**Construction Management**

**Plan**

pro forma v2.3

**Contents**

**Revisions 3**

**Introduction 4**

**Timeframe 6**

[**Contact**](#_Contact) **7**

[**Site**](#_Site) **9**

[**Community liaison**](#_Community_Liaison) **12**

[**Transport**](#_Transport) **14**

[**Environment**](#_Environment) **26**

**Agreement 31**

# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| 19/08/19 | Version 1 | Jamshaid Mirza |
| 16/09/19 | Version 2 | Jamshaid Mirza |
| 04/10/19 | Version 3 | Jamshaid Mirza |
| 21/10/19 | Version 4 | Jamshaid Mirza |

**Additional sheets**

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

|  |  |  |  |
| --- | --- | --- | --- |
| **Date** | **Version** | **Document** | **Produced by** |
| 14/08/19 | 1 | Appendix 8.a Castlewood House Tender Programme V3 1.8.19 | J Mirza |
| 14/08/19 | 1 | Appendix 8.b Medius House Tender Programme V2 | J Mirza |
| 14/08/19 | 1 | Appendix 12.a St. Giles CWG meeting agendas and minutes | CBRE |
| 13/09/19 | 2 | Appendix 18.a Vehicle Route Plan | J Mirza |
| 21/10/19 | 3 | Appendix 19.c Swept Path Analysis | Swanton |
| 13/09/19 | 2 | Appendix 20.a Castlewood House Logistics Plan | J Mirza |
| 03/10/19 | 2 | Appendix 20.b Medius House Logistics Plan | J Mirza |
| 14/08/19 | 1 | Appendix 21.a Medius House Loading 3D | J Mirza |
| 13/09/19 | 2 | Appendix 22.a Existing Highway Layout and Parking Provision | J Mirza |
| 13/09/19 | 2 | Appendix 23.a Parking suspensions, footway and road closure | J Mirza |
| 13/09/19 | 1 | Appendix 23.b Bucknall Street part closure | J Mirza |
| 14/08/19 | 1 | Appendix 24.b Crossover works on Bucknall Street | J Mirza |
| 13/09/19 | 2 | Appendix 26.a Scaffold and Logistics Plans | J Mirza |
| 14/08/19 | 1 | Appendix 26.b Bucknall Street Scaffold | J Mirza |
| 14/08/19 | 1 | Appendix 27.a Services | J Mirza |
| 13/09/19 | 1 | Appendix 28.a Noise Modelling Report | EEMC |
| 14/08/19 | 1 | Appendix 29.a Noise Impact Assessment Jan 2017 | J Mirza |
| 14/08/19 | 1 | Appendix 30.a Phase 2 proposal by others | CBRE |
| 14/08/19 | 1 | Appendix 36.a Air quality and dust monitoring plan | J Mirza |
| 30/08/19 | 1 | Appendix 39.a Rodent Survey Report | J Mirza |
| 13/09/19 | 2 | Castlewood House and Medius House Dust Plan | EEMC |

# 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](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en).

This CMP follows the best practice guidelines as described in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Community Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318) **(CMRBC)**.

Camden charges a [fee](https://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3630462&) 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 CMPdoes 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**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)**.**”

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

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Planning Permission granted**

**0ommunity liaison**

**Appoint principal contractor**

**Begin community liaison**

**Work can commence if CMP is approved**

**Council response to second draft**

**Submit draft CMP**

**Work can commence if draft CMP is approved**

**Resubmission of CMP if first draft required further development**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

# Contact

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

Address: 63-69 & 77-91 New Oxford Street, London, WC1A 1DG

Planning reference number to which the CMP applies: 2019/1957/P

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

Name: Jamshaid Mirza

Address: Deconstruct UK Ltd, Burdett House, 15-16 Buckingham Street, London, WC2N 6DU

Email: Jamshaid.mirza@deconstructuk.com

Phone: 07702 947 009

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: Steve Jones

Address: Deconstruct UK Ltd, Burdett House, 15-16 Buckingham Street, London, WC2N 6DU

Email: steve.jones@deconstructuk.com

Phone: 07860 270 391

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)**](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/twocolumn/the-community-investment-programme.en), please provide contact details of the Camden officer responsible.

Name: Steve Jones

Address: Deconstruct UK Ltd, Burdett House, 15-16 Buckingham Street, London, WC2N 6DU

Email: steve.jones@deconstructuk.com

Phone: 07860 270 391

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: Deconstruct UK Ltd

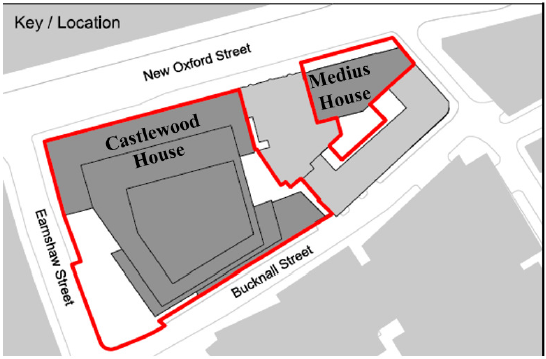
Address: Burdett House, 15-16 Buckingham Street, London, WC2N 6DU

Email: enquries@deconstructuk.com

Phone: 0207 734 6655

# 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 Site as proposed is in two parts. Castlewood House (which is also the name of the project) and Medius House within the same vicinity on New Oxford Street. Castlewood House is bounded on three sides by roads, to the north by the main arterial road A40 New Oxford Street, on the west by Earnshaw Street and to the south by Bucknall Street. The eastern perimeter wall is bounded by an existing office building which separates Castlewood House from Medius House. Both Bucknall Street and New Oxford Street are 2 way carriageways with Earnshaw Street being a 2 lane one way street only (heading north). However, works are currently in place from Camden Council to convert Bucknall Street into a one way street.

The current access to the Castlewood house is via Bucknall Street. Both buildings are located within 100m of the busy A400 Tottenham Court Road Junction with A40 Oxford Street, A40 New Oxford Street and A400 Charing Cross Road. Within this area there is the major London Underground station Tottenham Court Road and a TfL bus stop is immediately in front of Castlewood House.

Medius House is situated further East along the A40 New Oxford Street which forms its northern boundary, with Dyott Street immediately to the east and bounded to the South and West by third party buildings.

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 outline scope of works for the Castlewood House development can be

described in 7 phases:

* Enabling Works and Demolition of Castlewood House to basement level;
* Construction of new basement;
* Form new central services core and raise to the height of the structure;
* (Deconstruct to handover site, please see Appendix 30.a Phase 2 proposal by others)
* Form new floors;
* Install facades consisting of precast concrete panels complete with
* window sections
* Roof waterproofing and finishes.
* Installation of Cat A Fit out to include:
  + MEP services;
  + Lifts and associated transportation facilities;
  + Flooring;
  + Ceilings;
  + Internal partitioning;
* Retail shell & core to Ground Floor units.

The outline scope of works for the Medius House can be summarised as below:

* Enabling Works and Deconstruction of the roof elements;
* Installation of façade retention frame;
* Full strip, out & demolition of Medius House;
* (Deconstruct to handover site, please see Appendix 30.a Phase 2 proposal by others)
* New internal construction throughout and construction of two new upper
* floors and roof;
* Removal of Façade retention frame;
* Residential Fit Out;
* Retail shell & core to Ground Floor units.

The main issues and challenges the project will face are:

* Narrow access route via Dyott Street
* Close proximity of neighbouring buildings and temporary support required to these
* LUL, Thames Water & Royal Mail assets to project frontage
* Commercial offices located around the scheme
* Temporary cross over construction required to enter the rear of Castlewood House for loading.

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).

Castlewood House Commencement – 30/09/2019

Castlewood House Completion (Deconstruct UK Works) – 24/12/2020

Medius House Commencement – 30/09/2019

Medius House Completion (Deconstruct UK Works) – 29/04/2020

Please refer to appendix 8.a and 8.b for Tender Programmes.

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 18:00pm on Monday to Friday
* 8:00am to 13:00pm on Saturdays
* No working on Sundays or Public Holidays

Standard working hours for the Project will be in accordance with Camdens standards:

* 8:00am to 18:00pm on Monday to Friday
* 8:00am to 13:00pm on Saturdays
* No working on Sundays or Public Holidays
* Noisy works during weekdays will be subject to 2 hours on and 2 hours off:
* Monday to Friday, 8:00am – 10:00am, 12:00pm – 14:00pm, 16:00pm – 18:00pm.
* Saturday, 8:00am – 13:00pm.

# 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.).

* Toni & Guy Academy Building
* Bucknall Street Warehouse
* The Google Building (1-13 St Giles Street) and associated tenants
* St Giles complex public realm
* 55 New Oxford Street and Associated tenants
* Centrepoint Complex
* 100 New Oxford Street
* 80 New Oxford Street
* 108 New Oxford Street

**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.

CBRE and Royal London have held a series of meetings with the following local parties:

* Central St Giles management team/ Legal and General (most recent communication June 2019)
* Centrepoint/Almacantar (most recent meeting June 2019)
* Toni & Guy (ongoing dialogue through Party Wall and Neighbourly Matters surveyor and Royal London)
* Premier (ongoing dialogue through CBRE and Royal London)

Information regarding the nature of the redevelopment together with indicative programme information and possible site logistics strategy have been shared with all parties. Ongoing contact will be maintained for the duration of the project and details passed to the main contractor’s neighbourhood liaison officer. The soft strip contractor who is currently undertaking works on site has issued regular newsletters (attached) and engaged with the following neighbours from commencement on site in May 2019:

* Toni & Guy
* Premier
* 71 New Oxford Street (The Convenience Store/Post Office)
* 73 New Oxford Street (Centrepoint food store)
* 100 New Oxford Street

**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.

Our Senior Project Manager, Steve Jones, who is providing our dedicated stakeholder liaison role will attend all future Construction Working Groups that are already in place for the Royal London Development Project. As part of our stakeholder management, we are proposing a newsletter drop and email to identified stakeholders that may be affected by the works. This initial newsletter will introduce the team and in particular our initial stakeholder engagement forum that we are proposing in order that our neighbors can meet our team and voice any concerns. We will address details of upcoming events notified on the regular monthly newsletters. Regular updates will also be posted on the external notice boards of the project.

CBRE have attended recent CWG meetings on behalf of the Project. We have recently been appointed Principal Contractor on site and our Senior Project Manager will continue to attend all future meetings. Deconstruct UK has further developed the Construction Management Plan to consider and take in to account previous comments raised from local residents and businesses regarding Royal London Development Project. Please refer to appendix 12.a St. Giles CWG meeting agendas and minutes for the most recent meeting agendas and minutes.

In addition to this, CBRE and Royal London have held a series of meetings with the following local parties which are considered key Neighbours to the development:

* Central St Giles management team/ Legal and General (most recent communication June 2019)
* Centrepoint/Almacantar (most recent meeting June 2019)
* Toni & Guy (ongoing dialogue through Party Wall and Neighbourly Matters surveyor and Royal London)
* Premier (ongoing dialogue through CBRE and Royal London)

CBRE embarked upon a liaison strategy where we met key representatives from each Neighbour and established contacts details as well as set up regular meetings. In each contract for the Development we have included for a Neighbour Liaison Manager, who will be a dedicated contact for each of the Neighbours.

Meetings have been held with Almacantar on 24th June to specifically review the proposed CMP and logistics plans as well as establish site sensitivities. The main concerns related to ensuring that the loading bay to Earnshaw Street was kept clear of obstructions; we subsequently adapted our proposals to mitigate against this.  A further meeting with Almarcantar was held on 3rd September to review Deconstruct’s CMP proposals.  It was positively received by Almacantar and a plan to ensure daily liaison with their on site management team who will be advised of any significant site activity and deliveries was agreed.

Meetings have been held with the Central St Giles asset management team on 21st May and the freeholder Legal and General on 4th June. Meetings were held on to provide an overview of the scheme and review proposed logistics plans in relation to Bucknall Street.  The asset management team were very receptive to the plans and appreciated our early engagement to review proposals. The meetings resulted in Royal London’s team modifying their logistics plans to ensure fire tender access, loading bay access and resident car park access is maintained throughout which met with Central St Giles’ approval.  In addition, discussions around possible advertising space on site hoarding was discussed with retailers within Central St Giles where their shop signage may be impacted by the Development.

On-going regular liaison with Premier, located at Bucknall Street Warehouse has been undertaken by the professional team since May 2019. Prior to this communication was conducted through Royal London as Landlords directly.  Premier requested that Royal London modify the proposed pit lane in the logistics plan so as to maintain clear access to their front of house activities.  We subsequently modified the pit lane barriers which now meets with Premier’s requirements.

Royal London have lead liaison with Toni & Guy, located at 71-75 new Oxford Street from 2016. Regular meetings and communication have been lead through the Rights of light and party wall and neighbourly matters surveyors, Point 2 on Royal London’s behalf.  Communications regarding mitigation of noise and vibration disruption were discussed at length, together with how to provide any advertising to hoarding on New Oxford Street during Demolition and construction activities to provide additional active frontage for them.  Toni & Guy have access to the rear of the property via the Castlewood House car park on to Bucknall Street, which serves as a means of escape and service access.  We agreed a means of maintaining these routes for servicing and means of escape prior to commencement of the soft strip works.  Toni and Guy have also been managing discussions with their subtenants regarding the proposed works. CBRE have contacted the managing agents for 55 New Oxford Street regarding the logistics proposals and no adverse comments have been received.

**13. Schemes**

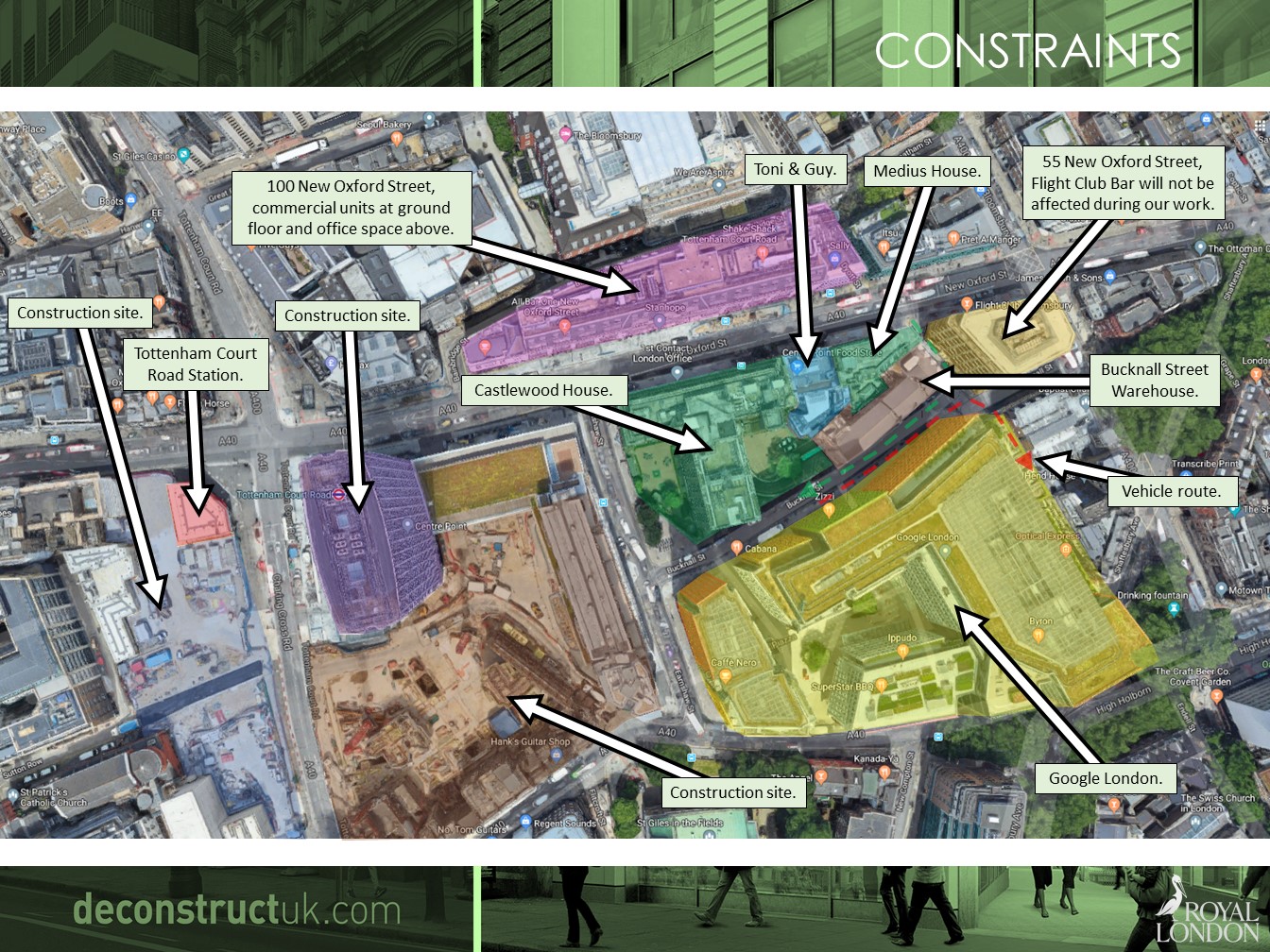
Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](https://www.ccscheme.org.uk/construction-logistics-and-cyclist-safety-clocs/) that includes CLOCS monitoring.

Contractors will also be required to follow the “[Guide for Contractors Working in Camden](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)” also referred to as “[Camden’s Considerate Contractors Manual](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)”.

CCS registration number – 118132

**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.



As shown within the constraints plan, our vehicles will be guided away from neighbouring construction sites. Vehicles will egress via 2 options:

* via Bucknall Street, turn right on to Dyott Street and turn left on to Shaftesbury Avenue.
* Via Bucknall Street, turn right on to Dyott Street, turn left on to Bucknall Street and turn right on to A400.

Planned routes will ensure all construction vehicles are kept away from the neighbouring construction sites. Activities and deliveries will be coordinated via the Construction Working Group. Please also refer to appendix 18.a Vehicle Route Plan.

# 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.](http://www.clocs.org.uk/)

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](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550016&), details of the monitoring process are available [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550014&).

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

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

**CLOCS Contractual Considerations**

15. Name of Principal contractor:

Deconstruct UK Ltd

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](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550016&) and [Q18 example response](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550015&)).

As part of our robust pre-qualification procedure, all approved suppliers are required to confirm their accreditation to CLOCS standards prior to being accepted on to our approved supply list.

CLOCS approved operators only will be selected for the Castlewood and Medius House Projects. Beyond our approved supply chain, at the point of order placement for Castlewood and Medius House, up to date CLOCS accreditation certificates will be requested for storage on site.

All vehicles and supplier’s vehicles are minimum FORS Silver accredited for vehicles over 3.5t. All drivers of vehicles over 3.5t have undertaken a Safe Urban Driving training and vehicles will be fitted with blind spot minimization equipment and audible left turn alerts.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](http://www.clocs.org.uk/wp-content/uploads/2015/05/CLOCS-Standard-v1.2-APRIL_15.pdf) and included it in your contracts. Please sign-up to join the [CLOCS Community](http://www.clocs.org.uk/links-to-partners/) 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:

We (Deconstruct UK) confirm that we have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and supplier.

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

**Site Traffic**

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

**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](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (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.

Please refer to appendix 18.a Vehicle Route Plan.

Castlewood House:

* Vehicles arriving via Earnshaw Street, turn right on to Bucknall Street and down ramp on Bucknall Street (vehicle to reverse in).
* Vehicles exiting via ramp 1 location, turn left on to Bucknall Street, turn right on to Dyott Street and turn left on to Shaftesbury Avenue.
* Option 2: Vehicles exiting via ramp 1 location, turn left on to Bucknall Street, turn right on to Dyott Street, turn left on to Bucknall Street and turn right on to A400.

Medius House:

* Vehicles arriving via New Oxford Street, turn right on to Dyott Street directly in to loading area.
* Vehicles exiting loading area on Dyott Street and turn left on to Shaftesbury Avenue.
* Option 2: Vehicles exiting loading area on Dyott Street, turn left on to Bucknall Street and turn right on to A400.

Vehicle routes before West End Project (WEP) changes as shown within logistics plans – vehicles to exit via Southern end of Dyott Street turning left onto Shaftesbury Avenue. Vehicle routes after WEP changes as shown within swept path analysis – vehicles to exit via Eastern end of Bucknall Street turning right onto Bloomsbury Street (suspension of parking bays on the Eastern end of Bucknall Street to be constantly reviewed).

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.

As part of the project procurement process, a delivery plan with advisable routes and contact numbers for our traffic management team will be created for issue to suppliers. At the point of order and purchase order creation, the delivery plan will be attached and sent to suppliers for sharing with all drivers planned to visit our site. We have used this method on previous projects within central London and found it to be extremely effective. The traffic management team will be provided with a swathe of leaflets containing the delivery route, these will be reissued to drivers leaving the project as well.

**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*](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)).

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

**Castlewood House** – Deliveries will be restricted to 09.30 – 16.30, with occasional deliveries during peak hours where unavoidable.

**8 Wheel tipper lorries:**

* 6 deliveries/week in weeks 5-8.
* Average 40 deliveries/ week in weeks 11-12 and weeks 15-26.
* 69 deliveries/ week in weeks 27-33.
* 25 deliveries/ week in weeks 32-45.
* 60 deliveries/ week in weeks 46-48.

**Concrete lorries:**

* 3 deliveries/ week in week 10.
* 7 deliveries/week in weeks 12 and weeks 15-16.
* 2 deliveries/ week in week 22.
* 23 deliveries/ week in weeks 36-45.
* 16 deliveries/ week in weeks 46-65.

**Flatbeds:**

* 2 deliveries/ week in week 11.
* 2 deliveries/ week in week 15.
* 3 deliveries/ week in weeks 31-32.

**Scaffold lorries:**

* 10 deliveries/ week in weeks 4-11.

**Artic lorries:**

* 2 deliveries/ week in weeks 3, 8 and 9.

**3.5t van:**

* 2 deliveries/ week for duration of project.

**Medius House** – Deliveries will be restricted to 09.30 – 16.30, with occasional deliveries during peak hours where unavoidable.

**8 Wheel tipper lorries:**

* 14 deliveries/week in weeks 20-31.

**Concrete lorries:**

* 12 deliveries/ week in week 9.

**Flatbeds:**

* 1 deliveries/ week in weeks 9-18.

**Scaffold lorries:**

* 5 deliveries/ week in weeks 11-19.

**Artic lorries:**

* 4 deliveries/ week in first 4 weeks.

**Skip lorries:**

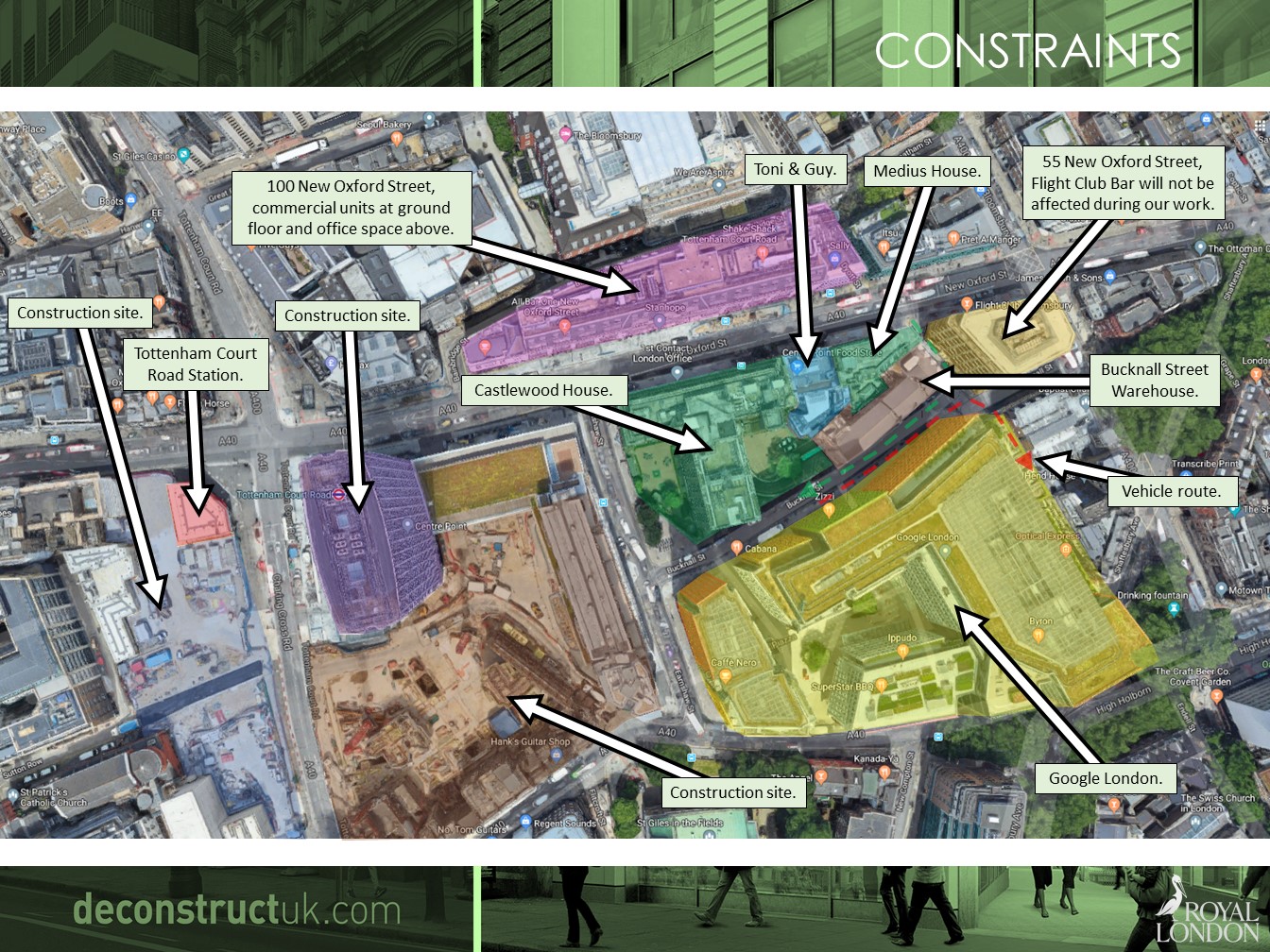
* 1 deliveries/ week in first 4 weeks.

**3.5t van:**

* 1 deliveries/ week for duration of project.

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.

Deconstruct UK Ltd are currently unaware of any projects in such a proximity that has the potential to disrupt servicing of the works at Castlewood and Medius House. Please see constraints plan below:



As shown within the constraints plan, our vehicles will be guided away from neighbouring construction sites. Vehicles will egress via 2 options:

* via Bucknall Street, turn right on to Dyott Street and turn left on to Shaftesbury Avenue.
* Via Bucknall Street, turn right on to Dyott Street, turn left on to Bucknall Street and turn right on to A400.

Planned routes will ensure all construction vehicles are kept away from the neighbouring construction sites. Activities and deliveries will be coordinated via the Construction Working Group.

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

Please refer to appendix 19.c Swept Path Analysis. The swept path for artic lorries is also attached showing a different route to site. Artic Lorry deliveries will be via Earnshaw Street site side and will be completed out of hours i.e. early mornings or late nights to not disrupt peak traffic movement as the vehicles are too large to gain access via Bucknall Street.

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.

An off-site holding area will be established within the part road closure on Bucknall Street. This area will be managed by Deconstruct Traffic Marshals. Please refer to appendix 24.a Parking Suspensions, Footway and Road Closure.

e. Delivery numbers should be minimised where possible. Please investigate the use of [construction material consolidation centres](https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&cad=rja&uact=8&ved=0ahUKEwi5hKjPiLjRAhVqLcAKHQduC_gQFggkMAE&url=http%3A%2F%2Fcontent.tfl.gov.uk%2Fdirectory-london-construction-consolidation-centres.pdf&usg=AFQjCNFhB34aaqw3M3fmDpJYUUBw_PjbdA&sig2=KXhGnTR3slzf0kN4XMOcQg&bvm=bv.143423383,d.ZWM), and/or delivery by water/rail if appropriate.

Deliveries will be carefully considered by our Project Manager and Traffic management teams, in particular to minimise the use of “part loads” which will in turn increase unnecessary vehicle attendance to the project. Deconstruct will make beneficial use of our own consolidation facility in Childerditch, Essex, so that wherever appropriate we are able to manage effectively large deliveries where large loads, likely to be delivered on a flat bed or arctic lorry can be split into manageable deliveries.

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).

As part of Deconstruct UK Ltd site rules, vehicles attending and waiting on site will be requested to turn off their engine to prevent idling. This information is included within our standard site rules for deliveries which are issued alongside purchase orders.

Traffic Marshals that facilitate the safe maneuvering of vehicles at the site and will be instructed to ensure that attending drivers turn off their engines at any possible opportunity.

**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.

Please refer to appendix 20.a Castlewood House Logistics Plan & 20.b Medius House Logistics Plan.

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.

Access and egress for construction vehicles will be managed by our trained Deconstruct Traffic Marshals. Chapter 8 barriers/ concertina barriers will be utilised to protect the public during vehicle access and egress. All vehicle movements from within the site will be managed by Banksmen. Please refer to appendix 20.a Castlewood House Logistics Plan & 20.b Medius House Logistics Plan. 2No Traffic Marshals will be present at each gate to manage the construction vehicles and pedestrians.

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.

Please refer to appendix 19.c Swept Path Analysis. The swept path for artic lorries is also attached showing a different route to site. Artic Lorry deliveries will be via Earnshaw Street site side and will be completed out of hours i.e. early mornings or late nights to not disrupt peak traffic movement as the vehicles are too large to gain access via Bucknall Street.

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.

We are not proposing to install wheel washing facilities at Castlewood House & Medius House. Loading for Medius House will take place in the highway (road closure of Dyott Street required). No vehicles visiting the site will traverse over the site or any surfaces that will create the migration of dirty materials on to their wheels, therefore no wheel washing will be required.

At Castlewood House, Jet washing facilities will be available and Traffic Marshals will be under instruction to conduct cleaning of visiting vehicle wheels where necessary. We are proposing to construct a ramp into the project from clean, crushed material this will also provide a clean and easily treatable surface to maintain and prevent spoil from the site being tracked into the highway.

**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.

Please refer to appendix 20.b Medius House Logistics Plan & 21.a Medius House Loading 3D

Loading area will be established within Dyott Street, it will be temporarily suspended to the public when in use. The area will be demarcated using chapter 8 barriers and constantly managed by Deconstruct Traffic Marshals and Banksmen. During the demolition phase, all materials will be transported down to ground level via openings within the structure. A skidsteer loader will collect arisings and transfer to the conveyor belt erected at ground level. The conveyor belt will load the arisings into the back of waiting 8 wheel tipper lorries. Once the vehicles are loaded, Deconstruct Traffic Marshals will safely guide the vehicles back onto Dyott Street where arisings will be taken for further processing at a recycling facility.

This loading process will require a daytime road closure to Dyott Street and footway closure on Dyott Street (site side) which has been previously discussed with Camden Highways & Licensing. Out of hours, the barriers will be moved within the site boundary allowing general public to access Dyott Street.

Although unloading/ loading for Castlewood House will take place within the site boundary, Bucknall Street will also require a daytime part road closure and footway closure (site side) to be used as a holding area and access/ egress for vehicles from site. The road will be partitioned using water barriers and concertina barriers. Public vehicles that require access to the underground car park and Google’s loading area on Bucknall Street will be granted access to drive through, this will be managed by our Traffic Marshals. Out of hours, the barriers will be moved to the site side kerb allowing general public to access to Bucknall Street. This area will be maintained and managed by ourselves, keeping the roadway clear of rubbish.

b. Where necessary, Traffic Marshals 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.

Please refer to appendix 20.a Castlewood House Logistics Plan & 20.b Medius House Logistics Plan. We would further confirm that we propose to use chapter 8 barriers and standard concertina barriers to segregate pedestrians from loading / unloading activities. Traffic Marshals will control this process and extend / retract barriers as necessary to provide a safe holding point for pedetrians until loading activities are completed. This will of course be kept to a minimum and pedestrians given right of way where we can permit.

**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.

Please see attached drawing in appendix 22.a Existing Highway Layout and Parking Provision.

**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)](http://camden.gov.uk/ccm/content/transport-and-streets/traffic-management/temporary-road-restrictions/) 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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

Parking bay suspensions, footway and road closures will be required to facilitate the works at Castlewood and Medius House. These have been discussed at tender stage with Camden’s Highways and Licensing Team.

Traffic Managements Plans will be issued with TTO applications and give detail of permanent and temporary signage compliant to London Borough of Camden’s highway and to specify timings of road closures – all signage to be provided and maintained by ourselves.

Please refer to appendix 23.a Parking suspensions, footway and road closure.

Castlewood House works

Bucknall Street part road closure (daytime only) located South of Castlewood House at a duration of 31 months. This will include suspension of the 6No parking bays as part of the road closure.

Bucknall Street part footway closure located South of Castlewood House at a duration of 31 months.

Out of working hours: water filled barriers will be moved to site side kerb to allow public vehicle access on to Bucknall Street.

Please refer to appendix 23.b Bucknall Street part closure.

Medius House works

Dyott Street part road closure (daytime only) located East of Medius House at a duration of 31 months.

Dyott Street part footway closure (daytime only) located East of Medius House at a duration of 31 months.

Out of working hours: water filled / chapter 8 barriers will be removed and stored within the site confines to allow full operation of Dyott Street.

**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.

A façade retention system will be erected to Medius House based on New Oxford Street and Dyott Street. New Oxford Street footway will remain open to the public once façade retention system is erected providing suitable width for pedestrians. However, Dyott Street footway (site side) will be closed during working hours to facilitate loading of arisings via a conveyor belt.

Welfare will be located within the façade retention system on New Oxford Street using welfare cabins. Please see appendix 20.b Medius House Logistics Plan and 21.a Medius House Loading 3D. The welfare location will not disrupt the flow of pedestrians on New Oxford Street.

Propose to erect first lift of steelwork during a footpath closure out of hours on New Oxford Street. We propose the works to take place between 23:00 hours – 04:00 hours over a 3 day period (site meeting and logistics to be agreed formally with Camden council EHO).

Pedestrians to be rerouted via the existing pedestrian crossings on New Oxford Street junction with Bloomsbury Street and New Oxford Street junction with Earnshaw Street.

Pedestrian night time logistics consists of barriers/ Banksmen/ signage to be in position to guide pedestrians safely around the works. Once the steel work is erected, a pedestrian tunnel will be formed to provide safe public access to pavement of New Oxford Street.

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.

Please see attached drawing in appendix 24.b Crossover works on Bucknall Street.

**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.

Please refer to appendix 23.a Parking suspensions, footway and road closure.

Bucknall Street part road closure (daytime only) located South of Castlewood House. This will facilitate access/egress to/from site and the use of a pitlane on Bucknall Street during our works. Partial footway closure on Bucknall Street (site side), The pedestrians will be rerouted onto the opposite side of Bucknall Street by clear signage and barriers. Please refer to appendix 23.b Bucknall Street part closure.

Dyott Street part road closure (daytime only) located East of Medius House to facilitate a loading area on Dyott Street. Partial footway closure on Dyott Street (site side) to facilitate loading of arisings as well as providing public safety (working hours only). The pedestrians will be rerouted onto the opposite side of Dyott Street by clear signage and barriers.

Out of working hours: water filled / chapter 8 barriers will be removed and stored within the site confines to allow full operation of Dyott Street.

Banksmen/ signage will be in position to guide pedestrians safely around the works.

**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.

Please refer to appendices 26.a Scaffold and Logistics Plans.

Our works will directly affect pedestrians on Dyott Street (site side) footway closure during daytime. Due to loading in this area, the footway will be suspended temporarily for public safety and will be rerouted on to the opposite footway of Dyott Street. Bucknall Street (site side) footway closure will also directly affect pedestrians. Our works will have minimal impact on pedestrian routing. Traffic Marshals, clear signage and barriers will be present to advise and guide pedestrians during our works.

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.

Please refer to appendix 26.a Scaffold and Logistics Plans, appendix 26.b Bucknall Street Scaffold and appendix 23.b Bucknall Street part closure.

A pedestrian gantry will be erected on Earnshaw Street to provide a platform for the erection of scaffolding as well as providing public safety. Earnshaw Street footway (site side) will remain open to the public during our works.

A façade retention system will be erected on New Oxford Street of Medius House. Once erected, the footway of New Oxford Street (site side) will remain open to the public during our works. The scaffold on New Oxford Street elevation (directly behind the bus stop) will be bridged across at first floor level. This will enable pedestrians to access and walk around the bus stop without any obstructions.

Partial footway closure on Dyott Street (site side) to facilitate loading of arisings as well as providing public safety (working hours only). Bucknall Street (site side) partial footway closure will be required to designate a pitlane area within Bucknall Street. The pedestrians will be rerouted onto the opposite side of the streets by clear signage and barriers.

Scaffold on Bucknall Street will overhang the public footway, however this will be cantilevered and boarded (for public safety) causing no obstruction to the footway on Bucknall Street.

**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 development team are in negotiations with UKPN regarding the upgrading of their services. Please refer to appendix 27.a Services indicating the decommissioning of existing UKPN substation and erection of temporary substation on the junction of Bucknall Street and Earnshaw Street. As the works progress, the temporary substation will be decommissioned and new permanent UKPN substation will be established within the site confines of Castlewood House.

Surveys of the existing Thames Water sewers indicate no upgrading will be required. New connections to the existing sewer system will however be created on New Oxford Street and Earnshaw Street subject to Thames Water approval.

# Environment

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318)**).**

28. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

Please refer to appendix 8.a and 8.b for programme of works. A summary of noisy operations can be found in appendix 28.a Noise Modelling Report.

All noisy works will be undertaken during the agreed times:

* Noisy works will be subject to 2hours on and 2 hours off:
* Monday to Friday, 8.00am - 10.00am, 12.00pm – 14.00pm, 16.00pm – 18.00pm.
* Saturday, 08.00am – 13.00pm.

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.

Noise impact assessment undertaken as part of planning activities in January 2017. Please refer to appendix 29.a Noise Impact Assessment Jan 2017. This document is also available from the LBC Planning Portal.

30. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

Noise modelling and noise predictions are attached in appendix 28.a Noise Modelling Report document.

Vibration magnitudes are difficult to predict with any accuracy in a complicated transmission route. Vibration monitoring will be undertaken as required with set trigger and action levels.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

Mitigation measures will include, but not be limited to the following:

* Arrange main electricity supply as early as possible to avoid generator use.
* Avoid percussive techniques if alternatives are available.
* Stationary plant such as temporary generators will be located as far as practicably away from the nearest sensitive receptor;
* Plant will be used in accordance with the manufacturers’ recommendations;
* Plant such as mobile cranes which may be used intermittently will be shut down between work periods or throttled down to a minimum;
* Acoustic covers to engines will be kept closed when engines are in use;
* Appropriate screens or enclosures will be provided where required;
* Continuous monitoring will be undertaken thought the works, breaking and other noisy operations will be monitored closely.
* Site personnel will be instructed in environmental matters and BPM to reduce noise and vibration. They will be informed in the site induction into the surrounding environment.
* Loading of material into vehicles within designated bays only
* Sensitive location of drop zones and loading areas and arrange full loads where possible at off-peak times.
* All deliveries to be scheduled to occur during daytime hours only and engines to be switched off when waiting
* All plant to comply with relevant national or international standards, directives and recommendations.
* Crushed concrete mats utilised to absorb energy from demolition arisings
* Hydraulic powered Pulverisers and shears will be used when practicable (in lieu of pneumatic hammers)
* Dedicated deliveries holding area established within the site boundary
* For necessary works to be carried outside agreed hours, optimise sequencing to minimise duration, seek dispensation or variation from the Local Authority and inform neighbours as early as possible.
* Electrical or LPG powered plant will be used, where practicable, rather than plant powered by combustion engine;

Noise and vibration monitoring stations will be installed and set up to provide trigger alert and action alert emails. The project team will maintain a diary record log of all site activities and on receipt of email alerts for any noise/vibration exceedances will inspect the works activities on the site at the time of the alert and review the methodology being used and investigate any further practicable B.P.M measures that may be available. A complete record log of all exceedances will be maintained detailing responses and actions taken.

In the event of a noise, vibration or dust incident or complaint the attached form will be completed as a record for issue to LB Camden.

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

We have appointed European Environmental Monitoring and Consultancy (EEMC) as our acoustic consultant and will train and instruct a designated member of staff on the relevant requirements of BS5228:2009. The designated member of staff will carry out all noise and vibration monitoring with EEMC to provide ongoing technical advice.

The control of noise and vibration on sites is also covered within NVQ L6, SMSTS, SSSTS, CCDO, CPCS and within our own Demolition and Groundworks General Procedures documents.

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

As far as practicable construction techniques will be adopted that minimize dust emissions. The highly recommended mitigation methods for high risk sites, as detailed in the SPG guidance will be adopted – see a summary below and attached.

The existing buildings envelope will be encapsulated in monaflex sheeting fitted to the external face of a building scaffold erected to contain dust and dismantled as demolition progresses down the buildings.

The demolition methodology will use crushing and munching attachments and minimise use of percussive methods as far as practicable.

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.

Vehicles departing the project will be fully sheeted (where applicable) prior to leaving, this will prevent the likelihood of spoil leaving the back of tipper lorries during departure.

Traffic Marshals will be under instruction to inspect vehicle wheels prior to departure and where required, jet wash significant amounts of dirt or dust.

In the event of particularly wet weather, it is proposed that a visiting road sweeper will be utilised to provide additional support to keeping the highway clean. Typically, Traffic Marshals will maintain the cleanliness of the roadway as part of our maintenance regime around the site.

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels.

The site will be monitored for dust (PM10), noise and vibration. It is anticipated this will require the following monitoring stations:

Four (4) No. dust (PM10) MCerts monitors set with 150μg/m3 and 250μg/m3 Trigger and Action levels

Three (3) No. Class 1 Noise monitors configured to send email noise alerts in the event of exceedance events.

Vibration will be measured using a minimum 2No Din 45669 compliant (or similar). However, the No. of vibration monitors and locations to be agreed. Monitors will be configured to send email alerts in the event of exceedance events.

Noise Trigger and Action alert levels will be set as per predictions and following the +5dB Assessment Methodology of BS5228.

Vibration trigger levels will be set at 1mm/s and 2mm/s at residential and commercial premises respectively and appropriately rebased to the monitoring position as necessary.

Noise, vibration and dust will be reported on a monthly basis issued to London Borough of Camden with details of any exceedances.

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)](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP), 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.

Yes, the dust risk assessment was completed at Planning stage, please refer to appendix 36.a REC Air Quality Assessment report submitted at Planning Stage.

We attach our Dust Management Plan (DMP) for the project, summarising the risk assessment and the approach to dust mitigation and monitoring.

The highly recommended mitigation measures for high risk sites, listed in Appendix 7 of the SPG Guidance will be adopted and are summarised in the attached DMP.

37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist.](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and)

Deconstruct will employ the relevant highly recommended mitigation measures for high risk sites as listed in Appendix 7 of the SPG. In line with the risk assessment specific mitigation for each phase will also be adopted.

A summary of the mitigation measures to be implemented is included in the attached DMP.

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](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The project is defined as high risk for Dust Soiling in the Demolition phase. As such,we will provide four MCerts dust monitors to be installed with monitoring data reports submitted on a monthly basis. We have also specified that limits should be set at 150μg/m3 and 250μg/m3, as per LBC and the SPG guidance. The site team will be configured to receive email alerts in the event of exceedance events.

39. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

The existing building will be assessed for the presence of rodents and vermin prior to demolition. Should any rodent or vermin issues be present, an external contractor will be appointed to eradicate these. All redundant sewage connections will be capped or bunged to prevent rodents from spreading out from site.

All pest control will be carried out in accordance with section 7.3 of “Guide for Contractors Working in Camden”.

Please refer to appendix 39.a Rodent Survey Report, this document was submitted on 30th of August to Camden Council.

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

Asbestos surveys for the project were conducted in August 2017 with only non-notifiable items being identified.

All known Asbestos Contaminated Materials have been removed by others during the Soft Strip Phase.

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 conduct of operatives and staff members on the project will be addressed as part of our induction procedure, with the repercussions of poor behavior made abundantly clear. The following topics will be covered within our induction process:

* Congregation outside of the project perimeter
* Arrival and departure from the project
* Allocated smoking areas
* Requirements for removing PPE before leaving the project
* Interaction with the public
* Respect of the community
* Supporting local establishments
* Effective communication

As part of the induction process, it will be made clear that in the event a member of staff is in breach of our policies for any of the above items there will be an escalation process which can ultimately result in permanent dismissal from the project.

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:

1. Construction time period: 09/2019 - 12/2020
2. Is the development within the CAZ? Yes
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? Yes
4. 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:

We confirm that the site will register relevant plant on the NRMM register and that plant will meet stage Stage IIIA/IIIB of EU Directive 97/68/EC, as required.

1. 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:

We confirm the requirement will be adhered to.

1. 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:

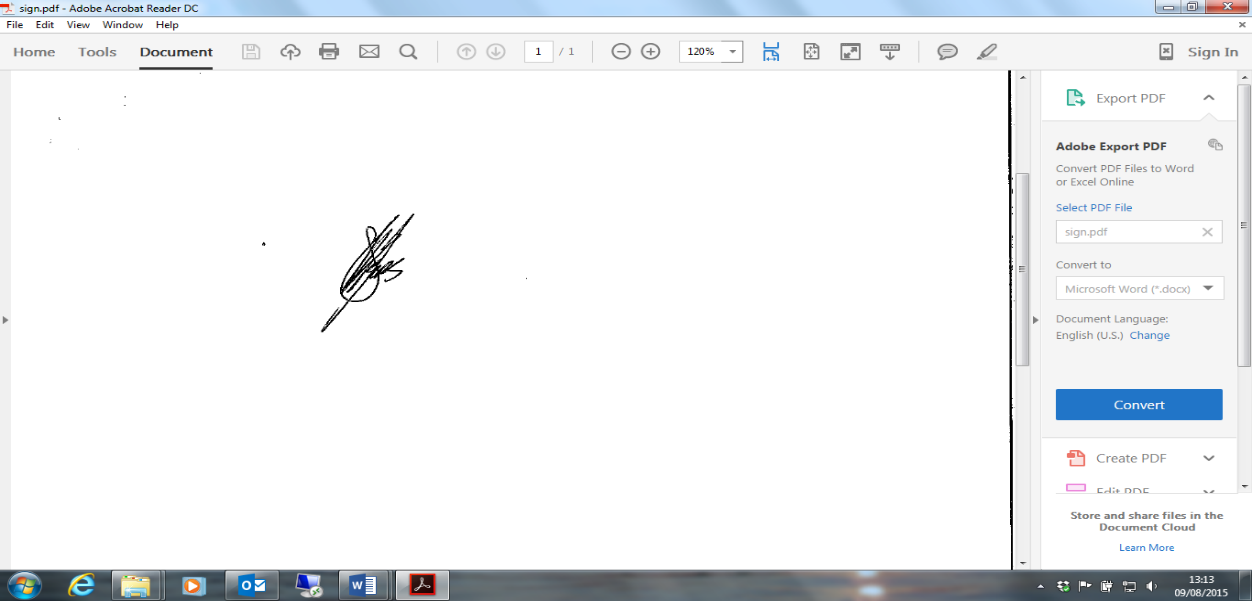
We confirm the requirement will be adhered to.

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:** 4th October 2019

**Print Name:** Steve Jones

**Position:** Senior Project Manager

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

End of form.