Residential Element Demolition Management Plan

St Anne's Residential

(May 2018)

As described in the s106 agreement dated 21st November 2017

Revised on 13th September 2018 following feedback from Camden

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
19th April 2018	Rev 0	Richard Cowan – M3 Consulting
11th May 2018	Rev 1	Richard Cowan – M3 Consulting
12th May 2018	Rev 2	Richard Cowan – M3 Consulting – issued to Camden
20th June 2018	Rev 3	Richard Cowan – M3 C – Response to Camden queries
13th September 2018	**Rev 4**	**Mark Mortimer - M3 C - Response to Camden queries**

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

All appendices have been included in this document

Date	Version	Produced by

Introduction

The purpose of the **Residential Element Demolition Management Plan (REDMP)** is to help developers to minimise demolition 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 REDMP 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 REDMP 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 REDMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Community Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

The approved contents of this REDMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this REDMP 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 REDMP 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.**"

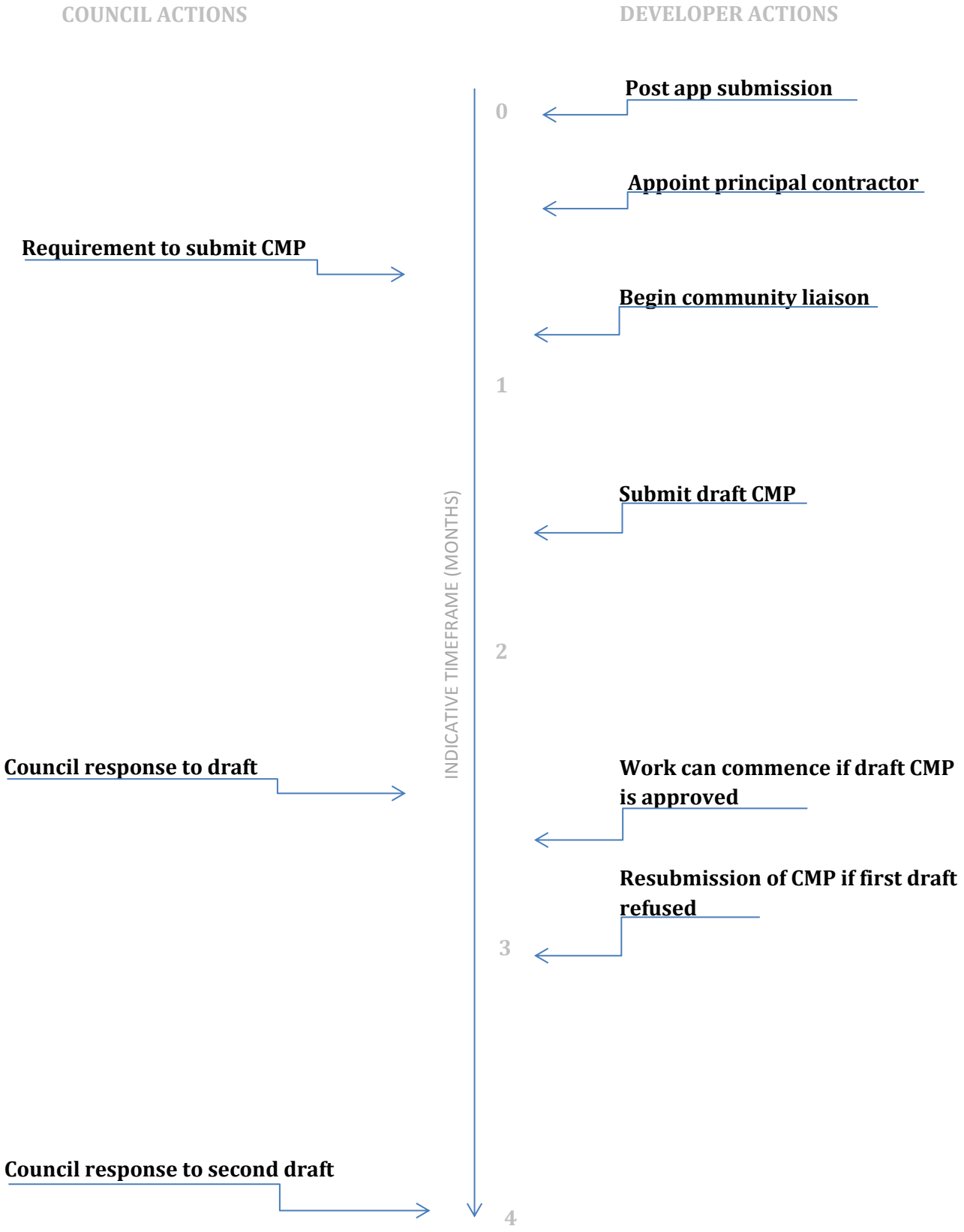
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the REDMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion.**

(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


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: St Anne's Church, Laxton Place. London NW1 3PT

Planning reference number to which the REDMP applies: 2016/6069/P

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

Name: Richard Cowan

Address: M3 Consulting, Dashwood House, 69 Old Broad Street London EC2V 1QS

Email: r.cowan@m3c.co.uk

Phone: 07899 793 739

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: John Davis - Tower Demolition - Project Manager

Address: Tower Demolition Limited, Anchor Business Park, 102 Beddington Lane, Croydon, CR0 4YX

Email: john.davis@towerdemolition.co.uk

Phone: 020 7232 1882

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. In the case of **Community Investment Programme (CIP)**, please provide contact details of the Camden officer responsible.

Name: Rebecca Burns

Address: British Land, York house, 45 Seymour Street, London W1H 7LX

Email: Rebecca.Burns@britishland.com

Phone: 02074864466

5. 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 REDMP.

Name: John Egan - Tower Demolition - Director

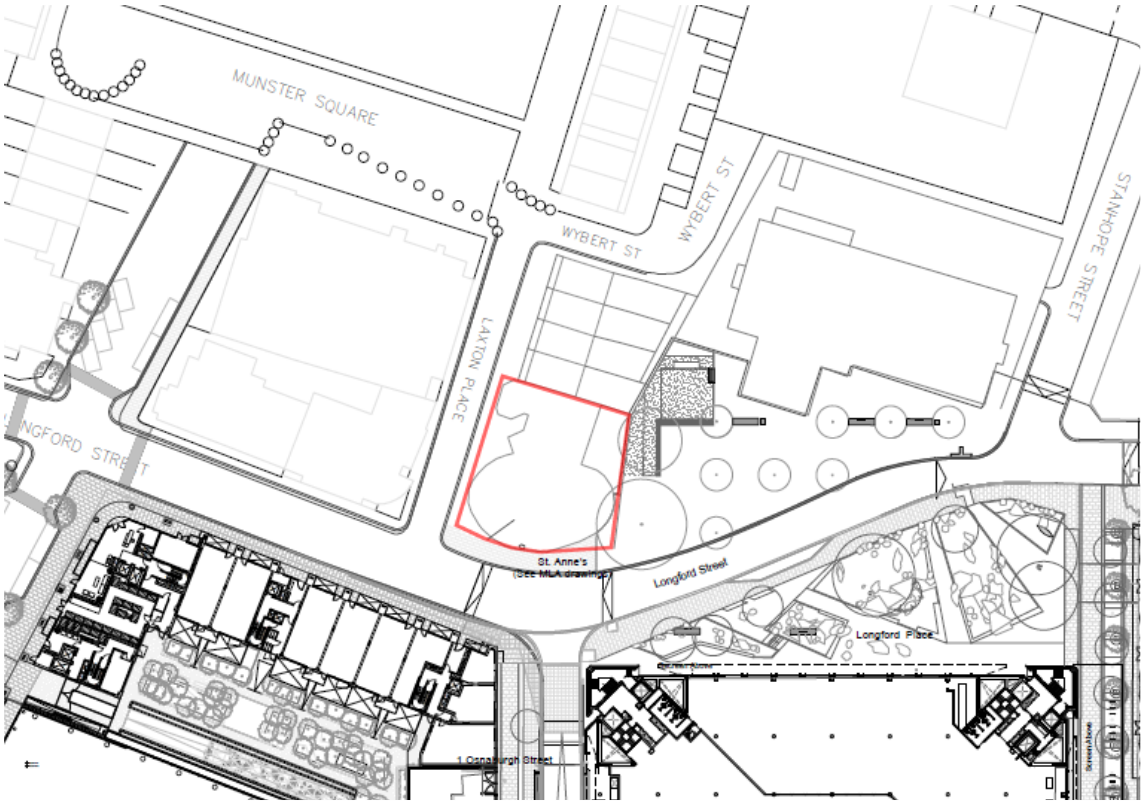
Address: Tower Demolition Limited, Anchor Business Park, 102 Beddington Lane, Croydon, CR0 4YX

Email: john.egan@towerdemolition.co.uk

Phone: 020 7232 1882

Site

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



Residential Element Demolition site plan

The Site - Located entirely within the London Borough of Camden (LBC), lies to the north of Longford Street and has Laxton Place on its western boundary. Westminster Kingsway College (WKC) own the unbuilt on land to the east of the site and a Camden Council owned terrace of 3 storey houses lie to the north.

The existing building is deconsecrated church comprising a single storey church meeting building and conjoined with this a 2 storey administration wing.

A new part 6, part 9 storey affordable housing building with 22 units is to be built in its place. The new building lies entirely within the land ownership of British Land.

The Surrounding Area – there is a residential estate to the north. To the west, across Laxton Place, there is a 6-storey residential development, 9 Laxton Place, which sits directly adjacent to the Grade 2 listed St Mary Magdalene Church. These 2 properties lie within an arm of the Regent's Park Conservation Area. Munster Square is to the North. The WKC and its grounds are to the east and across Longford Street to the south is British Land's Regent's Place mixed use development.

Surrounding Roads - Laxton Place is a lightly used road which provides access to Munster Square and a privately owned car park. It has the appearance of a cul-de-sac but in fact does connect with the road network through the residential estate to the north. There is one dedicated disabled place opposite the site on Laxton Place which will be relocated North along Longford Street during both demolition and construction works.

Longford Street is a busy 2 way road which provides access to adjacent properties and the basement servicing of Regent's Place.

Adjacent Development Proposals - The Westminster Kingsway College site to the east, is allocated as a development site within LBC's adopted development plan. Its existing use is as a further education college (Class D1) and comprises a 4-storey building. There are however no known development proposals currently being taken forward by the landowners.

As part of the same planning permission as St Anne's, British Land are developing 1 Triton Square to the south of Longford Street. M3 Consulting represents British Land in the capacity of Development Manager for 1 Triton Square and St Anne's and the construction logistics proposals have been shared and coordinated. The s106 agreement requires that the St Anne's Residential building be occupiable before the commercial uses in 1 Triton Square are occupied and so the development periods for each coincide.

The site is located adjacent to Regents Place Estate which is located to the north of A501 (Euston Road), west of Euston Station and East of Regents park

7. 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 etc).

The existing buildings are to be completely demolished and their underground structures removed. This REDMP covers the works associated with the demolition and grubbing out of footings only. A separate construction Management Plan will be compiled for the construction of the new building.

It is intended that the construction process will commence a month or so after the completion of the demolition and the site will be fully hoarded and security maintained through this interim period.

A new part 6, part 9 storey affordable housing building with 22 units is to be built in its place. The new building lies entirely within the land ownership of British Land.

Party Wall awards will be obtained from adjacent properties; WKC and 1 Laxton Place, for demolition, substructure and superstructure works and to gain permission to erect scaffold on adjacent land. A hoarding and scaffold licence will be sought from Camden Council to allow hoardings and scaffolds to be erected on the footways to the north and west of the site to allow demolition works to be carried out safely. It is not intended to close the Longford Street north footway other than for the construction of the scaffold protection. It is proposed to close the eastern footway of Laxton Place over the extent of the site for the duration of the works.

Deconstruction: The removal of the existing church and ancillary building and their footings.

Sequence of the works - The development will be constructed in the following sequence:

- Site set up and hoarding erection
- Protection scaffolding
- Deconstruction of the existing church buildings
- Grubbing out foundations
- Site clearance.

Site challenges: The 1 Triton Square development has closed the southern footway of Longford Street and zebra crossings have been installed by Camden to transfer pedestrians across to the north footway. The north footway therefore needs to remain open and the St Anne's site logistics; scaffold, hoarding and deliveries need to be coordinated with Regent's Place basement servicing ramp, 1 Triton Square development site and the location of these new zebra crossings. Although it is only lightly used, we would seek to keep Laxton Place open to vehicles. We propose to close the eastern footway of Laxton Place. There is one dedicated disabled place opposite the site on Laxton Place which will be relocated North along Longford Street during both demolition and construction works.

8. 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.).

1 – 4 Laxton Place – residential terraced properties to the north

9 Laxton Place – a 6 storey residential building to the west

Esther Randall Court

Melia White House

Westminster Kingsway College and grounds including external crèche play space to the east

Regent's Place Estate to the south including an 8 – storey residential building to the south west

There is no basement to the new St Anne's building however Party wall awards will be agreed with properties affected to the north (1 & 2 Laxton Place) It is not anticipated our proposals will impact on the structural stability of any of the surrounding properties.

To manage the impact on the Environment of our works, a Noise, Dust and Vibration monitoring system will be employed to measure outputs of works generated and provide early warnings of works that may have an adverse effect on both the local and distant environment. Monitors will be positioned on each elevation, and send an email message to an appointed recipient advising that pre- set limits are being reached. It may also be possible to position monitors on any local listed building, or conservation areas, if required.

To minimise the environment impact of deconstruction a fully tarpaulin'd scaffold will be erected around the site therefore containing the noise and dusty elements of work

Construction traffic will be controlled by a booking system that will be coordinated with the delivery strategy of the Triton Square campus. Any known anomalies will be notified directly to the local community, residents and business owners.

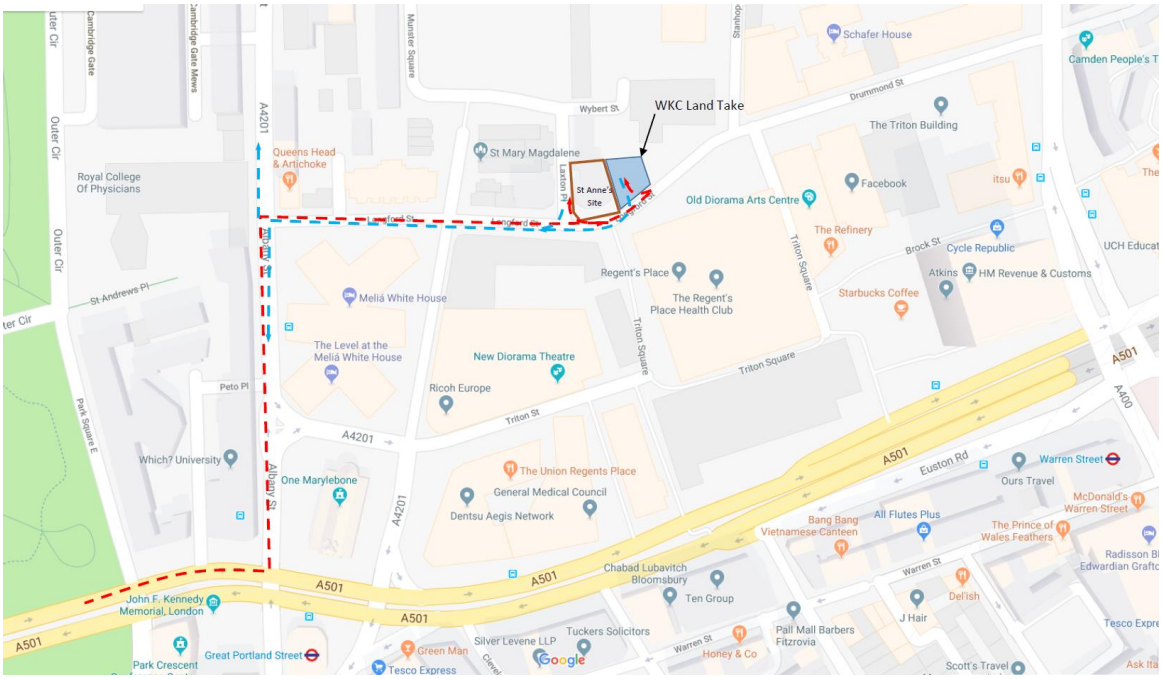
Waste management will be controlled by the demolition contractor who will employ a certified Waste Recycling company that can collect, process and recycle all waste generated. Our targets are to recycle 98% of all waste generated. Waste will be collected regularly by compactors.

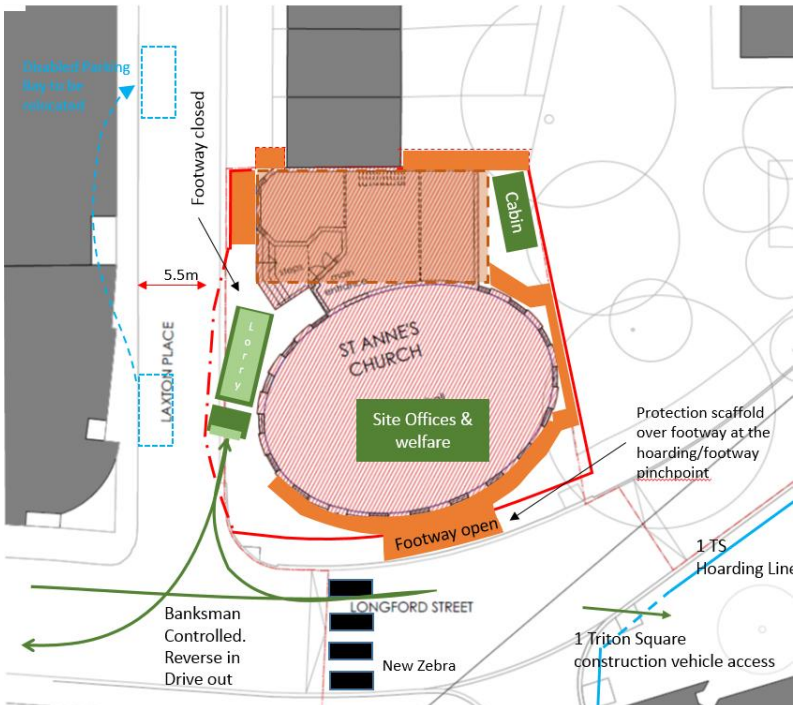
The plan below locates land users adjacent to the Regents Place Estate.

During the programme of works Communications will be made with the Camden Building Control and Environmental Officers with invitation to visit site at agreed required events. Initially as an introduction, and an explanation of works followed by visits for prescribed events as detailed by Building Control.

9. 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.

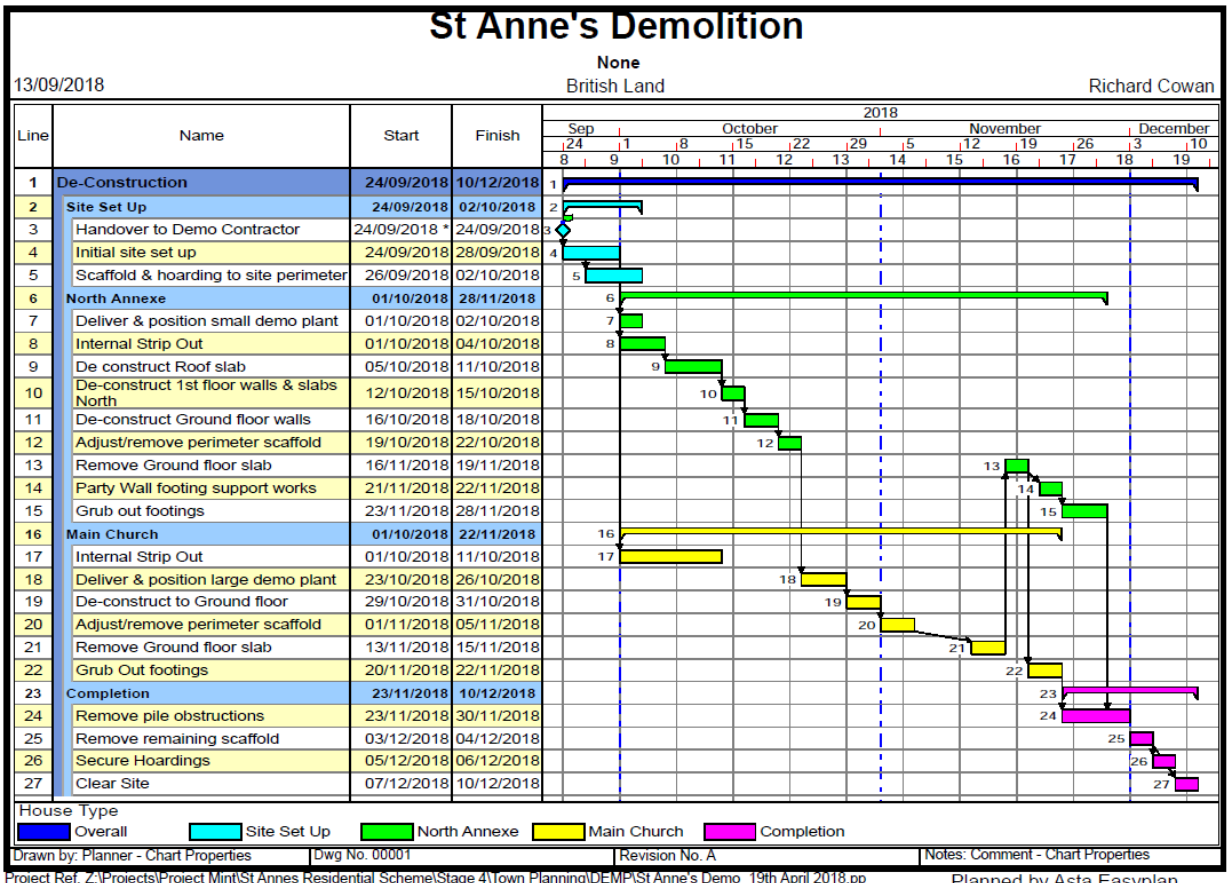
Due to the location of the site all construction traffic will come into London from the West along the Euston Road heading East, they will turn left onto Albany Street heading North, they will turn right onto Longford Street. They will be reversed into Laxton Place controlled by banksmen. They will drive out and turn right onto Longford Street heading towards Albany Street where left or right turns are available.





10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

The overall duration of the demolition works is anticipated to be 14 weeks. The anticipated start is September 25th 2018, completion on 10th December 2018. The demolition programme is shown below and at Appendix A:



Line	Name	Start	Finish
1	De-Construction	24/09/2018	10/12/2018
2	Site Set Up	24/09/2018	02/10/2018
3	Handover to Demo Contractor	24/09/2018 *	24/09/2018
4	Initial site set up	24/09/2018	28/09/2018
5	Scaffold & hoarding to site perimeter	26/09/2018	02/10/2018
6	North Annexe	01/10/2018	28/11/2018
7	Deliver & position small demo plant	01/10/2018	02/10/2018
8	Internal Strip Out	01/10/2018	04/10/2018
9	De construct Roof slab	05/10/2018	11/10/2018
10	De-construct 1st floor walls & slabs North	12/10/2018	15/10/2018
11	De-construct Ground floor walls	16/10/2018	18/10/2018
12	Adjust/remove perimeter scaffold	19/10/2018	22/10/2018
13	Remove Ground floor slab	16/11/2018	19/11/2018
14	Party Wall footing support works	21/11/2018	22/11/2018
15	Grub out footings	23/11/2018	28/11/2018
16	Main Church	01/10/2018	22/11/2018
17	Internal Strip Out	01/10/2018	11/10/2018
18	Deliver & position large demo plant	23/10/2018	26/10/2018
19	De-construct to Ground floor	29/10/2018	31/10/2018
20	Adjust/remove perimeter scaffold	01/11/2018	05/11/2018
21	Remove Ground floor slab	13/11/2018	15/11/2018
22	Grub Out footings	20/11/2018	22/11/2018
23	Completion	23/11/2018	10/12/2018
24	Remove pile obstructions	23/11/2018	30/11/2018
25	Remove remaining scaffold	03/12/2018	04/12/2018
26	Secure Hoardings	05/12/2018	06/12/2018
27	Clear Site	07/12/2018	10/12/2018

11. Please confirm the standard working hours for the 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

Site working hours will be.

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

12. 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.

Not as part of the demolition works. The Gas supplies will be terminated and removed before demolition commences. The Water main connection will be protected and maintained for use by the demolition contractor.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the REDMP first draft. This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the REDMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft REDMP, or a link to an online document. They should be given adequate time with which to respond to the draft REDMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

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 REDMP 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.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

13. 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 REDMP**.

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

In response to the comments received, the REDMP should then be amended where appropriate and, where not appropriate, a reason given. The revised REDMP 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 REDMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Throughout the planning stage, there has been extensive consultation carried out by the applicant.

A summary of the consultation that took place can be reviewed in the statement of Community Involvement.

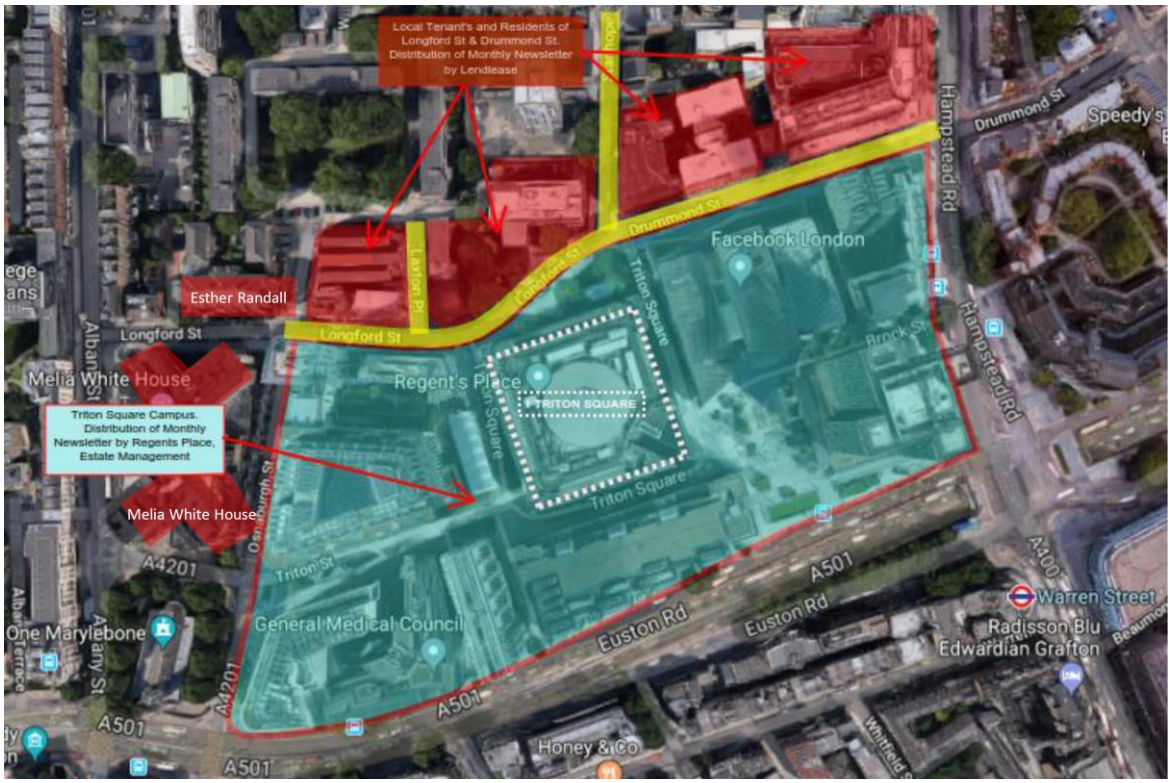
M3 Consulting will implement on behalf of British Land the following in connection with the Community Liaison and Consultation in connection with the demolition and will oversee the regular improvement and upkeep of the Residential Element Demolition & Construction Management Plan.

Prior to submission of the REDMP the following consultation took place:

- 4 no. Public Consultations - See Appendix G
- Letter drop to neighbours
- Meet the team event with neighbours and Camden Councillors (Nasim Ali, Heather Johnson, Nadia Shah)
- A monthly Newsletter combined with 1 Triton Square will be published and delivered to our neighbours. The newsletter will also be displayed on a fixed notice board that will be mounted on the site gates.
- The Demolition Contractor's Site Manager will be the first point of contact for any liaison with the local community including addressing any complaints or concerns.
- The contact details for the site managers will be displayed prominently on the site gates with communication available with the site manager 24/7

The Demolition site team will maintain a log of all visits to the site by the public and neighbours where they wish to make any complaints – any such complaint will be acted upon and reported to the client and estate management as appropriate. The site team will be available to address the concerns or questions every day.

The consultation area as per the below:



14. 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.

A Construction Working Group has already been set up and is being led by Regent's Place Management for the 1 Triton Square project. The St Anne's Residential project has joined this group prior to commencement on site.

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

The Considerate Contractor Scheme registration details will be provided by the appointed demolition contractor before commencement on site.

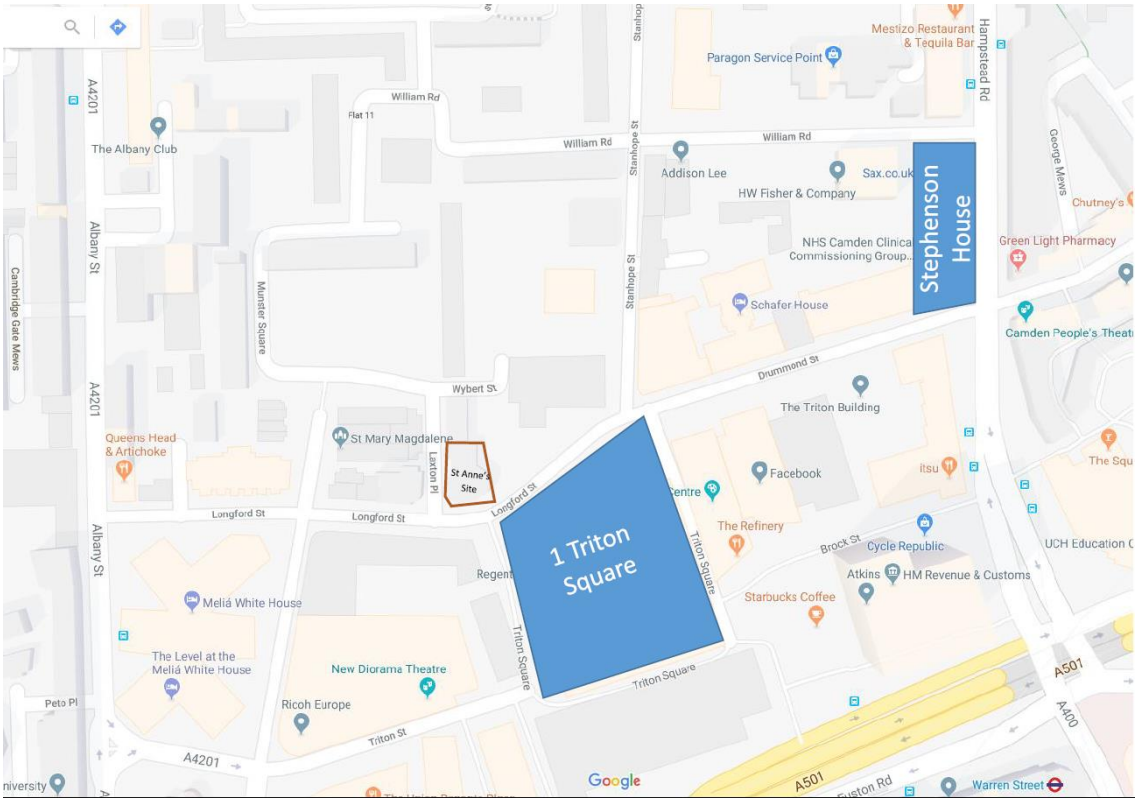
16. Neighbouring sites

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

1 Triton Square is the only live construction site in the immediate vicinity of St Anne's.

M3 Consulting have met with Lazari Investments, JLL and 8 Build to discuss the project in relation to Lazari's plans to re-develop Stephenson House at 75 Hampstead Road:

M3 Consulting will contact the HS2 project team to discuss the St Anne's Project



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 for further advice or guidance on any aspect of this section.

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

17. Name of Principal contractor:

Demolition Contractor - Tower Demolition

The REDMP formed part of the tender documents for the demolition Contractor. The updated REDMP also forms part of the Contract documents with Tower Demolition. The Contract obliges Tower Demolition to comply with the REDMP. Being a live document the Contractor may seek changes to the REDMP through agreement with Camden.

18. 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 and Q18 example response).

Having reviewed the CLOCS documentation we will be including within our contractor appointment documents the requirements for compliance, including:

- All contractor's vehicles will be certified by the Fleet operator's recognition scheme (FORS)
- Any collisions or incidents serving our sites will be thoroughly investigated
- Traffic routing will be strictly policed (See routes defined earlier in the CMP)
- Vehicles will be fitted with all necessary warning signage, side protection, blind spot mirrors, blind spot minimisation equipment (CCTV/Fresnel lens) and vehicle manoeuvre warnings.
- Drivers will receive/have undertaken Safe Urban Driver awareness training and be FORS registered

19. 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:

The demolition Contractor will be obliged through his Contract to comply with the REDMP – including CLOCS requirements

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

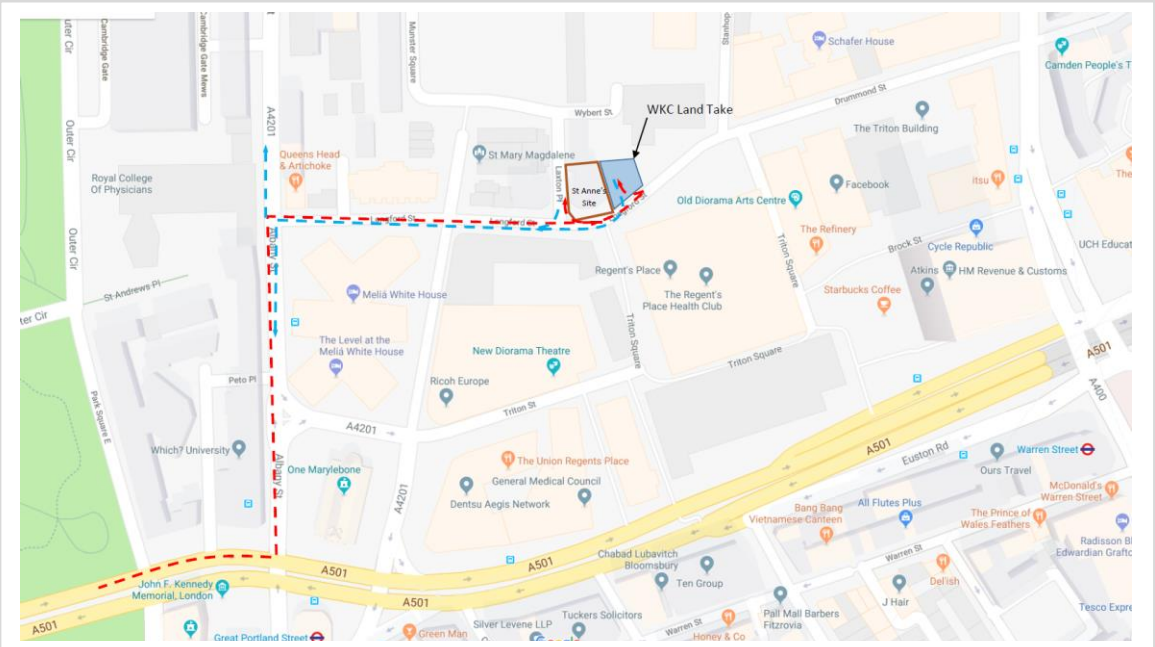
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

20. 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 (i.e. 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.

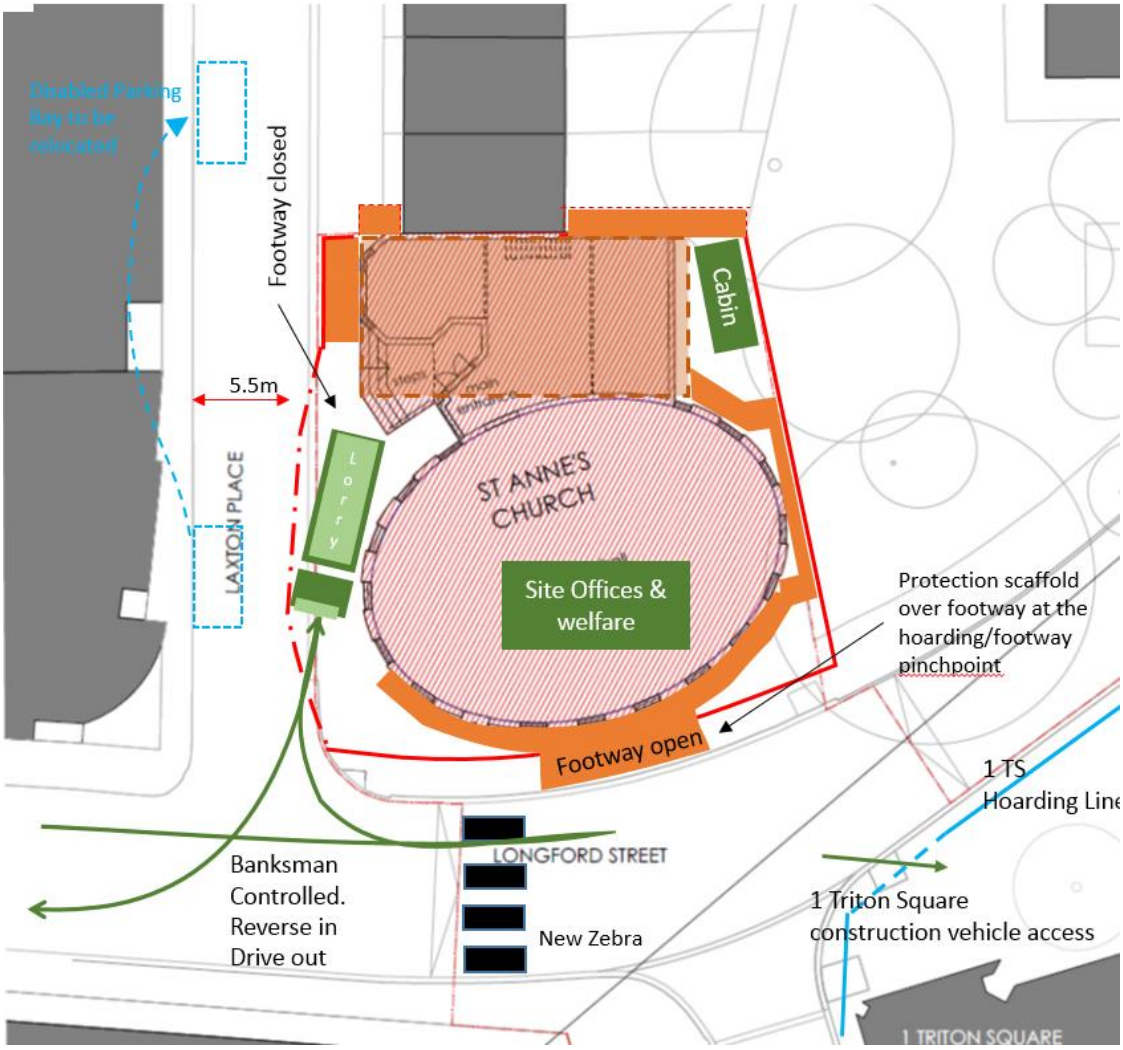
a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the Transport for London Road Network (TLRN) on approach and departure from the site.



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.

We will advise all Contractors, sub-contractors and suppliers of the agreed delivery route.

Due to the location of the site all construction traffic will come into London from the West along the Euston Road heading East, they will turn left onto Albany Street heading North, they will turn right onto Longford Street. They will be reversed into Laxton Place controlled by banksmen. They will drive out and turn right onto Longford Street heading towards Albany Street where left or right turns are available.



21. 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 histogram in Appendix C shows the expected deliveries and vehicle movements for the demolition.

It is anticipated that 5% of deliveries will be articulated vehicles, 55% will be rigid bodied and the remaining 40% will be 'white vans'

Clear directives will be given to all contractors and suppliers that if lorries are waiting to deliver to a site then the engines must be turned off, there is to be no idling of engines.

Due the restricted delivery times vehicles will be permitted to arrive between 7am to 8am, 9.30am to 4.30pm Monday to Friday, 8am to 1pm Saturday.

There will also be one or two deliveries/collections which are deemed abnormal loads and in some instances, will require a police escort as required by the Metropolitan Police. These deliveries cannot be undertaken between 7am and 7pm therefore these will need to be undertaken out of the normal site hours. In advance of these deliveries contact will be made with Camden's Environmental Health Team.

Please note that there will not be any loading/or unloading outside of the normal site hours for these deliveries.

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

1 Triton Square – we have coordinated our delivery routes with this Project.

We will advise HS2 and Lazari (Stephenson House) of our proposed delivery routes.

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.

All deliveries will be pre-booked. This will be controlled and managed by Demolition Contractor.

There is only one site access point.

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 any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Due to the nature of the works we do not anticipate the need for any construction material consolation centre. We will be working on a “Just in time” basis.

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).

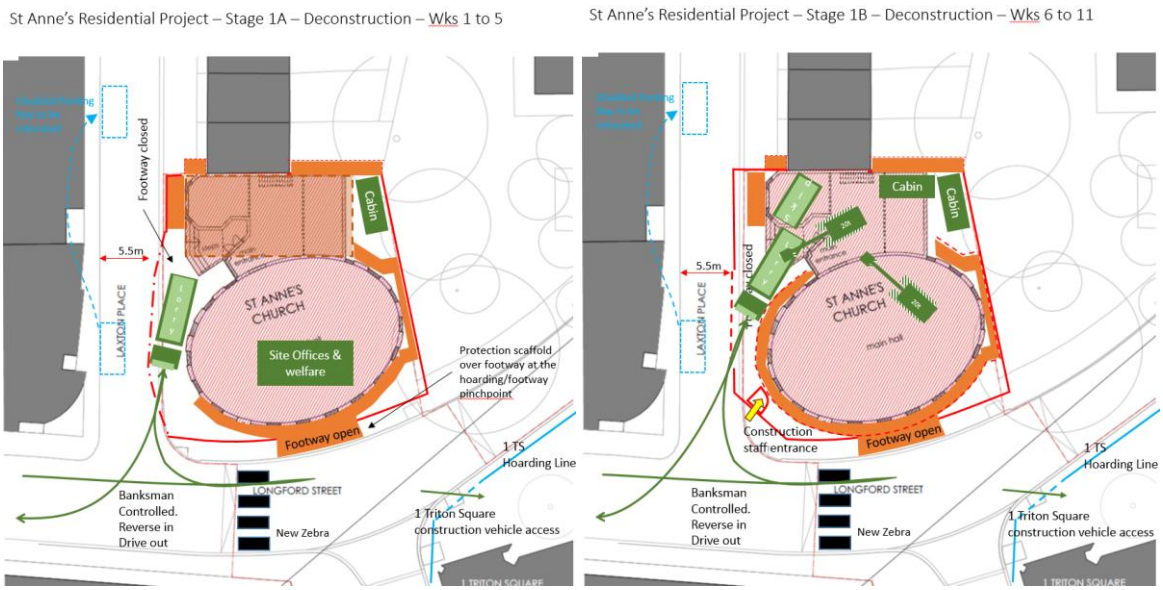
Due to the nature of the works we do not anticipate the need for any construction material consolation centre. We will be working on a “Just in time” basis.

22. 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 marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

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



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

All deliveries are to be supervised by a traffic marshal and reported to the site manager. All deliveries will be pre-booked so that the traffic marshal knows when the delivery is coming and will take measures to ensure that the public are not affected by the delivery. The traffic marshal must be obeyed, and no phones or hand free kits are to be used whilst driving, either on site roads or on public roads. A walkie talkie system will be used so that the traffic marshals can communicate with each other at all times.

Traffic will be stopped in both directions by the traffic marshals using 'STOP- WORKS' signs when a vehicle is reversed into the site and pedestrians will be stopped from using the zebra crossing with physical barriers.

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).

Detailed swept path analysis has not been carried out due to the fact that the site is accessible for the expected vehicle deliveries

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.

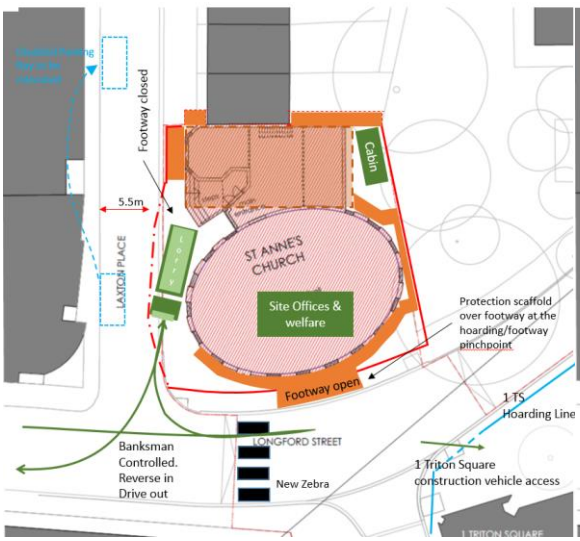
In order to keep the roads and foot paths free from deposits of soil, mud and the like. We will ensure that the wheels of any vehicle leaving site are thoroughly cleaned and hosed down prior to going on the public roads. If any mud or construction debris does get onto the street within the vicinity of the site, then these areas will be kept clean via the use of water hoses and manually swept. In addition, a mechanical road sweeper will be used to clear any debris.

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

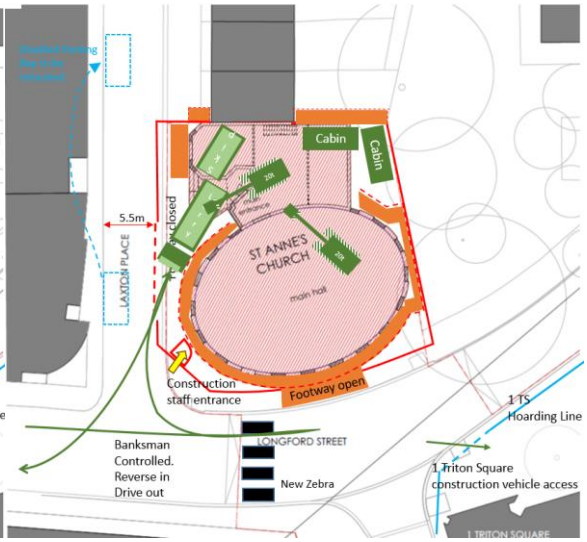
If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

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 24 if any parking bay suspensions will be required.

St Anne's Residential Project – Stage 1A – Deconstruction – Wks 1 to 5



St Anne's Residential Project – Stage 1B – Deconstruction – Wks 6 to 11



Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to REDMP submission but won't be granted until the REDMP is signed-off.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

- **24. Parking bay suspensions and temporary traffic orders**

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found here.

The one dedicated disabled parking bay on Laxton Place opposite the site will be relocated further North along Longford Place. The resident was invited to the consultation via hand delivered invite (Appendix G) but did not respond or attend the consultation.

25. 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).

The permitted developments s106 agreements set's out the highway reinstatement works to be carried out by Camden. The full contribution has been paid by British Land.

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

The Demolition Contractor will deploy and use all necessary and appropriate safety signage and barriers to ensure that the public are protected, and their operatives work safely at all times.

26. 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).

We do not anticipate any road diversions through the demolition period.

We will seek permission to a weekend temporary pedestrian diversion of the northern footway of Longford Street outside the site whilst the protection gantry is erected over the footway.

The eastern footway of Laxton Place up to 1 Laxton Place will be closed through the demolition and construction period.

27. 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 at 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.

When vehicles are entering or leaving the site, these will be supervised by traffic marshals. Vehicles will generally be unloaded within the site hoarding.

The construction site gates will be kept closed and monitored by site security, only when deliveries are made to site will they be opened to allow vehicles onto site, at which time barriers will be used to prevent access by pedestrians and warn any passing cyclists. These barriers will be manned by the site security. All delivery vehicles will be supervised/controlled by a traffic marshal.

The site manager will also ensure that the external perimeter of the site is regularly patrolled (at least twice a day) to ensure that pavements and site perimeter is clean at all times.

Should there be any complaints arising from the works, local residents will be able to personally call the site offices. Any resident or Member of Public visiting the site to raise a complaint will be requested to sign in and the security guard will escort the visitor to the site offices.

The site manager will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved quickly. A record will be kept of all comments and complaints.

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.

A 1.2m wide scaffold will be erected over part of the northern Footway of Longford Street as shown in the logistics drawings at Appendix D. This scaffold is used for pedestrian protection and will be coordinated on site with the zebra crossing installed for 1 Triton Square. We will seek permission to a weekend temporary pedestrian diversion of the northern footway of Longford Street outside the site whilst the protection gantry is erected over the footway.

Environment

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

28. Please list all noisy operations and the construction method used, and provide details of the times that each of these are due to be carried out.

By its nature demolition and construction works cause noise. Noise is created by mechanical plant, cutting, drilling, hammering and sawing. All noisy work will be restricted to be after 8.00 and before 17.00. We will always seek to not carry out noisy works on a Saturday when we are permitted to work between 08.00 and 13.00

The activities that will create "noisy" operations are:

- The running of engines for delivery lorries, screed pumps etc. (most of these will be enclosed by the existing structure).
- Breaking out the existing concrete structure; columns and slabs during demolition by machine mounted hydraulic breakers and munchers
- Breaking out the existing concrete structure; columns and slabs during demolition by hand held pneumatic breakers

29. 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.

An acoustic survey and assessment has been carried out and this is appended to this REDMP.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

Where possible noise produced by works activities will be reduced or removed by design. When this is not possible, controls will be introduced to reduce exposure so as to avoid harm or injury to persons on site or others within the vicinity of the works.

During demolition works noise will be continuously monitored, this will be compared against the baseline survey carried out prior to any works taking place, with the following trigger levels

<75dBLAeq(1hr) Green – no action

75dBLAeq(1hr) Amber – continue works but carry out a works assessment and propose mitigation measures

80dBLAeq(1hr) Red – immediate in depth review of the works and enforce changes to methodology, equipment in order to bring noise to acceptable levels.

Further controls will be detailed within activity method statements and compliance monitoring as necessary throughout the work process.

Records of controls and exposures of persons/environments will be kept in accordance with statutory requirements and company procedures.

31. 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.

The Demolition Contractor will ensure that disruptive sound levels will be kept to a minimum. A variety of measures will be used to effect the reduction of noise transmitted from site using best practicable means, this will include:

- Coordinating delivery times and efficient traffic management to prevent queuing traffic accessing the site.
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers)
- Utilisation of baffle systems during the demolition works
- Strict adherence to the site working hours
- Using acoustic hoardings where necessary
- Carry out daily noise survey at perimeter of the site and record results
- Implementation of action plan where noise levels exceed acceptable limits
- Machines in use will be throttled down to a minimum
- Localised shrouding of plant

All works will be carried out to ensure that ground vibrations are contained within usual working limits

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

The Demolition Contractor will be required to ensure his staff are trained on BS 5228:2009

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

Site operations will be controlled so that all plant and machinery noise emissions (including ventilation, heating and cooling) shall be designed, installed and operated at noise levels that minimise noise nuisance to the nearest adjoining residential and office properties.

The Demolition Contractor will implement a Dust Management Plan (DPM). The DMP will include but not be limited to:

- Water suppression will be used during demolition.
- Avoid site run off from vehicles
- Regular boundary inspections
- Use scaffold protection screens
- Clean down hoardings using wet cleaning methods
- Establish hard standing areas for cleaning down vehicles before they leave the site
- Keep the public highways clean of any debris using wet cleaning methods

We are aware of the Dust & Air emissions Mitigation measures as prepared by the institute of Air Quality Management and will use their mitigation and control measures to ensure that dust is controlled on the site during demolition.

34. 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.

The Demolition Contractor will deploy the use of a mechanical road sweeper to clear the road of excessive dust and dirt as a result of site operations. However, any vehicle leaving site will be cleaned first

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Please see sections 31 and 33 above

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and Construction 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

See Appendix E

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist.

The dust mitigation measures checklist as prepared by the GLA has been reviewed and checked. A copy marked up is in Appendix E

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), 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 site is within the Regents Place Estate and is not considered as a High-Risk site, but the use of real time dust monitoring will be implemented

39. 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).

The Demolition Contractor will instruct a qualified pest control firm to survey the existing building 28 days prior to the demolition works commencing, to establish the existence of any pest and in particular rodents. If there is evidence of rodents following this survey the qualified pest control firm will follow procedures laid out by the HSE information sheet MISC515 for the laying of baits. The baits will be approved under the Control of Pesticides Regulations 1986 (as amended). As part of the works by the qualified pest control firm, Lendlease will require detailed method statements which can be issued to the council.

There is evidence that rodents live in the sewer system. The Demolition Contractor will ensure that existing drains and sewers that serve the existing building are either sealed up and/or grubbed out.

During the demolition works the monitoring for the evidence of rodents will continue.

Evidence of the pest control that has to be carried out will be provided to the council in the form of pavement survey reports, method statements and payment receipts for the work carried out by the pest control firm.

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

Pre-demolition hazardous surveys have been carried out and any notifiable asbestos or hazardous materials have already been removed by our approved specialists to approved and licensed tips.

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

We do not tolerate any bad language or unnecessary shouting on our sites. We will operate a "Red card" system whereby any operative found to be acting in an anti-social way of smoking outside a designated smoking area will be given a "Red card" and asked to leave the site immediately.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

a) Construction time period (08/18 – 11/18):

b) Is the development within the CAZ? (Yes):

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Yes)

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes the machinery will be registered on the NRMM register

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Yes. an inventory for all plant and machinery will be kept on site.

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes. the documentation will be made available to local authority officers

SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Commercial Element Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the REDMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Commercial Element 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 Commercial Element Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed: ……

Date: ……..

Print Name: ……

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendices

Appendix A – Construction Programme

Appendix B – Utility Surveys

Appendix C – Vehicle Histogram

Appendix D – Logistics Plans (Site Access and Egress)

Appendix E – GLA Mitigation Measures Checklist

Appendix F – Acoustic Survey

Appendix G - Public Consultation

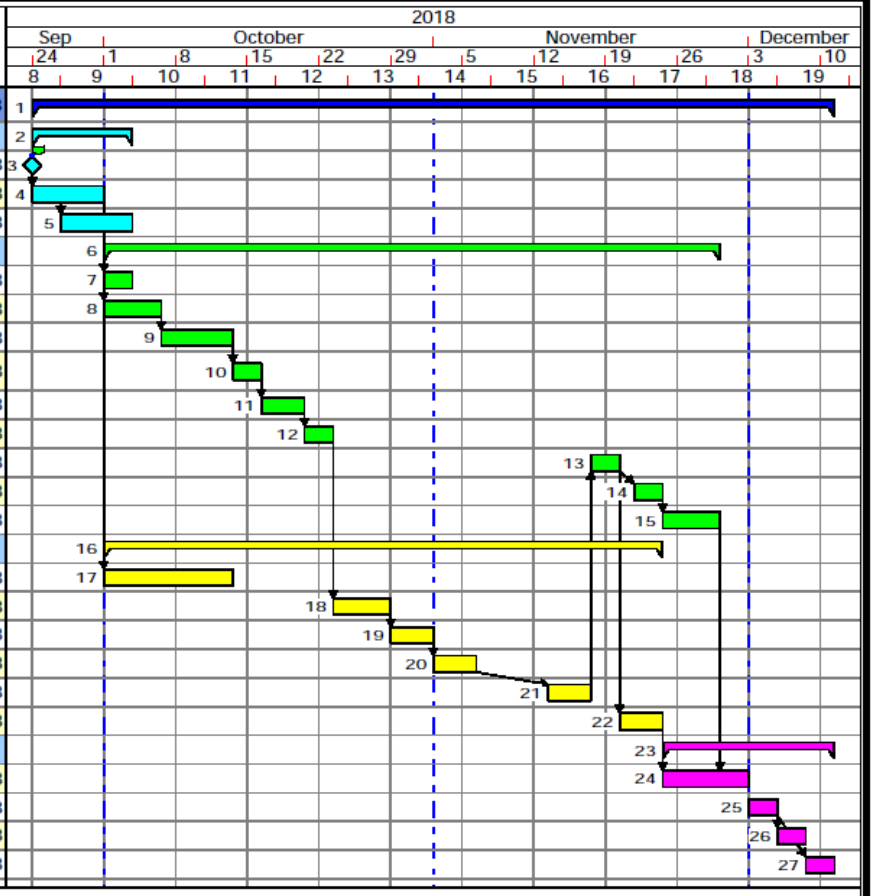
Appendix A - Anticipated Programme

St Anne's Demolition

None

13/09/2018 British Land Richard Cowan

Line	Name	Start	Finish
1	De-Construction	24/09/2018	10/12/2018
2	Site Set Up	24/09/2018	02/10/2018
3	Handover to Demo Contractor	24/09/2018 *	24/09/2018
4	Initial site set up	24/09/2018	28/09/2018
5	Scaffold & hoarding to site perimeter	26/09/2018	02/10/2018
6	North Annexe	01/10/2018	28/11/2018
7	Deliver & position small demo plant	01/10/2018	02/10/2018
8	Internal Strip Out	01/10/2018	04/10/2018
9	De construct Roof slab	05/10/2018	11/10/2018
10	De-construct 1st floor walls & slabs North	12/10/2018	15/10/2018
11	De-construct Ground floor walls	16/10/2018	18/10/2018
12	Adjust/remove perimeter scaffold	19/10/2018	22/10/2018
13	Remove Ground floor slab	16/11/2018	19/11/2018
14	Party Wall footing support works	21/11/2018	22/11/2018
15	Grub out footings	23/11/2018	28/11/2018
16	Main Church	01/10/2018	22/11/2018
17	Internal Strip Out	01/10/2018	11/10/2018
18	Deliver & position large demo plant	23/10/2018	26/10/2018
19	De-construct to Ground floor	29/10/2018	31/10/2018
20	Adjust/remove perimeter scaffold	01/11/2018	05/11/2018
21	Remove Ground floor slab	13/11/2018	15/11/2018
22	Grub Out footings	20/11/2018	22/11/2018
23	Completion	23/11/2018	10/12/2018
24	Remove pile obstructions	23/11/2018	30/11/2018
25	Remove remaining scaffold	03/12/2018	04/12/2018
26	Secure Hoardings	05/12/2018	06/12/2018
27	Clear Site	07/12/2018	10/12/2018



House Type

Overall | Site Set Up | North Annexe | Main Church | Completion

Drawn by: Planner - Chart Properties | Dwg No. 00001 | Revision No. A | Notes: Comment - Chart Properties

Project Ref. Z:\Projects\Project Mint\St Annes Residential Scheme\Stage 4\Town Planning\DEMP\St Anne's Demo_19th April 2018.pp

Planned by Asta Easyplan

Camden

Appendix B – Utility Surveys

NEQ Highway Works (Existing Combined Utilities) - Arup Associates - August 2012

NEQ Highway Works (Highway Drainage Layout) - Arup Associates - August 2012

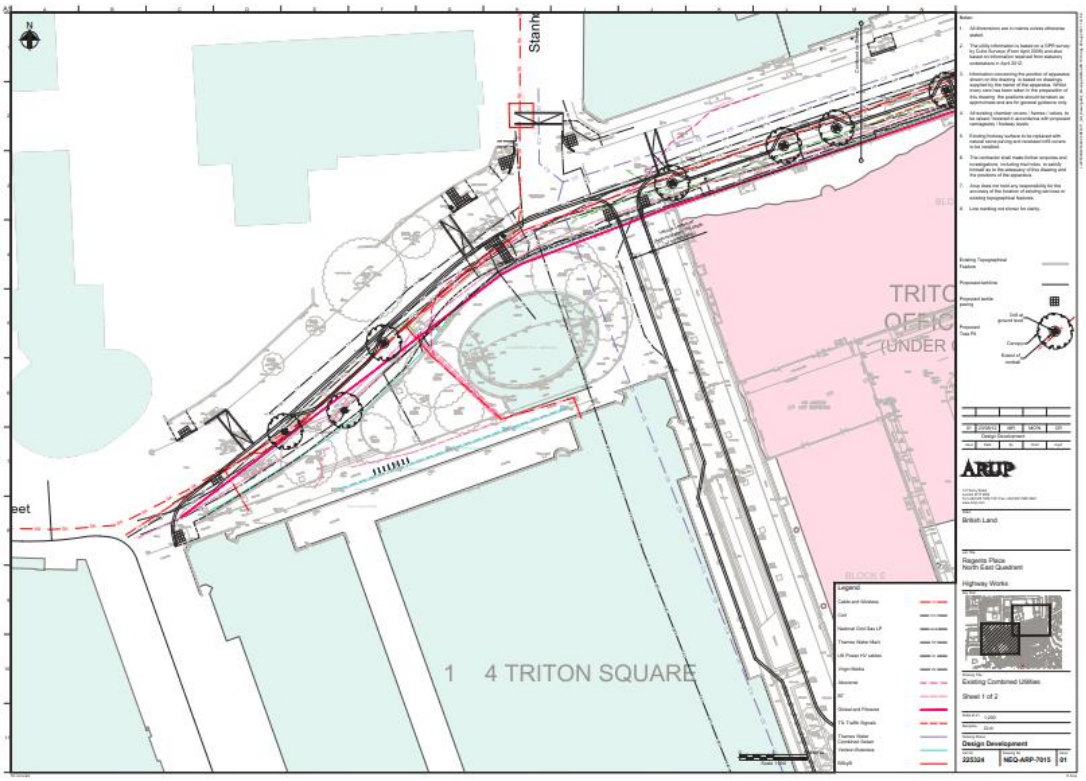
NEQ Highway Works (Road Lighting and Ducting Plan) - Arup Associates - August 2012

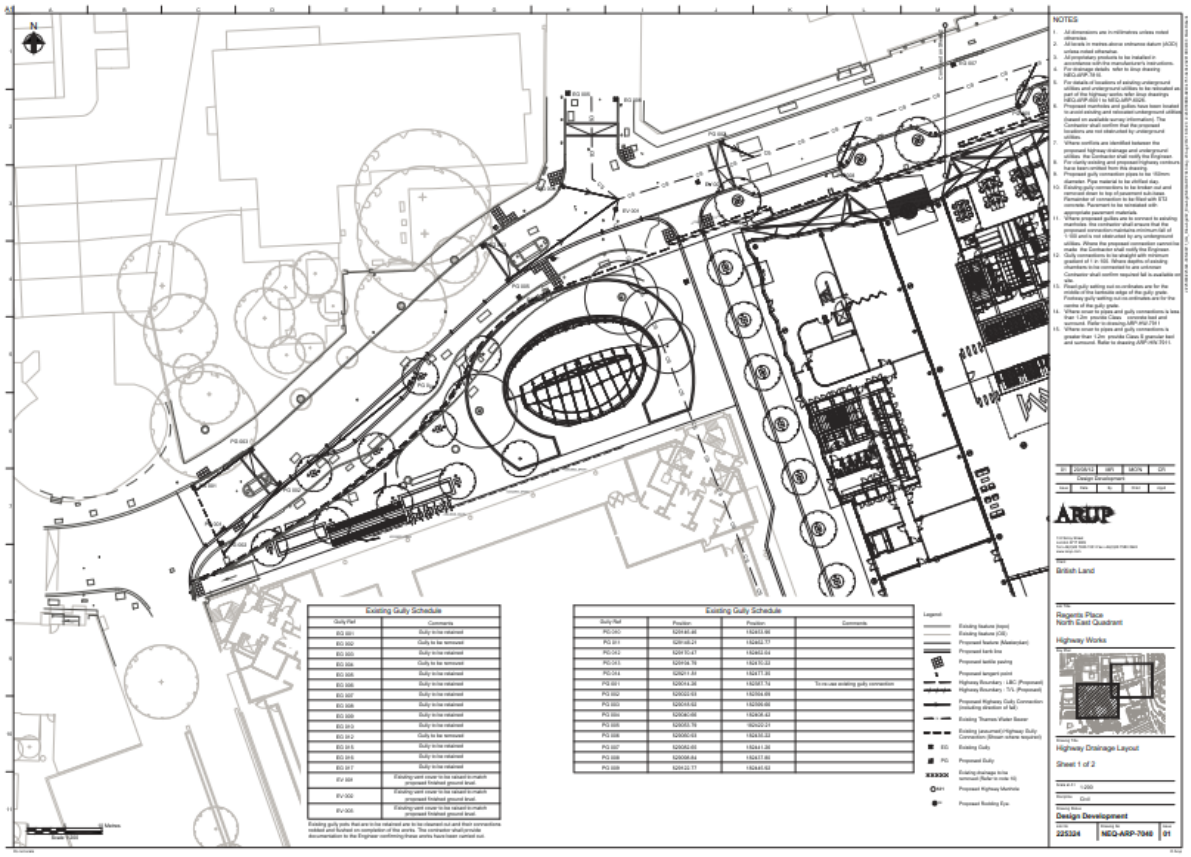
UKPN Net Map - UKPN - September 2015

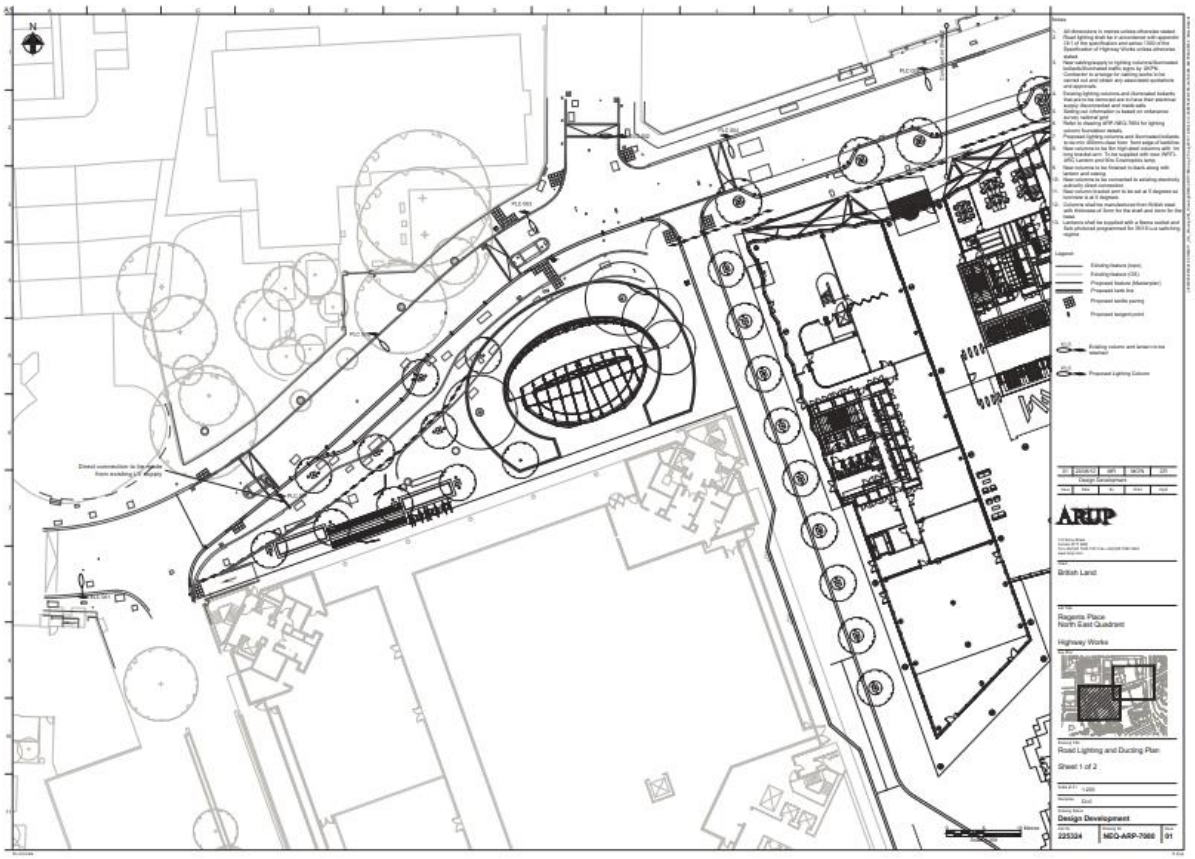
Thames Water ALS Sewer Map - Thames Water - July 2016

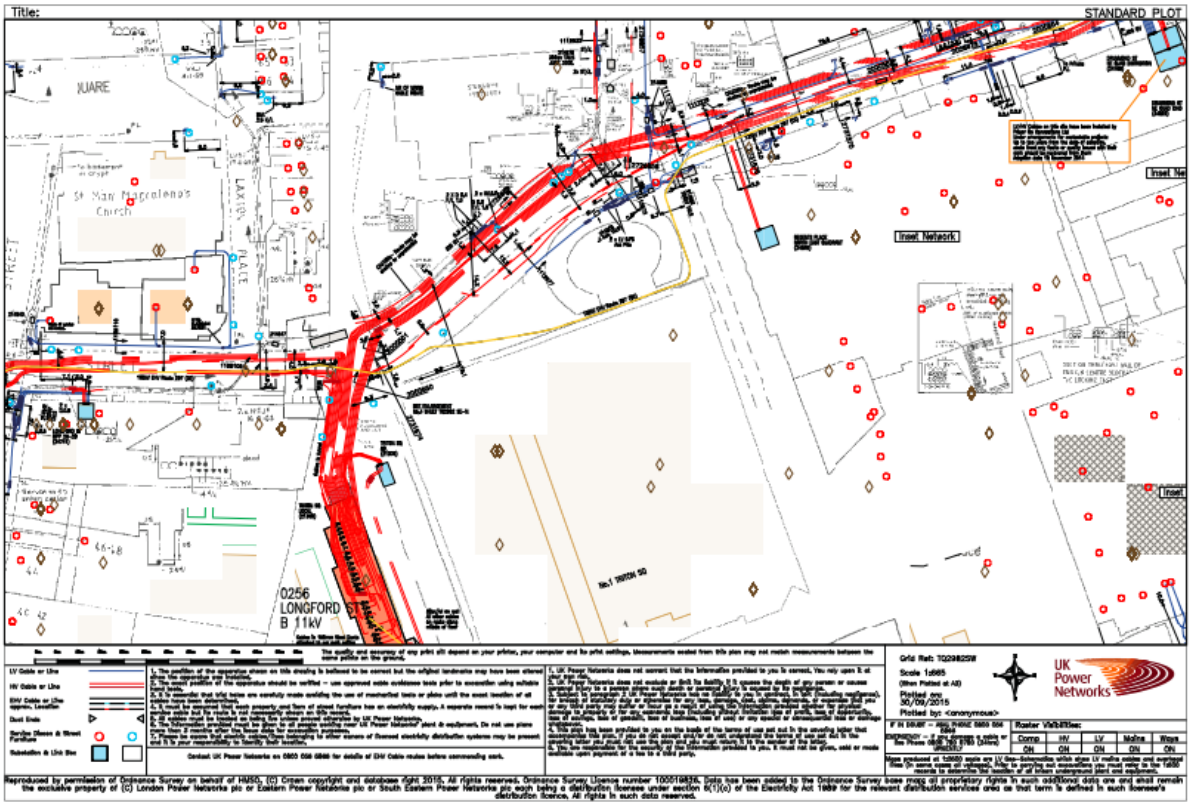
Thames Water ALS Water Map - Thames Water - July 2016

Underground Services Survey of Longford Place - Plowman Craven - March 2016









ALS Sewer Map Key

Public Sewer Types (Operated & Maintained by Thames Water)

- **Foul:** A sewer designed to convey waste water from domestic and industrial sources to a treatment works.
- **Surface Water:** A sewer designed to convey surface water (e.g. rain water from roofs, yards and car parks) to rivers or watercourses.
- **Combined:** A sewer designed to convey both waste water and surface water from domestic and industrial sources to a treatment works.
- Trunk Surface Water
- Trunk Foul
- Storm Relief
- Trunk Combined
- Vent Pipe
- Bio-solids (Sludge)
- Proposed Thames Surface Water Sewer
- Proposed Thames Water Foul Sewer
- Gallery
- Foul Rising Main
- Surface Water Rising Main
- Combined Rising Main
- Sludge Rising Main
- Proposed Thames Water Rising Main
- Vacuum

Sewer Fittings

A feature in a sewer that does not affect the flow in the pipe. Example: a vent is a fitting as the function of a vent is to release excess gas.

- Air Valve
- Dam Chase
- Fitting
- Meter
- Vent Column

Operational Controls

A feature in a sewer that changes or diverts the flow in the sewer. Example: A hydrobrake limits the flow passing downstream.

- Control Valve
- Drop Pipe
- Ancillary
- Weir

End Items

End symbols appear at the start or end of a sewer pipe. Examples: an Undefined End at the start of a sewer indicates that Thames Water has no knowledge of the position of the sewer upstream of that symbol. Outfall on a surface water sewer indicates that the pipe discharges into a stream or river.

- Outfall
- Undefined End
- Inlet

Other Symbols

Symbols used on maps which do not fall under other general categories

- Public/Private Pumping Station
- Change of characteristic indicator (C.O.C.I.)
- Invert Level
- Summit

Areas

Lines denoting areas of underground surveys, etc.

- Agreement
- Operational Site
- Chamber
- Tunnel
- Conduit Bridge

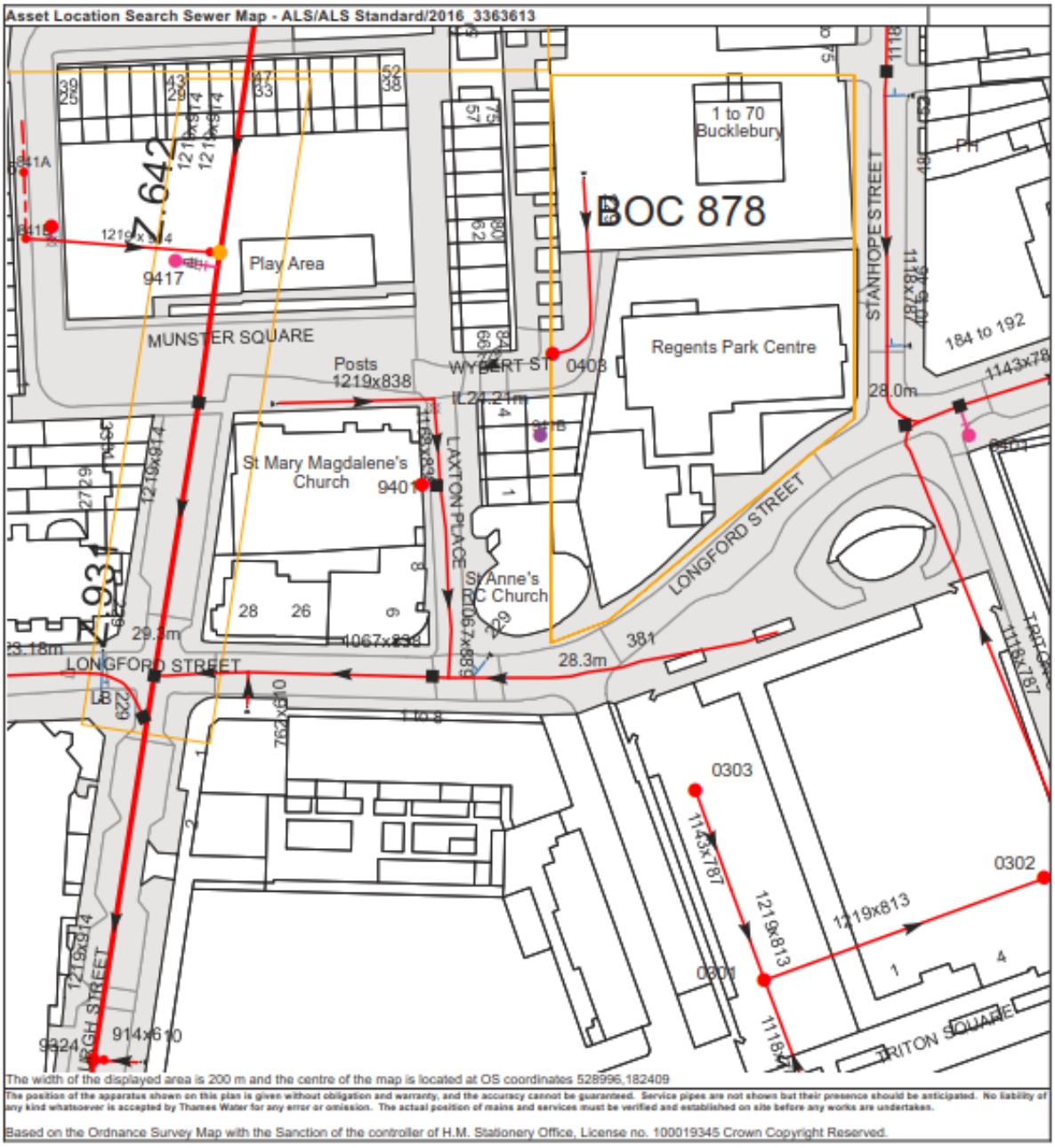
Other Sewer Types (Not Operated or Maintained by Thames Water)

- Foul Sewer
- Surface Water Sewer
- Combined Sewer
- Gulley
- Culverted Watercourse
- Proposed
- Abandoned Sewer

Notes:

1) All levels associated with the plans are to Ordnance Datum Newlyn.
2) All measurements on the plans are metric.
3) Arrows (on gravity fed sewers) or flecks (on rising mains) indicate direction of flow.
4) Most private pipes are not shown on our plans, as in the past, this information has not been recorded.
5) 'na' or '0' on a manhole level indicates that data is unavailable.
6) The text appearing alongside a sewer line indicates the internal diameter of the pipe in millimetres. Text next to a manhole indicates the manhole reference number and should not be taken as a measurement. If you are unsure about any text or symbology present on the plan, please contact a member of Property Insight on 0845 070 9148.

Thames Water Utilities Ltd. Property Searches, PO Box 3189, Slough SL1 4W. DX 151280 Slough 13
T 0845 070 9148 E searches@thameswater.co.uk I www.thameswater-propertysearches.co.uk


Asset Location Search Sewer Map - ALS/ALS Standard/2016_3363613
1 to 70 Bucklebury
BOC 878
Play Area
9417
MUNSTER SQUARE
Posts
1219x838
WYBERT ST
0403
IL24.21m
Regents Park Centre
STANHOPE STREET
184 to 192
28.0m
St Mary Magdalene's Church
9401
LAXTON PLACE
St Anne's RC Church
LONGFORD STREET
28.3m
29.3m
0303
0302
0301
1143x787
1219x813
TRITON SQUARE
9324
914x610
The width of the displayed area is 200 m and the centre of the map is located at OS coordinates 528996,182409
The position of the apparatus shown on this plan is given without obligation and warranty, and the accuracy cannot be guaranteed. Service pipes are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Thames Water for any error or omission. The actual position of mains and services must be verified and established on site before any works are undertaken.
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ALS Water Map Key

Water Pipes (Operated & Maintained by Thames Water)

Distribution Main: The most common pipe shown on water maps. With few exceptions, domestic connections are only made to distribution mains.

Trunk Main: A main carrying water from a source of supply to a treatment plant or reservoir, or from one treatment plant or reservoir to another. Also a main transferring water in bulk to smaller water mains used for supplying individual customers.

Supply Main: A supply main indicates that the water main is used as a supply for a single property or group of properties.

Fire Main: Where a pipe is used as a fire supply, the word FIRE will be displayed along the pipe.

Metered Pipe: A metered main indicates that the pipe in question supplies water for a single property or group of properties and that quantity of water passing through the pipe is metered even though there may be no meter symbol shown.

Transmission Tunnel: A very large diameter water pipe. Most tunnels are buried very deep underground. These pipes are not expected to affect the structural integrity of buildings shown on the map provided.

Proposed Main: A main that is still in the planning stages or in the process of being laid. More details of the proposed main and its reference number are generally included near the main.

Valves

- General Purpose Valve
- Air Valve
- Pressure Control Valve
- Customer Valve

Hydrants

- Single Hydrant

Meters

- Meter

End Items

Symbol indicating what happens at the end of a water main.

- Blank Flange
- Capped End
- Emptying Pit
- Undefined End
- Manifold
- Customer Supply
- Fire Supply

Operational Sites

- Booster Station
- Other
- Other (Proposed)
- Pumping Station
- Service Reservoir
- Shaft Inspection
- Treatment Works
- Unknown
- Water Tower

Other Symbols

- Data Logger

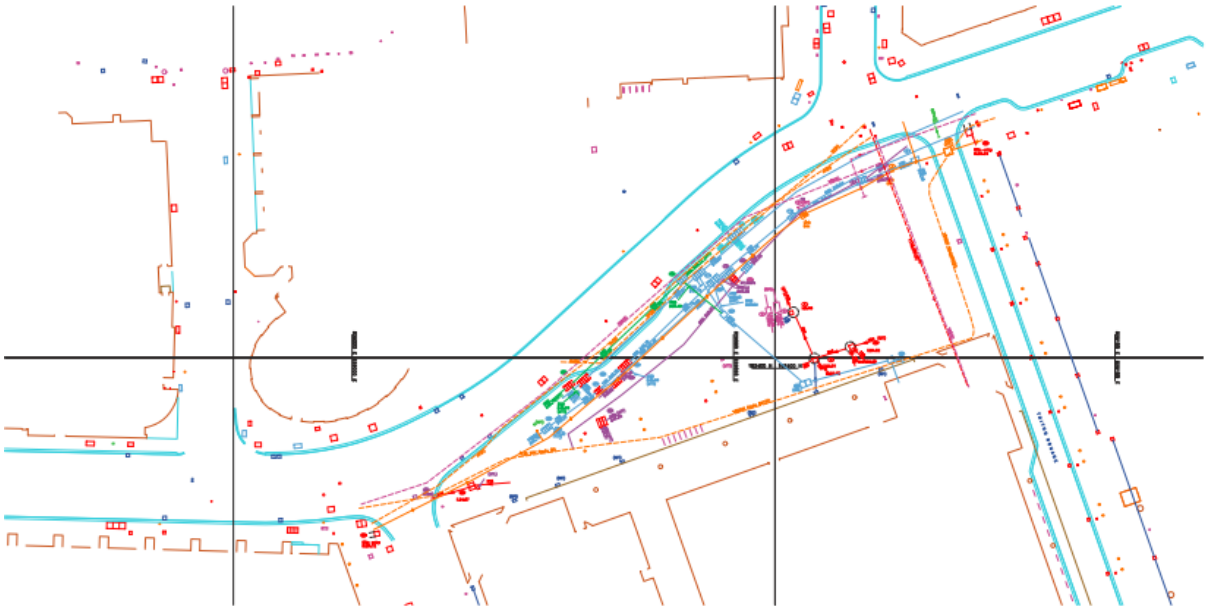
PIPE DIAMETER	DEPTH BELOW GROUND
Up to 300mm (12")	900mm (3')
300mm - 600mm (12" - 24")	1100mm (3' 8")
600mm and bigger (24" plus)	1200mm (4')

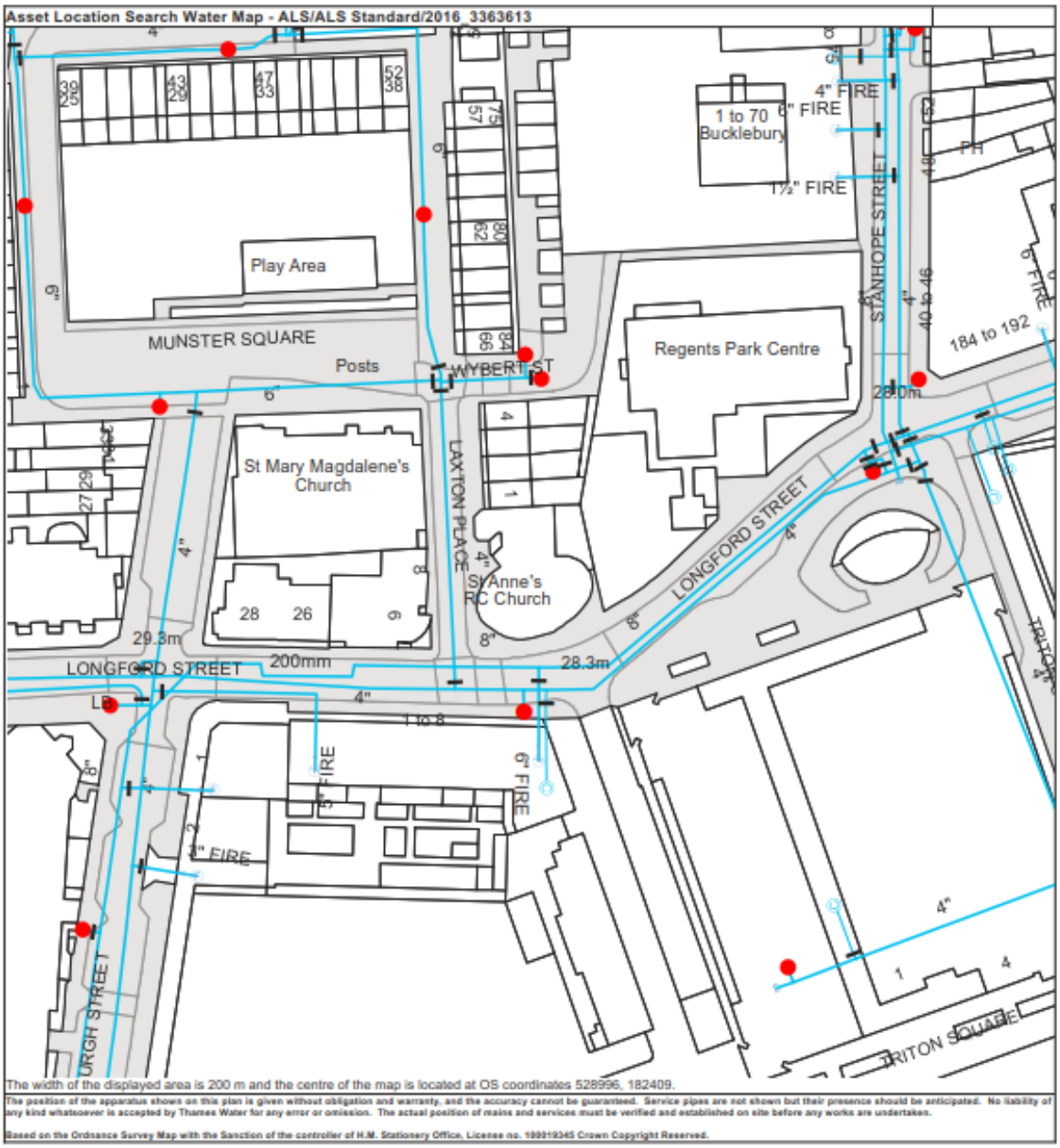
Other Water Pipes (Not Operated or Maintained by Thames Water)

Other Water Company Main: Occasionally other water company water pipes may overlap the border of our clean water coverage area. These mains are denoted in purple and in most cases have the owner of the pipe displayed along them.

Private Main: Indicates that the water main in question is not owned by Thames Water. These mains normally have text associated with them indicating the diameter and owner of the pipe.

Thames Water Utilities Ltd. Property Searches, PO Box 3189, Slough SL1 4W, DX 151280 Slough 13
T 0845 070 9148 E searches@thameswater.co.uk I www.thameswater-propertysearches.co.uk




Asset Location Search Water Map - ALS/ALS Standard/2016_3363613
Play Area
MUNSTER SQUARE
Posts
WYBERT ST
St Mary Magdalene's Church
LAXTON PLACE
St Anne's RC Church
Regents Park Centre
STANHOPE STREET
LONGFORD STREET
1 to 70 Bucklebury
4" FIRE
6" FIRE
1½" FIRE
PH
184 to 192
40 to 46
28.0m
29.3m
28.3m
200mm
1 to 8
TRITON SQUARE
The width of the displayed area is 200 m and the centre of the map is located at OS coordinates 528996, 182409.
The position of the apparatus shown on this plan is given without obligation and warranty, and the accuracy cannot be guaranteed. Service pipes are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Thames Water for any error or omission. The actual position of mains and services must be verified and established on site before any works are undertaken.
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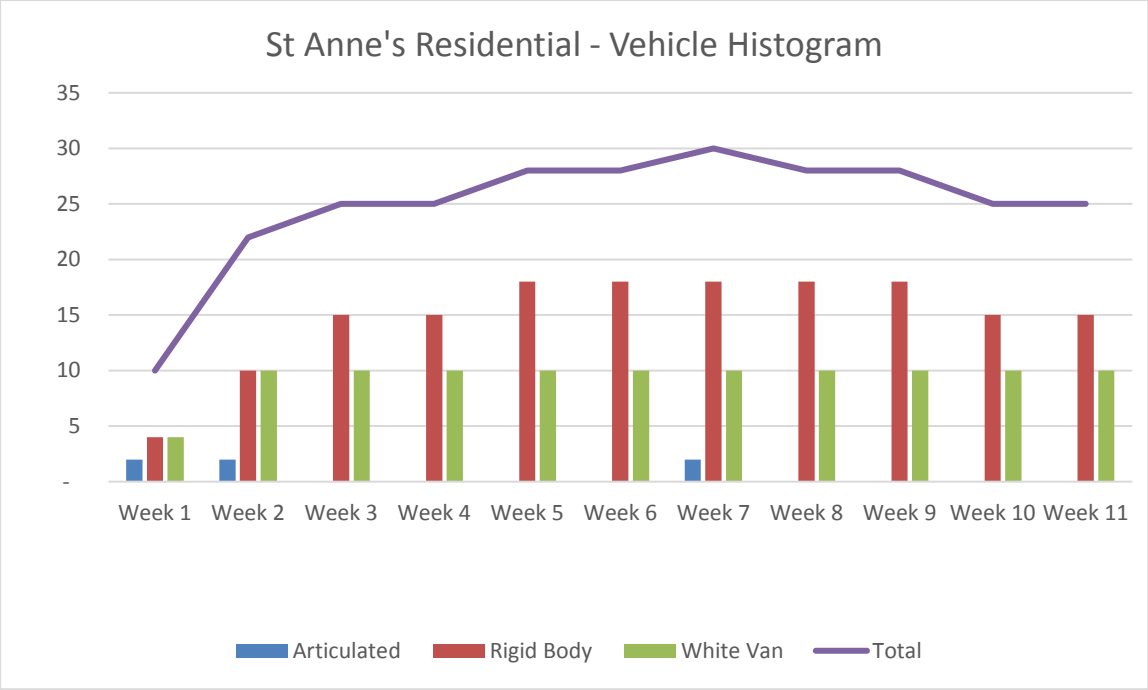
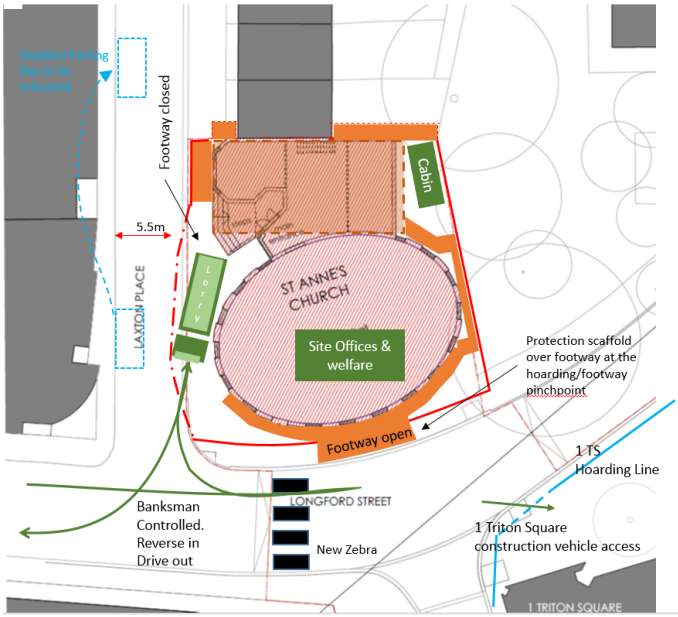
Appendix C - Vehicle Histogram

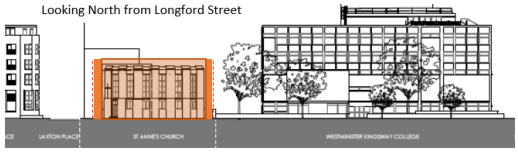


Appendix D – Logistics Plan – Site access and egress

St Anne's Residential Project – Stage 1A – Deconstruction – Wks 1 to 5



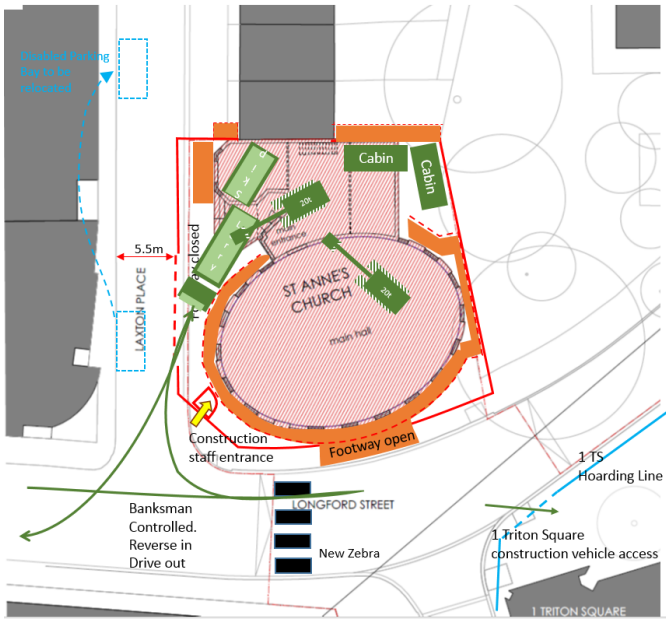
Looking North from Longford Street

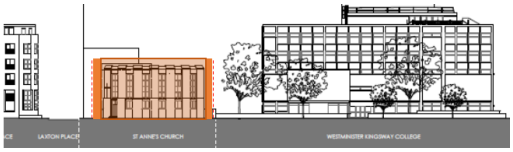


Looking East from Laxton Place

0 – Pre Demo – asbestos removal (Completed)
1 – Camden licences: scaffold, hoarding, footway closure, suspend parking bay.
2 – Demo Party Wall agreements with 1 Laxton Place
3 - Erect 2.4m Hoarding ———
4 – Movable Heras to contain vehicles — · — ·
4 – Soft strip internally
5 – Erect protection scaffold. 'Tarpaulin' Line
6 – Dismantled by hand to create machine area

St Anne's Residential Project – Stage 1B – Deconstruction – Wks 6 to 11





Looking East from Laxton Place

7 – Complete 2.4m Hoarding ——— with Gates - - - -
8 – Complete protection scaffold. 'Tarpaulin' Line
9 – Machine deconstruction to on site lorry
10 – Remove Ground Floor slabs
11 – Grub Out footings, remove obstructions, piling mat
12 – Remove scaffolds and secure hoardings to all sides

Appendix E – GLA Mitigation Measures Checklist

APPENDIX 7 AIR QUALITY CONTROL

☐ = To Be Implemented

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACK-OUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Site management			
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX
Develop a Dust Management Plan.		XX	XX
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX
Display the head or regional office contact information.	XX	XX	XX
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX
Make a complaints log available to the local authority when asked.	XX	XX	XX
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	XX	XX	XX
Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.	XX	XX	XX
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	XX

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.			XX
Preparing and maintaining the site			
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X
Avoid site runoff of water or mud.	XX	XX	XX
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX
Remove materials from site as soon as possible.	X	XX	XX
Cover, seed or fence stockpiles to prevent wind whipping.		XX	XX
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.			X
Agree monitoring locations with the Local Authority.		XX	XX
Where possible, commence baseline monitoring at least three months before phase begins.		XX	XX

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.		XX	XX
Operating vehicle/machinery and sustainable travel			
Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.	XX	XX	XX
Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.	XX	XX	XX
Ensure all vehicles switch off engines when stationary – no idling vehicles.	XX	XX	XX
Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.	XX	XX	XX
Impose and signpost a maximum-speed-limit of 10mph on surfaced haul routes and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).	X	X	XX
Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.		XX	XX
Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).	XX	XX	XX
Operations			
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	XX	XX	XX

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	XX	XX	XX
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX
Waste management			
Reuse and recycle waste to reduce dust from waste materials	XX	XX	XX
Avoid bonfires and burning of waste materials.	XX	XX	XX

MEASURES SPECIFIC TO DEMOLITION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	X	X	XX
Ensure water suppression is used during demolition operations.	XX	XX	XX
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	XX	XX	XX
Bag and remove any biological debris or damp down such material before demolition.	XX	XX	XX

MEASURES SPECIFIC TO TRACKOUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	X	XX	XX
Avoid dry sweeping of large areas.	X	XX	XX
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX
Record all inspections of haul routes and any subsequent action in a site log book.		XX	XX
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.		XX	XX
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;		XX	XX
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	X	XX	XX
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.		XX	XX
Access gates to be located at least 10m from receptors where possible.		XX	XX
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site		X	XX

XX Highly Recommended X Desirable

British Land

St Anne's

Noise Assessment

R03

Draft 1 | 5 December 2016

Job number 246868-13

Ove Arup & Partners Ltd
13 Fitzroy Street
London
W1T 4BQ
United Kingdom
www.arup.com

ARUP

Camden

Document Verification

ARUP

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Document title		Noise Assessment			**File reference**
Document ref		R03			
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			Prepared by	Checked by	Approved by
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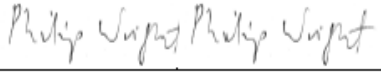
		Signature			
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		Name			
		Signature			
				Issue Document Verification with Document	✓

Camden

Contents

1 Introduction

Ove Arup & Partners (Arup) have been appointed by British Land to provide acoustic design consultancy services for the proposed redevelopment project at St Anne's, London.

London Borough of Camden (LBC) require a noise assessment and report to support the planning application for the project. LBC require that the acoustic report should be prepared by a qualified acoustician outlining details of:

- The existing background noise levels measured over 24hrs.
- Proposed noise output.
- The measures proposed to reduce noise, fume emissions and vibration.
- Cumulative noise levels including all existing and proposed units.
- The system manufacturer's specifications.
- The method used to compile the report and examples of the calculations and assumptions made.

This report sets out these details as far as available plant information makes possible at this stage.

In addition, this report considers noise ingress from external sources, and demonstrates how appropriate standards for internal noise levels will be achieved.

2 Existing background noise

Arup undertook an unattended background noise measurement at rooftop level of St Anne's (Location A) between 1st December and 5th December 2016. The Measurement location is shown in Figure 1.

This location was chosen as it was unaffected by nearby plant, and provided a convenient means of obtaining background noise levels representative of those at the adjacent existing residential premises, as well as the proposed residential development at St Anne's.

Table 1 sets out the lowest background levels that were measured at this location.

Sensitive locations	Lowest measured background levels ($LA_{90,5min}$), dB	
	Daytime (7am – 7pm)	Other times
Adjacent properties to St Anne's	45	43

Table 1: Lowest background levels measured.

The appendix provides more detail on this background noise levels recorded.

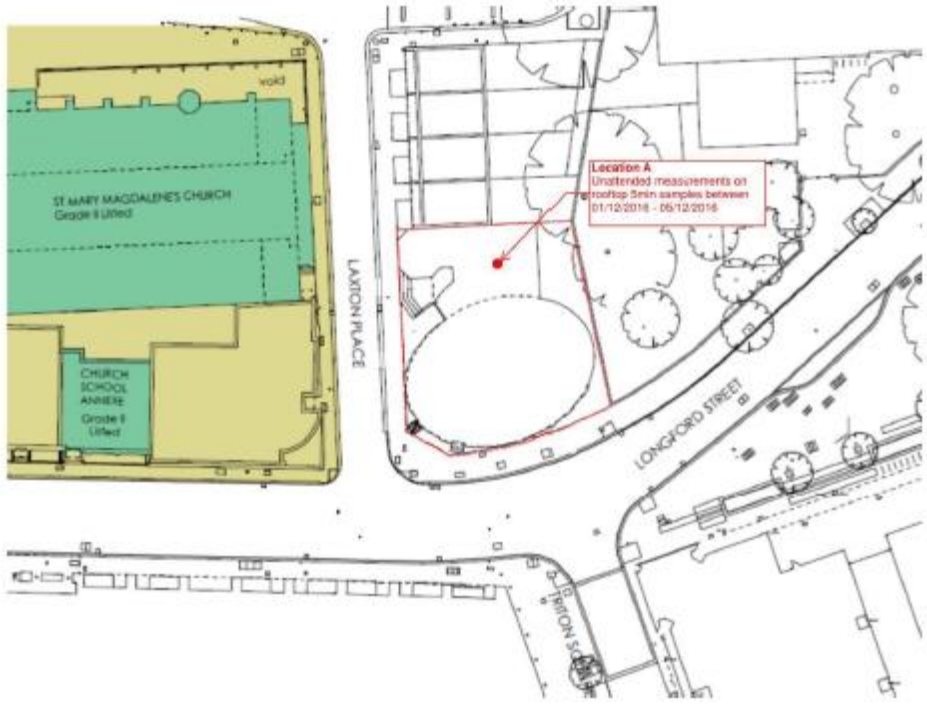


Figure 1: Background noise measurement location.

3 Noise emission limits

External noise emissions will be controlled to meet Camden Council's requirements. These are set out in the council's development policy "DP28", and extract from which is shown below.

For non-tonal plant, noise emissions are to be at least 5dB below background noise levels at any time, at "sensitive" facades of nearby buildings. Elsewhere in the DP28 document it is stated that "noise sensitive development includes housing, schools and hospitals as well as offices, workshops and open spaces." Therefore the requirement can be considered in practice to all of the adjacent buildings.

Table E: Noise levels from plant and machinery at which planning permission will not be granted

Noise description and location of measurement	Period	Time	Noise level
Noise at 1 metre external to a sensitive façade	Day, evening and night	0000-2400	5dB(A) <LA90
Noise that has a distinguishable discrete continuous note (whine, hiss, screech, hum) at 1 metre external to a sensitive façade.	Day, evening and night	0000-2400	10dB(A) <LA90
Noise that has distinct impulses (bangs, clicks, clatters, thumps) at 1 metre external to a sensitive façade.	Day, evening and night	0000-2400	10dB(A) <LA90
Noise at 1 metre external to sensitive façade where LA90>60dB	Day, evening and night	0000-2400	55dB$_{LAeq}$

Table 2: Camden Council's noise emissions requirements.

Emergency generators used to maintain business continuity during power failures are subject to the same limits.

The LBC planning requirements do not apply to equipment that operates solely under emergency life safety conditions or for testing of such equipment.

The current LBC policy regarding noise from life-safety plant is that external noise emissions for emergency generators (life safety and communications only) is not to exceed the lowest daytime $L_{Aeq,15mins}$.

Table 3 sets out the noise emission limits for the development on this basis.

Sensitive location	Building services noise emission limit at 1m external to sensitive façade, dB$L_{Ar,Tr}$		
	Type of noise	Daytime (7am-7pm)	Other times
Adjacent properties to St Annes	Noise from plant	40	38
	Noise from plant that has a distinguishable continuous note or distinct impulses	35	33
	Emergency generator	47	47

Table 3: Plant noise emission limits at nearby locations.

4 Assessment of noise emissions

4.1 Receivers

The figure below shows the principal nearby receivers, which are also listed in the table below:

NSRs	Address
NSR 1	9 Laxton Pl
NSR 2	1-4 Laxton Pl (west)
NSR 3	Westminster Kingsway College
NSR 4	1-4 Laxton Pl (east)

Table 4: sensitive receivers

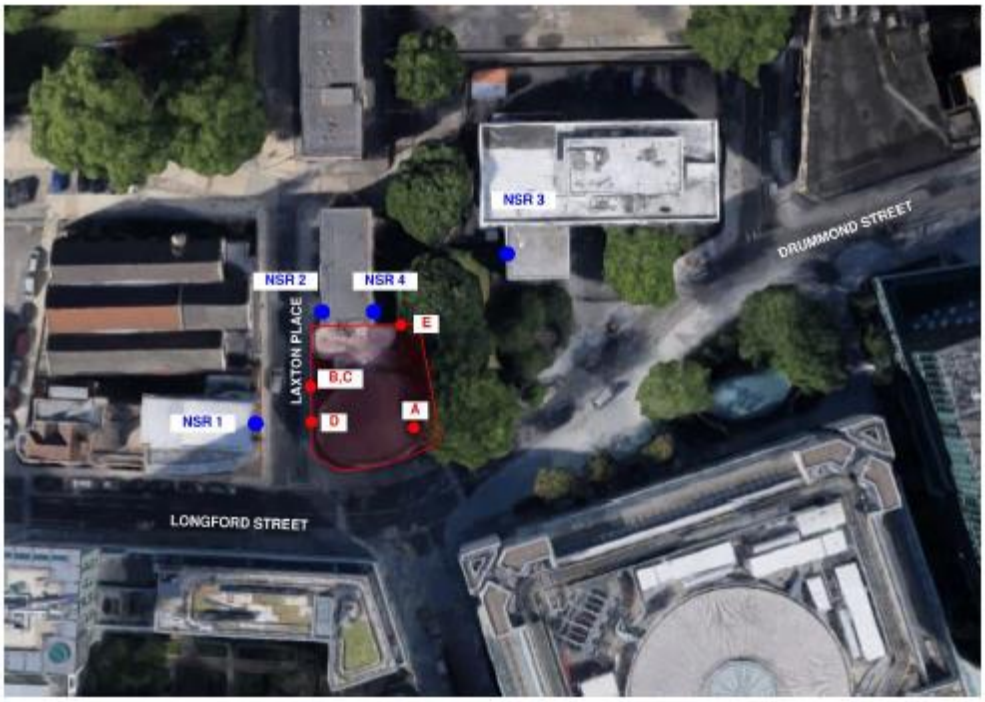


Figure 2: Plant locations and nearby sensitive locations

4.2 Sources

The principal items to be considered are:

- MVHR ventilation units serving each apartment, and with inlet and discharge connections to the façade elevations
- Generator located in the ground floor plant room
- Transformer at ground level
- Heat rejection plant at roof level.

At this stage of design not all units are selected, so reasonable assumptions have been made regarding noise emissions and the measures that will be required to achieve the necessary control.

MVHR units

Source sound power levels of candidate MVHR units is shown in the table below.

			Octave Band Centre Frequency, Hz								
		dB(A)	31.5	63	125	250	500	1k	2k	4k	8k
outlet		66.4 (A)		56.0	62.0	60.0	63.0	64.0	56.0	49.0	48.0
inlet		50.3 (A)		49.0	52.0	50.0	47.0	47.0	40.0	32.0	28.0

Table 5: candidate MVHR inlet and outlet sound power levels

Each elevation of the proposed development will have a number of connections from these to the façade. We have assumed as a worst case 8 connections facing north, and 6 facing west (towards Laxton Place).

As a worst case, approximately 16dB of attenuation wil be required to the outlets in order to meet the noise criteria at the nearby residential receivers, 10m away.

A significant degree of attenuation will normally occur naturally through an MVHR system, but where required additional in-line attenuators will be installed to control noise output. A limiting sound power of approximately 50dBA from each façade connection is proposed at this stage.

Generator

Noise data has been provided for a typical enclosed generator set of the required electrical power rating, in the form of an overall sound power level of 93dBA.

Within the plant room – assuming a degree of absorptive treatment – our estimates indicate this will produce a sound pressure level of approximately 88dBA. Taking into account likely exposed Ground Floor louvre area, the sound power to atmosphere would be of the order of 86dBA.

At the opposite residential premises (9 Laxton Place) the resulting sound pressure level would be approximately 67dBA, which would exceed the requirement of 47dBA for emergency plant.

Therefore, attenuation will be installed at louvre connections to reduce noise levels by approximately 20dB.

Transformer

High sound pressure levels are not anticipated from the transformer. However, the tonal nature of transformers is noted, and measures will be taken to ensure the related emissions criteria are met. These will include:

- Isolating supports
- Acoustically rated doors to control break-out
- Attenuation as required to plantroom ventilation paths.

Heat Rejection

Candidate heat rejection plant has not yet been selected. However this plant will be located at roof level, and therefore calculations have been carried out to establish suitable limiting levels.

Because of the greater height of St Anne's relative to the closest receivers, a degree of screening will be obtained. A figure of 10dB is a reasonable conservative assumption, together with a conservative distance assumption of 15m.

Assuming point source propagation this suggests a limiting sound power level of approximately 70 to 75dBA will be appropriate. Heat rejection plant will be selected and attenuated accordingly.

4.2.1 Control of vibration

All plant items will be vibration isolated.

4.3 Noise emissions calculation method

The noise emission estimates have followed the following method:

1. For each item of plant, establish a sound power level (SWL_{item}) and correct for quantity of plant, N, according to
$$SWL_{cluster} = SWL_{item} + 10\log_{10}(N)$$
2. For each item of plant and each sensitive location measure the plan distance, r. Assume point-source hemi-spherical spreading to determine the sound pressure level (SPL) from the total SWL.
$$SPL_{cluster,source} = SWL_{cluster} - 20\log_{10}(r) - 11$$
3. For louvres, a plane source propagation model has been employed.

4.4 Conclusions

Noise emissions will be controlled to meet Camden's requirements. Although actual plant selections cannot be determined at this stage, candidate selection information and reasonable assumptions of source levels have been used to demonstrate how this will be achieved.

Appendix A

Background noise measurements

A1 Background noise measurements

The time-level trace for the unattended noise measurements undertaken at rooftop level at St Anne's between 1st December and 5th December 2016 are shown below.

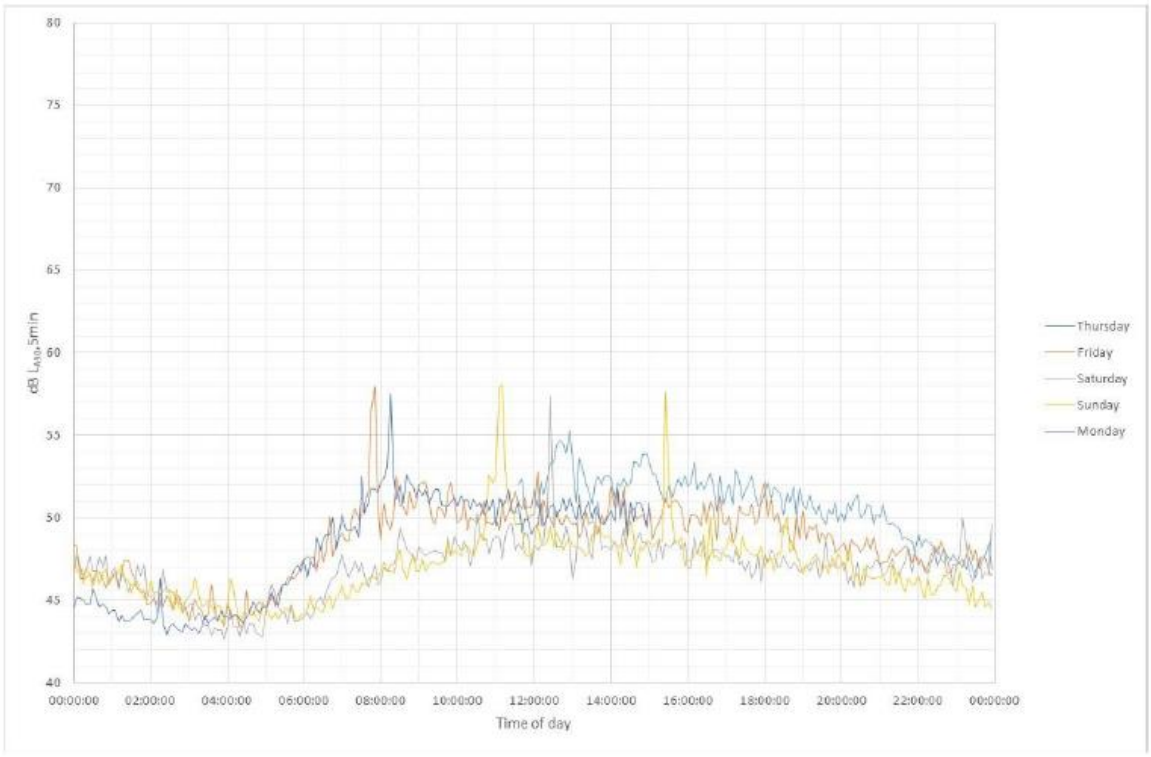


Figure 3: unattended background noise measurements

Appendix G - Community Consultation

Introduction

Four public consultation sessions were held in the local area on the REDMP and RECEMP. The below sets out the process followed, stakeholders and public invited, material distributed and presented, feedback received and mitigation measures put in place in response to comments received.

Process & Timeline

Date	Activity
31/08/18	300 + invites to the public consultations issued to local community - see Figure 1 for area where invites were delivered and Figure 2 for an example invite
31/08/18	Invites to the public consultations translated into Bengali distributed to the West Euston Partnership and Surma Community Centre - both on Hampstead Road. This measure was taken to inform the local Bengali population of the event. See Figure 3 for an example invite.
31/08/18	Email invites to the public consultations issued to all contacts on the 1 Triton Square and St Anne's mailing list (over 90 contacts consisting of local businesses, residents and other organisations in the area). See Figure 4 for email invite.
31/08/18	Email invite to the public consultations issued to Cllr Heather Johnson
31/08/18	Email invite to the public consultations issued to JLL (Stephenson House Development)
07/09/18	Public Consultation 1 held in the Old Diorama Arts Centre 12:00 - 14:00
07/09/18	Public Consultation 2 held in the Old Diorama Arts Centre 17:00 - 20:00
12/09/18	Public Consultation 3 held in the West Euston Partnership 12:00 - 14:00
12/09/18	Public Consultation 4 held in the West Euston Partnership 17:00 - 20:00

Invitation Area - Figure 1

Come and find out more about the construction of the St Anne's housing development.

British Land

We are holding a public exhibition on the upcoming construction of the St Anne's housing development. This is a great opportunity to meet the project team and find out more about the construction works taking place.

The St Anne's site is being redeveloped to provide new housing for Camden residents consisting of 22 good quality self-contained flats, sensitively planned with private and shared outdoor amenity spaces.

We are holding four events. Please feel free to drop in at any of the times listed:

1 **Friday 7th September 2018**
12pm - 2pm

The Diorama Arts Centre
201 Drummond Street
Regent's Place
London NW1 3FE

2 **Friday 7th September 2018**
5pm - 8pm

The Diorama Arts Centre
201 Drummond Street
Regent's Place
London NW1 3FE

3 **Wednesday 12th September 2018**
12pm - 2pm

West Euston Partnership
29-31 Hampstead Road
London
NW1 3JA

4 **Wednesday 12th September 2018**
5pm - 8pm

West Euston Partnership
29-31 Hampstead Road
London
NW1 3JA

এই আমন্ত্রণের কপিগুলি বাংলাতে পাওয়া যায়। অনুগ্রহ করে একটি কপি সংগ্রহ করতে **29 Hampstead Road** এ ওয়েস্ট ইউস্টন ওয়ান স্টপ শপ বা **1 Robert Street** এ সুরমা কমিউনিটি সেন্টারে ভিজিট করুন। এর পরিবর্তে, আরও তথ্যের জন্য, ইমেইল করুন **m.mortimer@m3c.co.uk**

Any questions? Please contact Rebecca Burns on 020 7467 2966

Camden

আসুন এবং সেন্ট অ্যানির গৃহ উন্নয়নের নির্মাণ সম্পর্কে আরও জানুন।

British Land

আমরা সেন্ট অ্যানির গৃহ উন্নয়নের ভবিষ্যৎ নির্মাণ বিষয়ে একটি গণ প্রদর্শনীর আয়োজন করছি। এটি প্রকল্পের টিমের সাথে দেখা করার এবং সংঘটিত নির্মাণ কাজ সম্পর্কে আরও জানার একটি বড় সুযোগ।

ক্যামডেন এর বাসিন্দাদের নতুন গৃহের সুযোগ প্রদানের জন্য সেন্ট অ্যানির সাইটের উন্নয়ন করা হচ্ছে যেটি ২২টি ভালো মানের স্বয়ংসম্পূর্ণ ফ্ল্যাট নিয়ে গঠিত এবং যা ব্যক্তিগত ও সর্বজনীন বহিরাঙ্গনের মনোরম স্থানসহ সূক্ষ্মভাবে পরিকল্পিত।

আমরা চারটি অনুষ্ঠানের আয়োজন করছি। অনুগ্রহ করে তালিকাভুক্ত যেকোনো সময়ে আসতে দ্বিধাবোধ করবেন না:

1 **Friday 7th September 2018**
12pm - 2pm
The Diorama Arts Centre
201 Drummond Street
Regent's Place
London NW1 3FE

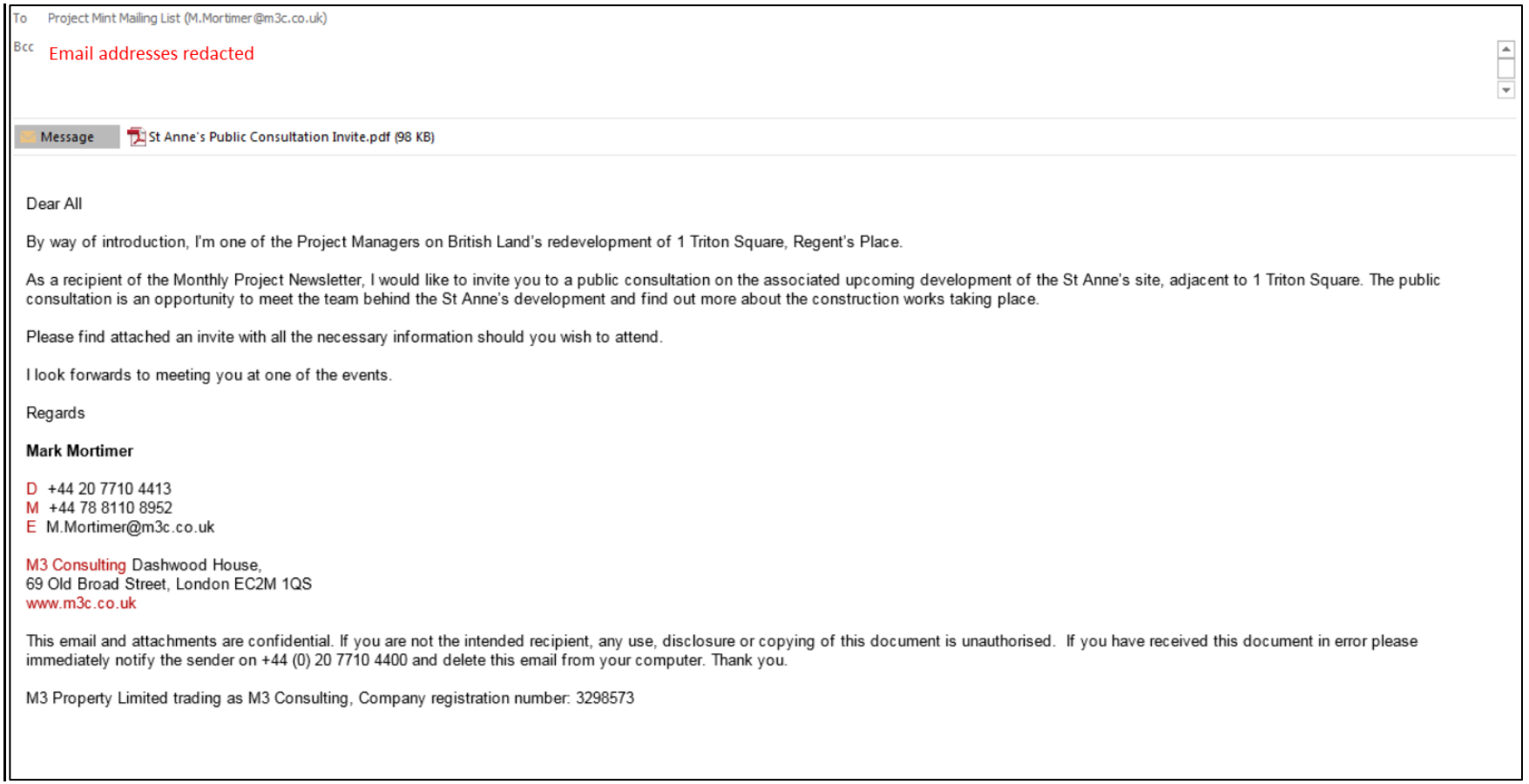
2 **Friday 7th September 2018**
5pm - 8pm
The Diorama Arts Centre
201 Drummond Street
Regent's Place
London NW1 3FE

3 **Wednesday 12th September 2018**
12pm - 2pm
West Euston Partnership
29-31 Hampstead Road
London
NW1 3JA

4 **Wednesday 12th September 2018**
5pm - 8pm
West Euston Partnership
29-31 Hampstead Road
London
NW1 3JA

Camden

Email Invite - Figure 4



To Project Mint Mailing List (M.Mortimer@m3c.co.uk)

Bcc Email addresses redacted

Message St Anne's Public Consultation Invite.pdf (98 KB)

Dear All

By way of introduction, I'm one of the Project Managers on British Land's redevelopment of 1 Triton Square, Regent's Place.

As a recipient of the Monthly Project Newsletter, I would like to invite you to a public consultation on the associated upcoming development of the St Anne's site, adjacent to 1 Triton Square. The public consultation is an opportunity to meet the team behind the St Anne's development and find out more about the construction works taking place.

Please find attached an invite with all the necessary information should you wish to attend.

I look forwards to meeting you at one of the events.

Regards

Mark Mortimer

D +44 20 7710 4413
M +44 78 8110 8952
E M.Mortimer@m3c.co.uk

M3 Consulting Dashwood House,
69 Old Broad Street, London EC2M 1QS
www.m3c.co.uk

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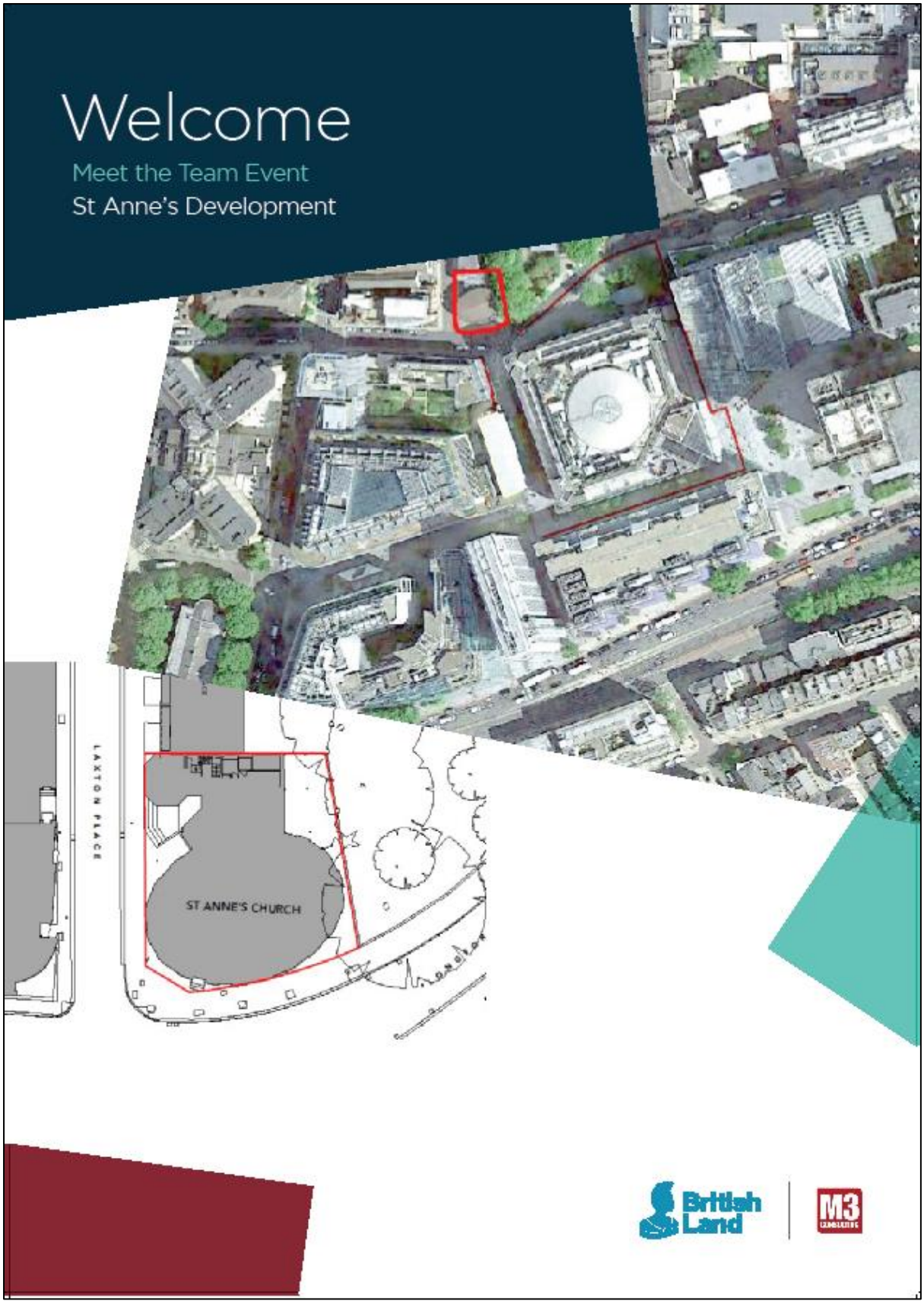
Public Consultation Information Boards



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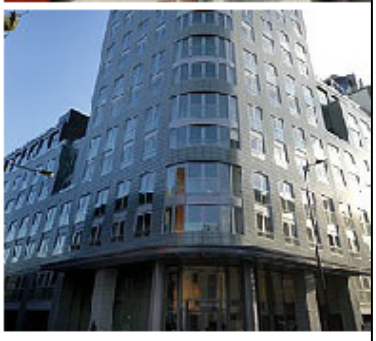
British Land has sector-leading development credentials and enduring involvement in the local community

British Land

We create... Outstanding places where people want to work, shop and live

- British Land has been involved at Regent's Place for over 30 years working in partnership with the community, Camden Council, local organisations and businesses
- British Land has invested in local infrastructure and initiatives, funding new public spaces and providing space for New Diorama Theatre, Diorama Arts Studio and West Euston Partnership employment and training facility
- Together with the Regent's Place team, British Land regularly volunteers for and supports community projects in Camden, including arts initiatives, reading support programmes and local events such as the Camden Mela and West Euston Festival
- Over the years British Land's construction activity has supported thousands of jobs and delivered affordable housing for local residents
- Together, our Osnaburgh Street and NEQ developments delivered over 160 units of high quality affordable housing for the local residents



We create... Places People Prefer

Camden

Description of works

- Provision of 22 self-contained flats with a mixture of Social Rented tenure and Intermediate Rented tenure flats across a part 6-storey, part 9-storey building
    - As defined by the government, Social Rented tenure means properties are owned and managed by local authorities or housing associations and are offered at affordable rent
    - Intermediate Rented tenure means properties are rented from local authorities or housing associations and cost more than social rent but less than market rent
- Provides good quality housing with dual and triple aspect living spaces including two wheelchair accessible flats
- A mixture of one, two and three bed flats with open plan kitchen/living spaces, designed to achieve Home Quality Mark Level 3, delivering a sustainable building that enhances the wellbeing of its occupants
- External elevations comprise of brickwork with metal detailing to the balconies and windows with white brick to the inside of the recessed balconies

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Site Management

Working Hours

Monday to Friday 8.00am to 6.00pm
Saturday 8.00am to 1.00pm
Sunday/Public Holidays Site Closed

Traffic Management

All deliveries will be scheduled on a "Just in time" basis, and will be scheduled to avoid unnecessary congestion at peak times to limit the impacts on the local community and air quality. Banksmen will supervise the movement of vehicles to and from the site at all times to protect other road users and pedestrians. To keep the local highways and pavements clean, loading areas will be swept regularly and vehicles hosed down prior to leaving the site. Road sweepers will be deployed as necessary

Security

The site will be surrounded by hoarding with security employed and present on site throughout demolition and construction to secure the perimeter of the site. At the site entrance, a biometric turnstile will be positioned to ensure all operatives coming to work on this site as CSCS Certified

CCTV

CCTV cameras will be used around the site with cameras positioned at key points on the hoarding to provide an additional means of security

Monitoring Equipment

Remotely operated noise and dust monitoring equipment will be employed to provide live information from the building. Discretely positioned on the boundary of the site, monitors will record all noise, dust and vibration levels during the day and night. All monitors will be set with trigger levels which will react once levels are exceeded, triggering mitigation measures on site.

From the data provided, monthly reports will be produced and published to the Local Authority for their records. Concise information from these reports will also be included in our monthly newsletter.

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Site Logistics

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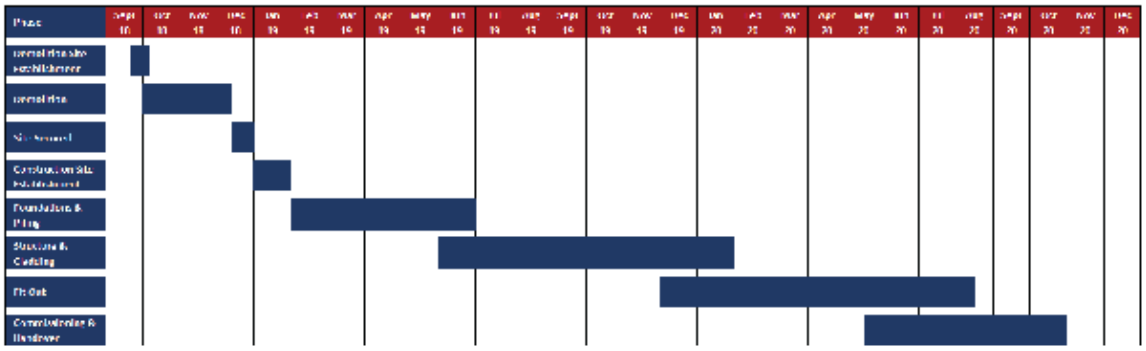
Programme & Point of Contact



Mark Mortimer

Project Manager

Mark has knowledge and experience of Regent's Place and the local area having worked on the St Anne's and 1 Triton Square projects for three years. Mark is the point of contact for all queries related to the St Anne's development.

M.Mortimer@m3c.co.uk
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M +44 (0) 78 8110 8952

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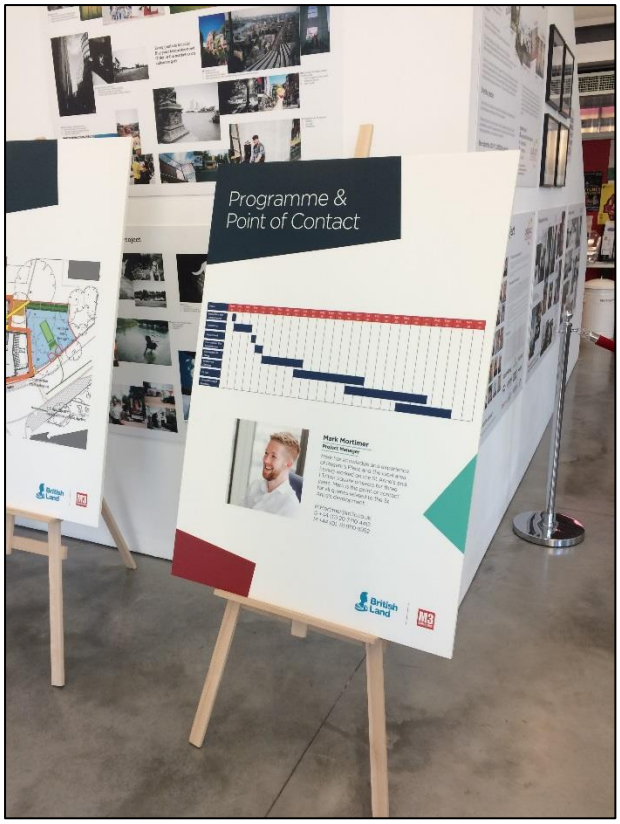
Public Consultation Photos



Feedback Received

St Anne's Public Consultation

Thank you for attending the consultation on the upcoming construction works for the St Anne's development.

The project team are keen to hear your feedback so that we can manage the works with minimal impact to the local community and respond to any questions.

Comments on the construction works

Really Impressed with how the reconstruction work has been organised. The Communication and responses have been prompt and most helpful for reassurance and peace of mind

Really looking forward to the Outcome and the community feel the project will introduce

We would also like to stay in touch throughout the project to keep you up to date on our progress and listen to any further feedback.

Contact details to keep in touch

Name: Sarah Cooney

Email:

Phone:

We will only use these details to keep you informed about the project if you wish.

St Anne's Public Consultation

Thank you for attending the consultation on the upcoming construction works for the St Anne's development.

The project team are keen to hear your feedback so that we can manage the works with minimal impact to the local community and respond to any questions.

Comments on the construction works

I AM DREADING THE NOISE + DUST, BUT THE END RESULT SHOULD BE WORTH IT

We would also like to stay in touch throughout the project to keep you up to date on our progress and listen to any further feedback.

Contact details to keep in touch

Name: PENELOPE LERNER

Email: FLAT 28, 9 LANGTON PLACE NW1 8PT

Phone: 7 383 3429

We will only use these details to keep you informed about the project if you wish.

Public Consultation Findings

Attendance:

- Friday 07/09/18 - 10 attendees
- Wednesday 12/09/18 - 12 attendees

Feedback:

- Generally, residents living along Laxton Place and in the Osnaburgh Street building expressed some concerns about noise and vehicle movements. The noise mitigation measures were explained as well as when the noisiest periods during the demolition and construction programme would fall. It was explained that due to the small size of the site, vehicle movements will be significantly lower than those of the adjacent 1 Triton Square development and HS2 works. All residents have been given contact details for Mark Mortimer (M3 Project Manager) to contact with any comments or concerns throughout the works.
- Several local residents praised the proposed scheme's appearance and expressed interest in applying for flats in the final development.
- Two residents stated they were happy that the construction programme for St Anne's ran concurrently with that of 1 Triton Square, reducing the overall length of construction works in the area.
- All attendees were invited to the next Community Working Group meeting - to be held in September - and a site visit to 1 Triton Square to meet the Contractor and view the works taking place. Those attendees who shared their contact details have been added to the Project Newsletter mailing list.

Adaptations/Modifications to the REDMP and RECMP:

- No amendments or modifications have been made to the REDMP or RECMP following the four public consultations. The concerns raised centred on noise, dust and vehicle movements. The noise and dust mitigation measures already agreed with LBC were explained to the attendees and were generally well received. Some residents were reassured by the additional mitigation measures already put in place at 1 Triton Square in response to their concerns. Similarly, the residents were reassured to hear about the low level of projected vehicle movements as set out by the vehicle histogram (Appendix C). The consultation process will continue throughout the life of the project, both formally through the CWG meetings and informally with catch ups between residents, Contractor and Project Manager arranged as required.