Construction Management Plan

pro forma v2.3

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
15/05/2019		

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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

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

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

Camden charges a fee for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as 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.**"

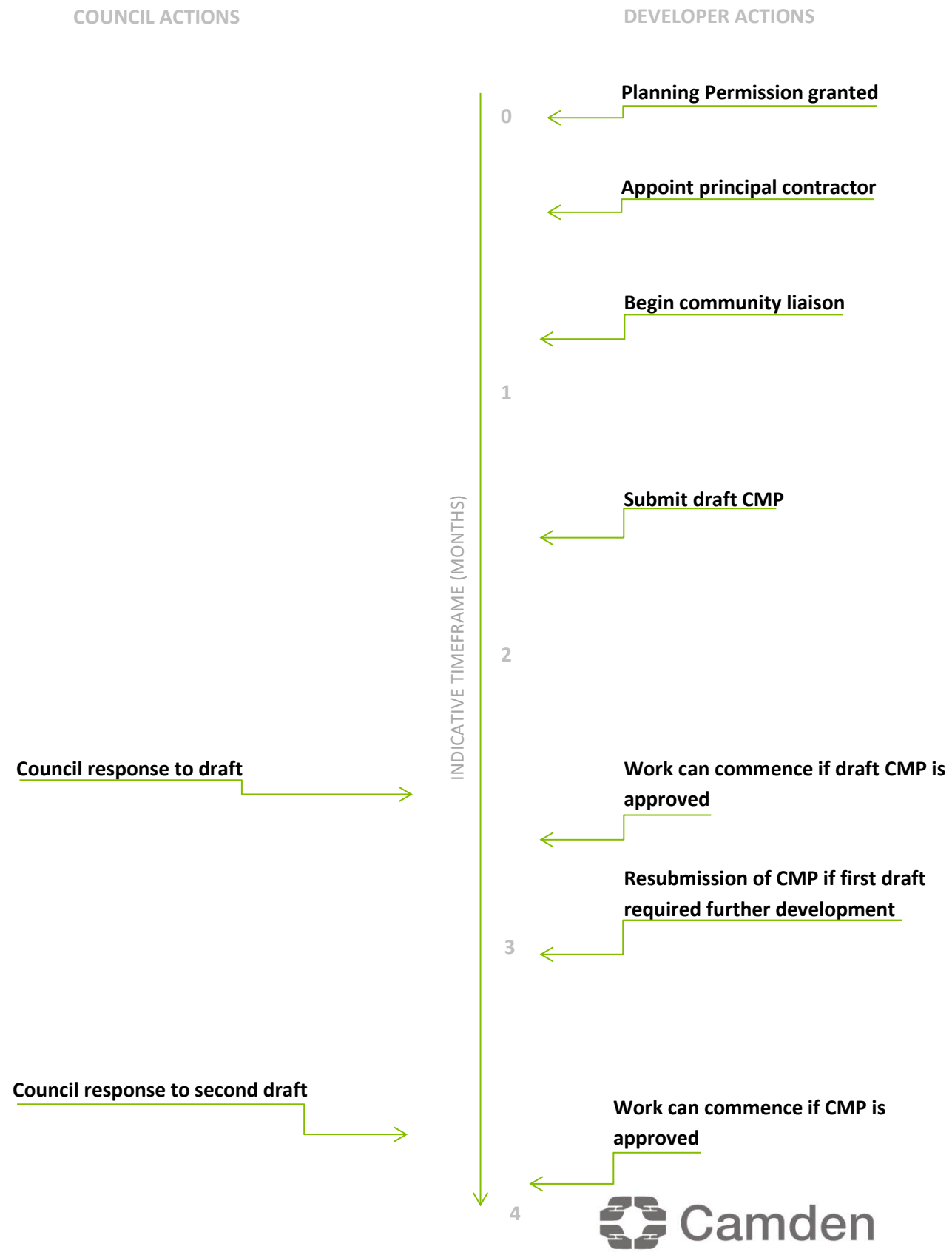
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow

comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(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
Planning Permission granted
0
Appoint principal contractor
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 required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: Space House, 1 Kemble Street and 43-59 Kingsway, WC2B 4AN

This draft CMP has been prepared to support the application for planning permission and listed building consent at the site. This section will be updated post planning.

A high level CRMP (Construction Resource Management Plan) has been produced for this site and is detailed in Appendix A .

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

A Principal Contractor has not yet been commissioned – This section will be updated post planning

Name:

Address:

Email:

Phone:

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: TBC once Principal Contractor appointed. Will be tendering construction phase at the end of 2019/early 2020.

Address:

Email:

Phone:

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: TBC once Principal Contractor appointed. Will be tendering construction phase at the end of 2019/early 2020.

Address:

Email:

Phone:

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 CMP.

Name: TBC once Principal Contractor appointed. Will be tendering construction phase at the end of 2019/early 2020.

Address:

Email:

Phone:

Site

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

The Application Site lies within the London Borough of Camden (LBC), and borders the City of Westminster. The Site comprises two buildings ranging between seven and sixteen storeys, providing 25,363sqm (GIA) of office floorspace in B1a use which are connected by a link bridge at first and second floor levels. The Site is currently provided with 48 car parking spaces across ground and two basement levels accessible from Keeley Street and Kemble Street. Site location plan to be included in Appendix B .

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 development proposals seek planning permission and listed building consent for the following development proposals:

"Removal of existing roof plant equipment at 1 Kemble Street and erection of a single storey facsimile floor plus one setback floor; removal of roof plant from 43-59 Kingsway and erection of a single storey set-back extension; enclosure of the southern external stair at ground floor level on Kingsway with slimline glazing replacement windows and new glazing at ground floor level across the site; enclosing the redundant petrol filling station area with slimline glazing; façade cleaning; new landscaping and public realm works and internal alterations to both buildings in connection with their refurbishment and change of use from Class B1 offices to Class A1/A3 and flexible Class B1/B1 and events space (sui generis) at part ground and basement levels."

In addition to the above the site is also surrounded by a variety of land uses including:

1) Educational Facilities;
2) Office Building;
3) Recreational Facilities including Theatres and Museums;
4) Hotels;
5) Residential Properties; and
6) Restaurants / Cafe

Of these land uses, Educational Facilities, Museums and Residential Properties would be considered sensitive in relation to the construction works. Further details on mitigation of these land use sensitivities will be provided post planning in the CMP.

8. 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 construction works are scheduled to commence in 2019 and all works are anticipated to be completed by 2022.

A draft strategic programme for the proposed development has been provided in Appendix C of this Pre-Forma.

9. 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

The standard working hours for the site will comply with the standard working hours for construction sites in Camden.

Should work need to be carried out outside of the standard working hours prior permission will be sought from the Local Authority.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP 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 CMP. 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 CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, 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 CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

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

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.

10. Sensitive/affected receptors

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

The predominant land use around the site is offices, with ground floor retail. Adjacent there is residential land, such as the Peabody Estate, which lies directly south-west to Space House. There are also a number of cultural buildings, coupled with wide pavements and shopfronts.

11. Consultation

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

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

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

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

Arrangements TBC once Principal Contractor appointed. Will be tendering construction phase at the end of 2019/early 2020.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

Site is not sensitive/contentious as such no Construction Working Group has been required. A Public exhibition for local residents and businesses was held in April 2019. All of the feedback received was positive towards the proposals with just two respondents providing suggestions for the overall plans for the site.

Full details of the Public Exhibition can be found within the Statement of Community Involvement document, which will be submitted alongside the planning application.

Once appointed the Principal Contractor will co-ordinate the consultation with the local community and relevant stakeholders. Will be tendering construction phase at the end of 2019/early 2020.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring.

Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

TBC once Principal Contractor appointed. Will be tendering construction phase at the end of 2019/early 2020. CCS and CLOCS monitoring will be a mandatory requirement for appointment.

14. Neighbouring sites

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

To be drafted once Principal Contractor appointed. Will be tendering construction phase at the end of 2019/early 2020. Construction phase currently forecast from 6th Jan – Q4 2020.

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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, 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.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Arrangements TBC once Principal Contractor appointed. Will be tendering construction phase at the end of 2019/early 2020.

16. 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).

The Principal Contractor will be required to follow the CLOCS guidance as set out in the CLOCS Standards and will be accredited with the FORS scheme where necessary.

The CLOCS standards defines the primary requirements placed upon the key stakeholders associated with construction projects and places responsibilities and duties upon operators, regulators, clients and principal contractors controlling the construction site.

Listed below are the key responsibilities placed on the Principal Contractor:

1) Principal Contractors shall ensure the project's potential impact on the community has been properly risk-assessed;
2) Principal Contractors shall develop and/or implement the agreed Construction Logistics Plan and ensure it is appropriately reviewed and updated prior to the start of each new phase of construction;
3) Principal Contractors shall procure site and fleet operations that comply with the requirements of the CLOCS Standard;
4) Principal Contractors shall ensure the ground conditions of the site are suitable for the vehicles servicing the site, particularly those fitted with safety features;
5) Principal Contractors shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles;
6) Principal Contractors shall ensure effective and efficient site access gate checks;
7) Principal Contractors shall ensure that vehicles are loaded and unloaded on-site as far as is practicable;
8) Principal Contractors shall ensure effective monitoring of site compliance to the CLOCS Standard;
9) Principal Contractors shall obtain information on all collisions that result in harm (and near miss incidents) that occur on journeys associated with the project and report to the client; and
10) All vehicles will be Fleet Operator Recognition Scheme (FORS) registered to Bronze / Silver standard.

These arrangements will be updated and confirmed once Principal Contractor has been appointed. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

17. 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:

It is envisioned that all stakeholders including the client, Principal Contractor and fleet operators will have an in-depth understanding of the CLOCS Standards and comply with all requirements. However, at this stage a Principal Contractor is yet to be commissioned. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

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.

18. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

It is envisioned that the Principal Contractor will ensure that the vehicle routes to and from site committed to in the final CMP are specified and communicated. However, at this stage a Principal Contractor is yet to be commissioned. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

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

All approved routes for the deliveries and construction vehicles will be provided within the final CMP that will be agreed with the Local Authority prior to the implementation of the plan. However it is envisioned that an online, demand-driven booking system will be used to allow the full co-ordination of the deliveries/collections with all suppliers. The logistics manager has final approval of all deliveries booked through the system. This will help by reducing congestion on-site during the construction phase.

This will be subject to Principal Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

A full list of vehicles envisioned to access the site during the construction phase will be provided within the final CMP that will be shared with the Local Authority once a Principal Contractor has been appointed. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

Nevertheless, the following vehicle types are likely to require access:

- 3.5t/4.6t Panel Vans (5.9m length x 2m width)
- Large Tipper (12m length x 2.5m width)
- Concrete Lorry (9.4m length x 2.5m width)
- Flat Bed Lorry (10m length x 2.5m width)
- Large Mobile Crane (12.3m length x 2.4m width)

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

It is envisioned that traffic movements will be minimised as far as possible and the Principal Contractor will encourage consolidated vehicle trips to the site. Full details will be provided within the final CMP and shared and agreed with the Local Authority post planning to ensure the latest developments in the local area are taken into account.

This will be subject to Principal Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

At this stage of the development swept Path analysis diagrams have been produced for vehicles envisioned to access the site during the operational phase. These figures are presented within the Operational Waste Management Strategy, which has been submitted alongside the planning application. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

Swept path analysis diagrams for vehicles accessing the site during the construction phase will be provided by the transport consultants in association with the Principal Contractor post planning and will be appended to the final CMP.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

The existing site is provided with a ground floor car park / servicing area which is sufficient to accommodate all construction vehicle activity with access points from both Keeley Street and Kemble Street. The ground floor area provides sufficient space to facilitate a loading area, storage area and waiting area on-site.

The Principal Contractor will make construction delivery companies aware that vehicles must book a delivery slot. In the event, a vehicle does attend the site without a booking it will be guided to the off-street waiting area. A three strike basis will be implemented for construction delivery companies that attend the site without a delivery slot – with the contract to deliver to the site reviewed after the third strike.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

It is envisioned that traffic movements will be minimised as far as possible and the Principal Contractor will encourage consolidated vehicle trips to the site and will ensure use of an effective delivery management system to minimise congestion, disruption and emissions. Full details will be provided within the final CMP and shared and agreed with the Local Authority post planning.

It is also envisioned that an online booking system will be used to allow the full co-ordination of the deliveries/collections with all suppliers. The logistics manager has final approval of all deliveries booked through the system. This will help by reducing congestion on-site during the construction phase.

This will be subject to Principal Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of the year/early 2020.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

It is envisioned that a non-idling policy will operate on-site with all plant and vehicles switched off when not in use. This policy will be enforced by Traffic Marshalls on-site

This will be subject to Principal Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

20. 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)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

This is included in Appendix D .

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

As set out in the CLOCS Standards it is envisioned that the Principal contractors will ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles. Full details will be provided with the final CMP and Pre-Construction Phase H&S Plan yet to be drafted/published but this will likely evolve/change as the construction phase progresses. This will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

At this stage of the development, swept Path analysis diagrams have only been produced for vehicles envisioned to access the site during the operational phase. These figures are presented within the Operational Waste Management Plan, which has been submitted alongside the planning application.

Swept path analysis diagrams are yet to be produced for vehicles to access the site during the construction phase. These plans will be provided by the transport consultants in association with the Principal Contractor post planning and will be appended to the final CMP.

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

It is envisioned that wheel washing facilities will be provided on-site. Drivers will be responsible for ensuring that the wheels and undersides of their vehicles are clean before leaving Site. Wheel washing facilities will be located in a contained area away from the waterways as to prevent contamination wherever possible. Full details of wheel-washing facilities will be provided post planning.

This final details of this are subject to Contractor appointment and will be included within the final CMP. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

It is envisioned that all loading and un-loading will be carried out on-site, within the application red-line boundary and away from the public highway. Full details of parking, loading and un-loading will be provided within the final CMP to be submitted and approved by the Local Authority.

This will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

It is envisioned that Traffic Marshalls will be on-site to ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. As noted in Q21a all loading and un-loading will be carried out on-site, within the application red-line boundary and away from the public highway.

The Traffic Marshalls will also be on hand restrict vehicle speeds to a maximum of 10 mph and ensure vehicles enter and exit the site in a forward gear where possible to improve the safety of all pedestrians, cyclists and other motor traffic in the street.

All vehicle movements will be under the strict control of Traffic Marshalls and subject to a Site speed limit of 10 mph.

This will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

This is included in Appendix D .

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in

months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

At this stage it is understood that there will be sufficient space on-site to accommodate all vehicles, therefore no parking suspensions will be required during the construction phase. Should additional space be required the Principal Contractor will request permission from the Local Authority through a TTO.

These arrangements will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

At this stage it is understood that there will be sufficient space on-site to accommodate all vehicles and hoardings, therefore it is not envisioned that occupation of the public highway will be required.

However, it is likely that the public footways may be temporality disrupted during the entrance and exit of vehicles to the site as they cross over the footpath. It is envisioned that that the Traffic Marshall will be on-hand to guide the vehicles on and off site. Full details will be provided within the final CMP, which will be submitted to the Local Authority post planning.

These arrangements will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

Construction vehicles will utilise the existing vehicular crossovers into the site. In the event, a crossover is required to be widened to facilitate construction vehicles, a scaled drawing will be provided, and associated permission will be sought with the Local Authority.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

At this stage no diversions / disruptions to the public highway are planned, however should diversions be required they will be discussed with the Local Authority prior to any disruptions / diversions being implemented.

Full details will be provided within the final CMP, which will be submitted to the Local Authority post planning.

These arrangements will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular

accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

At this stage it is envisioned that all hoarding and scaffolding will be contained within the site boundary. However should any obstruction to the public highway be required detailed plans will be submitted to the Local Authority for approval.

Full details will be provided post planning within the final CMP.

These arrangements will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

Detailed information regarding temporary structures including but not limited to scaffolding, gantries, cranes etc is not available, however it is envisioned that full details will be provided within the Construction Phase Health & Safety Plan contained within the Health and Safety File, written and updated by the Principal Contractor in line with the Principal Designer. This file should be kept on-site for the life of the building, so it is available if requested by the council to view it or audit the site at any time.

These arrangements will be subject to Principal Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

27. Services

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.

The MEP engineers have engaged with the following utilities services; UKPN, Squire Energy, and Thames Water.

No new Thames Water utilities will be required. It is envisaged that the existing connections into the sewers around the site will be re-used, with minor maintenance to the existing localised underground drainage currently serving the site.

For UKPN utilities, existing supply capacities are to be assessed against new building loads to assess requirements.

A new service connection is required for the gas utility, the tracking of the application for this is detailed along with all site's utility applications/enquires in the Long and Partners SU01 Utility Tracker Document as attached in Appendix E .

These will be overseen by the Principal Contractor once appointed. Will be tendering construction phase at the end of 2019/early 2020.

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.

A Noise report was undertaken on 17th of May 2019 by Hann Tucker Associates. This report will be submitted as part of the planning application. The report recommended suitable operational plant noise emission criteria to be between 40-46 decibels at night, and 43-48 decibels during the daytime.

The standard working hours for the site will comply with the standard working hours for construction sites in Camden.

Should work need to be carried out outside of the standard working hours prior permission will be sought from the Local Authority.

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.

As detailed in question 28. A noise report was undertaken on 17th of May 2019 by Hann Tucker Associates.

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

The current background noise levels were detailed in the Noise Report undertaken on the 17th of May 2019 and lowest noise levels were registered between 50 – 53 decibels at night and day respectively from two receptors positioned on site for 24 hours.

The CMP will address and (where appropriate) mitigate for any potential noise and vibration predictions for the proposed works.

Arrangements TBC once Principal Contractor appointed. Will be tendering construction phase at the end of 2019/early 2020.

The standard working hours for the site will comply with the standard working hours for construction sites in Camden.

Should work need to be carried out outside of the standard working hours prior permission will be sought from the Local Authority.

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.

So that noise impacts are kept to a minimum, it is envisioned that the following control measures will be implemented by each PC in their work area for the duration of the project;

- Where practical, temporary soil heaps will be used to shield the surrounding sensitive receptors;
- All vehicles and mechanical plant on the project will be fitted with effective exhaust silencers, will be maintained in good and efficient working order and operated in such a manner as to minimise noise and vibration emissions. All equipment on Site will follow best practice guidance in the Greater London Authority (GLA) and as advised by LBC. If required, the noise generating plant will be oriented away from the sensitive receptor direction;
- The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in BS 5228: 2009 'Noise and Vibration Control on Construction and Open Sites';
- Compressors should be fitted with properly lined and sealed acoustic cove, which should be kept closed whenever in use. Pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers;
- Equipment which breaks concrete, brickwork or masonry by bending or bursting or "nibbling" will be used in preference to percussive tools where practicable. Avoiding the use of impact tools where the Site is close to occupied premises;
- Each section of the project will be planned to ensure all noisy working requirements are identified along with the timescales, so such information can be advised to all concerned parties;
- There will be no site activities or plant engines started or lorry movements to and from the Site outside of core hours, except with prior written agreement with LBC;
- Emergency out of hours work (e.g. concrete pour overruns) or work that must be conducted out of hours for health and safety reasons will be notified to LBC and communicated to the local community;
- A Community Liaison Officer will meet and discuss the works on appropriate timescales with the surrounding residents and businesses;
- All plant engine covers will be kept closed at all times during operation;
- All Site plant will be shut down and not left idling when not in use;
- Noise emitting machinery which is required to run continuously will be housed in a suitable acoustically lined enclosure wherever practicable;
- Identified noisy processes will be replaced by less noisy alternatives Best Practicable Means (BPM);
- Plant will be maintained in good working order so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum; and
- White noise reversing alarms will be fitted to mobile plant where possible

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

All staff will be trained to carry out works in-line with best practice principles as contained in BS 5228: 2009 ‘Noise and Vibration Control on Construction and Open Sites’. Evidence will be appended to the final CMP submitted to the LPA for approval post-planning.

These arrangements will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

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

As detailed within the Air Quality Assessment Report, prepared by Hilson Moran, submitted alongside the planning application the following measures will be implemented to help reduce dust from site:

- Prior to construction phase develop and implement a Dust Management Plan (DMP), which will include measures to control other emissions, approved by the Local Authority;
- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- Make the complaints log available to the local authority when asked;
- Record any exceptional incidents that cause dust and/or emissions, either on- or off- site, and the action taken to resolve the situation in the log book;
- Undertake daily on-site inspection, where receptors are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked;
- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked;
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions;
- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible;
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site;
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Avoid site run-off of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet methods;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below;
- Cover, seed or fence stockpiles to prevent wind whipping;
- 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;
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fin water sprays on such equipment wherever appropriate;
- 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.

These arrangements will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

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.

To avoid dirt or dust spreading onto the public highways, wheel washing facilities will be installed to the site within the site boundary (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable). The Principal Contractor will ensure all vehicle tyres will be washed upon entry and exit of the site.

The Principal Contractor will ensure that will vehicle loads will be covered to prevent dirt and dust being blown onto the public highway.

The Principal Contractor will also undertake daily off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This is envisioned to include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of the site boundary, with cleaning provided if necessary.

Dry sweeping of large areas will be avoided where possible. Instead water-assisted dust sweeper(s) will be applied on the access and local roads, to remove, as necessary, any material tracked out of the site.

These arrangements will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

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

Noise level monitoring:

As standard practice noise levels will be recorded throughout the construction period. It is likely that electronic noise monitors will be placed at the Site boundary at strategic locations adjacent to neighbours in agreement with an appropriately accredited acoustician. These monitors will measure noise levels on a continuous basis and will be linked to an alert system that notifies key site personnel when set levels are reached. Weekly summary and detailed monthly noise monitoring reports will be maintained and included within the Site Environmental File (SEF).

Appropriate target noise levels will be agreed with an acoustician in line with construction site best practice. These will take the form of a warning level, which indicates that a limit is about to be breached and an action level where an agreed limit has been breached and immediate action is required. These target noise levels will be set at levels in line with Best Practical Means (BPM) as defined in the Control of Pollution Act. All efforts using BPM will be made to stay under this target. It is envisioned that all target levels and monitoring will be agreed with the Local Authority in advance.

Dust level monitoring:

An environmental manager / engineer or the site manager will be responsible for air quality and dust issues on the site boundary. Contact details of this person will be shared with the Local Authority and general public once appointed. A Dust Management Plan (DMP) will be developed prior to any construction works taking place on-site and the Environmental Manager will carry out regular site inspections to monitor compliance with the DMP, record inspection results via inspection log and undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. Regular dust soiling checks of surfaces such as street furniture, cars and window sills all also be carried out.

These arrangements will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

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.

Risk Assessments have not been undertaken at this stage. It is envisioned that such risk assessments will be the responsibility of the Principal Contractor, who will engage with the Local Authority at the post planning stage.

These arrangements will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

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.

Once the Principal Contractor has been appointed, the GLA's mitigation measures checklist will be completed and addressed within the final CMP for submission to the Local Authority.

The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

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.

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).

It is envisioned that the site will be managed in-line with best practice with regular site clear-ups being carried out to avoid the rodents and other vermin being attracted to the site.

Special attention will also be given to the management of food waste on-site. With regular inspections being carried out by the Principal Contractor.

These arrangements will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020.

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

Review of existing building site register carried out by 3rd party Asbestos Consultant 30th April 2019?

Once the final report is received, the key findings will be detailed within the final CMP.

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.

The Principal Contractor will be responsible for managing all site staff. A site manager or similar person will be employed to keep a log of any complaints and any issues raised will be discussed in daily team meeting.

These arrangements will be subject to Contractor appointment. The tendering process for the construction phase is likely to be carried out towards the end of 2019/early 2020. Final details will be included within the Final CMP to be submitted to and approved by Camden.

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:

This is subject to Principal Contractor appointment, tender is anticipated to take place at the end of 2019/Early 2020. The Principal Contractor will state compliance with these standards as part of the final CMP post planning.

a) Construction time period (mm/yy - mm/yy):
b) Is the development within the CAZ? (Y/N):
c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
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:
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:
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:

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A Construction Resource Management Plan

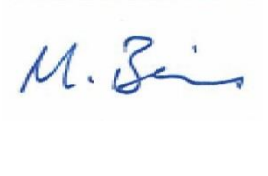
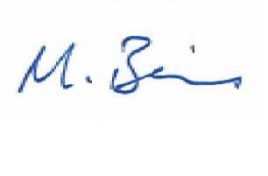
Outline Construction and Resource Management Plan (CRMP)

Space House Development
London Borough of Camden (LBC)

SLQR Trustee No 1 Limited and SLQR Trustee No 2 Limited as Co Trustees for SLQR Unit No 3

May 2019

Quality information

Prepared by	Checked by	Approved by
		
Nafey Bin Afan Consultant	Mike Bains, Associate	Mike Bains, Associate

Prepared for:

SLQR Trustee No 1 Limited and SLQR Trustee No 2 Limited as Co Trustees for SLQR Unit No 3

Prepared by:

Nafey Bin Afan
Consultant

AECOM Limited
St. George's House
5 St. George's Road
London SW19 4DR
United Kingdom

T: +44 (207) 963 9800
aecom.com

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Figures

Tables

1. Executive Summary

1.1 AECOM Infrastructure and Environment UK Limited (AECOM) has been appointed by Seaforth Land Limited (SLQR Trustee No 1 Limited and SLQR Trustee No 2 Limited as co Trustees for SLQR Unit No 3) (hereafter referred to as the 'Applicant') to prepare an Outline Construction Resource Management Plan (CRMP) (hereafter referred to as the 'Plan') in support of the proposed Space House development (hereafter referred to as the 'Proposed Development') located within the administrative boundary of the London Borough of Camden (LBC).

1.2 The Applicant is seeking detailed planning permission and listed building consent for:

"Removal of existing roof plant equipment at 1 Kemble Street and erection of a single storey facsimile floor plus one setback floor; removal of roof plant from 43-59 Kingsway and erection of a single storey set-back extension; enclosure of the southern external stair at ground floor level on Kingsway with slimline glazing replacement windows and new glazing at ground floor level across the site; enclosing the redundant petrol filling station area with slimline glazing; façade cleaning; new landscaping and public realm works and internal alterations to both buildings in connection with their refurbishment and change of use from Class B1 offices to Class A1/A3 and flexible Class B1/B1 and events space (sui generis) at part ground and basement levels"

1.3 The principal aim of this Plan is to demonstrate how the Proposed Development has taken into account sustainable methods for managing construction, demolition and excavation (CD&E) waste during CD&E phases. Furthermore, with regards to managing CD&E waste associated with the Proposed Development, this Plan has the following aims:

- To contribute towards achieving emerging, current and long-term national, Greater London Authority (GLA) and LBC targets for waste minimisation, recycling and reuse of CD&E waste arisings and materials;
- To provide a summary of the CD&E works to provide context of anticipated waste arisings and management;
- To facilitate the contractor to comply with all applicable legal requirements for handling CD&E waste; and
- To facilitate the contractor to achieve high standards of waste management performance

1.4 Based on the above information, it is anticipated that the CD&E activities associated with the Proposed Development will result in the generation of approximately **542** tonnes of construction waste. At this stage, information on the quantities of the waste arising from the demolition activities are unknown and will be updated at a later stage. No excavation will be generated from the Proposed Development.

1.5 At this stage information regarding the CD&E activities is high level only and correspondingly this Plan is also high level. It is envisioned that this Plan will be updated or post planning CRMP will be developed as detailed information on the CD&E phases are updated and confirmed. However, it should be noted that this Plan doesn't provide any information relating to the refurbishment activities being undertaken on site.

2. Introduction

2.1 The Outline Construction Resource Management Plan (CRMP) (hereafter referred to as the 'Plan') has been prepared by AECOM Infrastructure and Environment UK Limited (AECOM) on behalf of Seaforth Land Limited (SLQR Trustee No 1 Limited and SLQR Trustee No 2 Limited as co Trustees for SLQR Unit No 3) (hereafter referred to as the 'Applicant') to support a detailed planning application for the Space House development (hereafter referred to as the 'Proposed Development') located within the administrative boundary of the London Borough of Camden (LBC).

2.2 The principal aim of this Plan is to demonstrate how the Proposed Development has taken into account sustainable methods for managing construction, demolition and excavation (CD&E) waste during the CD&E phases of the Proposed Development. Furthermore, with regards to managing CD&E waste within the Proposed Development, this Plan has the following aims:

- To contribute towards achieving emerging, current and long-term national, Greater London Authority (GLA) and LBC targets for waste minimisation, recycling and re-use of CD&E waste arisings and materials;
- To provide a summary of the CD&E works to provide context of anticipated waste arisings and management;
- To facilitate the contractor to comply with all applicable legal requirements for handling CD&E waste; and
- To facilitate the contractor to achieve high standards of waste management performance.

2.3 The construction works are envisioned to commence in 2019 and all works are anticipated to be completed by 2022.

2.4 This Plan provides a review of the requirements placed upon the Proposed Development under legislation and implemented policy at all levels of government (i.e. national (England), regional (London), and local (LBC)).

2.5 This Plan has been written by AECOM, using information provided by Squire and Partners (hereafter referred to as the 'Architects') , Gardiner and Theobald LLP (hereafter referred to as the 'Project Manager' and 'Quantity Surveyors')

Requirement of a CRMP

2.6 Whilst the Site Waste Management Plan (SWMP) Regulations (2008) (Ref 1) were revoked as of December 2013, the production of a SWMP (Ref 2), (alternatively known as a CRMP) for developments, is regarded as best practice by different Local Authorities.

2.7 Information on the CD&E phases available at this stage of the planning application is indicative and as such this Plan is outline. However, it is envisioned that this Plan will be updated, or form the basis of a revised/post planning CRMP, as further information relating to the CD&E activities (i.e. material quantities, methods, logistics etc.) of the Proposed Development becomes available and is confirmed.

Site Context and Proposed Works

2.8 The Proposed Developments site (hereafter referred to as the 'Site') is bounded by four streets; Kemble Street, Keeley Street, Wild Street and Kingsway, each of which the junctions have a distinct character and use in relation to the Site. The Site stands in between the centres of Holborn and Covent Gardens within a dense portion of the West End that is home to a mix of housing, office, retail, theatre and institutional buildings.

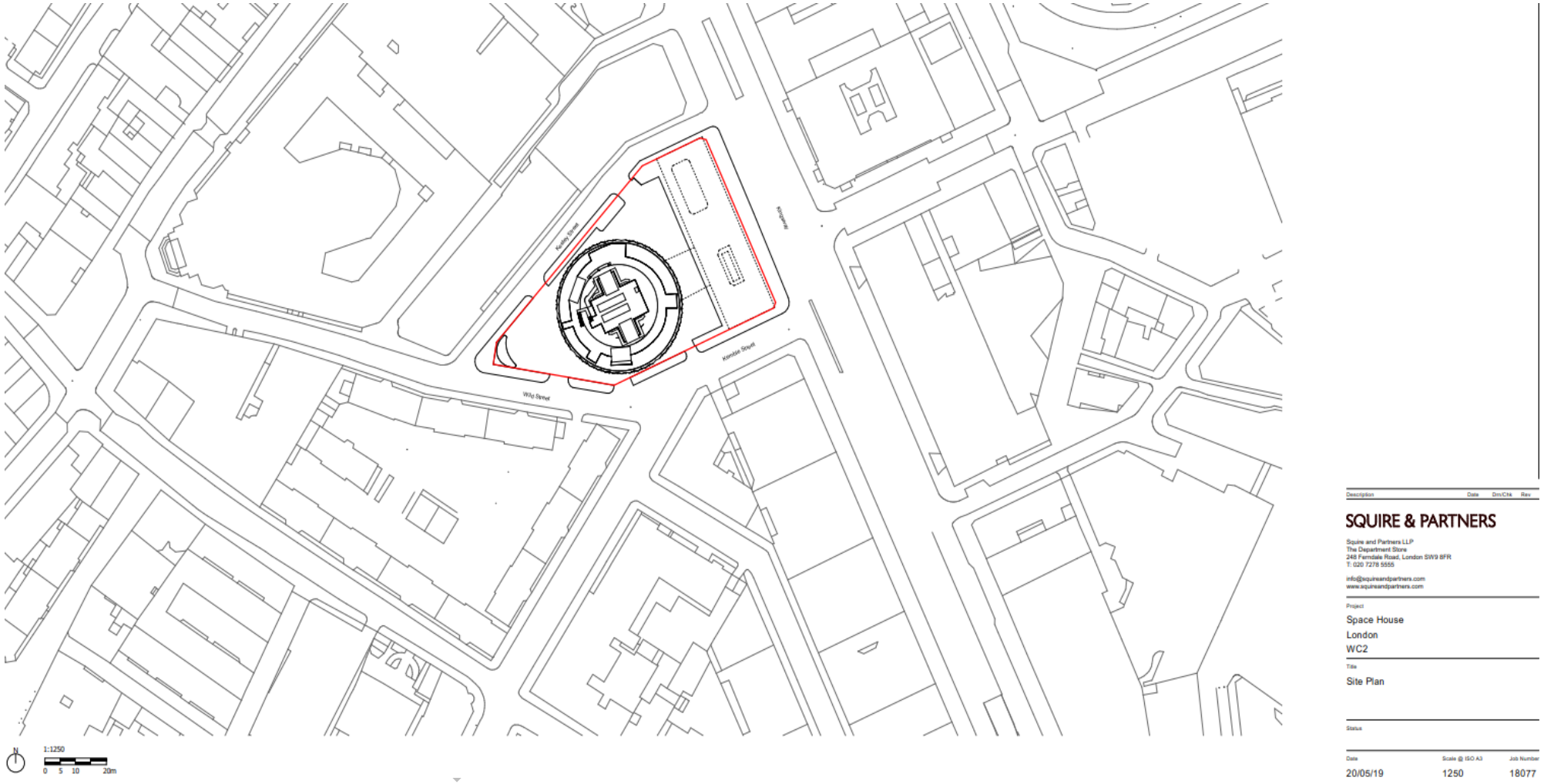
2.9 The Applicant is seeking for a planning application and listed building consent for the removal of existing roof plant equipment at 1 Kemble Street and erection of a single storey facsimile floor plus one setback floor; removal of roof plant from 43-59 Kingsway and erection of a single storey set-back extension; enclosure of the southern external stair at ground floor level on Kingsway with slimline glazing replacement windows and new glazing at ground floor level across the site; enclosing the redundant petrol filling station area with slimline glazing; façade cleaning; new landscaping and public realm works and

internal alterations to both buildings in connection with their refurbishment and change of use from Class B1 offices to Class A1/A3 and flexible Class B1/B1 and events space (sui generis) at part ground and basement levels.

2.10 The construction works are envisioned to commence in 2019 and all works are anticipated to be completed by 2022.

2.11 Figure 1 outlines the red-line boundary of the Site.

Figure 1 Red Line Boundary



Please note that this figure is not drawn to scale

3. Legislation/Planning Policies

3.1 A summary list of the legislation relevant to the management of CD&E waste are provided in this section:

National Waste Legislation

- Clean Neighbourhoods and Environment Act 2005 (Ref 3);
- Control of Pollution Act (COPA) 1974 (as amended) (Ref 4);
- The Controlled Waste (England and Wales) Regulations 2012 (Ref 5);
- Environment Act 1995 (Ref 6);
- The Environmental Permitting (England and Wales) Regulations 2016(as amended) (Ref 7);
- Environmental Protection Act 1990 (EPA) (Ref 8);
- The Waste (England and Wales) Regulations 2011 (as amended) (Ref 9);
- The Hazardous Waste (England and Wales) Regulations 2005 (as amended) (Ref 10);
- The Landfill Tax Regulations 1996 (as amended) (Ref 11);
- The Waste Management (England and Wales) Regulations 2006 (Ref 12); and
- The Waste Management (Miscellaneous Provisions) (England and Wales) Regulations 2007 (Ref 13)

National Planning Policy Framework (2019)

3.2 An update to the revised National Planning Policy Framework (NPPF) (Ref 14) has been published in February 2019 and sets out the Government planning policies for England and how these are expected to be applied. This NPPF supersedes the previous NPPF published in July 2018 and March 2012.

3.3 The revised NPPF maintains the presumption in favour of sustainable development which should be delivered in accordance with three main objective areas: economic, social and environmental (Paragraph 8 of the Framework document). The revised NPPF aims to enable local people and their local authorities to produce their own distinctive local and neighbourhood plans, which should be interpreted and applied to meet the needs and priorities of their communities.

3.4 The environmental objective refers to the importance of waste management and resource efficiency. The NPPF should be read in conjunction with the National Planning Policy for Waste (2014) (Ref 15) including the Waste Management Plan for England (2013) (Ref 16) and Planning Practice Guidance which are discussed in the following sections of this Strategy.

National Planning Policy for Waste (2014)

3.5 The National Planning Policy for Waste provides the planning framework to enable Local Authorities to put forward, through local waste management plans, strategies that identify sites and areas that are suitable for new or enhanced facilities to meet the waste management needs of their areas

A Green Future: Our 25-year Plan to Improve the Environment

3.6 The government published the 25 Year Plan to Improve the Environment (Ref 17) in 2018. This plan sets out the government actions to help the natural world regain and retain good health. It aims to deliver cleaner air and water, protect threatened species and provide richer environment. One of the measures set out in this Plan to decrease pressure on the environment in by minimising the generation of waste.

3.7 This will be done by:

- *"Working towards our ambition of zero avoidable waste by 2050; and*

- *Meeting all existing waste targets – including those on landfill, reuse and recycling – and developing ambitious future targets and milestones".*

Our Waste, Our Resources: A Strategy for England (2018)

3.8 The Strategy for England (Ref 18) will help the government meet the commitments made within the 25 Year Plan. This Strategy outlines the government's plan to incorporate measures for managing the resource efficiently and to reduce the waste produced.

3.9 The Strategy mentions the construction waste in several sections including:

- Section 1.1.4 Invoking the 'polluter pays' principle and harnessing the potential of EPR for other waste streams" – This section refers to the five streams the government will have reviewed and consulted on the product standards by 2025 including:
    - Certain materials in the construction and demolition section
- Section 1.3.2 Developing Plans to increase resource efficiency and minimise waste in the construction sector, working with the Green Construction Board – This section sets out the required improvement within the construction, demolition and excavation sector to increase resource efficiency.

Waste Management Plan for England (2013)

3.10 The Waste Management Plan for England is a high-level document, which outlines the steps required to move towards a zero-waste economy, as part of the transition to a sustainable economy.

3.11 The Waste Management Plan fulfils the Waste Framework Directive (WFD) Article 28 mandatory requirements (Ref 19), and other required content as set out in Schedule 1 to the Waste (England and Wales) Regulations 2011 as amended. The Waste Management Plan provides an analysis of current waste management practices in England and evaluates implementation of the objectives and provisions of the revised WFD.

Regional Policy

The London Plan, Spatial Development Strategy for Greater London (Consolidated with Alterations since 2011) (2016)

3.12 The London Plan (Ref 20) outlines the Mayor's commitment to making better use of waste and its management, in an attempt to reduce London's impact on climate change, such as exploiting opportunities to utilise Energy from Waste (EfW). The London Plan describes waste as a valuable resource, which can be exploited for London's environmental, economic and social benefit.

3.13 The London Plan contains four policies which are relevant to CD&E waste and are outlined in Table 1.

Table 1 London Plan Waste Policies

Policy	Description
Policy 5.3 Sustainable Design and Construction	States that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. This should be achieved through a number of sustainable design principles, including minimising the generation of waste and maximising re-use and recycling
Policy 5.16 Waste Net Self-sufficiency	States that the Mayor will work with various stakeholders and authorities to manage as much of London's waste within London as practicable, working towards managing the equivalent of 100% of London's waste within London by 2026, whilst also working towards zero biodegradable or recyclable waste sent to landfill. This should be achieved by a number of ways, including minimising waste, encouraging the reuse of

	materials, exceeding recycling/composting levels in local authority collected waste (LACW) and commercial and industrial waste, improving London's net self-sufficiency, through reducing the proportion of waste exported from the capital over time, and working with neighbouring regional and district authorities to co-ordinate strategic waste management across the greater south east of England.
Policy 5.18 Construction, Excavation and Demolition Waste	States that waste should be removed from construction sites, and materials should be brought to the site, by water or rail transport wherever that is practicable.
Policy 5.19 Hazardous Waste	States that there is a capacity gap for dealing with London's hazardous waste and identifies the need for hazardous waste treatment sites.

The Draft New London Plan – Spatial Development Strategy for Greater London 2018

3.14 The Draft New London Plan – Spatial Development Strategy for Greater London (Ref 21) was issued for consultation in December 2017 and the public consultation period ended in March 2018. The Draft New London Plan is not yet adopted and is undergoing examination. On this basis, the Draft New London Plan is a material consideration and it should carry limited weight when determining the planning application. The weight will increase overtime prior to adoption.

3.15 Like the adopted London Plan (2016), the draft London Plan outlines the Mayor's commitments towards a greener London by tackling climate change and moving towards a zero-carbon city by 2050. The draft London Plan also contains two policies that are relevant to CD&E waste and these are summarised in Table 2.

Table 2 Draft New London Plan Waste Management Policies

Policy	Description
Draft Policy SI7 Reducing Waste and Supporting the Circular Economy	States that the Mayor is committed to meeting or exceeding the recycling targets for each of the waste streams. A 95% recycling target for construction, demolition and excavation waste is set to be achieved by 2020. It also indicates the ways in which this target can be met, this can include using inert waste in land reclamation, provision of recycling facilities at aggregate extraction sites.
Draft Policy SI 10 Aggregates	States that adequate supply of aggregates to support construction in London will be achieved by encouraging re-use and recycling of construction, demolition and excavation waste, meeting the target of 95% recycling/reuse of construction and excavation waste by 2020 and recycling 50% of that waste as aggregates by 2020.

Local Policy

North London Waste Plan (Regulation 19) - Proposed Submission (2019)

3.16 The seven North London Boroughs of Banet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest are working together to produce the North London Waste Plan (NLWP) (Ref 23). The NLWP has two main purposes:

- To ensure there will be adequate provision of suitable land to accommodate waste management facilities of the right type, in the tight place and at the right time up to 2035 to manage waste generated in North London; and
- To provide policies against which planning applications for waste developments will be assessed, alongside other relevant planning policies/guidance.

3.17 Table 3 sets outs the strategic objectives relevant to the management of waste.

Table 3 North London Waste Authority (NLWA) Strategic Objectives

Strategic Objective (SO)	Description
Draft SO 1	*States that "to support the movement of North London's waste as far up the waste hierarchy as practicable, to ensure environmental and economic benefits are maximised by utilising waste as a resource".*

Camden Local Plan (2017)

3.18 The Camden Local Plan (Ref 24) sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning document (adopted 2010). It ensures that Camden continues to have robust, effective and up-to-date planning policies that respond to changing circumstances. The Local Plan will cover the period from 2016-2031.

3.19 Table 4 outlines the policies relevant to the management of construction waste

Table 4 LBC Local Plan - Waste Policies

Policy	Description
Policy A1 Managing the impact of development	States that the *"The Council will seek to protect the quality of life of occupiers and neighbours. We will grant permission for development unless this causes unacceptable harm to amenity. The factors we will consider include:* *i.impacts of the construction phase, including the use of Construction Management Plans"*
Policy D1 Design	*States that "The Council will seek to secure high quality design in development. The Council will require that development:* *c. is sustainable in design and construction, incorporating best practice in resource management and climate change mitigation and adaption* *d. is sustainable and durable construction and adaptable to different activities and land uses"* *.*

Camden Planning Guidance – Energy Efficiency and Adaption (2019)

3.20 Camden Planning Guidance (CPG) on energy and resources (Ref 25) was adopted in March 2015 and replaces CPG 3 Sustainability 2015. This guidance provides information on key energy and resource issues within the borough.

3.21 Paragraph 9.12 of the CPG states that "Developers should reduce the construction waste arising from new developments and re-use and recycle as much material as possible, following the waste hierarchy".

4. Construction, Demolition and Excavation Wastes

Methodology

Construction Waste

4.1 Initial estimates of the quantities of construction waste likely to be generated during the construction phase have been calculated based on the total Gross External Area (GEA) of the land use class within the Proposed Development. The quantities of construction waste have been estimated based on BRE Smart waste (Ref 26) and Waste and Resource Action Programme (WRAP) data (Ref 27). However, at this stage information on the construction activities to be undertaken within the curtilage (i.e. within the shell of the existing structure) of the Proposed Development are unknown; hence the quantities of construction waste calculated will only include the waste arising from the extension of the Proposed Development. However, these quantities of waste generated during the construction phase will be refined and confirmed at the detailed design stage post-planning as part of the CMP pro-forma.

4.2 It is difficult to calculate the precise waste quantities arising from construction works. In a best-case scenario, all construction materials would be utilised; however, it is acknowledged that due to over ordering of materials, damage during storage and off-cuts, this is not often the case. The estimated waste arising from the construction of the Proposed Development is dependent upon several factors, including construction methodologies, and the nature of the materials used.

4.3 Based on the land use (i.e. office use) proposed for the extension of the Proposed Development and BRE benchmark data, the average construction waste generation rates are as shown in Table 5.

Table 5 Average Waste (in tonnes) per 100 m^2 of GEA

Land Use Type	Average Waste in Tonnes per 100 m^2
Commercial (Office)	23.8

Demolition Waste

4.4 At this stage, information pertaining to the quantities of demolition waste arisings is unknown. However, the Quantity Surveyors have provided information on the areas of the Proposed Development that are to be demolished to likely generate demolition waste including:

- Basement Level 1 - partial removal of the Slab;
- Car Park ramps;
- Tower Block – Slab removal;
- Tower Block – Roof demolition to facilitate extension; and
- Kingsway Block – Limited demolition of roof.

Excavation Waste

4.5 No excavation activities are planned on the Proposed Development; hence, no excavation waste will be generated.

Anticipated Construction and Demolition Waste Quantities

Construction Waste

4.6 Quantities of waste arising during the construction phase have been estimated and are detailed within Table 6. Other waste types such as doors, frames, partitioning, fixtures and fittings etc. may also be generated, but quantities are not available at this stage and will be provided in the BREEAM Pre-refurbishment audit report.

4.7 The total quantity of waste anticipated to be generated from construction (i.e. the extension) of the Proposed Development is approximately **542 tonnes** (based on a GEA of 2,278 m^2). The precise composition and volume of this waste is dependent on several factors and will be further informed by the Principal Contractor, based on their experience on similar developments. At this stage, the estimates are indicative and based on generic benchmark values.

Table 6 Estimated Quantities of Waste Materials to arise during Construction Activates

Material	Composition of Construction Waste Stream (%)	Approximate Quantity of Waste Anticipated to Arise during Construction
Packaging (incl. wood pallets, cable drums, cases)	25 – 35	136 – 190
Plasterboard	5 – 36	27 – 195
Rubble – broken bricks, blocks, tiles etc.	25 – 40	136 – 217
Timber - (excludes pallets)	15 – 25	82 – 136
Cement and plaster	10 – 17	55 – 92
Insulation – rock wool and fibreglass	6 – 15	33 – 82
Metal	3 – 9	17 – 49
Dry concrete products – blocks, slabs etc.	2 – 12	11 – 65
Plastic products (excludes packaging)	1 – 11	6 – 60
Ceramic material	1 – 8	6 – 44

Please note that the sum of the individual waste materials will not add up to the overall estimated total waste generation since a range (rather than a single estimate) is provided for each waste type.

Demolition Waste

4.8 As stated in paragraph 4.4, at this stage, information on the type and quantities of waste arisings from the demolition activities is unknown. It is envisioned that once these quantities are known, this report will be updated, or a post-planning CRMP/CMP will be produced.

5. Site Waste Management Plan

5.1 The Site Waste Management element of this Plan details the likely waste management measures and procedures to be implemented on Site during the C&D phases. It is envisaged that a designing out waste workshop would be undertaken at the detailed design stage. Detailed information will be provided at subsequent stages by the Principal Contractor, once details and methods associated with the C&D phases are known.

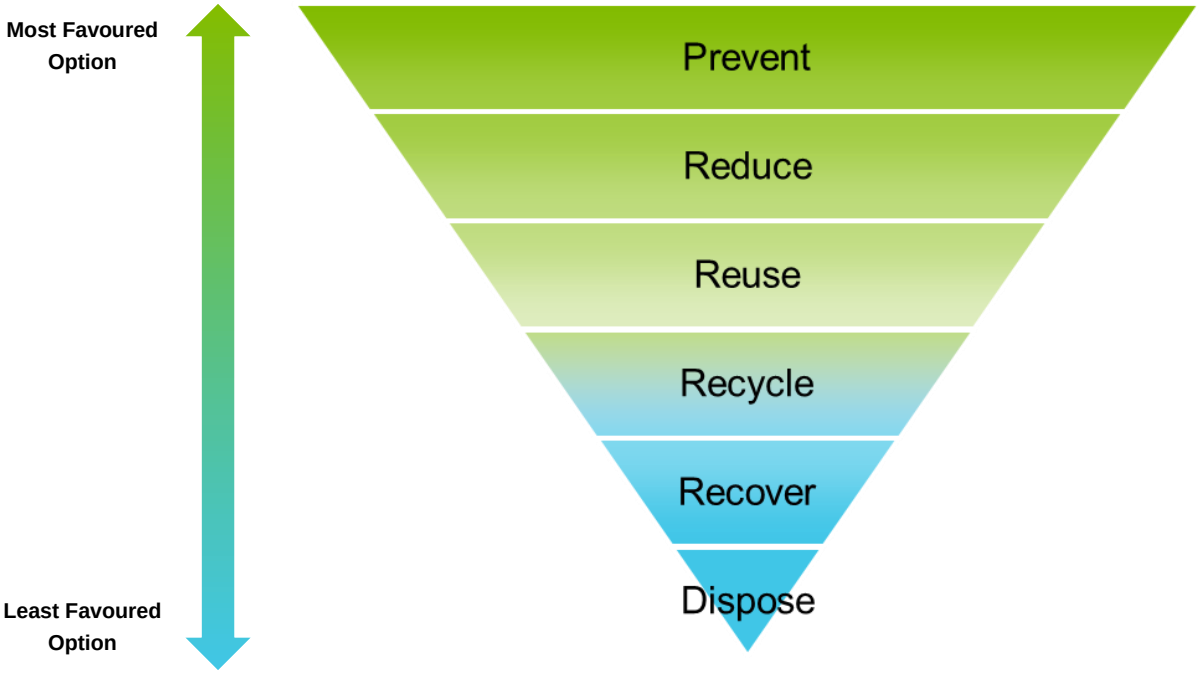
5.2 All waste management measures to be implemented on Site will be in accordance with the Waste Hierarchy.

Waste Hierarchy

5.3 The waste hierarchy is a concept that encourages the management and reduction of waste material. The aim is to recover the maximum value from projects/developments by reducing financial losses through material loss during the C&D phases. The waste hierarchy is a complex process influenced by the optimal management of any given product / waste material. A basic representation of the waste hierarchy is provided in Figure 2 and the hierarchy will be considered as a guide to encourage the prevention of waste, followed by reuse and the recycling.

5.4 When determining the most suitable option for waste disposal, the mode of waste transportation and alternatives to reduce adverse environmental effects, transport times and waste capacity must be considered.

Figure 2 Waste Hierarchy



5.5 All waste management options during the C&D phases for the Proposed Development will consider the Site's location, natural environment, and available infrastructure. The options below provide waste reduction mechanisms that can be implemented on site.

Waste Management Routes

Reuse

5.6 The aim is to use site-won materials in their current state and form. This can occur either on Site or off Site.

5.7 For example, reclaimed bricks (that meet the relevant standards) can be used for construction.

Recycle

5.8 The aim is to use site-won materials by recycling into an alternative form that can be used for any construction purpose (for example crushing concrete or other inert wastes for road construction material or sending green waste for composting). By recycling on Site as far as practicable, carbon emissions, and other adverse environmental effects, are reduced when compared with taking materials off site.

Recover

5.9 The aim is to recover value from waste materials which cannot be otherwise reused or recycled. This can include recovery of energy from a suitable Energy-from-Waste (EfW) facility, or otherwise using waste to replace other non-waste materials to achieve a beneficial outcome in an environmentally sound manner, such as application or deposition to land.

Disposal

5.10 The least preferred option is where the waste stream would be subject to a final disposal route such as landfill.

5.11 The placing of waste disposal contracts will, where possible, consider the implications of long-distance travel in terms of health and safety risk, commercial terms, and increased emissions from vehicles. Wherever possible and practical, contracts are to be awarded to contractors that can manage waste locally (i.e. near to the site).

5.12 All hazardous and non-hazardous wastes must be pre-treated prior to disposal to landfill. The methods of pre-treatment will enable the waste to meet the 'three-point test':

- It must be a physical, thermal, chemical or biological process including sorting;
- It must change the characteristics of the waste; and
- It must do so in order to:
    - reduce its volume, or
    - reduce its hazardous nature, or
    - facilitate its handling, or
    - enhance its recovery.

5.13 Source segregation is a pre-treatment option and can be applied to waste generation on Site.

5.14 A declaration stating the pre-treatment method applied to the waste will be a part of the Waste Transfer Note (WTN) for non-hazardous waste being disposed of to landfill.

Site Waste Management Measures

5.15 Where it is necessary to transport waste to and from the Site, this will be done in compliance with the Waste (England and Wales) Regulations 2011 (as amended) including: transporting waste via registered carriers, disposal to appropriately licensed sites and maintenance of appropriate waste transfer documentation. All relevant contractors will be required to investigate opportunities to minimise and reduce waste generation through:

- Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme;
- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste;
- Use of standard size components in design to eliminate waste at source where possible to do so;
- The pre-assembly and pre-fabrication of elements wherever practicable to minimise waste generation on-site;
- Attention to material quantity requirements to avoid over-ordering and generation of waste materials;
- Re-use of materials wherever feasible, for example the Government has set broad targets for the use of reclaimed aggregate, and in keeping with best practice, contractors will be required to maximise the proportion of materials recycled;
- Segregation of waste at source where practical;
- Re-use and recycling of materials off-site, where re-use on-site is not practical (for example through use of an off-site waste segregation facility and re-sale for direct re-use or re-processing);
- Skips to be colour coded and signposted to reduce risk of cross contamination and covered to prevent dust and debris blowing around the site, these will be cleared on a regular basis; and
- Burning of wastes or unwanted materials to be not permitted on-site.

5.16 The disposal of all waste or other materials removed from the Site will be undertaken in accordance with applicable legal requirements. Any waste effluent will be tested and where necessary treated and, disposed of at an appropriately licensed facility by a licensed specialist contractor.

5.17 The risk of infestation by pests or vermin on Site will be minimised by making adequate arrangements for the disposal of food and other material that may attract pests. Where there is a local infestation, LBC's environmental health officer (EHO) will be consulted about the action to be taken.

5.18 An appropriate person (i.e. the Principal Contractor or the Waste Champion) will be responsible for on-Site waste management practices and will be agreed with LBC in advance of works. A list of management measures which should be employed on the Site are detailed within Table 7 of this Plan.

Table 7 Summary of Recommended on Site Waste Management Measures

Waste Management Measure	Waste Stream	Description
Audit Trail: Transportation and Disposal	All waste streams	The Principal Contractor will dispose of all waste or other materials removed from the Site in accordance with regulatory requirements. The Principal Contractor will provide evidence that all waste has been deposited or transferred to the correct place and by appropriately licensed contractors (i.e. an audit trail). Waste Transfer Notes will be used to document waste production within the confines of the Site and movement to external facilities. These notes will detail the type of waste, waste volume, waste classification, contractor, ultimate disposal route and other necessary information. Records will be updated documenting that all waste transferred or disposed has been correctly processed with evidence of signed waste transfer notes that will be kept on-site for inspection whenever requested (as amended).
Concrete Crushing and Reuse	Concrete and Brick	In keeping with guidelines set out by the Government for the reclaiming aggregates, deconstructed concrete (if appropriate) will be taken off-site for crushing and reuse. Where practicable, all concrete and brick elements will pass through crushing machines and the residual material recycled for use on-site in line with best practice. In particular, the materials not utilised on the Site will be segregated for removal off site and will be recycled where possible. A 95% recycling target should be aimed for during the C&D phases in order to work towards the London Plan's 2020 target.
Appropriate Concrete Storage used to Minimise Dust and Reduce Vehicle Movement	Concrete	Any processed concrete material should be stockpiled, and any dust generated shall be controlled with covers or dampened with water.
Surface Drainage, Ground Waste Seepage and Dewatering of the Site	Liquid Waste	All surface drainage and dewatering of the Site should pass through a settlement tank prior to entering the foul water sewer. Discharge arrangements into the foul water sewer will be agreed with Thames Water Utilities Limited (TWUL).
Liquid Disposal	Liquid Waste	The Principal Contractor will check that any water, which may have come into contact with contaminated materials, will be disposed of in accordance with the Water Resources Act 1991, and to the satisfaction of the Environment Agency or TWUL

Waste Management Measure	Waste Stream	Description
Wheel Washers and Rainwater Harvesting Systems	Liquid Waste	The use of recycling water systems such as wheel washers and rainwater harvesting systems for use in equipment and vehicle washing will be investigated to maximise reuse and to reduce energy consumption.
Storage	All Waste Streams	The storage of potentially polluting plant and materials will be limited as far as possible. For example, plant could be re-fuelled from visiting fuel trucks rather than from on-site fuel bowsers. All spoil will also be stored on impermeable surfaced areas, with bunding, to the satisfaction of the Environment Agency in order to prevent potential contaminated material coming into contact with flora or fauna. The bunded areas will also prevent contact with water, which would allow contaminants to seep out into surrounding watercourses, or leach to groundwater, and have damaging effects on both humans and wildlife.
Pre-assembly and Pre-fabrication of elements	Construction Materials	Throughout the design and construction phases of the Proposed Development emphasis should be on pre-assembly and pre-fabrication of elements wherever practicable to minimise on-Site waste and packaging waste and to improve the quality.
Damping Down of Surfaces	All Waste Streams	Damping down of surfaces during spells of dry weather and brushing/water spraying of heavily used hard surfaces/access points across the Site as required.
Prevention of On-Site Waste Burning	All Waste Streams	Burning of waste or unwanted materials will not be permitted on-site
Sealing of Containers	All Hazardous Materials	All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products will be properly sealed in containers (of 110% volume of materials stored) at the end of each day prior to storage in appropriately protected and bunded storage areas.
Use of Personal Protective Equipment	N/A	All C&D workers will be required to use appropriate Personal Protective Equipment (PPE) whilst performing activities on-site.
Segregation of Wastes	All Waste Streams	Waste segregation strategies will be developed and implemented in-line with the overall logistics plan for the Site. Substances hazardous to health, for example gypsum / plasterboard and liquid waste will be segregated.
Just in Time Deliveries	Construction Waste	The Principal Contractor should implement a just-in- time delivery system in order to try to avoid the over-ordering

Waste Management Measure	Waste Stream	Description
		of materials. This will prevent surplus material from damage from the elements
Standard Sized Materials	Construction Waste	The Principal Contractor should implement the use of standard sizes for most items ordered in order to avoid cutting on Site; materials are to be ordered to size in order to allow for minimum waste production.
Take Back Scheme	All Waste Streams	The Principal Contactor could set up a take-back scheme arrangement scheme with suppliers in order to allow for all packets and packaging to not be broken up and skipped.
Staff Training	N/A	All staff on Site will be appropriately trained on how to minimise waste.
Classification and Management of Potentially Contaminated Materials	All Hazardous Materials	Should any potentially contaminated materials be identified during the C&D phases, work in the area will temporarily cease. The affected area will then undergo a subsequent assessment and an appropriate strategy for treatment and management of the material will be agreed with LBC. Site specific chemical tests will be conducted to ascertain the composition of the potential contamination and evaluate the material against the Technical Guide (WM3). In this way materials can be classified as inert, non-hazardous or hazardous and disposed of in accordance with relevant legislation or processed for off-site treatment prior to final disposal. Wherever possible, material will be recycled and re-used (either on-site or elsewhere).
Clearing of Asbestos Containing Materials (ACM)	ACM	In line with the Control of Asbestos Regulations 2012, ACMs present on site will be appropriately removed and disposed of prior to the start of the demolition by suitably qualified contractor.

5.19 Should these methods be employed by the Principal Contractor prior to the commencement of the C&D phases, it is anticipated that at least 80% of C&D waste will be diverted from landfill, in line with Building Research Establishment (BRE) Environmental Assessment Method (BREEAM) target Wst 01 – Construction Waste (Ref 30)

Waste Carriers

5.20 All waste generated from the Proposed Development shall be dealt with in accordance with legal requirements. The proposed waste carrier for each waste stream will be recorded in the registration table, with Waste Carriers Licence details appended to the final post-planning CRMP. An example table for demonstrating waste carrier registration is available in Appendix A.

5.21 The Principal Contractor will ensure that the following is collected for all waste contractors:

- Contractor's name;
- Date(s) of waste removal;

- Type(s) of waste removed (i.e. non-hazardous waste, hazardous waste, inert (specify);
- Method of treatment, recovery or disposal (i.e. reuse, recycling, incineration, landfill etc.);
- Volume or weight of waste removed; and
- Costs associated with waste removal, transport and treatment, including landfill tax charges where applicable.

Waste Documentation

5.22 All waste documentation will be retained at the main Site compound and following completion of the project at the Principal Contractor's Head Office. This includes:

- Post-planning CRMP (two years after end of project);
- Waste transfer documentation (two years for Waste Transfer Notes and three years for hazardous waste consignment notes);
- Copies of any exemptions or permits; and
- Copies of waste carrier and disposal site licences.

Waste Transfer Note (All Waste (except Hazardous))

5.23 All movements of waste from Site must be accompanied by a WTN, which will detail specific information. The Principal Contractor's Waste Champion or other competent person will check that each WTN contains the following:

- The name of the person receiving the waste and what they are authorised to do with that waste as a Registered Waste Carrier can only transport waste;
- Type of waste produced;
- The 2007 Standard Industrial Classification (SIC) code (2003 SIC if hazardous waste);
- The six-digit European Waste Catalogue (EWC) number;
- Address of the producing site and details of the waste producer;
- Waste carrier's details including Waste Carrier License (WCL) No;
- Quantity of waste;
- How it is contained (for example 8 yard skip);
- Address of the receiving site (for example landfill) and the Environmental Permit or Exemption Number associated with the receiving site;
- The date to which the WTN applies;
- If the material is non-hazardous waste and it is destined for disposal directly to landfill, pre-treatment must have been applied and a declaration detailing treatment applied appended to the WTN; and
- A declaration that the waste has been treated in line with the requirements of the waste hierarchy.

5.24 The Site representative signing the WTN shall place all WTNs in the Site Waste Management File which will be kept for a minimum period of three years.

5.25 By signing a WTN the Site representative is confirming that all the details are correct and that the material is to be sent by a licensed waste carrier to a suitably licensed receiving site, permitted to receive that type of waste. The signature is binding of this fact and completes the WTN as a legal document, which must be retained for a minimum of two years.

5.26 The waste champion or other competent person signing the WTN shall additionally ensure that the Waste Carrier is using a suitable vehicle with adequate, covered containment for the waste

Waste Consignment Note (Hazardous Waste)

5.27 A Hazardous Waste Consignment Note shall be completed for every movement of hazardous waste (and should be kept for minimum three years). Prior to signing, the Waste Champion or other competent person shall ensure that the Hazardous Waste Consignment Note includes:

- Hazardous Waste Premises Code (for sites in England and Wales only);
- Consignment note code;
- SIC Code;
- Name and address of site from which waste is being moved;
- Date of removal;
- Type of waste produced, including the quantity and the EWC code;
- The name of the person who is receiving the waste and what they are authorised to do with that waste for example a Registered Waste Carrier can only transport waste; and
- A final disposal site that is authorised to accept the waste.

Fly Tipping

5.28 Fly-tipping of waste on or adjacent to ongoing construction projects can be a significant issue.

5.29 Should waste be fly-tipped on the Site, the Principal Contractor has a Duty of Care to ensure it is dealt with safely and disposed of correctly, even though not the producer of the waste. Any instance of fly-tipping will be reported to the LBC.

6. Reporting, Monitoring and Auditing

6.1 This Plan is outline and once final details of the C&D programme, phasing and strategy are confirmed post-planning a post-planning CRMP or Construction Environmental Management Plan (CEMP) will be produced. The post-planning CRMP will include roles and responsibilities, detail on control measures and activities to be undertaken to minimise environmental impact and monitoring and record-keeping requirements. A commitment will also be included to periodically review the post-planning CRMP and undertake regular environmental audits of its implementation during the C&D phases of the Proposed Development.

6.2 The effectiveness of the detailed CRMP will depend upon the enforcement of its requirements on Site by the nominated Waste Champions and Site Manager. Responsibility for the formal recording of waste movements lies with the Waste Champion or Project Manager.

6.3 A log should be maintained of all materials that come on to Site, and details obtained from the waste disposal company of the exact amount of waste materials removed from Site. Details would also be provided outlining the recovery / disposal actions for the specific waste streams.

6.4 Waste receptacles should be monitored by the Principal Contractor or the Waste Champion so that contamination does not occur; results should then be recorded and monitored for change with time.

6.5 The Principal Contractor should continually review the type of surplus materials being produced and, where possible, change the Site set up to maximise reuse or recycling. Disposal to landfill should be seen as the last option.

6.6 ‘Spot checks’ may be made in relation to the completeness of any WTNs and any Hazardous Waste Consignment notes by the Applicant or their representatives.

6.7 If any problems are identified during the lifetime of the project in relation to exceeding the expected CRMP waste stream volumes, failure to meet stated targets or issues relating to cost effective and legal transfer of waste materials, then they should be escalated to the Contracts Manager for further discussion on the best solution.

Review of the Post-Planning CRMP – Monitoring Record

6.8 The post-planning CRMP should be reviewed at least once every six months during the lifetime of this project by the Principal Contractor so that targets are being achieved and that realistic solutions are provided for unplanned events or abnormal wastes. The CRMP will also be reviewed if there is any significant change in the project. These reviews will involve the completion and submission of a monitoring report to the Applicant (or their representative) in an agreed format

6.9 An example of a method of recording any changes or alterations to the post-planning report is provided in Appendix B.

Additional Duty of Care Checks

6.10 Additional checks to confirm that waste is being appropriately managed, and to demonstrate that all reasonable measures have been taken to comply with waste hierarchy should be undertaken. For example, the waste champion could inspect the waste collector's management sites before signing of the delivery to confirm that the waste has been disposed in line with the required legislations and any irregularities investigated and reported to the Site Manager (or the Council if required). Action may involve termination of contract and / or notification to the Environment Agency.

Site Inspection

6.11 The Site Manager or nominated deputy should undertake a daily inspection of the construction areas including all areas used for waste management. Any issues would then be recorded in the daily log along with any corrective taken.

Closure Reporting

6.12 Within 3 months of the completion of works under a contract a Waste Management Closure Report should be submitted to the Applicant (or their representative) to demonstrate the effective implementation, management and monitoring of C&D waste during the C&D lifetime of the Proposed Development.

7. References

Ref 1. Her Majesty's Stationery Office (HMSO), (2008); The Site Waste Management Plans Regulations 2008.

Ref 2. HMSO, (2013); The Environmental Noise, Site Waste Management Plans and Spreadable Fats etc. (Revocations and Amendments) Regulations 2013.

Ref 3. HMSO, (2005); Clean Neighbourhoods and Environment Act 2005.

Ref 4. HMSO, (1989); Control of Pollution (Amendment) Act 1989.

Ref 5. HMSO, (2012); The Controlled Waste (England and Wales) (Amendment) Regulations 2012

Ref 6. HMSO, (1995); Environment Act 1995.

Ref 7. HMSO, (2015); The Environmental Permitting (England and Wales) (Amendment) (No 2) Regulations 2018.

Ref 8. HMSO, (1990); Environmental Protection Act 1990.

Ref 9. HMSO, (2011): The Waste (England and Wales) Regulations 2011(as amended)

Ref 10. HMSO, (2005); The Hazardous Waste (England and Wales) Regulations (as amended).

Ref 11. HMSO, (1996); Landfill Tax Regulations (as amended).

Ref 12. HMSO, (2006); The Waste Management (England and Wales) Regulations.

Ref 13. HMSO, (2007); The Waste Management (Miscellaneous Provisions) (England and Wales) Regulations

Ref 14. Ministry of Housing, Communities and Local Government (MHCLG), (2019): National Planning Policy Framework.

Ref 15. Department of Communities and Local Government (DCLG), (2014); National Planning Policy for Waste.

Ref 16. Department for Environment, Food and Rural Affairs (Defra), (2013); Waste Management Plan for England 2013.

Ref 17. HMSO, (2018); A Green Future: Our 25 Year Plan to Improve the Environment

Ref 18. HMSO, (2018); Our Waste, Our Resources: A Strategy for England

Ref 19. Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on Waste and repealing certain Directives (Waste Framework Directive).

Ref 20. Greater London Authority, (2016); The London Plan, Spatial Development Strategy for Greater London (Consolidated with Alterations Since 2011).

Ref 21. GLA, (2018); The Draft London Plan

Ref 22. GLA, (2018); London Environment Strategy.

Ref 23. North London Waste Authority (NLWA), (2019); North London Waste Plan (Regulation 19) – Proposed Submission

Ref 24. London Borough of Camden (LBC), (2017); Local Plan.

Ref 25. LBC (2019); Camden Planning Guidance (CCG) – Energy Efficiency and Adaption

Ref 26. BRE, (2012); Waste Benchmark Data [online]. http://www.smartwaste.co.uk/filelibrary/benchmark%20data/Waste_Benchmarjs_for_new_build_projects_by_project_type_31_May_2012.

Ref 27. Waste and Resource Action Programme (WRAP) (2007); Current Practices and Future Potential in Modern Methods if Construction [online] http://www.wrap.org.uk/sites/files/wrap/Modern%20Methods%20of%20Construction-%20Summary.pdf

Ref 28. Environment Agency (EA), (2018); [Accessed Online May 2019] URL: https://data.gov.uk/dataset/fa667727-256d-4237-8399-904bf62a0451/remaining-landfill-capacity

Ref 29. WRAP (2012); 'Halving Construction, Demolition and Excavation Waste to Landfill by 2012 compared to 2008'

Ref 30. Building Research Establishment (BRE) Environmental Assessment Method (BREEAM), (2014); 'BREEAM UK New Construction: Non-Domestic Buildings England Technical Manual'

Appendix A Waste Carrier Detail Example

Waste type(s)	*Waste Carrier Name*	*Contact Details*	*Date checked with EA (dd/mm/yyyy)*	*Registration Number*	*Expiry Date (dd/mm/yyyy)*

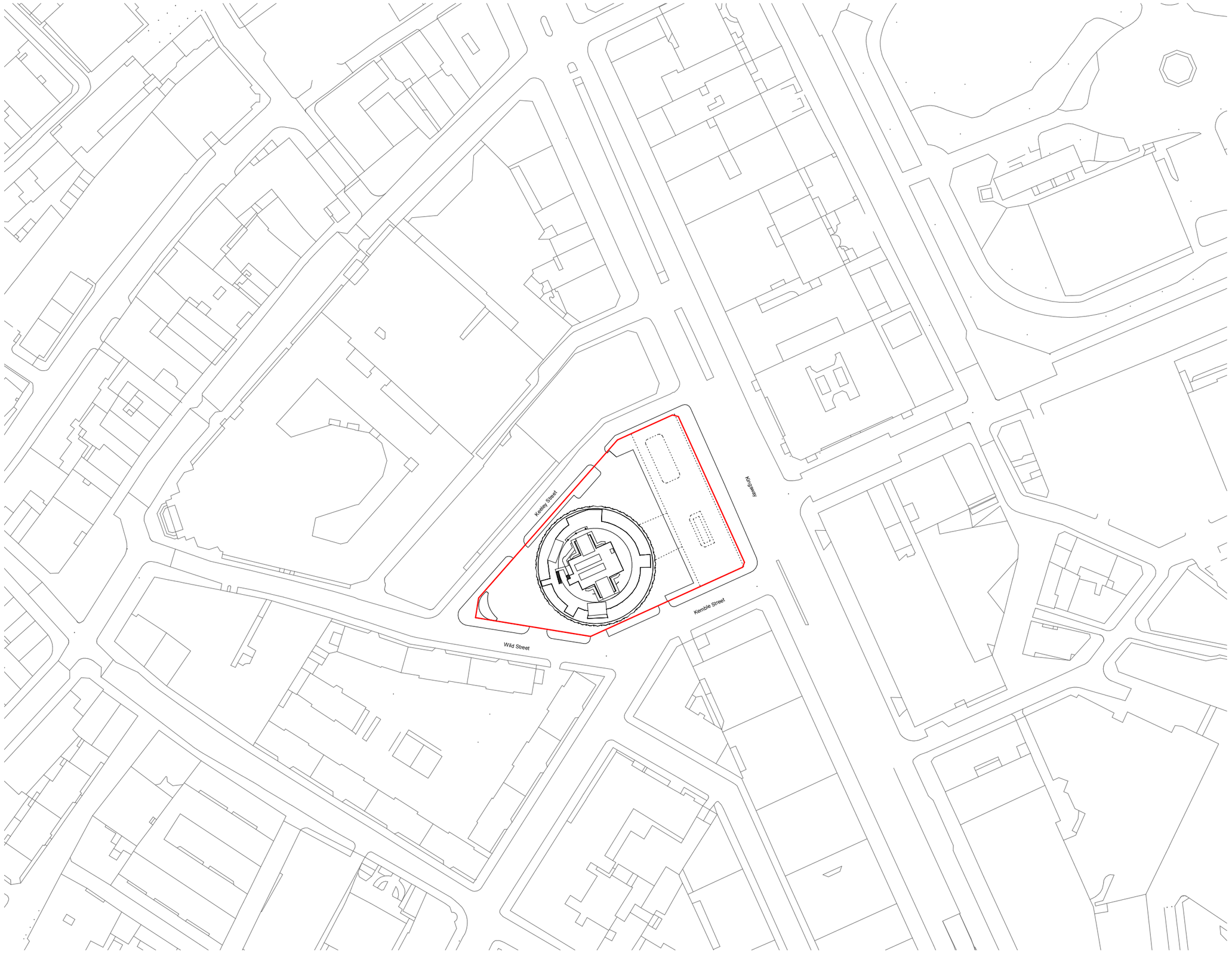
Appendix B Example Recording Template

Site Waste Management Tracker			
Project Name		***Project Phase***	
Project Location		***Responsible Person***	
Client		***Name of Person Filling in***	
Principal Contractor		***Description of the Phase***	
		Reason for deviation from the Plan	

Summary of Waste Removal				
	Waste Description	***Planned Quantity (m^3) to be removed***	***Actual Quantity (m^3) removed***	***Reasons for Deviation***
Inert				
Non-Hazardous				
Hazardous				

Daily Waste Removal									
	Date of removal	*Waste Description*	*Qty. reused on site (m^3)*	*Qty. reused off site (m^3)*	*Qty. Recycled on-site (m^3)*	*Qty. recycled off site (m^3)*	*Qty. sent to Landfill/other special or exempt site (m^3)*	*Destination of Waste Materials*	*Carrier Details, Registration number, licence details*
Inert									
Non-Hazardous									
Hazardous									

Appendix B Site location plan



Key Plan

Description	Date	Drn/Chk	Rev

SQUIRE & PARTNERS

Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555

info@squireandpartners.com
www.squireandpartners.com

Project

Space House
London
WC2

Title

Site Plan

Status

Date	Scale @ ISO A3	Job Number
20/05/19	1250	18077

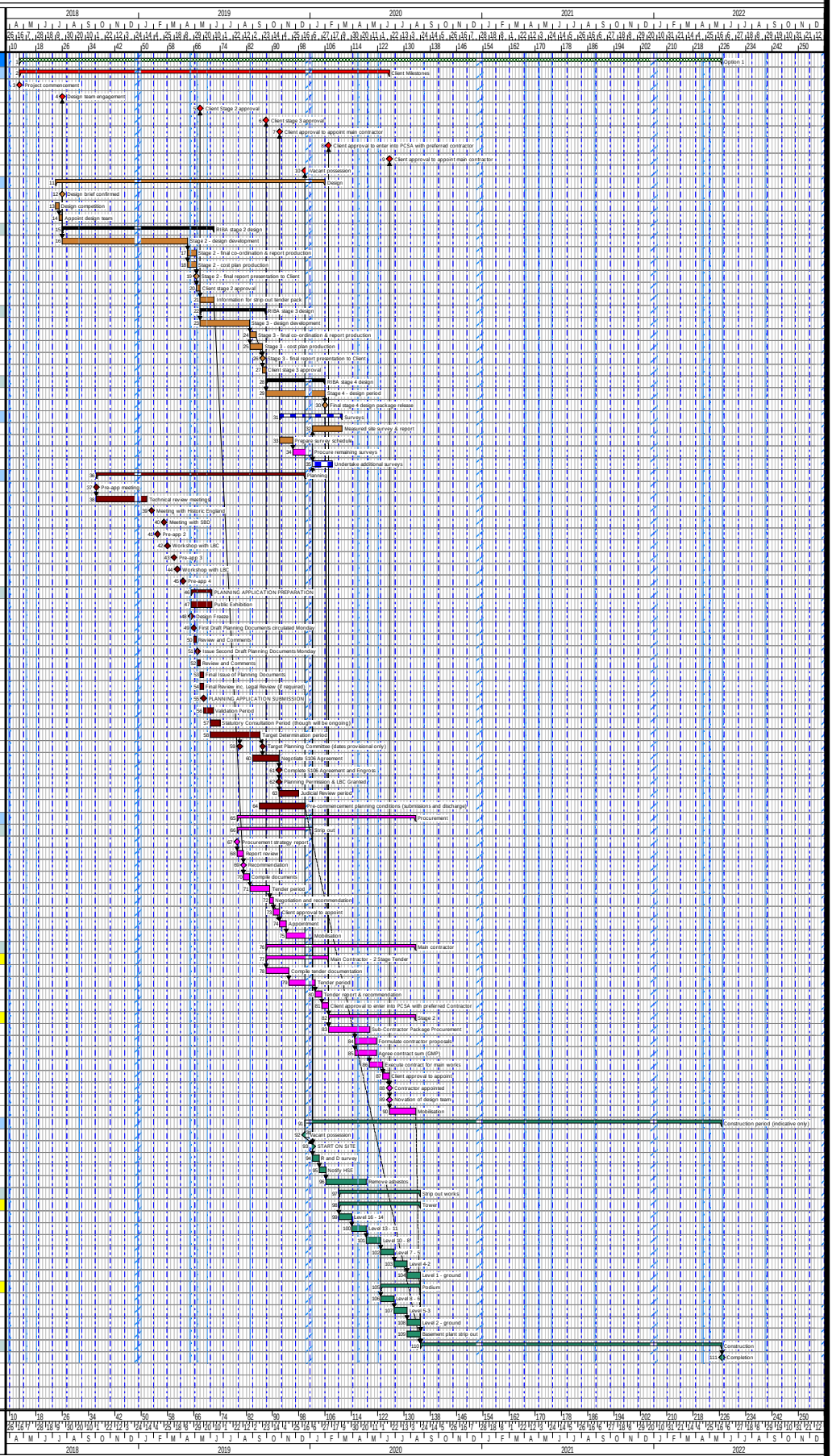
Drawing Number	Revision
18077-SQP-ZZ-ZZ-DP-A-PL001	

Appendix C Draft strategic programme for the proposed development

Space House
Draft Strategic Programme

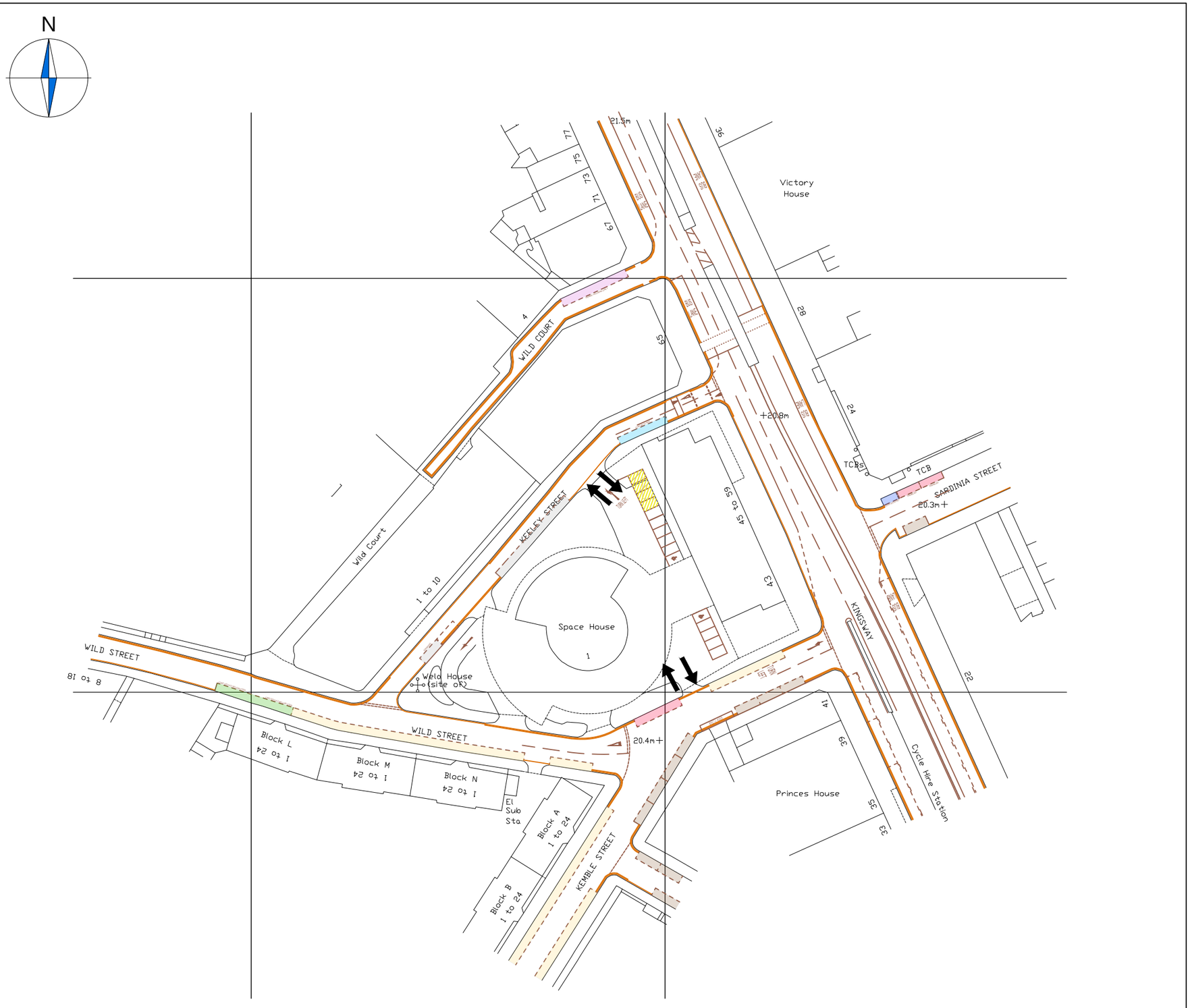
GT GARDINER &THEOBALD

Line	Name	Duration	Start	Finish
1	Option 1	201w 3d	23/04/2018	27/05/2022
2	Client Milestones	106w 1d	23/04/2018	17/06/2020
3	Project commencement		23/04/2018	23/04/2018
4	Design team engagement		23/07/2018	23/07/2018
5	Client Stage 2 approval		13/05/2019	13/05/2019
6	Client stage 3 approval		27/09/2019	27/09/2019
7	Client approval to appoint main contractor		28/10/2019	28/10/2019
8	Client approval to enter into PCSA with preferred contractor		07/02/2020	07/02/2020
9	Client approval to appoint main contractor		17/06/2020	17/06/2020
10	Vacant possession		20/12/2019	20/12/2019
11	Design	76w 4d	09/07/2018	31/01/2020
12	Design brief confirmed		23/07/2018	23/07/2018
13	Design competition	1w	09/07/2018	13/07/2018
14	Appoint design team	1w	16/07/2018	20/07/2018
15	RIBA stage 2 design	43w 1d	23/07/2018	10/06/2019
16	Stage 2 - design development	36w	23/07/2018	15/04/2019
17	Stage 2 - final co-ordination & report production	2w 1d	16/04/2019	02/05/2019
18	Stage 2 - cost plan production	2w 1d	16/04/2019	02/05/2019
19	Stage 2 - final report presentation to Client		03/05/2019	03/05/2019
20	Client stage 2 approval	1w	03/05/2019	10/05/2019
21	Information for strip out tender pack	4w	13/05/2019	10/06/2019
22	RIBA stage 3 design	19w 3d	13/05/2019	27/09/2019
23	Stage 3 - design development	14w 4d	13/05/2019	23/08/2019
24	Stage 3 - final co-ordination & report production	1w 4d	27/08/2019	06/09/2019
25	Stage 3 - cost plan production	3w 4d	27/08/2019	20/09/2019
26	Stage 3 - final report presentation to Client		23/09/2019	23/09/2019
27	Client stage 3 approval	1w	23/09/2019	27/09/2019
28	RIBA stage 4 design	16w	30/09/2019	31/01/2020
29	Stage 4 - design period	16w	30/09/2019	31/01/2020
30	Final stage 4 design package release		31/01/2020	31/01/2020
31	Surveys	17w	29/10/2019	09/03/2020
32	Measured site survey & report	9w	07/01/2020	09/03/2020
33	Prepare survey schedule	4w	29/10/2019	25/11/2019
34	Procure remaining surveys	4w	26/11/2019	06/01/2020
35	Undertake additional surveys	6w	07/01/2020	17/02/2020
36	Planning	60w 3d	03/10/2018	20/12/2019
37	Pre-app meeting		03/10/2018	03/10/2018
38	Technical review meetings	13w 2d	03/10/2018	17/01/2019
39	Meeting with Historic England		28/01/2019	28/01/2019
40	Meeting with SBD		25/02/2019	25/02/2019
41	Pre-app 2		11/02/2019	11/02/2019
42	Workshop with LBC		04/03/2019	04/03/2019
43	Pre-app 3		18/03/2019	18/03/2019
44	Workshop with LBC		25/03/2019	25/03/2019
45	Pre-app 4		05/04/2019	05/04/2019
46	PLANNING APPLICATION PREPARATION	6w	23/04/2019	05/06/2019
47	Public Exhibition	6w	23/04/2019	05/06/2019
48	Design Freeze		23/04/2019	23/04/2019
49	First Draft Planning Documents circulated Monday		29/04/2019	29/04/2019
50	Review and Comments	4d	29/04/2019	02/05/2019
51	Issue Second Draft Planning Documents Monday		07/05/2019	07/05/2019
52	Review and Comments	4d	07/05/2019	10/05/2019
53	Final Issue of Planning Documents	1w	13/05/2019	17/05/2019
54	Final Review inc. Legal Review (if required)	1w	13/05/2019	17/05/2019
55	PLANNING APPLICATION SUBMISSION		20/05/2019	20/05/2019
56	Validation Period	2w 4d	20/05/2019	07/06/2019
57	Statutory Consultation Period (though will be ongoing)	3w	03/06/2019	21/06/2019
58	Target Determination period	15w	03/06/2019	16/09/2019
59	Target Planning Committee (dates provisional only)		05/08/2019	20/09/2019
60	Negotiate S106 Agreement	8w	02/09/2019	25/10/2019
61	Complete S106 Agreement and Engross		28/10/2019	28/10/2019
62	Planning Permission & LBC Granted		28/10/2019	28/10/2019
63	Judicial Review period	6w	28/10/2019	06/12/2019
64	Pre-commencement planning conditions (submissions and discharge)	14w	16/09/2019	20/12/2019
65	Procurement	51w 2d	30/07/2019	12/08/2020
66	Strip out	20w 4d	30/07/2019	06/01/2020
67	Procurement strategy report		30/07/2019	30/07/2019
68	Report review	2w	30/07/2019	12/08/2019
69	Recommendation		13/08/2019	13/08/2019
70	Compile documents	1w 4d	13/08/2019	23/08/2019
71	Tender period	6w	27/08/2019	07/10/2019
72	Negotiation and recommendation	1w	08/10/2019	14/10/2019
73	Client approval to appoint	2w	15/10/2019	28/10/2019
74	Appointment	2w	29/10/2019	11/11/2019
75	Mobilisation	6w	12/11/2019	06/01/2020
76	Main contractor	42w 4d	30/09/2019	12/08/2020
77	Main Contractor - 2 Stage Tender	17w	30/09/2019	07/02/2020
78	Compile tender documentation	7w	30/09/2019	15/11/2019
79	Tender period	6w	18/11/2019	10/01/2020
80	Tender report & recommendation	2w	13/01/2020	24/01/2020
81	Client approval to enter into PCSA with preferred Contractor	2w	27/01/2020	07/02/2020
82	Stage 2	25w 4d	10/02/2020	12/08/2020
83	Sub-contractor package procurement	12w	10/02/2020	06/05/2020
84	Formulate contractor proposals	6w	06/04/2020	20/05/2020
85	Agree contract sum (GMP)	6w	06/04/2020	20/05/2020
86	Execute contract for main works	4w	06/05/2020	03/06/2020
87	Client approval to appoint	2w	04/06/2020	17/06/2020
88	Contractor appointed		18/06/2020	18/06/2020
89	Novation of design team		18/06/2020	18/06/2020
90	Mobilisation	8w	18/06/2020	12/08/2020
91	Construction period (indicative only)	118w 2d	20/12/2019	27/05/2022
92	Vacant possession		20/12/2019	20/12/2019
93	START ON SITE		07/01/2020	07/01/2020
94	R and D survey	2w	07/01/2020	20/01/2020
95	Notify HSE	2w	21/01/2020	03/02/2020
96	Remove asbestos	12w	04/02/2020	29/04/2020
97	Strip out works	24w	03/03/2020	21/08/2020
98	Tower	24w	03/03/2020	21/08/2020
99	Level 16 - 14	4w	03/03/2020	30/03/2020
100	Level 13 - 11	4w	31/03/2020	29/04/2020
101	Level 10 - 8	4w	30/04/2020	29/05/2020
102	Level 7 - 5	4w	01/06/2020	26/06/2020
103	Level 4-2	4w	29/06/2020	24/07/2020
104	Level 1 - ground	4w	27/07/2020	21/08/2020
105	Podium	12w	01/06/2020	21/08/2020
106	Level 8 - 6	4w	01/06/2020	26/06/2020
107	Level 5-3	4w	29/06/2020	24/07/2020
108	Level 2 - ground	4w	27/07/2020	21/08/2020
109	Basement plant strip out	4w	27/07/2020	21/08/2020
110	Construction	86w	24/08/2020	26/05/2022
111	Completion		27/05/2022	27/05/2022



Programme No: 36522/MP/001	Revision No. 6	Status: For meeting with DM	This programme has been produced in accordance with the attached Assumptions and Exclusions. Additionally it is recommended that a further 10% contingency is assumed to reflect market conditions and the level of design information available.	
Prepared by: CN/JR/PR	Issue Date: 08/04/2019	Date Revised : 08/04/2019	Page:1 of 1	

Appendix D Site access, local highway network layout



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

	SINGLE YELLOW LINING
	DOUBLE YELLOW LINING
	Residential Permit Holders Only
	Permit Holders Only
	Solo Motorcycles Only
	Disabled Badge Holders Only
	Pay by Phone quoting location, Max stay 2 hours Mon - Sat 8.30am to 6.30pm
	Pay by Phone quoting location, 4 hours No return within 1 hour
	Car Club Only
	Electric Vehicles Only
	UKPN Leased Spaces
	Access / Egress* *Subject to Main Contractor Input

Rev	Details	Drawn	Checked	Date
A	Revised to Client Comments	AFG	DP	21.05.2019

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client: Seaforth Land

Project: Space House

Drawing Title: Existing Highway Arrangement

Scale:	Size:
1:1000	A3

Drawn by:	Checked by:	Date:
HE	DP	14.09.2018

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA3758	SK001	1 of 1	A

CA3758-SK001_A - EXISTING HIGHWAY ARRANGEMENT.DWG

Appendix E Utility tracker document

Utility Tracking Document - New Services

Project: CAA House
Project No: 6553
Date W/C: 20/05/2019

Revision: 5
Engineer: Kyron Lewis

Utility	Suppliers	New Service Connection Required	Capacity of New Connection	Utility Enquires	Information received from Utility	Target Date for new connection	Utility Quotation received	Quotation Sum	Expiry Date	Quotation Issued	Comment	Risk
Electrical - New Supply												
Electrical - Substation / Transformer Supply 1 Kingsway building	UKPN	Existing supply capacities to be assessed against new building loads	Only if new demand exceeds transformer capacity	Site surveys with UKPN have been undertaken	site plans highlighting existing HV cable routes	Not known at this stage					24/10/18 UKPN site survey.UKPN confirm 1x 800KVA transformer. Location of substation under review. 07/02/19 Site survey with UKPN to review the proposed new location of the substation. 12/04/19 Proposed new substation location formally issued to UKPN for comment.	Medium
Electrical - Substation / Transformer Supply 2 Tower building	UKPN	Existing supply capacities to be assessed against new building loads	Only if new demand exceeds transformer capacity	Site surveys with UKPN have been undertaken	site plans highlighting existing HV cable routes	Not known at this stage					24/10/18 UKPN site survey.UKPN confirm 1x 1600A TPN supply serving mechanical plant and Tower Building Lndlord supplies	Medium
Electrical - Substation / Transformer Supply 3 Tower building	UKPN	Existing supply capacities to be assessed against new building loads	Only if new demand exceeds transformer capacity	Site surveys with UKPN have been undertaken	site plans highlighting existing HV cable routes	Not known at this stage					24/10/18 UKPN site survey.UKPN confirm 1x 800KVA transformer serving Tower tenant supplies.	Medium
Telecoms (All)	Discussions with client required to determine preferred utility comms suppliers											
Gas	Squire Energy	Yes	3000kW (TBC)	Application issued to Squire Energy on 11th July 2018	Yes - site plan and quotation	Not known at this stage	Quotation P13912TW1 23/08/2018	Preliminary budget cost £44000	Mid-November 2018	Yes - to G&T and Seaforth	New supply may need to be requoted once design is comleted in more detail based upon agreed building use. A threshold is sometimes set by The National Grid as the maximum demand without infrastructure upgrade. This can only be confirmed once a more accurated supply application is made.	
Potable Water Supply	Thames Water	Not anticipated	Not anticipated								Flow and pressure test being requested from Thames Water.	Medium
Sprinkler System Supply	Thames Water	Not anticipated	Not anticipated								Flow and pressure test being requested from Thames Water.	Medium