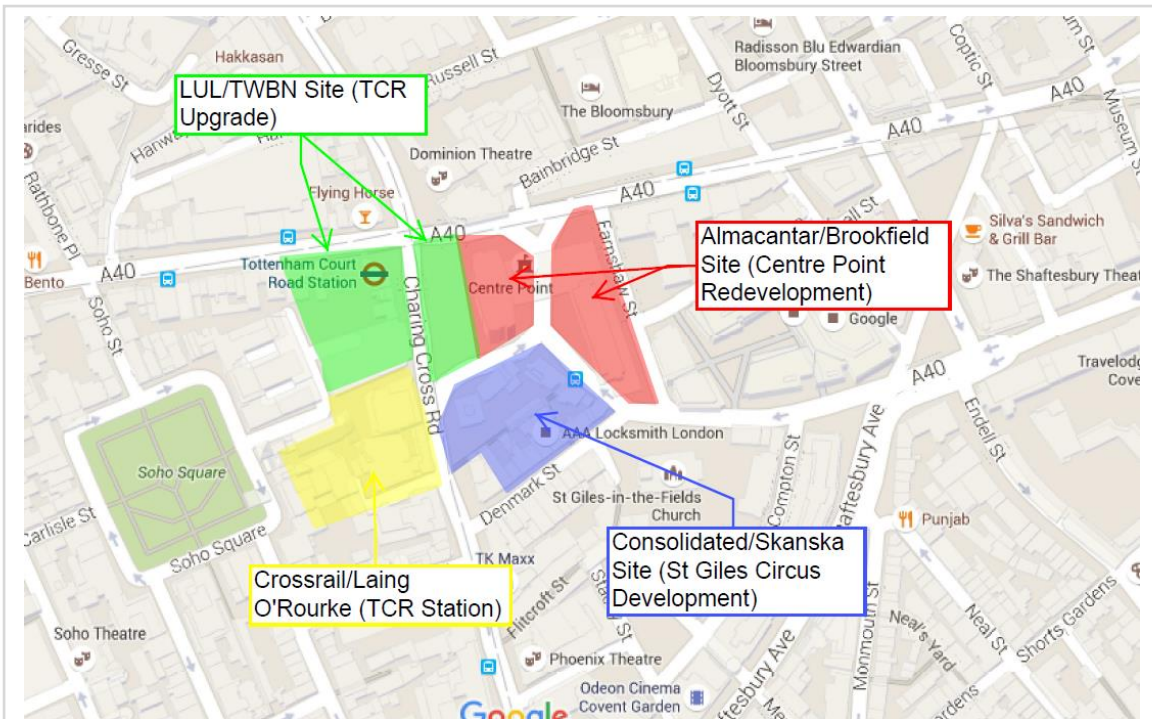
Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

As part of our commitment to ensure we maintain a good relationship with the local community, St Giles Circus will be registered with the Considerate Constructors Scheme. The scheme is a voluntary Code of Practice developed and driven by the construction industry to minimise any disturbance or negative impact to the local neighbourhood that may be caused by the construction site and associated activities. This will be achieved at St Giles Circus by our commitment to ensure high standards of management, health and safety and environmental awareness.

Our management of St Giles Circus will be independently assessed and scored by the scheme. We will be aiming to achieve a Gold Award for this project.

### 4. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.



Our Construction Management Plan and logistics plans have been developed in coordination with all neighbouring construction projects. We have held detailed discussions with each affected site individually and collectively at regular meetings for the past 20 months. This has generated the latest revision of our logistics plans, which are broadly accepted in principle with all parties.

Each phase of our logistics plans take the activities of our neighbours into account and have been coordinated with our own planned activities. These plans have been meticulously developed in detail and have been shared with all relevant parties. We have produced CAD drawings which have been issued to SDG and have been collated with the phasing plans of neighbouring developments on a month by month basis. This has highlighted areas where plans needed to be amended and has been an effective tool to aid discussions and reach agreements in what is quite a busy area under construction.

# Transport

**This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.**

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Please refer to the CLOCS Overview and Monitoring Overview documents which give a breakdown of requirements.**

## CLOCS Considerations

### 1. Name of Principal contractor:

Skanska – Building London & South East  
120 Aldersgate Street,  
London,  
EC1A 4JQ

### 2. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

Skanska has been involved in the development of both the FORS (Fleet Operators Recognition Scheme) and CLOCS (Construction Logistics and Cyclist Safety Scheme) and is in full support of their shared vision.

In line with Skanska's commitment to improving the management of road related risk, and the work of both FORS and CLOCS, Skanska commits to the following:

- 1) Ensuring a site specific traffic management plan and risk assessment is in place, communicated and implemented
- 2) Ensuring suitable vehicle routes have been identified and that this route accounts for vulnerable road users
- 3) Ensuring that suitable waiting/parking areas have been identified
- 4) Ensure that agreed routes are communicated to suppliers and contractors and are briefed during inductions

Skanska requires that all parties who bring vehicles to a Skanska location will;

- 1) Operate in line with the sites traffic management plan and use designated routes to access site and relevant booking systems, where advised.

In addition, organisations who operate a fleet of HGV's will;

- 1) Sign up to the CLOCS 'Memorandum of Understanding' and become a CLOCS champion to show their commitment to the Standard and the measures to be taken to improve the management of road related risk, by 30th September 2015
- 2) After this date, partake in vehicle and compliance checks at site locations in line with the CLOCS Standard
- 3) Obtain FORS Silver accreditation if delivering in greater London (including the M25), by 30th September 2015
- 4) Obtain UK wide FORS Silver accreditation covering all operating centres by 30th September 2016, or have a plan in place detailing how this will be achieved within 12 months

## Compliant vehicles entering Skanska sites should have...



**SKANSKA**

[www.clocs.org.uk](http://www.clocs.org.uk)  
[www.fors-online.org.uk](http://www.fors-online.org.uk)

3. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Consolidated Development confirms that the requirement to abide by the CLOCS Standard will be included in contracts with the contractors and suppliers. The one exception to this is for the vehicles that will be coming from abroad to deliver cladding. These overseas vehicles will account for up to approximately 5 delivery trips a week, which represents 3% of total delivery journeys to the Site. It is therefore considered that such deliveries will be infrequent and can therefore be exempt from the CLOCS Standards. These vehicles will meet the CLOCS standards where possible, but will already represent reduced risk to other road users in the UK due to being in left hand drive rather than right.



Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

**4. Traffic routing:** *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](#) (TLRN).



b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Skanska's logistic strategy has been discussed with all of our suppliers during the tender process. It clearly defines how we will manage the traffic throughout each phase of the project as a whole.

Our logistic plans and traffic management plans will be included within our subcontracts and our suppliers will be obligated to comply with the requirements set within these documents.

In advance of any subcontractor commencing on site, a prestart meeting will be held to ensure that they are aware of exactly what is expected of them. The logistics and traffic management strategy will be one of the items on the agenda to remind them and ensure compliance.

All visitors to site will be inducted before being allowed access to site. This induction will cover the details of our logistics strategy.

The relevant phase of the logistics plans will be clearly displayed in offices and welfare areas at all times. Any upcoming changes to the strategy will be clearly communicated to all subcontractors working on site during regular progress meetings and coordination meetings.

**5. Control of site traffic, particularly at peak hours:** *"Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries" (P20, 3.4.6)*

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

The expected average number of deliveries for each phase of the project are listed below. Please note that we have developed our logistics strategy to ensure that all deliveries will be unloaded from within our site. This is to minimise the impact on our neighbours and surrounding road network;

Phase 1: 55 per day

Phase 2: 55 per day

Phase 3: 40 per day

Phase 4: 40 per day

Phase 5: 40 per day

Phase 6: 25 per day

Phase 7: 15 per day

The estimated distribution throughout each day will be as follows;

7.30 – 9.30 – 25%

9.30 – 11.30 – 10%

11.30 – 13.30 – 25%

13.30 – 15.30 – 10%

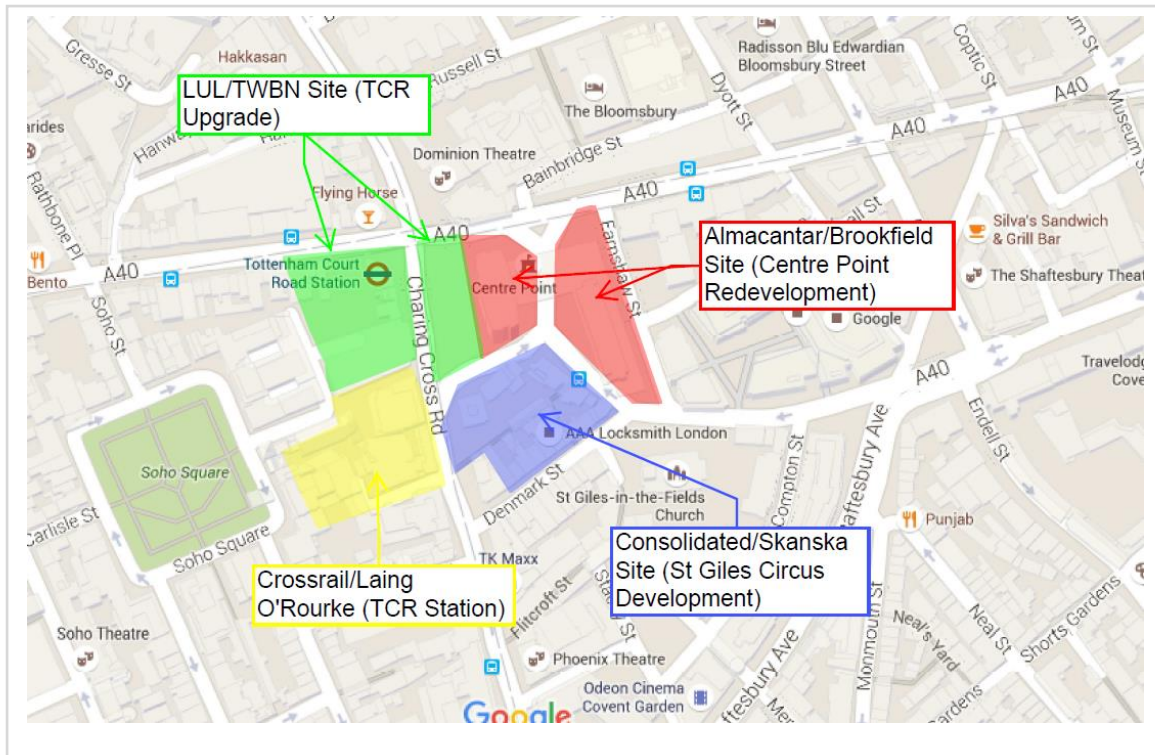
15.30 – 17.30 – 25%

17.30 – 18.00 – 5%

A variety of types of delivery vehicles will be used

- Articulated Lorries (16.5m long, 2.55m wide)
- Flat Bed lorries / wagons (max 12m long, 2.55m wide)
- Muck away wagons (12m long, 2.55m wide)
- Concrete delivery and skip Lorries (max 10m long, 2.74m wide)
- Smaller Vans & Trucks (3.3m long, 1.83m wide)

b. Please provide details of other developments in the local area or on the route.



c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

In order to keep work areas as free as possible materials will be planned, coordinated and delivered on a just in time basis to suit the programme requirements. We recognise the importance of lean construction to ensure that our deliveries and vehicle movements are kept to a minimum so as not to effect the surrounding area and neighbours. Whenever possible, reasonable endeavours will be given to have materials delivered by rigid backed lorries to minimise the number of large articulated vehicles entering the area.

Deliveries will be required to be booked in at least 24 hours in advance using our delivery booking in system which will be controlled by our logistics manager. This booking in system must be followed and adhered to and Skanska will have a clear policy that any unplanned deliveries will be turned away. Only pre-authorised deliveries will be allowed to enter the site loading areas and any deliveries that arrive outside of their time slot will be refused entry. The whole process will ensure that there is not a backlog of deliveries lined up within or on surrounding roads outside the site until space is available within the site for unloading.

Charing Cross Road and St Giles High Street will be the primary loading and unloading areas for materials and site deliveries, one bay for each of the two site tower cranes. (Please refer to our site logistic plans and tower crane layout).

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles

to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

As our logistics strategy has been developed to ensure that all deliveries are loaded and unloaded within the site boundary, we do not believe that it is necessary to have an off-site holding area. This coupled with our “just in time” delivery strategy will minimise the impact of our construction vehicles on the surrounding road network. This strategy has been effective on similar projects in Central London. In our experience, it is worth investing time in developing a well-planned logistics strategy to ensure we find a balance in what is essential for the success of the project and ensuring the impact is minimised on the surrounding environment.

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

Consolidation centres have been reviewed and it has been concluded that they have no added value. With efficient planning of the logistics strategy, programming and sequencing, a dedicated consolidation centre has not been necessary for the majority of the projects we have constructed in London.

With the measures set out above, the logistics strategy that we have developed will provide the necessary flexibility to reduce the impact of our construction traffic on the surrounding environment.

**6. Site access and egress:** *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

In Phase 1, a bentonite plant will be set up on St Giles High Street and all construction vehicles will enter the site via Charing Cross Road and either traverse across the site and exit onto Charing Cross Road or pull into the unloading bay and exit onto Charing Cross Road. Andrew Borde Street will be closed and become part of our construction site.

In Phase 2, Almacantar's works on the Centrepoint project are complete and pedestrians can now exit in both directions out of the Tottenham Court Road South Plaza. This enables us to relocate the hoarding to within 2.8m of the portal. Piling and ground floor slab construction will be ongoing.

In Phase 3, piling is complete and the bentonite plant is demobilised and this allows the unloading bay on St Giles High Street to be implemented. Deliveries will need to reverse into this unloading bay as it will not be possible to drive in via St Giles High Street and exit onto Charing Cross Road as there will be insufficient space to allow construction works to proceed and maintain a route past. This will be carefully managed as described below. Vehicles will also continue to enter the site via Charing Cross Road. Following the construction of the ground floor slab, muck away wagons will traverse the site during the bulk dig and exit back out onto Charing Cross Road and exit north. The unloading bay will be used for vehicles that need to be unloaded using the tower crane.

Phase 4 is similar to Phase 3, however, it will not be possible to enter and cross the site as the superstructure works will now have commenced, prohibiting any cross site traffic. The unloading bays on Charing Cross Road and St Giles High Street will continue to be utilised, as described previously, and be unloaded using the tower cranes. The muck away continues due to the construction sequence below ground. The wagons will need to reverse into position off Charing Cross Road and be loaded and exit back out onto Charing Cross Road.

In Phases 5, 6 & 7, a route for traffic to drive forwards through the gate on St Giles High Street, be unloaded using the tower crane and exit forwards onto Charing Cross Road will be utilised as much as possible, however, during certain operations it will be necessary to reverse into the St Giles High Street unloading bay as described in phase 3. The unloading bay on Charing Cross Road will continue to be utilised as described above.

During all of the above, all unloading and loading will take place once the construction vehicles have entered the site. This will limit the effect our construction vehicles will have on the road network surrounding the site.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

As described earlier within this document deliveries will be required to be booked in at least 24 hours in advance using our delivery booking in system which will be controlled by our logistics manager. This booking in system must be followed and adhered to and Skanska will have a clear policy that any unplanned deliveries will be turned away. Only pre-authorised deliveries will be allowed to enter the site loading areas and any deliveries that arrive outside of their time slot will be refused entry. The whole process will ensure that there is not a backlog of deliveries lined up within or on surrounding roads outside the site until space is available within the site for unloading. The deliveries will call ahead to confirm their slot is still available and they can take their position in the unloading lane. Traffic Marshalls will control the manoeuvring of all delivery wagons to ensure pedestrian safety and parking within the loading bay and ensure that safe and efficient unloading takes place. The loads will be lifted under the supervision of load riggers and crane banksman to ensure the agreed and safe lifting procedures are fully complied with and carried out.

Upon completion of delivery the Traffic Marshalls will ensure that no pedestrians are in the vicinity and direct the vehicles to the exit route of the loading bay / pit lane.

All Traffic Marshalls must have received training in how to reverse and control vehicles.

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

Please see Appendix D which contains swept path analysis drawings.

- d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

During the piling phase, there will be jet wash facilities in place to wash vehicles prior to leaving site. It is not practical to utilise a fixed wheel washing facility due to space restrictions within the site. The jet washing facility will be supplemented with a daily road sweeper.

Once the ground floor slab is complete, this will provide the necessary hard standing and wheel washing facilities will no longer be required.

**7. Vehicle loading and unloading:** *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.



Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

As described above, our logistics strategy has been developed to ensure that all unloading and loading takes place within the site boundary. Please refer to Appendix A for the logistic plans.

## Highway interventions

### 8. Parking bay suspensions and temporary traffic management orders

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

Information regarding parking suspensions can be found [here](#).

We have no current plans to suspend parking bays.

We will require TTRs to close St Giles High Street and Andrew Borde Street. We will also require one for the lane closure on Charing Cross Road. The TTRs on St Giles High Street and Charing Cross Road will be required for the duration of the project. The TTR on Andrew Borde Street will be required from September 2016 until the end of the project.

### 9. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Please see Appendix A for the logistic plans.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Please see Appendix A for the logistic plans for details.

## **10. Diversions**

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

Please see Appendix A for the logistic plans for details.

## **11. VRU and pedestrian diversions, scaffolding and hoarding**

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered, these include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/ hoardings, etc.

A secure hoarding will generally be required to the site boundary with a lockable access

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Traffic Marshalls will be in place to ensure the safety of pedestrians and cyclists in the vicinity of the access and egress gates.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

There will be a scaffold required over the pavement on Denmark Street to allow the installation of the replacement windows in the Zone 2 buildings and also facilitate the cleaning of the façade. A pedestrian walkway will be provided below this scaffold which will be boarded out as necessary and fully lit. This scaffold will be required from 20 Denmark Street to 27 Denmark Street.

The site boundaries are as defined on our logistics layout drawings. The boundaries will be delineated by a 2.4 meter high plywood hoarding which will be taken over by Skanska from the demolition contractor, employed by Consolidated Developments, and will be adapted, where necessary, to suit our logistic requirements.

Appropriate temporary lighting will be affixed to the hoarding and all fittings will be energy efficient and use low energy lamps. Furthermore, the hoarding lights will be on timers so that they are not unnecessarily on during day light hours.

All hoardings will be decorated and will contain name boards and signage as specified by Consolidated Developments.

The site hoarding will be inspected on a regular basis and maintained / repaired as required.

The hoarding will remain in place until the building envelope is secure and the external pavement works have progressed sufficiently, so that areas can be reopened for the general public's use. It may be necessary to remove the plywood hoarding and replace it with an open mesh system to allow the external works to progress.

All necessary permissions, licences and associated fees relating to the hoarding will be obtained by Skanska from the London Borough of Camden.

# Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

1. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are to be carried out.

Skanska have identified the following activities and site equipment that we believe may have the potential to cause nuisance from noise along with their predicted noise levels. The table also includes how the impact of noise from the specific activity can be reduced.

Site Activity/Equipment	Max noise level in dB's	Nuisance reduction method
Demolishing existing foundations	90	Ensure working hours are adhered to
Piling (Boring)	82	No method available
Breaking down piles	90	Crushing rather than breaking
Excavator loading lorries	79	No method available
Concrete pump	82	Fitted with silencers
Concrete vibrators	78	Using electric rather than petrol vibrators
Air compressor	81	Fitted with silencers
Angle grinder to cut reinforcement	80	Ensure working hours are adhered to
Impact wrench to torque bolts on steel frame	85	Ensure working hours are adhered to
Cutting and fixing metal decking	100	Pre-cut metal decking where practical. Use plasma cutter during dry weather. Ensure working hours are adhered to during wet weather.
Installing and striking falsework	85	Ensure working hours are adhered to
Cutting plywood using circular saws	80	Cutting carried out within acoustic enclosures
Drilling into concrete using hammer drills	85	Ensure working hours are adhered to
Diesel powered MEWPS	76	Fitted with silencers
Cutting paving slabs	87	Ensure working hours are adhered to

Due to the nature of our construction works, the above listed operations will occur at various times of the day, however, Skanska will monitor and ensure that no noisy works take place outside of normal working hours, unless previously agreed with Camden's EHO.

During the works, Skanska will ensure that every effort is made to reduce the impact noise will have on the surrounding environment. We will adopt a number of good practices to ensure where activities do create noise it is minimised as much as is reasonably practicable. These measures include:

- Ensuring any site based plant is fitted with silencers and/or enclosed to reduce noise emissions.
- Selecting noise reducing methods such as crushing concrete instead of hammering concrete when breaking down piles.
- Screening off specific noisy activities such as enclosures for cutting wood and metal.
- Ensuring any vehicles delivering to site turn off their engines when stationary.
- Plasma cutting to be used in lieu of petrol saws when cutting metal decking (weather permitting)

2. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A 3D noise and vibration assessment was carried out by Skanska Technology Limited on 7<sup>th</sup> July 2016. This report has been provided in Appendix I. A Noise Survey was carried out by Cole Jarman between 6<sup>th</sup> and 9<sup>th</sup> June 2016, also included within Appendix I.

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

The predicted noise levels are attached as part of the Skanska Technology Limited 3D Noise Modelling and Vibration Assessment, included within Appendix I.

4. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

As per Section 5.9 of the Project Environmental Management Plan (PEMP):

Noise from operations and all other sources shall be kept to a minimum at all times. The following general controls shall be applied on site to minimise the effects on local residents:

- No shouting;
- No stereos/radios;
- Do not leave plant idling – switch off engines;
- Do not leave plant running over night without permission from Skanska;
- Use construction methods that create minimal noise;
- Keep all plant well maintained and fit with silencers where possible;
- Use silencers, vibration dampers, barriers, screening, and careful location of plant to minimise noise levels at the site boundary;
- Education, monitoring and discipline of the workforce; and
- Limiting the hours of noise generation.

All plant and equipment, including any which may be on hire, will be well maintained, properly silenced and used in accordance with the manufacturers' instructions and BS 5228.

The site will comply with the hours of work agreed with London Borough of Camden:

- Monday to Friday 08.00 AM to 18.00 PM; and
- Saturday 08.00 AM to 13.00 PM.

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

The Environmental Advisor has a Certificate of Competence in Environmental Noise Measurement from the Institute of Acoustics. An Environmental TBT on noise and BS 5228 will be delivered once staff are on site.

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

a) Techniques to control PM10 and NOx emissions from vehicles and plant;

The Skanska Project Environmental Management Plan (PEMP) (Section 5.1 EHS 031: Air pollution & dust) details measures that will be taken to control PM10 and NOx from vehicles and plant. This includes:

- Using low emission plant, fitted with catalysts, diesel particulate filters or similar devices
- Maintaining plant, with regular servicing of plant and NRMM in accordance with the manufacturers recommendations
- Avoiding the use of diesel or petrol powered generators in preference of mains or battery powered plant
- NRMM shall use ultra-low sulphur diesel and be fitted with catalysts, diesel particulate filters or similar.
- All construction vehicles will comply with the Euro 4 emissions standard and where possible use low emission fuels and alternative technology
- Plant and vehicles and loading bays will be located away from the closest sensitive receptors where possible
- All eligible non-road mobile machinery (NRMM) will be inventoried and maintained to comply with emissions standards to be implemented by the Greater London Authority from 1<sup>st</sup> September 2015.

b) Techniques to control dust emissions from construction and demolition;

The Skanska Project Environmental Management Plan (Section 5.1 EHS 031: Air pollution & dust) details measures that will be taken to control dust emissions from construction. This includes:

- Hoarding will be cleaned using wet methods
- Hardstanding will be used for vehicles and cleaned using a road sweeper, and a wheel wash will be installed if necessary
- Haul roads and public highways will be checked for signs of dust or mud during inspections
- Maximum speed limit of 5mph to be enforced on site and haul roads
- Any skips or vehicles carrying friable material will be sheeted
- Stockpiles will be minimised on site. Where they exist, these will be monitored by the environmental coordinator and covered or damped down to reduce dust. They will be stored away from the site boundary
- Toolbox Talks and training will be carried out to minimise dust

c) Air Quality Monitoring;

The PEMP (Section 5.1 EHS 031: Air pollution & dust) details the controls for monitoring:



Environmental monitoring will be coordinated with the site-wide environmental monitoring plan. The section 106 agreement requires the use of 3 continuous, unattended PM10 monitors on site, located in a transect along the prevailing wind direction and adjacent to the nearest sensitive receptor, one co-located with an anemometer.

A trigger level of  $200\mu\text{g}/\text{m}^3$  (15min average) will be used and an email/SMS will be sent to the site team. An email specifying the details of the alert will be sent to the Council's EHO as soon as practicable following and breach. An electronic report shall be submitted to the Council's EHO every 3 months detailing: 24 hour average PM10 concentrations, date and time of any breaches (15min), with the mean concentration, prevailing wind direction and details of the cause and mitigation measures. Monitoring equipment used during the construction phase will be calibrated according to manufacturers' instructions and inspected each month. Monitoring locations, action levels and results from regular surveys will be kept in the project environmental monitoring files. If the action value is breached, an environmental near miss will be recorded and site activities and method statements will be reviewed to determine whether further mitigation is possible. The outcome of the investigation will be recorded with the Near Miss. The Project Environmental Coordinator will be informed if levels are higher than expected for a significant period of time.

d) Techniques to reduce CO2 emissions from construction vehicles

Logistics Planning will seek to minimise the number of deliveries to site, reducing the CO2 emissions from site transport. Operatives will be encouraged to travel to site via Public Transport and no parking will be available on site. Method statements and the PEMP require that there will be no idling of vehicles or construction plant. Vehicles and plant will be switched off when not in use.

Method statements should include a map identifying dust-generating activities and plant associated with emissions of PM10 as well as timeframes and measures to reduce dust.

All plant and equipment, including any which may be on hire, will be well maintained, properly silenced and used in accordance with the manufacturers' instructions and BS 5228. All eligible non-road mobile machinery (NRMM) will be inventoried and maintained to comply with emissions standards to be implemented by the Greater London Authority from 1<sup>st</sup> September 2015.

A draft copy of the PEMP can be found in Appendix G.

7. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

During the piling phase, there will be jet wash facilities in place to wash vehicles prior to leaving site. It is not practical to utilise a fixed wheel washing facility due to space restrictions within the site. The jet washing facility will be supplemented with a daily road sweeper.

Once the ground floor slab is complete, this will provide the necessary hard standing and wheel washing facilities will no longer be required.

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

The exact monitoring arrangement will be determined prior to commencement on site, and at this stage the proposal is as follows:

Noise: 2no. unattended sound level meters with realtime data, web access and text/email alerts. The proposal is to locate the monitors on the Denmark Street elevation at either end to cover the most likely sensitive receptors (residents of Sheldon Mansions and residents of Centre Point House). The exact location will be determined based on power and data availability at the relevant locations. The trigger levels will be set as per the Skanska Technology Limited Noise Predictions and an amber alert will be set for this level. A red alert will be set for the levels +3dB at which point the works will be investigated to identify why there has been an exceedance and what actions can be taken to reduce noise levels. This will be recorded in the Skanska database OSHENS for incident management. Copies of this and the monitoring data will be available to Camden on request. At present time, based on the noise predictions the trigger levels proposed for the monitors are:

Denmark Street, adjacent Sheldon Mansions: 77.6dBLAeq10hr (calculated based on a noise level between the prediction of typical average day 74.6dB + 3dB action level) and 75dBLAeq1hr first action level

Denmark Street (CPH end): 71.8dBLAeq10hr (calculated based on a noise level between the prediction of typical average day 68.8dB + 3dB action level) + distance correct to CPH dependent on final location of the monitor

Where noise exceeds these limits for a period of 10 or more days of working in any fifteen consecutive days or for a total number of days exceeding 40 in any 6 month period provisions for temporary respite accommodation be offered.

Any changes to these levels will be submitted to Camden EHO for approval.

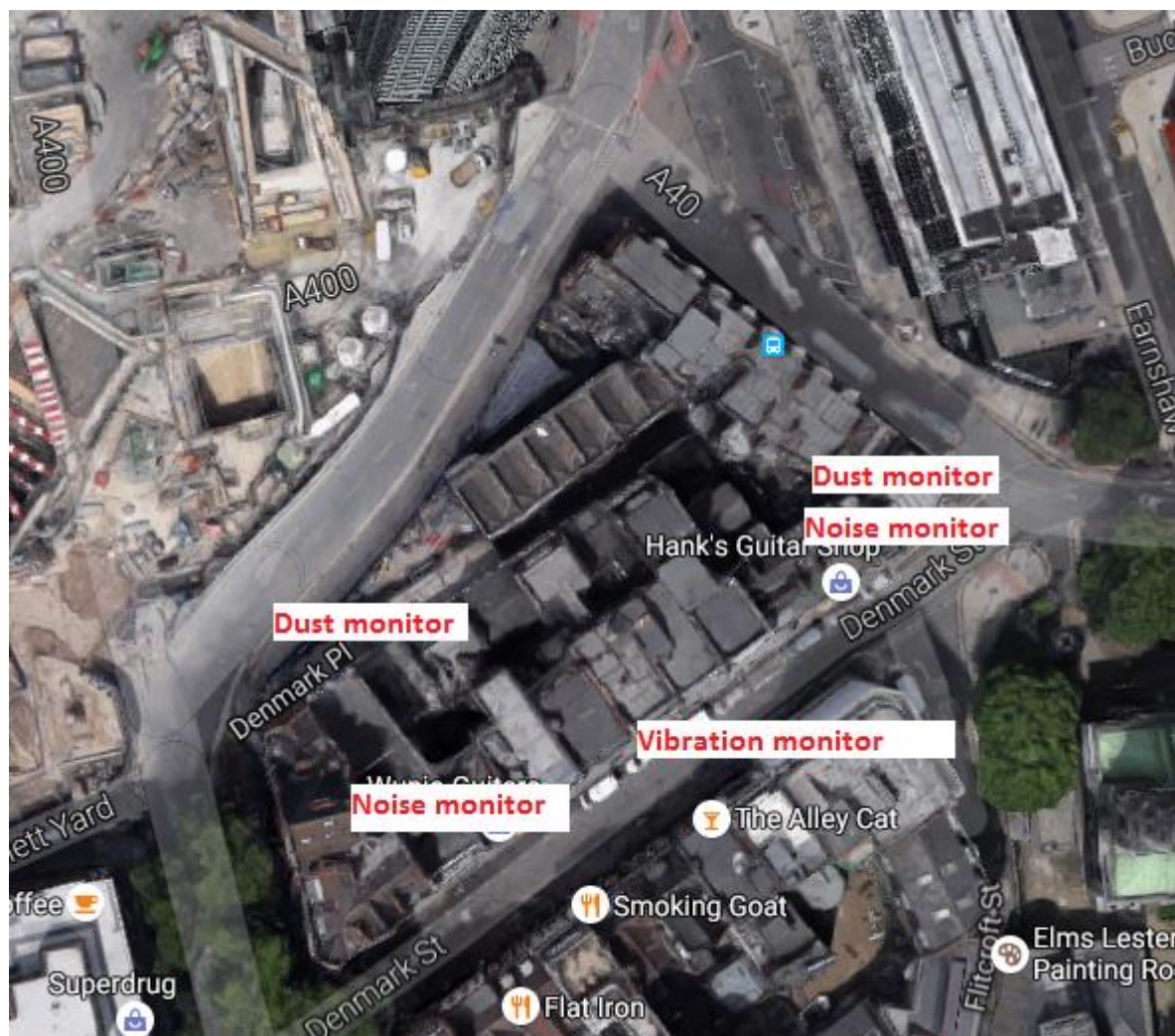
Due to the changing nature of other construction works and road layouts in the area, although baseline readings have been taken, the noise climate may change prior to works commencing on site. Therefore it is proposed that the monitoring will be installed prior to works commencing and if background levels are found to be higher than anticipated, the trigger action levels will be adjusted accordingly.

Air quality: 2no. unattended PM10 monitors are proposed with real-time data, web access and text/email alerts. The proposal is to locate the monitors approximately in a transect across the site to give coverage of the works and background levels. As the demolition is completed, we do not anticipate high levels of dust from the construction works, and the trigger levels will be initially set at 150ug/m<sup>3</sup> 15min average, with the level to be reviewed if the background levels are established to be higher than anticipated.

If trigger levels are exceeded, a text/email alert will be received by the Project Environmental Incident Coordinator and works will be investigated to identify the cause and measures implemented to reduce dust. This will be recorded in the Skanska database OSHENS for incident management. Copies of this and the monitoring data will be available to Camden on request.

Vibration: 1no. vibration monitor is proposed with real-time data, web access and text/email alerts. The proposal is to locate the monitor within Denmark Street at basement/ground floor level to cover the most likely sensitive receptors in Denmark Street. It is not anticipated that there will be nuisance levels of vibration caused by the construction works, with the risk being in the early piling and groundworks phase. We will comply with the alerts requested by Camden i.e. 1mm/s for residential and 2mm/s for office/commercial properties, therefore the trigger level will be set at 1mm/s and reviewed if background levels are found to be exceeding this value. If trigger levels are exceeded, works will be investigated to identify the cause and determine whether any mitigation measures are possible. Residents will be informed prior to any works which may cause higher levels of vibration. Exceedances will be recorded and copies of this and data will be available to Camden on request.

The map below shows the proposed locations for the monitoring equipment:



9. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage in line with the [GLA's Control of Dust](#) and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

A Risk Assessment has been undertaken in line with the GLA's Control of Dust and Emissions SPG by Buro Happold as part of the Environmental Statement submitted for Planning.

Using the GLA evaluation criteria, the development site represents a high risk site in terms of the land being developed (over 15,000m<sup>2</sup>) and the proximity of sensitive receptors. Based on these conclusions, it is assessed that the effect of the development during demolition and construction is moderate adverse. After the application of mitigation measures during demolition and construction, the proposed development will have minor to negligible effects on local air quality.

Please see the Environmental Statement Vol I for further information:

[http://camdocs.camden.gov.uk/webdrawer/webdrawer.dll/webdrawer/search/rec&sm\\_nco ntents=2012/6858/P&template=reclistplanning&rows=1000](http://camdocs.camden.gov.uk/webdrawer/webdrawer.dll/webdrawer/search/rec&sm_nco ntents=2012/6858/P&template=reclistplanning&rows=1000)

10. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 9 have been addressed by completing the [GLA mitigation measures checklist](#). Please attach this as an appendix.

See attached checklist in Appendix E

11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The Section 106 calls for 3no. dust monitors, however given that the demolition has completed and given the size of the site and location of sensitive receptors we propose installing 2 PM10 monitors on a continuous, unattended basis and supplementing this with hand held monitoring where required.

12. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

For effective pest control, it is essential that the following preventative measures are taken.

- All disused drains and sewers will be sealed correctly. Records will be kept of all the action taken and approvals received.
- Any pest infestation will be treated efficiently and effectively.
- Ensure that no rubbish or rotting material builds up on the site.
- Ensure all caterers pay careful attention to delivering food, handling and storing food; and storing, collecting and getting rid of waste food and associated material.

If a pest problem is discovered arrangements will be made with either a pest-control company or we will contact the London Borough of Camden.

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

All asbestos surveys have been carried out under the demolition contract and all asbestos found will be notified to the HSE and removed and disposed of using competent contractors.

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

The site will be registered with the Considerate Constructors Scheme and standard management procedures will be in place eg. smoking area, Toolbox Talks on “How to be a good neighbour” and posters.

15. Proposals to ensure the protection and preservation of the listed building as far as reasonably practicable.

Where work is required near the listed buildings, it will be carried out carefully and with due care to ensure that there is no damage caused to the buildings. Where practical, protection will be used, such as scaffold and monarflex, plywood protection or correx. All the listed buildings have been surveyed by a conservation consultant and will be subject to repair and refurbishment in line with the listed building consent.

16. Proposals to ensure as far as reasonably practicable that there are no adverse effects on the Conservation Area features

The protection measures mentioned throughout the Construction Management Plan will ensure that the effect on the Conservation Area will be kept to minimum. The neighbouring buildings and underground assets will be regularly monitored to ensure that there are no adverse effects. Any excess movements over and above those expected will be carefully reviewed and assessed before continuing works.

17. The inclusion of a waste management strategy for handling and disposing of waste arising from the Development including the internal soft stripping of the Property the façade replacement and window replacement



The PEMP Section 5.14 EHS 040: Waste, details the waste management strategy. This is supplemented and tracked via a SWMP and Skanska's internal Duty of Care register – WMS.

The Project Site Waste Management Plan aims to minimise waste being generated and disposed of by:

- Considering the Waste Hierarchy;
- Using re-usable packaging;
- Ensuring suitable storage of materials;
- Re-using materials both on and off site; and
- Segregating waste materials on site for recycling.

All waste shall be disposed of in accordance with the Duty of Care and all other relevant environmental legislation and technical guidance. Waste classifications will be completed as required to determine whether waste is hazardous or not (waste acceptance criteria (WAC) testing will NOT be used for this purpose). Once classified, any hazardous wastes will be segregated on site and disposed of accordingly. Skanska reserve the right to prevent wastes leaving site until all necessary documentation has been approved.

A Waste Duty of Care Register will be maintained to demonstrate that all waste disposal routes are legitimate. The register may be kept by the project or as a central register for the company. Periodic audits will be undertaken to ensure compliance with Duty of Care. Skanska will retain all waste transfer notes for two years after the end of the project, and all hazardous waste consignment notes for three years after the end of the project.

All Trade Contractors should implement waste minimisation measures, segregate wastes to maximise re-use and recycling opportunities, and manage their wastes in accordance with relevant legislation. Skanska prefers to only work with waste management contractors certified to PAS 402 for waste performance reporting, or those who are actively working to achieve this standard.

A draft copy of the SWMP can be found in Appendix H.

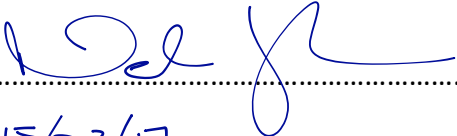
● SYMBOL IS FOR INTERNAL USE



# Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

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

Signed:  .....

Date: 15/02/17 .....

Print Name: NEIL KEOGH .....

Position: SENIOR PROJECT MANAGER .....

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.

# Appendix A

## Logistics Plans

# Appendix B

## Summary Programme

# Appendix C

## Utilities Drawings

# Appendix D

## Swept Path Analysis

# Appendix E

## Dust Mitigation Checklist

# Appendix F

## Demolition Community Presentation

# Appendix G

Draft PEMP



# Appendix H

## Draft SWMP

# Appendix I

## Noise Reports & Surveys