Demolition/Construction Management Plan

Revision 02 - Second Draft : 22 July 2021

North Crescent

Camden

Contents

Revisions

Introduction

Timeframe

Contact

Site

Community liaison

Transport

Environment

Agreement

Appendices

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
2021.06.07	FIRST DRAFT	Nathan Bryant - Real PM Limited
2021.07.22	SECOND DRAFT	Nathan Bryant - Real PM Limited

Additional sheets

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

Date	Version	Produced by
N/A	N/A	N/A

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 the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

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.**"

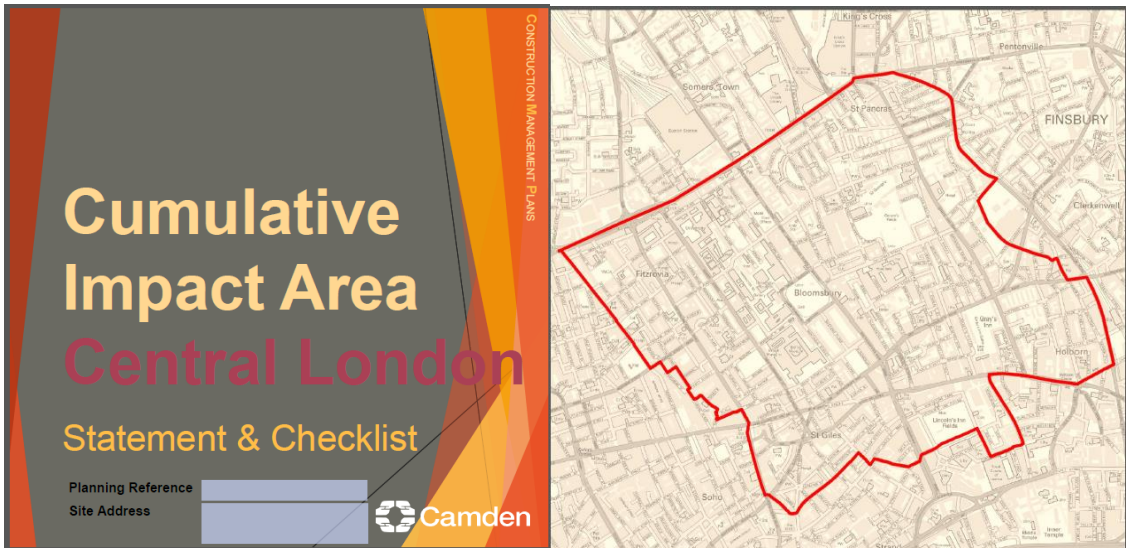
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

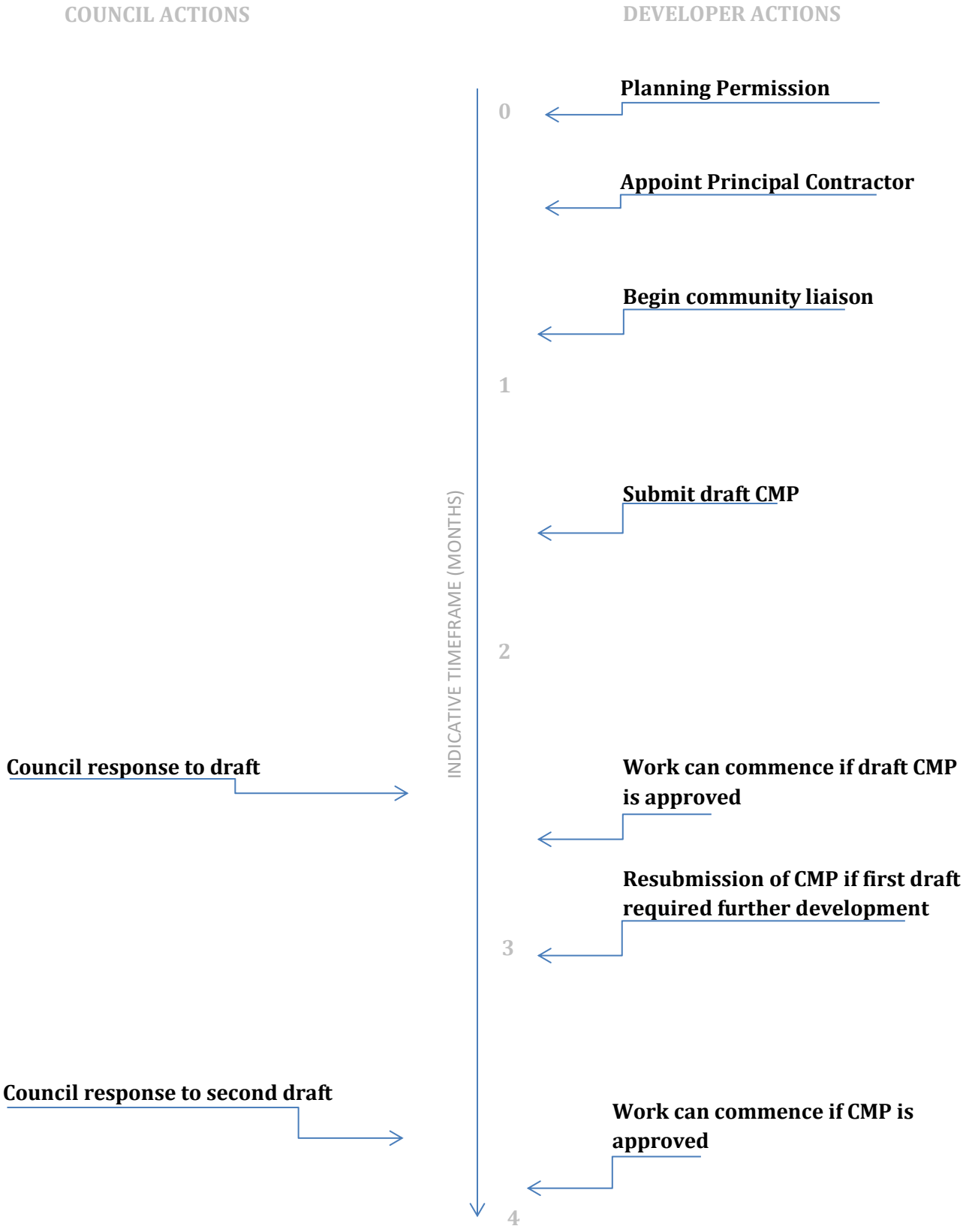
Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans



Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
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:	Minerva House, 1-4 North Crescent, London WC1E 7ER & 5 North Crescent, Chenies St, London WC1E 7PH
Planning reference number to which the CMP applies:	
	Planning Reference TBC – This CMP is a Planning Application Document

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

Name:	TBC
Address:	TBC
Email:	TBC
Phone:	TBC

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 – Principal Contractor yet to be appointed.
Address:	TBC
Email:	TBC
Phone:	TBC

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 – Principal Contractor yet to be appointed.
Address:	TBC
Email:	TBC
Phone:	TBC

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 – Principal Contractor yet to be appointed.
Address:	TBC
Email:	TBC
Phone:	TBC

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 proposed development site is located in the London Borough of Camden to the north of Tottenham Court Road off Chenies Street which runs between Tottenham Court Road in the west and Gower Street in the east. Alfred Place joins the street on its south side, Huntley Street on the north, and Ridgmount Gardens/Ridgmount Street crosses the street at its eastern end. North Crescent is on the northern side of the street.

The buildings comprising the development are positioned on North Crescent which is accessible from Chenies Street and can be found at the north end of Alfred Place. North Crescent is mirrored at the opposite end of Alfred Place with South Crescent.

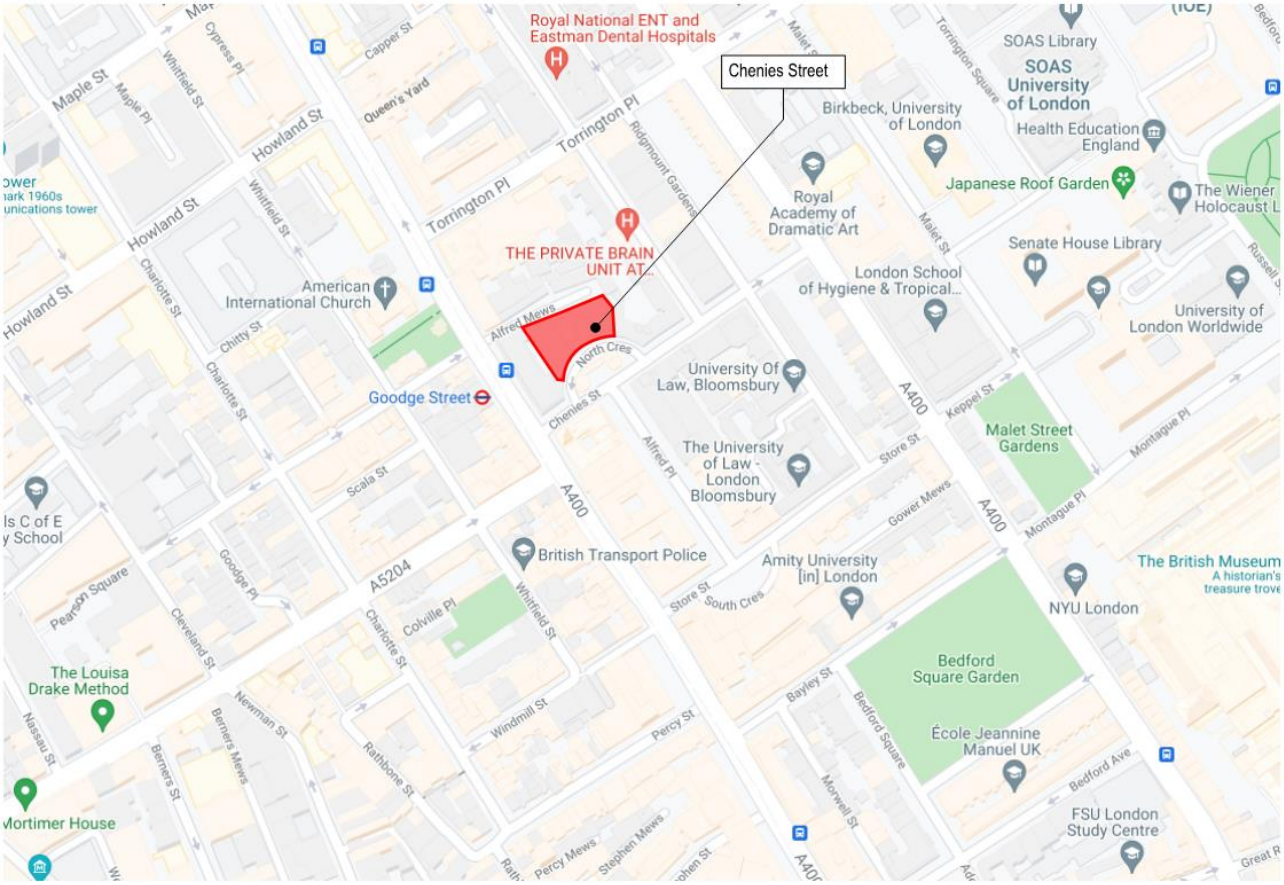


Figure 01 – Overall Location Plan

The existing development plot is comprised of two individual buildings which are connected across North Crescent frontage, working west to east around the Crescent these are; Minerva House and Telephone Exchange which provide accommodation over 5/6 storeys including a lower ground floor with iron railings the length of the Crescent.

To the south of the Crescent sits the Eisenhower Centre building which has access from Chenies Street and a service/maintenance access from North Crescent. To the west of the Minerva House abuts with 13 Tottenham Court Road.

The indicative site boundary is depicted in Figure 2 below, shaded in red with a solid red line illustrating the overall site ownership containing the three buildings, Minerva House and Telephone Exchange.

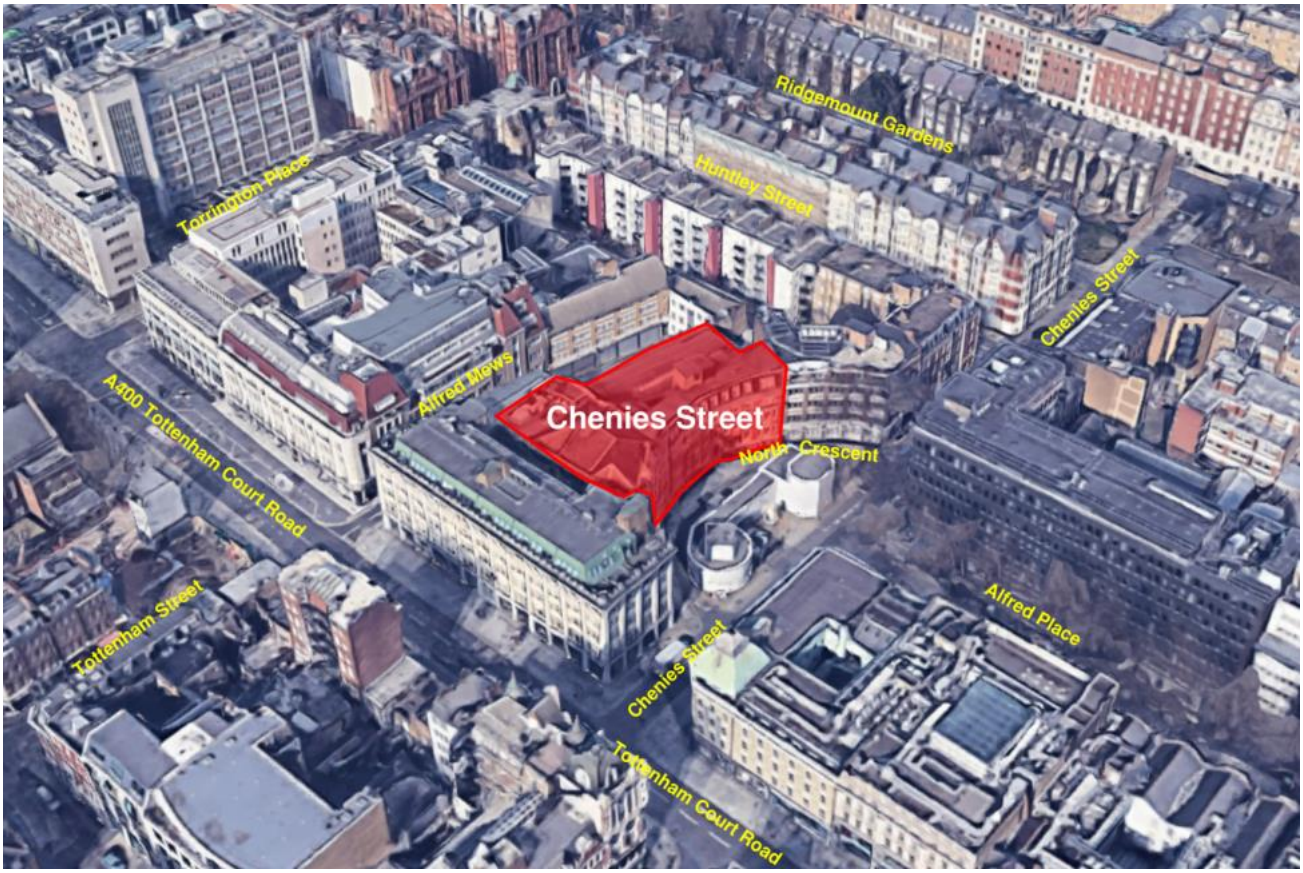


Figure 02 – Indicative Development Site Boundary Plan

The proposals involve refurbishment of Minerva House and internal structural works providing moderate structural openings to provide connectivity between Telephone Exchange and Minerva House. The Telephone Exchange works will involve the extension to fourth floor level in height and on plan across the space to the rear of the site incorporating the garage and existing lightwell.

Both will remain as office space; a new sub-station is proposed in the northeast corner of the Telephone Exchange building whilst the existing sub-station in the basement of Minerva House is to be retained.

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 will involve connecting Minerva House (MH) and Telephone Exchange (TE) buildings by forming modest openings through the party wall at each level, provision of a new shared core that will be located in the existing Telephone Exchange lightwell.

The rear of MH and the whole of TE will be extended up to 4th floor and a plant box located on the new roof of TE. Part of the existing TE basement will be lowered and also extended to accommodate the area below the garage and east of the lightwell.

New set back terraces are proposed along the front of the TE crescent with a linear terrace at 4th floor and 3rd floor mews. In MH there will be a new mezzanine at 3rd floor, located towards the front of the building, with the double height space framed by the pitched roof.

The buildings will remain as office space, with back of house, office facilities and plant located at basement, ground and roof across MH and TE. A new sub-station is proposed at Ground floor in the Northeast corner of TE, whilst the existing substation located in the basement of MH will be retained.

The site is constrained by the following; (also refer to receptor plan provided in Q.10).

- Alfred Mews to the north with retail deliveries to Heals and business users requiring access at the east end of the Mews.
- North Crescent to the south which provides maintenance access to The Eisenhower Centre which is generally accessed from Chenies Street.
- Chenies Street which provides access to North Crescent and also provides access to the Eisenhower Centre which is currently being used as a storage facility.

Refer to the key receptor plan (Figure 09) for locations.

Main issues and challenges surrounding the implementation of the development;

- Vehicle access into and out of North Crescent and Alfred Mews will require a highly trained and suitably qualified traffic marshal team to manage vehicle movements and their interface with the public.
- Proximity to nearby residents in the local area, particularly Huntley Street to the east of the site.
- Proximity to Royal Academy of Dramatic Art (RADA) during the noisier demolition and sub-structure works.
- Demolition and construction traffic at peak times on Alfred Mews, Torrington Place and Gower Street.
- Noise, vibration and dust arising from the demolition and construction works generally.

The following narrative provides an outline of the proposed works on site.

Site Set-Up and Enabling Works

Structural investigations to existing structural frames, party wall connections and basement foundations, together with any advance asbestos removal works that may be required in relation to the investigation scope; this would also involve the asbestos removal works required to release the strip out works within each building.

Installation of perimeter hoardings to North Crescent and Chenies Street interface. Installation of tower crane base and erection of tower crane (currently proposed to be located within the arc of the Crescent TBC subject to agreements). Installation of scaffolding to Crescent façade, incorporating loading decks and passenger/good hoist.

Office accommodation and welfare facilities are initially proposed to be located within the footprint of the TE building, with these being relocated on a phased basis to suit the progress of the works.

Minerva House (MH)

Internal strip out and structural alternations incorporating openings through to the TE Building. Foundation strengthening using piled ground beams, new structural framing and flooring elements to rear of building following demolition.

Fit Out works co-ordinated with internal works to TE.

Telephone Exchange (TE)

Internal strip out and demolition of upper floor of Crescent and floors below; the most significant structural alternations incorporating the openings through to the TE Building; installation of temporary columns and cross bracing and permanent works to facilitate the demolition of the rear section of TE Building which will incorporate the existing lightwell. Structural demolition of the lightwell walls and basement which as part of the works is extended, with the north section of ground and first floors remaining.

The following details the scope of demolition proposed to Miverva House and Telephone Exchange Building.

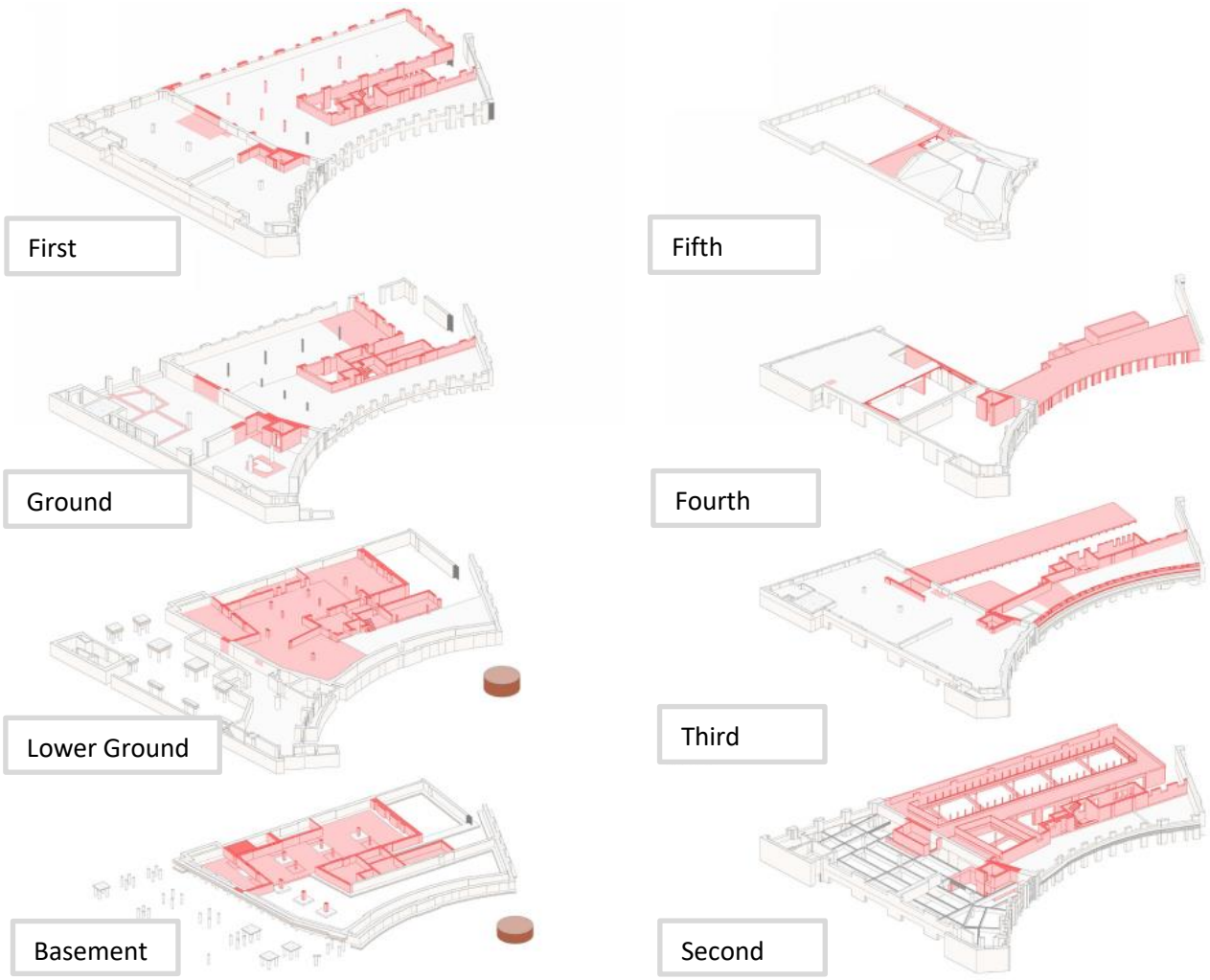
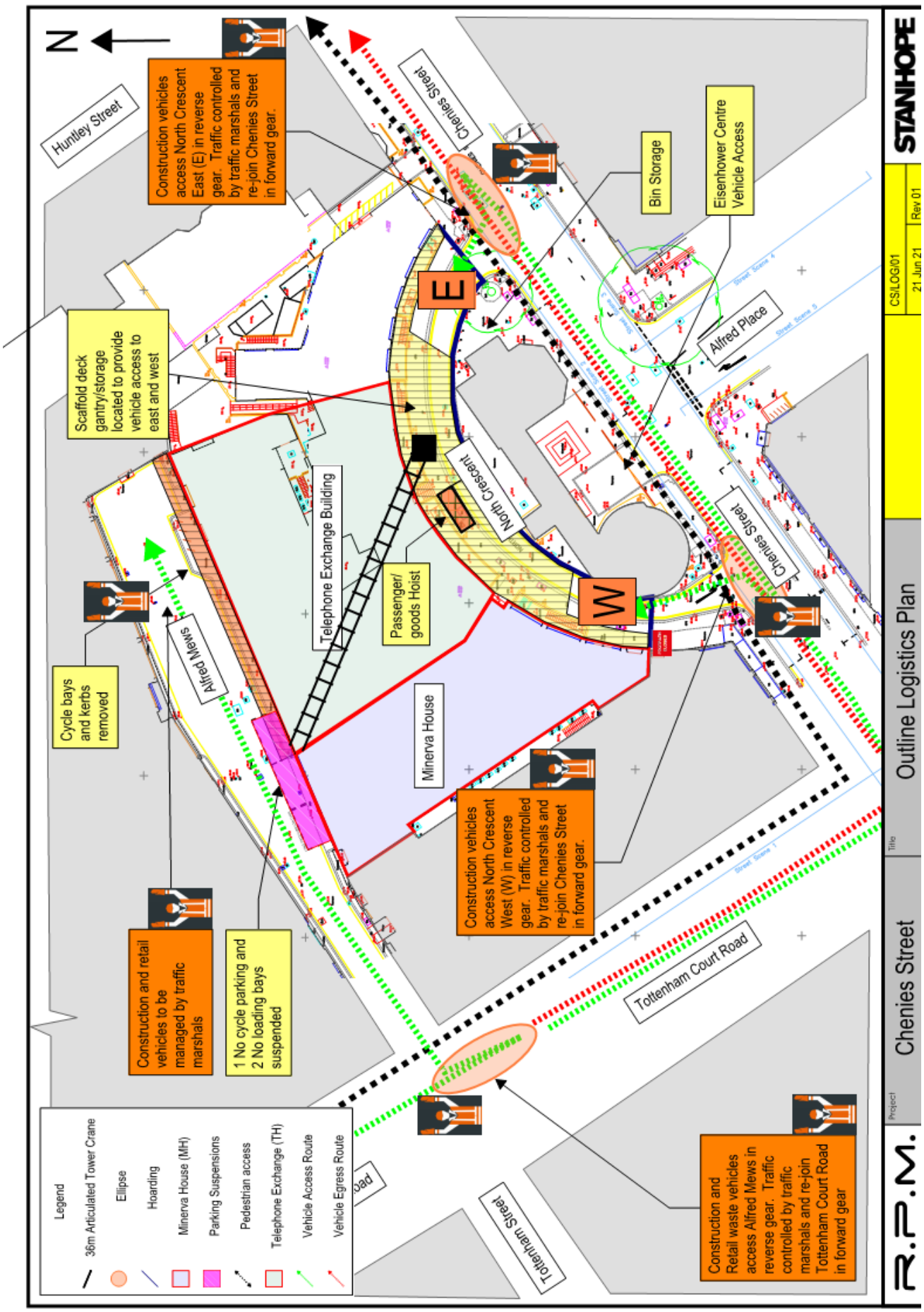


Figure 03 – Indicative Demolition Scope by floor level (shaded red)


N
Huntley Street
Chenies Street
Construction vehicles access North Crescent East (E) in reverse gear. Traffic controlled by traffic marshals and re-join Chenies Street in forward gear.
Bin Storage
Eisenhower Centre Vehicle Access
Alfred Place
Scaffold deck gantry/storage located to provide vehicle access to east and west
E
North Crescent
Telephone Exchange Building
Passenger/ goods Hoist
Alfred Mews
Cycle bays and kerbs removed
Minerva House
W
Chenies Street
Construction vehicles access North Crescent West (W) in reverse gear. Traffic controlled by traffic marshals and re-join Chenies Street in forward gear.
Construction and retail vehicles to be managed by traffic marshals
1 No cycle parking and 2 No loading bays suspended
Tottenham Court Road
Tottenham Street
Construction and Retail waste vehicles access Alfred Mews in reverse gear. Traffic controlled by traffic marshals and re-join Tottenham Court Road in forward gear
Legend
36m Articulated Tower Crane
Ellipse
Hoarding
Minerva House (MH)
Parking Suspensions
Pedestrian access
Telephone Exchange (TH)
Vehicle Access Route
Vehicle Egress Route
R.P.M.
Project
Chenies Street
Title
Outline Logistics Plan
CS/LOG/01
21 Jun 21
Rev 01
STANHOPE

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 Summary Programme contained within Appendix A provides an indicative overall duration of 29 months.

Whist definitive start on site is yet to be determined; the following headlines provides a high-level summary of the main programme durations;

- Vacant Possession 00 months
- Early investigations, Asbestos removal and Strip Out 05 months
- Structural alterations and basement construction 15 months
- Superstructure 08 months
- Envelope 08 months
- Fit Out 11 months
- Finishes and Commissioning 06 months

Note: The durations indicated above are overall periods for each phase of work within the overall 29-month duration.

For details of their relationship refer to the programme contained within this document.

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 requirements of 'Guide for Contractors in Camden' which for clarity 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

There may be a requirement for work outside these hours for activities such as:

- Covid-19 : Potential for extended working hours to reflect requirements of the Construction Leadership Council Guidelines.
- Tower crane erection/dismantling works,
- Mechanical Plant delivery,
- Utilities / Statutory Connections,
- Services shut down and emergency repairs.

These activities may require working outside the standard working hours and should the need arise, prior communication with sufficient notice and suitable application for extension of working hours will be provided to local stakeholders/ LB Camden in compliance with the latest document 'Interim Guidance for Construction Management During Covid-19'

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.).

Figure 04 below indentifies potential receptors that are likely to be affected by the proposed demolition and constrcution works.

These are also tabulated to provide a summary of the receptor and the likely impacts.

Figure 04 – Potential Key Receptor Plan

Table 01 – Potential Key Receptors

Receptor Type	Receptor	Potential Impacts from Construction Works
Education		
	Royal Academy of Dramatic Art (RADA)	20m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
Offices		
	Alfred Mews	2m from the nearest potential noise/dust source at the northern boundary. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic.
Residential		
	Huntley Street West	20m from the nearest potential noise/dust source at the western boundary. There is the potential for impact from construction noise, dust and vibration and for residentsto be impacted by construction traffic.
	Huntley Street East	75m from the nearest potential noise/dust source at the north west boundary. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic.
Restaurants, shops		
	Tottenham Court Road (TCR)	1m from the nearest potential noise/dust source at the boundary with Minerva House and 13 TCR There is the potential for impact from construction noise, dust and vibration and for staff and users to be impacted by construction traffic.
	Alfred Mews Heals Loading Bay	9m from the nearest potential noise/dust source at the boundary. There is the potential for impact from construction noise, dust and vibration and for staff and users to be impacted by construction traffic.

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.

At the time of preparing this report the public consultation process is now underway and 3 separate briefing meetings have been held with representatives of Camden Borough Council together with a further 3 briefing meetings held with BCAAC.

Further details of community engagement, comments and actions arising will be provided going forward.

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.

Community Liaison will take the form of a monthly newsletter, dedicated website for the project, and community meetings. These will provide a forum for the community and project to communicate around upcoming activities, concerns and how they may be addressed. These forums will be led by the Contractors Liaison Officer.

A member of the Principal Contractors Project Staff will be appointed as Liaison Officer; they will work with the Client's Development team, local residents, the business community, London Borough of Camden. They will always be available and be a dedicated point of contact. Posters will be displayed on the site boundary advising the following contractors' names, the name of your liaison officer, and a contact number and address for complaints, details of the Considerate Constructors Scheme registration, a 24hr contact number and confirmation that the site is working to the standards set out in the London Borough of Camden's Minimum Requirements for Building/Construction/Demolition Sites. The Liaison Officer will be responsible for the logging of complaints and ensuring appropriate action is taken and recorded along with steps to avoid recurrence.

The specific liaison measures to be implemented by the Principal Contractor will include:

- Plan & inform on the nature and timing of all main site activities relating to the CoCP, particularly the demolition, new structure and external envelope.
- All site construction staff to be made aware of the requirements of the code and will be made responsible for its implementation.
- Sufficiently in advance of works, the Principal Contractor will prepare a full programme of works, which will be maintained in a current format for the duration of the works and will be available for inspection when required. This will include an outline method statement for works and any activities affecting the highway.
- Detailed method statements for specific/special activities affecting the environs of the site in line with the principle identified in this report. Temporary works, removal of demolition & excavation material, concrete pours, deliveries of plant.
- Details of site traffic movements showing the projected number of vehicles, what is being delivered, when peaks in activities occur, traffic marshalling arrangements, holding areas, etc.
- Routes to site for deliveries.
- A Health and Safety Plan.

The Principal Contractor will provide an information and reporting telephone 'Hot Line' staffed during working hours. Information on this facility shall be prominently displayed on site hoardings. The Contractor's nominated person will attend monthly reviews with Camden Council's Environmental Inspectorate, or otherwise as requested.

At least 2 weeks before any work commences leaflets will be sent to the local residential and commercial community advising the start and likely completion dates for the works name and contact details for the liaison officer. During the progress of the works regular updates will be sent out particularly should there be any change in Liaison Officer or if works have been agreed by Camden to be undertaken outside normal hours.

In the case of work required in response to an emergency, Camden Council, and all neighbours will be advised as soon as reasonably practicable that emergency work is taking place. Potentially affected occupiers will also be notified of the 'hotline' number, which will operate during working hours.

Should there be the need to undertake works outside of normal hours that may disturb residents this will be notified to Camden Council Public Protection Division a minimum of 7 days in advance for approval.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

At this stage it is not possible to provide Considerate Constructors Scheme (CCS) registration, but this will be provided on appointment of the Principal Contractor.

It will be a requirement that the appointed Contractor enrols the project in the "Considerate Contractors Scheme" (CCS) and that the project will be managed in a manner to achieve a high score of 41/50 or higher.

The name and contact details of the Principal Contractors Project Manager will be provided on appointment and always be displayed on the CCS poster located at the entrance of the site.

We can confirm the documents 'Guide for Contractors Working in Camden' has been read and understood and that the appointed contractors will be required to abide by its requirements.

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.

At this stage we are not aware of any existing or anticipated construction sites in that area that would contribute to any cumulative effects on the current proposals.

This point will need to be reviewed going forward as a potential exists for further development to be applied for and approved in the interim period prior to works starting on site.

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.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

The Principal Contractors details will be confirmed when appointed.

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

The appointed Principal Contractor and all Trade Contractors will have the requirement to abide by, comply and adhere to the CLOCS Standards for construction logistics throughout the duration of the contract. This sets out a set of standards for items such as traffic routing; warning signage; side underrun protection; blind-spot minimisation; vehicle maneuvering warnings; driver training, development and licensing; collision reporting; control of site access and egress; vehicle loading and unloading on site.

Each requirement has been developed to reduce the risk of a collision between heavy goods vehicles in the construction sector and vulnerable road users such as cyclists and pedestrians. The Standard sets the detailed minimum requirements to create a consistent baseline but is written in a way that encourages road safety to be managed ever more rigorously as new best practice emerges. The CLOCS Standard is a key step to demonstrate the commitment of construction logistics industry organisations to improve road safety throughout the supply chain.

The Principal Contractor will have arranged for vehicles to be checked on entering the site and to take the appropriate action under the contract.

The Principal Contractor will produce a plan and / or process for complying with the contract. CLOCS key checks will be carried out randomly onto incoming vehicles, as per the CLOCS Compliance checklist.

It will also be envisaged to work with the Considerate Constructors Scheme (CCS) in order to ensure compliance to the CLOCS standards.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

Operators must be FORS accredited. Where accredited to FORS Bronze level, written assurances must be sought that ensure that the above requirements are met.

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

1) Principal Contractor shall ensure the project's potential impact on the community has been properly risk-assessed.
2) Principal Contractor 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 Contractor shall procure site and fleet operations that comply with the requirements of the CLOCS standard.
4) Principal Contractor shall ensure the ground conditions of the site are suitable for the vehicles servicing the site, particularly those fitted with safety features.
5) Principal Contractor shall ensure that access to and egress from the site is appropriately managed, clearly marked understood and clear of obstacles.
6) Principal Contractor shall ensure effective and efficient site access gate checks.
7) Principal Contractor shall ensure that vehicles are loaded and un-loaded on-site as far as is reasonably practicable.
8) Principal Contractor shall ensure effective monitoring of site compliance to the CLOCS standard.

9) Principal Contractor shall obtain information on all collisions that result in harm (and near miss accidents) that occur on journeys associated with the project and report to the client

10) All vehicles will be Fleet Operator Recognition Scheme (FORS) registered to Bronze/Silver standard.

These arrangements will be updated and confirmed once the Principal Contractor has been appointed.

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.

On behalf of the Client/Development Team we confirm that **ALL** Contractors and suppliers engaged on this Development will abide by the specific requirements of the latest CLOCS Standard.

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.

The construction traffic routing provided in this section has been developed by Momentum Transport.

Due to the existing constraints in terms of vehicle access and local highway restrictions it is proposed to deliver the project applying a strategy that allows construction vehicles to use Alfred Mews for strip out, demolition and sub-structure aspects and North Crescent for construction of frame, envelope and fit out works.

Alfred Mews

This side of this site provides good access to the section of site this is to receive the majority of demolition and sub-structure works and as such it is proposed that the Mews will provide access for vehicles involved in these works.

North Crescent

As noted above the south of the site at its junction with the Crescent will provide the route for construction material including super-structure steel and pre-cast elements followed by fit-out elements for Minerva House and Telephone Exchange Building.

It is noted at the time of preparing this report that certain temporary Covid-19 restrictions and special measures have been implemented on the Tottenham Court Road to provide additional cycle routing and wider pavements to facilitate social distancing, it is envisaged that there is likely to be some relaxation of these measures prior to approval being grated for the scheme but at this stage the vehicle access and egress routes respect the measures that have been implemented.

Demolition and construction routing will be subject to consultation with some local resident groups and Highways, Planning and West End Project officers at LB Camden. The Applicant seeks to constructively work with all major stakeholders in determining the most appropriate routing for the site. The construction access and egress construction routes to facilitate development at Chenies Street are set out as follows:

- Access – via Tottenham Court Road
- Egress – via Gower Street, Grafton Way and Tottenham Court Road

It is envisaged at this stage that vehicles associated with the superstructure and fit out stages of development would deliver to North Crescent, whilst basement and low level works would deliver to Alfred Mews.

The access route would involve vehicles turning onto Gower Street from the A501 Euston Road, before turning right onto Torrington Place, travelling westbound. Vehicles would then turn left onto Tottenham Court Road, and make a left turn onto Chenies Street, followed by a left turn onto North Crescent. This would conform with local traffic restrictions including West End Project (WEP) restrictions, as the southbound stretch of Tottenham Court Road adjacent to the site permits vehicles.

The egress route would have construction traffic egressing the site on North Crescent, re-joining Chenies Street eastbound. A left turn onto Gower Street would be taken, as this is now a two-way carriageway, followed by a left turn onto Grafton Way as the northern section of Gower Street is southbound vehicles only. Vehicles would then turn right onto Tottenham Court Road to access the A501 Euston Road. This would conform with local traffic restrictions including West End Project (WEP) restrictions, as the northbound stretch of Tottenham Court Road, north of Grafton Way, permits vehicle access all day.

Access and egress routes are presented graphically in Figures 05 and 06, which are in conformity with WEP traffic restrictions.

On this basis the following construction vehicle access route has been identified;

Primary Access Route

West on Euston Road; south on Gower Street; west on Torrington Place; south on Tottenham Court Road into east onto Alfred Mews and or Chenies Street.

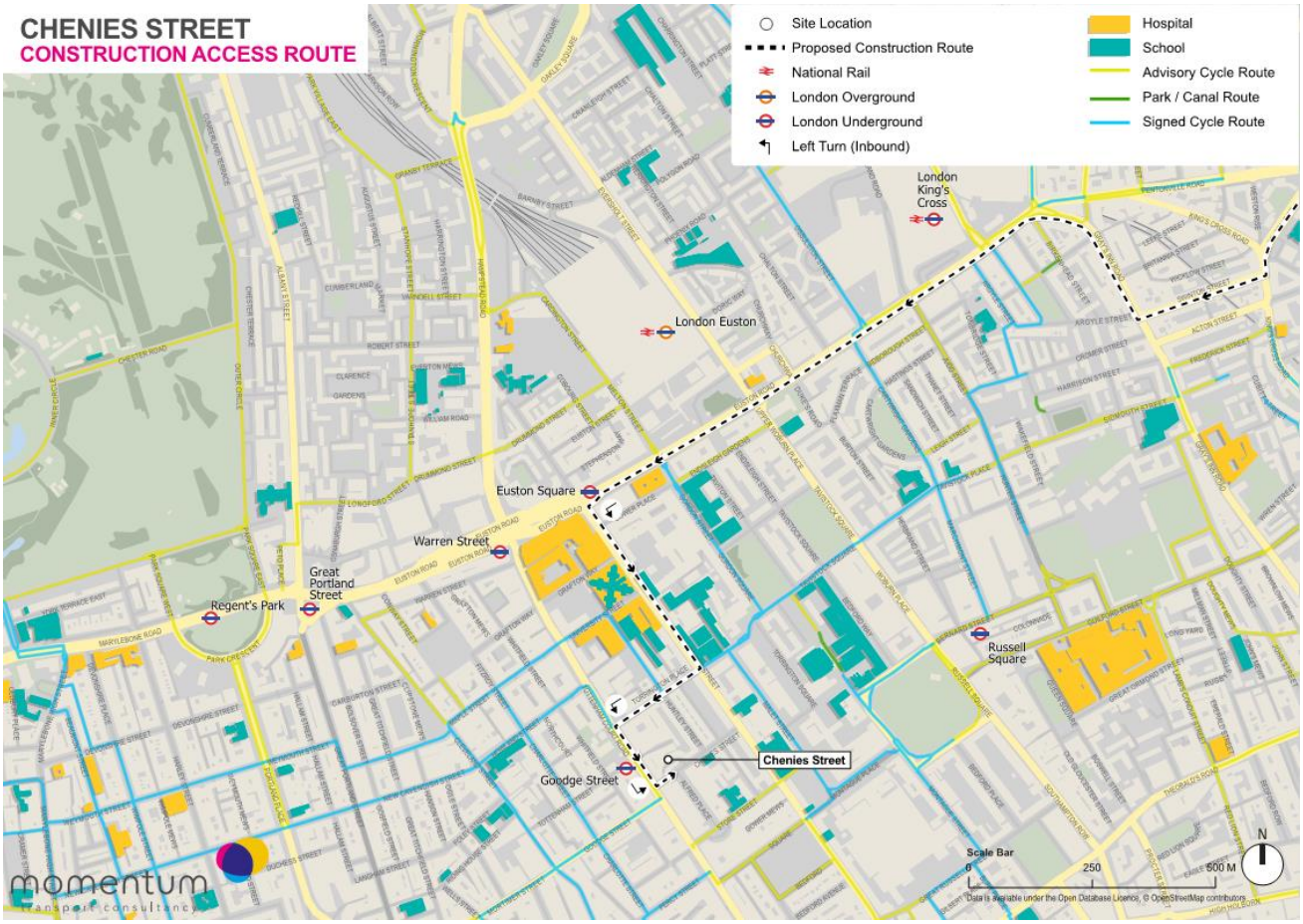


Figure 05 – Primary HGV Access Route (shown dotted black)

Primary Egress Route

Vehicles will leave either Alfred Mews or North Crescent onto Chenies Street and progress north on Gower Street, left into Grafton Street heading north over Euston Road onto Hampstead Road to the north.

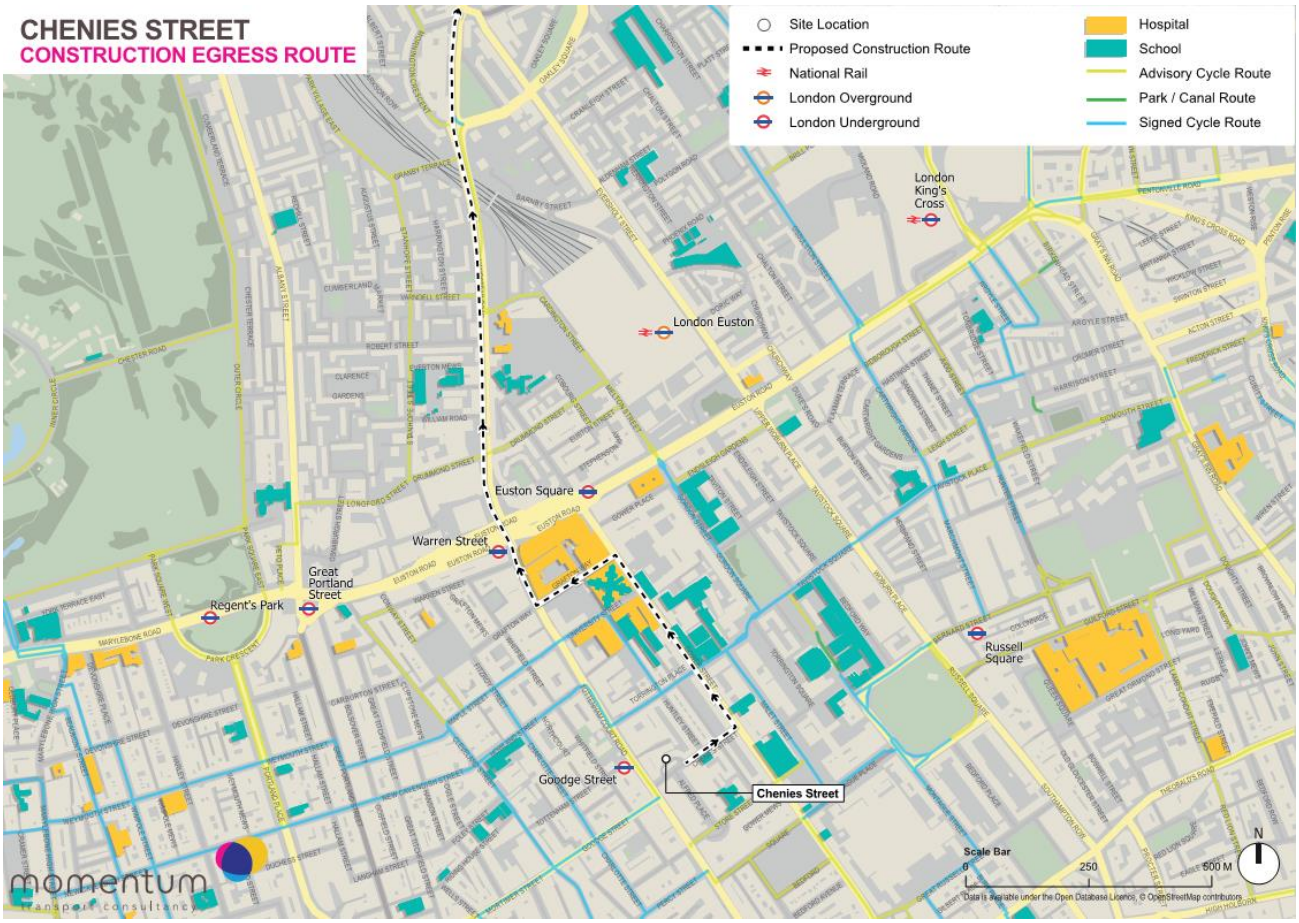


Figure 06 – Construction Vehicle Egress Route (shown dotted black)

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.

The vehicle routes defined within this document will be discussed and agreed with suppliers and contractors in advance at the pre-start meeting, and the agreed traffic routing included in all Trade Contracts and material supply orders. With the proposed routes forming part of the Principal Contractors Employers Requirements.

Any changes to the plan will be communicated through further meetings to ensure that the use of residential and minor roads is prevented.

All construction vehicle drivers during would be required to use the preferred routing as specified above. Strict monitoring and control of vehicles entering and egressing the site would be implemented. The contractor would maintain an up to date log of all drivers that would include a written undertaking from them to adhere to proposed routes. This log would be in conformity with the Cumulative Impact Area checklist requirements.

Upon appointment of a Principal Contractor, a concise Traffic Management Plan will be created with this being sent to all sub-contractors and suppliers to ensure that it is adhered to.

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.

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

Deliveries to site will occur within the standard working hours with movements respecting the restrictions of 0930 - 1630 weekdays and 0800 - 1300 Saturdays.

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

Vehicle access gates to North Crescent will be fully manned by competent traffic marshals at all times, Alfred Mews will remain open for public access and traffic marshals will manage construction vehicle access from Tottenham Court Road. Traffic will be stopped by the use of expanding concertina barriers and all areas in front of site gates kept safe when pedestrian traffic and cyclists are passing.

An analysis of the likely construction vehicles has been undertaken and details of the peak vehicles expected throughout the programme, classified by the following weight categories can be found within the Appendices;

> 3.5te

< 3.5te

The table below highlights the potential frequency of vehicles by type;

Construction Vehicle Type	Frequency	Comment
Tipper Lorry	Up to 30 daily	Peak for limited periods during demolition, excavation and sub-structure works and mainly from Alfred Mews.
Van	Up to 15 daily	Delivery of small materials, plant, etc.
Low Loader	Occasional	Visits for delivery and collection of larger items of plant but envisaged this will take place using rigid flat bed vehicle.
Mobile Crane	Rarely	Visits for erection and dismantle of tower cranes. Will be site based for some periods of heavy lifting for structural steel and pre-cast concrete elements beyond the tower crane capacities.
Articulated Lorry	N/A	Other than tower crane installation and removal the use of articulated vehicles are not suitable for most of the deliveries to the site.
Flat Bed Lorry	Frequent 1 to 3 per day.	Will be used for delivery and removal of initial plant and materials.
Grab Lorry	Occasional.	Collection of arisings from excavations where not applicable by standard tipper lorry.
Concrete Pump	Infrequent 1 to 5 per week.	Will be used for concrete placement where static pumps are not practicable.
Concrete Truck	Frequent 10 to 30 per day but not every day.	During sub-structure concrete works. The larger concrete pours may result in higher peak numbers, concrete pours will be sized to control the number of vehicles within the site constraints.
Skip Lorry	Frequent 6 yard skip removal up to 2 per day at peak and 40 yard skip up to 2 per week.	General segregated waste removal during demolition and sub-structure works.

Table 02 – Construction Vehicle Frequency

b. Cumulative effects 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.

We are not aware of any other proposed developments in the local area and timescales that would require consideration at this stage.

We are however aware Alfred Mews pedestrianisation works being delivered as part of the West End Project and the vehicle routing has been prepared taking this and the traffic restrictions that are currently imposed on Tottenham Court Road.

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

In addition ot the primary access and egress routes identified, the following swept path plans within this section have been prepared by Momentum Transport Consultancy and should be read in conjunction with the vehicle access and egress routing.

Chenies Street/North Crescent

- Plan detailing 10m rigid vehicle access via Torrington Place and Tottenham Court Road onto Chenies Street and into delivery location on North Crescent.

  (Vehicle accessing east end of North Cresecent makes a traffic marshalled reverse manouvere from Chenies Street and forward gear to exit once unloaded)

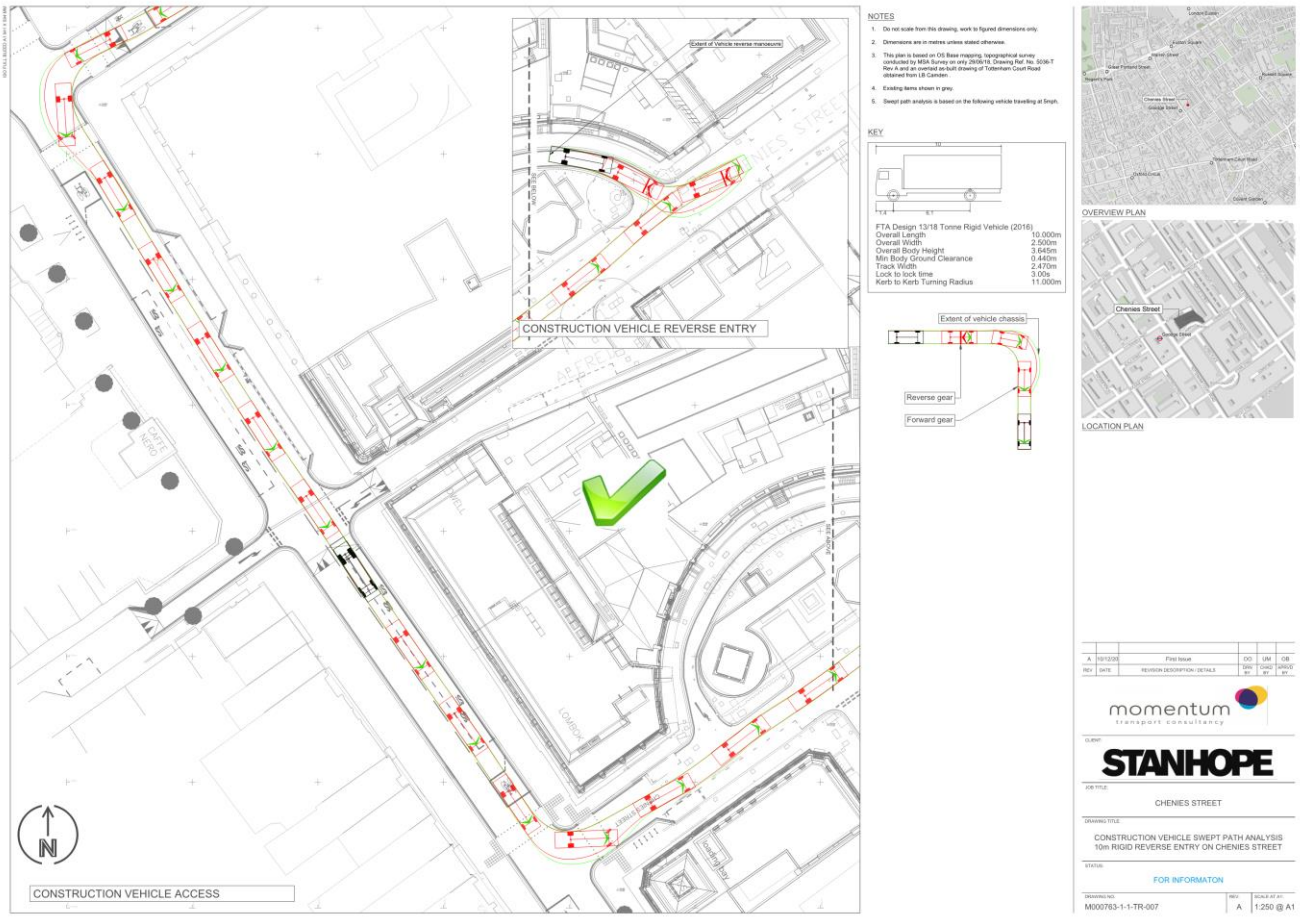


Figure 07 – Swept Path into Chenies Street and North Crescent East

Chenies Street/North Crescent (cont'd)

- Swept path plan detailing 10m rigid vehicle access via Torrington Place and Tottenham Court Road onto Chenies Street.

  (Vehicle accessing west end of North Cresecent makes a traffic marshalled reverse manouvere from Chenies Street into North Crescent loading bay and forward gear to exit onto Chenies Street once unloaded)

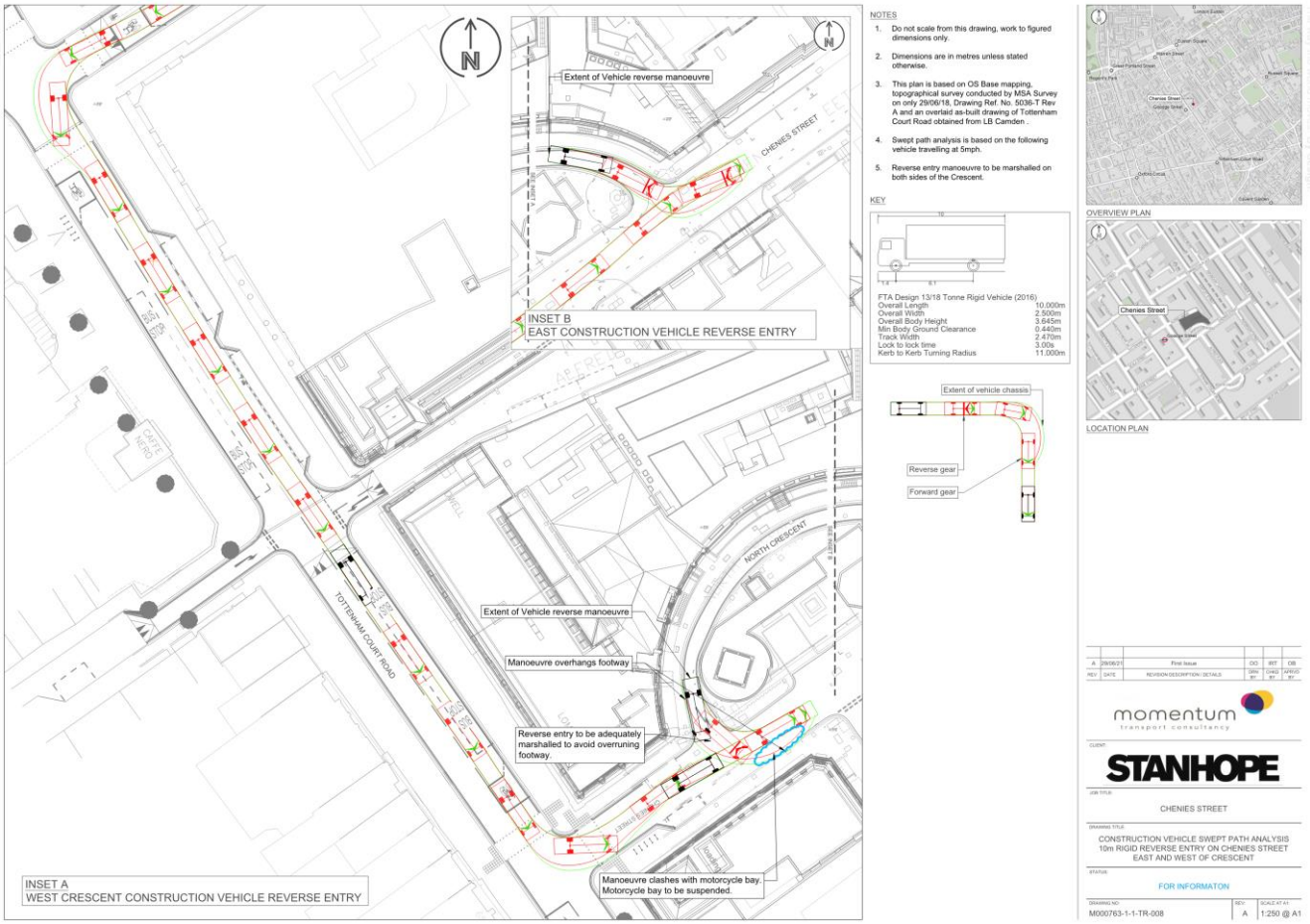


Figure 08 – Swept Path into Chenies Street and reverse into North Crescent East

Chenies Street/North Crescent (cont'd)

- Optional Plan detailing 12m rigid vehicle access via Torrington Place and Tottenham Court Road onto Chenies Street with a left turn into North Crescent.

  (The primary option for construction deliveries via Chenies Street/North Crescent is to close North Crescent to through traffic to allow for the location of hoist.

  At this stage, due to the proposed location of the tower crane and hoist the route indicated below showing vehicles entering through the west end of North Crescent is only an option and has been provided for illustrative purposes only).

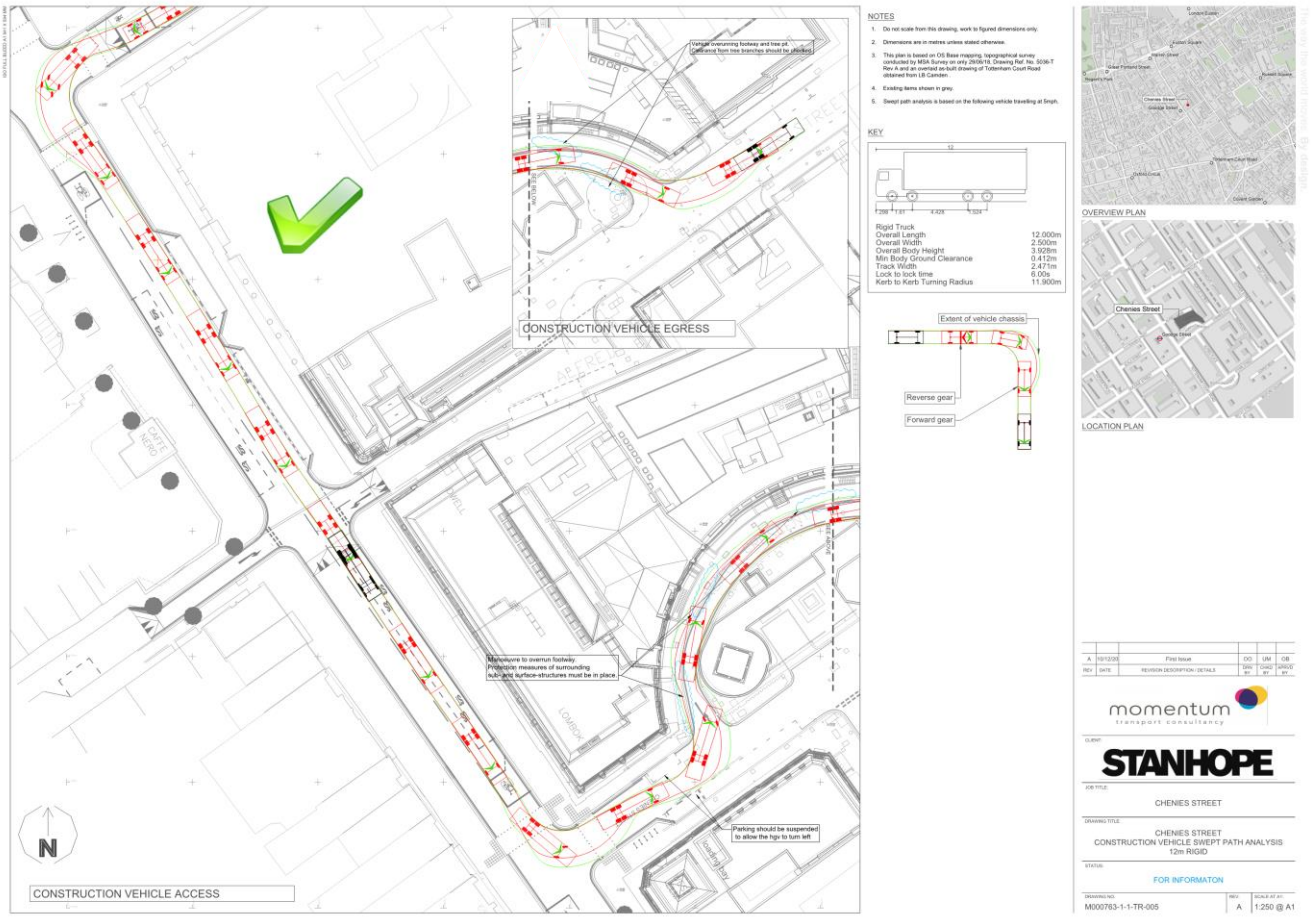


Figure 09 – Swept Path into Chenies Street and North Crescent West (through route)

Alfred Mews

- Plan detailing 12m rigid vehicle access onto Alfred Mews from Tottenham Court Road

  (The plan indicates the refuse vehicle that currently accesses the Mews with similar sized vehicles accessing for demolition and construction activities)

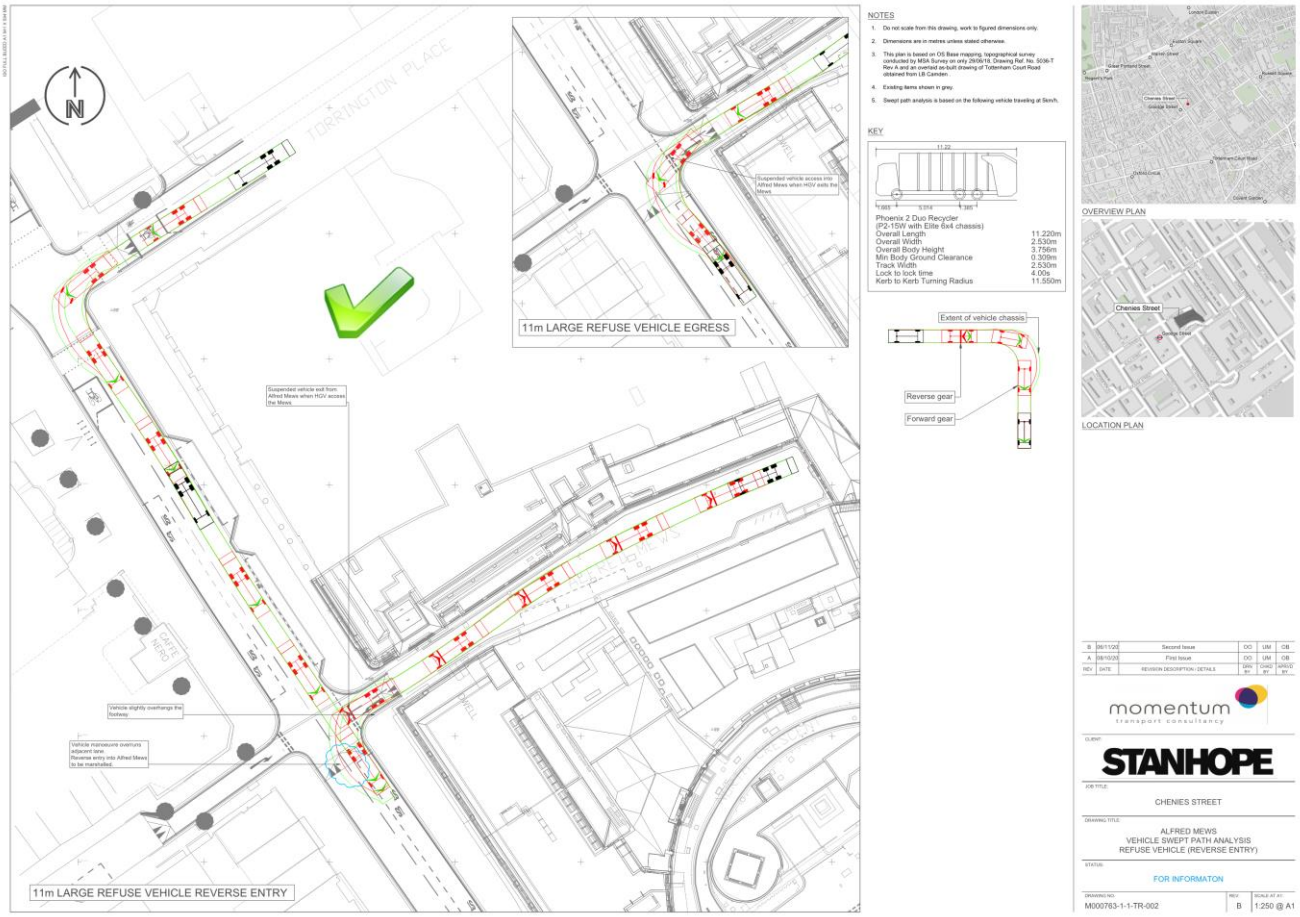


Figure 10 – Swept Path into Alfred Mews from Tottenham Court Road

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.

Notices regarding any planned closures or diversion of either roads or footpaths in relation to the demolition or construction works shall be given by the Principal Contractor to LBC, the police, fire brigade and other emergency services sufficiently in advance of the required closure or diversion.

Any necessary lane closures on the local highway network would avoid peak periods if at all possible and would be agreed with LBC prior to commencement.

Notices and details of traffic management proposals associated with works to the highway and footpaths would be given under the Highway Acts 1980 and Road Traffic Act 1988.

A temporary traffic regulation order is considered necessary for North Crescent to be temporarily closed to facilitate works. A footway suspension would also be required along the North Crescent pavement in order to accommodate a pit lane for construction vehicles; for North Crescent to accommodate construction vehicles, sections of the footway may need to be temporarily covered as a precautionary protection for subterranean services.

The use of North Crescent for construction deliveries will be limited to vehicles smaller than 12m in length, ensuring that articulated vehicles do not use North Crescent for construction deliveries. This is because the turning operation is too narrow for these vehicles around the crescent, and they may overrun areas of basement lights, under private third party ownership.

To aid turning movements by large vehicles for construction, there may also need to be a parking suspension to the bay on the southern side of the Chenies Street carriageway close to the junction with Tottenham Court Road, to enable construction vehicles to turn left onto North Crescent. As the construction vehicle turns in to Chenies Street, overriding on the adjacent Tottenham Court Road is expected, and therefore this manoeuvre is to be marshalled. This is demonstrated in Appendix C.

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 proposed that the Principal Contractor would consider the potential use of an off-site consolidation centre to minimise the number of trips made on local access roads delivering directly to the site.

The use of an off-site location would be especially useful on days that a higher number of deliveries are forecast. Trips could be split between those that come directly to the construction site, and those that go to the consolidation centre. When the road network is less busy the stockpiled deliveries could then be transferred from the consolidation centre to the site.

If empty vehicles returning to the consolidation centre were instead filled with waste material, there would be further opportunity to reduce separate waste collections to the site during demolition and construction. This would also allow for effective sorting of waste off-site for disposal to an appropriate waste facility.

On appointment of the Principal Contractor, the appropriateness of consolidation would be further explored, with various locations considered, and a preferred option would be identified in the detailed CMP, and any associated strategy would be described.

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 noted elsewhere in this document, the GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8' recommended mitigation measures will be implemented and delivered on this site.

The Contractor will minimise impacts from construction traffic through:

- Access routes to the site would ensure vehicles are able to undertake movements in a forward gear to reduce the need for reversing, although reversing will likely be required for localised access to both Alfred Mews and North Crescent
- Limiting the working hours for the site to restrict impacts upon neighbours
- Prevention of vehicles from leaving their engines running whilst queuing or waiting on the public highway outside of the site or on the site itself – signage within the pit lane banning idling vehicles
- Ensuring vehicles align with noise emission standards

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 the logistics plan provided in response to Question 7. detailing access and egress locations to the site.

Broadly speaking these will be via Alfred Mews to the north and North Crescent to the south.

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 Contractor will ensure that access to and 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 . This will be subject to Contractor appointment. Traffic marshals will be required to support manoeuvres for access and egress from Alfred Mews, given vehicles will need to cross over Tottenham Court Road's eastern footway which creates potential conflict hazards with pedestrians and cyclists.

This is as such a sensitive manoeuvre which will need to be carefully managed throughout the demolition and construction programme.

The following measures will be adopted around the perimeter of the project for security and protection purposes:

- All site access will be well lit, clean, robust level hard-standings, well signed and controlled by experienced gatemen. Doors and gates will always be closed when not providing access.
- Vehicle movement on entry and exit from the site will be controlled by traffic marshals at footpath crossings to safely manage the interface with pedestrians.
- Barrier systems across the footpaths will be used while vehicles are delivering to or leaving the site, providing a definitive demarcation between site traffic and the public.
- The traffic management team will always be readily identifiable, clean and well presented.
- A logistics plan will be provided by the Principal Contractor in conjunction with the selected logistics provider and included within the CEMP.
- Wherever vehicles and pedestrians utilise adjacent access during construction around the project, suitable physical segregation with signage shall be installed to demarcate safe pedestrian routes. The entrance gate points will be isolated from site pedestrians by use of designated pedestrian routes and physical barriers. This arrangement will be reviewed as the project proceeds to ensure that any construction activity do not present any additional risks. Should any additional risk be subsequently identified then appropriate action will be taken to eliminate or minimise such risk.
- Appropriate signage will be fixed to the gates and all areas where it is possible for vehicles to encounter pedestrians and to denote vehicle and pedestrian crossover areas. If they cannot reasonably be avoided traffic marshals will be in attendance.
- Site radios will be used to keep all banksmen, traffic marshals and gatemen in constant communication
- Traffic marshals will assist all vehicles entering or leaving site by stopping traffic and ensuring a safe and smooth activity

An important part of safely segregating the public from construction traffic will be through the site induction process where the workforce will be briefed and during subcontractor meetings when the Supply Chain will be briefed. Regular updates will be carried out with the workforce through daily briefing sessions before starting work where any changes to the traffic system will be picked up. All construction vehicles and plant will be required to have white noise type sounders in conjunction with banksmen.

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.

The swept path plans provided in response to Q19c provide detail on the routing to the site and the specific access and egress routes into Alfred Mews and North Crescent.

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 the use of mechanised wheel wash facility at the site; due to the nature of the works and composition of the site in the main vehicles will not be entering the site and will therefore only require limited wheel washing facility to be provided, however it will be requirement that all vehicles leaving the site delivery locations are suitably cleaned before re-joining the highway.

A jet wash wheel cleaning area will be provided to North Crescent and Alfred Mews which will be actively monitored by the traffic marshals to ensure that all vehicles are visually inspected prior to the vehicle leaving the site.

Supplementary cleaning would be provided as necessary using suitable means to keep the surrounding highway clean. Collected debris would be disposed of as controlled waste at a licensed waste disposal facility.

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.

To be developed further – only area of interface is Alfred Mews which will be limited but the proposals will be to provide temporary delivery 'pit lane' arrangement where waiting vehicles can be loaded with strip-out/demolition arisings and construction material unloaded under in a controlled manner.

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.

There is no pedestrian or vehicle through route to Alfred Mews so the interfaces with the public are expected to be relatively limited, however the interface that exists will need to be managed. It is therefore expected that a safe pedestrian route can be provided for the business uses of the Mews whilst vehicle movements making deliveries to and from the site are in operation.

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.

Refer to phasing plans contained in response to Q 7.

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.

Chenies Street

To aid turning movements by large vehicles for construction, there may need to be a parking suspension to the bay on the southern side of the Chenies Street carriageway close to the junction with Tottenham Court Road, to enable construction vehicles to turn left onto North Crescent, as demonstrated in Appendix C. Appropriate licence would be sought. The only potential exception for this would be partial/full road closure for mobile crane to erect the first tower crane positioned on North Crescent.

North Crescent

A temporary traffic regulation order will be put in place for North Crescent to be temporarily stopped up to facilitate works. Footway suspension is required along the North Crescent pavement in order to accommodate a pit lane; parts of the North Crescent footway may be covered temporarily to allow for construction vehicle overrun.

Alfred Mews

To allow safe access to the building façade in this location the cycle bays and associated raised island will need to be removed. To ensure delivery access to the Heals loading bay is maintained in conjunction with the proposed construction access in this area it is proposed that the solo motorcycle bays and 2No parking bays are suspended for the duration of the demolition and sub-structure works (approximately 6 months)

Image 01 – Alfred Mews Parking Bay Suspensions

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.

We are not proposing to locate any welfare or accommodation on the public highway, these will be located within the curtilage of the site.

The public highway is the only available or appropriate area to facilitate demolition and construction at Chenies Street. This is due to the space-constrained site and lack of open space owned by the applicant.

We are however proposing that the majority of North Crescent, which predominantly serves the three buildings that comprise the development is closed to vehicles and pedestrians with access only provided at the east and west junctions with Chenies Street to provide access for construction deliveries to the hoist and tower crane.

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.

Plan indicating proposal to North Crescent to follow – proposal involves the removal of lamp columns to North Crescent for location of hoist and tower crane.

Alfred Mews public access shall remain however as noted in response to Q.23, it is envisaged that the cycle bays and kerb arrangement will need to be removed temporarily to facilitate level access at the perimeter.

Image 02 – Alfred Mews Cycle Bay

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.

We do not envisage other than for vehicle access via North Crescent and Alfred Mews to be using the public highway, 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.

Deliveries to North Crescent will take place behind hoarding and gated entry with Alfred Mews vehicle movements taking place within temporary 'Chapter 8' barriers under the control of traffic/vehicle marshals.

The project welfare will not be on the highways and has been located within the confines of the site which will be the subject of relocations throughout the lifecycle of the project ensure this remains the case.

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.

Refer to logistics plan for details of hoardings, vehicle gates and tower crane.

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.

To allow the location of a combined materials and passenger hoist and tower crane, North Crescent is proposed to be closed for through traffic and pedestrians for the duration of the works.

There will be no temporary structures overhanging the highway. A solid hoarding with gated access at each interface with Chenies Street will demarcate the site from public access into the Crescent.

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 existing sub-station in MH is to be used for temporary builders supply in the short term with a new sub-station provided in the TE building.

The MEP engineers are currently liaising with the following utilities services; UKPN, Squire energy and Thames Water.

A more detailed strategy and programme for co-ordination will be provided within the CMP once the Principal Contractor is appointed.

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.

Table 03 - Summary of Construction Activities and Sound Power Levels

Plant Item	Number of items at each workstage				SWL dBA	SWL Data Source Within BS5228	Estimated On-time (% of typical working day)
	1.Site Preparations/ Groundworks	2.Piling	3.Concreting Operations	4.General site activites			
Circular saw, bench mounted			3	3	112	C.4 71	10%
Compressor		2			103	C.3 19	20%
Compressor			2		100	D.6 19	20%
Compressor				2	102	D.7 9	20%
Concrete mixer		2	2		108	C.4 20	30%
Concrete pump, lorry mounted			2		109	D.5 16	30%
Diesel combined rig (rotary)		2			113	D.10 6	75%
Dumper	2	2	2		104	C.4 3	75%
Generator (power)	4	4	4	4	95	C.4 78	100%
Hand-held electric circular saw			2		112	C.4 73	10%
Hand-held electric circular saw				2	109	D.7 76	10%
Hand-held hammer		2	2	2	97	C.1 19	10%
Lorry	2	2	2	2	108	C.2 34	50%
Poker vibrator			2		106	C.4 34	20%
Power float			2		100	D.6 44	10%
Scaffold poles and clips				1	108	D.7 1	20%
Site fork lift truck			2	2	104	D.7 93	75%
Tipper lorry	2	2			113	D.3 112	75%
Tracked excavator	4				104	C.2 5	75%
Water bowser		2	2		109	C.6 37	10%
Water pump	2	2	2		106	C.6 41	10%
Wheeled crane			1	1	110	D.7 103	10%
Wheeled excavator/loader fitted with hydraulic rock breaker			1		106	D.8 12	10%

The equipment could operate at any time within the permitted construction hours (0800-1800 hrs weekdays and 0800-1300 hrs on Saturdays).

Table 04 - Expected Construction Plant by Construction Phase

Construction Phase	Stripping out	Demolition / Enabling Works	Substructure Works construct basement	Superstructure, core and frame	Building envelope, cladding and roofing	MEP installation	Lift installation	Fit out	Landscaping	Commissioning
Tracked / wheeled 360 degree Excavators		✔	✔						✔	
Excavator mounted hydraulic breakers		✔	✔						✔	
Bulldozer										
Water pump	✔	✔	✔	✔	✔	✔			✔	
Dump Truck										
Vibratory Roller		✔	✔						✔	
Trucks (e.g., to remove soil)	✔	✔	✔						✔	
Wheel washing plant		✔	✔							
Articulated HGVs	✔	✔	✔	✔	✔	✔	✔	✔	✔	
Piling rigs										
Air compressors	✔	✔	✔	✔					✔	
Mobile craneage		✔	✔	✔	✔					
Tower cranes		✔	✔	✔	✔	✔				
Formwork			✔	✔					✔	
Scaffold	✔	✔	✔	✔	✔	✔	✔	✔		
Diamond cutting tools / saws	✔	✔	✔	✔		✔	✔	✔	✔	
Hand/power tools	✔	✔	✔	✔	✔	✔	✔	✔	✔	
Hoist		✔		✔	✔	✔	✔	✔		
Forklift										
Mobile Access Platform (Cherry picker)	✔	✔		✔	✔	✔		✔		
Skips and skip trucks	✔	✔	✔	✔	✔	✔	✔	✔	✔	
Mini Cranes / Manipulators	✔				✔		✔			
Crushers										
Floodlights	✔	✔	✔	✔			✔		✔	
Generators		✔								
Hydraulic benders and cutters	✔	✔	✔	✔					✔	
Ready Mix Concrete trucks		✔	✔	✔					✔	
Concrete pumps and booms			✔	✔						
Temporary supports		✔	✔	✔						

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.

A noise survey has not been carried out at this stage, but a comprehensive review and survey will take place prior to any works being implemented and the findings of this will shape the proposed monitoring and mitigation regime that will be developed for the project.

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

To follow as noted in response to Q. 29.

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.

All available measures will be implemented to reduce noise, vibration and dust emissions from construction activities wherever possible. These measures have been developed in line with the guidance given in BS5228:2009 and 'Camden's Minimum Requirements for Building / Construction / Demolition Sites' Document and are considered to represent the Best Practical Means (as defined in Section 72 of the Control of Pollution Act 1974 and BS5228):

- Noise, vibration and dust emissions onsite will be carefully managed via real-time continuous monitoring systems throughout the works until otherwise agreed with the Local Planning Authority.
- In the event of complaints, the cause of the complaint(s) will be investigated immediately, including a review of the noise/vibration/dust monitoring results (if monitoring is being undertaken at the time) and the site activities that were being undertaken at the time. The results of the investigation will be sent to the Local Authority for review upon request.
- Site hoarding will be installed around all relevant parts of the site boundaries. This should provide around 5-10 dB of additional screening to ground floor rooms of nearby noise sensitive receptors. (NSR's).

The following general noise and vibration mitigation measures will also be adopted for the works:

- NSRs will be informed of the construction works. They will also be provided with contact details for an appropriate member of the site management team who can be contacted in the event of noise, vibration or dust related concerns. Proactive and regular community liaison is a powerful tool for preventing construction noise, vibration and dust related issues. It is our experience that NSR's are less likely to complain about perceived noise, vibration and dust levels if informed of the works that will be carried out and the mitigation measures that are in place;
- Site personnel will be informed of the sensitivity of the site to noise due to the proximity of the surrounding noise-sensitive receptors and carefully managed to ensure that noise is kept to a minimum;
- Hoarding and fencing will be inspected regularly and repaired as necessary, access gates will be well maintained to minimise noise
- All hand-held and portable equipment will be electrically powered where practicable;
- All plant and equipment will be maintained in good working order and operated in accordance with manufacturers recommendations;
- As far as reasonably practicable, sources of significant noise will be enclosed. The extent to which this can be done depends on the nature of the machine or process to be enclosed and their ventilation requirements.
- Excavator, dumper and lorry operators will avoid unnecessary revving of engines and all machinery will be switched off when not required;
- Stationary equipment and plant will be placed so as to provide a screening to other items of plant and located to provide minimum noise emissions in the direction of noise sensitive areas;
- Care will be taken when loading and unloading materials to limit impact noise. The movement of material with excavators and dumper trucks will be carried out slowly and carefully to limit impact noise. Material will be placed rather than dropped wherever feasible;
- Vehicles will not be permitted to queue on the road or pavement outside the site access;
- Vehicles parked within the site, outside working hours will have their engines switched off;
- Vehicle routes and traffic management plans will be arranged to avoid reversing operations where possible;
- Where practicable, activities which can produce significant levels of noise and or vibration will be arranged for times which are less likely to cause disturbance.
- Wherever feasible, noisy site activities will be carried out as far from NSR's as possible;

- Any compressors brought on to site will be silenced or sound reduced models, fitted with acoustic enclosures, where feasible.
- Pneumatic tools will be fitted with silencers or mufflers and will only be used when hydraulic equipment cannot be used;
- There will be no site noisy working during any anti-social hours, unless otherwise agreed by the relevant authorities;
- Vehicle reversing alarms (if used) should be set to the minimum required for safe and efficient operations;
- Modern, silenced and well-maintained plant will be used at all times, conforming to standards set out in the EU Directives;
- Routes and programming for the transport of construction materials, fill, personnel etc. will be carefully considered in order to minimise the overall noise impact generated by these movements;
- Hydraulic construction to be used in preference to percussive techniques where practical;
- Off-site pre-fabrication to be used, where practical;
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas;
- Deviation from approved method statements to be permitted only with prior approval from the Principal Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken;
- All sub-contractors onsite will be made fully aware of the above requirements.

BS5228 states that;

> All reasonably practicable means should be employed to ensure the protection of local communities and of people on construction sites, from detrimental effects of the noise generated by construction operations.

With the mitigation measures listed above, it is our view that noise and vibration emissions from the construction works will have been reduced as far as practicable and the proposed construction methods are therefore appropriate.
Real-time continuous noise, vibration and dust monitoring will be carried out during the construction phase of the development. It is understood that monitoring will be undertaken at up to four locations as identified in Section 35.

In terms of appropriate noise, vibration and dust trigger and action levels for the monitoring locations, it is recommended that the following limits are adopted as onsite levels at the monitoring positions.

Table 05 – Monitoring Guidance Action Levels

Monitoring Equipment	Limit	Reference Periods
Dust	150 μg m^{-3} 15-minute mean for PM10 concentrations (trigger level) 250 μg m^{-3} 15-minute mean for PM10 concentrations for any consecutive periods (action level)[1]	0800-1800hrs Monday through Friday 0800-1300hrs on Saturdays
Noise	82 dBA LAeq,1hour (trigger level) 85 dBA LAeq,15minute for any consecutive periods (action level)[1]	0800-1800hrs Monday through Friday 0800-1300hrs on Saturdays
Vibration	2 mms^{-1} PPV (trigger level) 5 mms^{-1} PPV for any consecutive periods (action level)[1]	0800-1800hrs Monday through Friday 0800-1300hrs on Saturdays

[1]**NOTE** – Action levels have been nominated for consecutive periods as this would distinguish between isolated events which will occur from time to time on construction sites (i.e. site personnel working close to or knocking equipment or accidentally dropping material etc.) from activities which are prolonged and require site management to act upon to reduce construction emissions as far as reasonably practicable

The dust trigger and action levels above are based on the guidance given in Paragraph 6.4 of the Mayor of London Supplementary Planning Guidance document 'The Control of Dust and Emissions during Construction and Demolition'.

The noise trigger and action levels above are based on the guidance given Camden Minimum Requirements for Building / Construction / Demolition Sites document. The trigger level is equal to the highest predicted noise level at the worst affected receptor during the construction works, whereas the action level is +3dB higher than the trigger level.

The vibration limits are based on guidance given Camden Minimum Requirements for Building / Construction / Demolition Sites document and BS5228-2 guidance.

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

Evidence to be provided by Principal Contractor when appointed.

It will be a requirement of the project that the Contractor will be responsible to train all the relevant employees. All training records will be kept in an overall matrix of site personnel.

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

The major influences on air quality throughout the demolition and construction works associated with each phase are likely to be dust-generating activities and vehicles emissions, from plant and vehicles both on and around the site. The emphasis of the construction works would be to minimise the potential effects at source, through appropriate site management and control practices, including controls on vehicle movements.

Potentially, nuisance can be caused by the deposition of construction dust. Construction derived dust effects cannot be easily quantified and therefore a more qualitative approach is employed to predict potential effects from these works. The emphasis of this approach lies in the minimisation of potential dust effects at source through appropriate environmental management controls relating to, at least, 'good practice' site management practices. This includes, identification of good working practices and suitable mitigation measures to minimise the potential for dust emissions, and nuisance risk; and; the likely generation of construction vehicle movements.

Premises and occupants within 100m of a construction site are generally considered to experience the most significant effects from construction dust. Examples of dust-sensitive receptors are listed in the table below:

Dust Sensitive Receptors

High Sensitivity	*Medium Sensitivity*	*Low Sensitivity*
Hospitals and Clinics	Schools	Farms
Retirement Homes	Residential Areas	Light and Heavy
Hi-Tech Industries	Food Retailers	Outdoor Storage
Food Processing	Offices	

The proximity of sensitive receptors and their orientation in relation to the prevailing wind, in addition to the scale and duration of demolition and construction activities, will have a bearing on potential dust nuisance effects.

The works due to its size and construction duration may be classified as a Major Development and as a "High Risk" by the GLA "Control of Dust and Emissions from Construction and Demolition, Best Practice Guidance".

The construction works have the potential to effect local air quality conditions, as follows:

- Dust generated from construction activities;
- Emissions from construction plant e.g. piling rigs, compressors, excavators, concrete mixers and generators; and
- Emissions from vehicles (e.g. lorries, cars and vans) associated with the construction of the entire development, import of building materials and removal of waste materials, accessing and leaving the Site on the local road network.

The area surrounding the site is predominantly occupied by residential and commercial uses. Given the proximity of the residential properties to the site, it is likely that without mitigation, there would be the potential for at worst local, temporary substantial adverse effects from construction activities at the closest properties within 10m of the Site, local, temporary moderate adverse effects at properties between 10m and 100m from the Site and local, temporary minor adverse effects at receptors between 100m and 200m from the Site. As such, specific management controls would be required to reduce the potential for dust effects on these properties.

A range of environmental management controls will be developed, including the BRE guidance 'Controlling Particles, Vapour and Noise from Construction Sites 26', the LB Camden Codes of Construction, the GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8', relating to 'High' risk sites for the Works and the Institute of Air Quality Management (2016). Guidance on the Assessment of Dust from Demolition and Construction (Version 1.1). These measures will prevent and mitigate the release of dust entering the atmosphere and/or being deposited on nearby receptors and will include:

- Routine dust monitoring at sensitive residential locations with the results and effectiveness of controls reviewed at regular meetings. A safety method statement will outline the control measures necessary to minimise the risks to an acceptable level, and all statutory notices will be placed with the Health and Safety Executive (HSE);
- Damping down surfaces during dry weather (use of rain guns and mist system);
- Erection of appropriate hoarding and/or fencing to reduce dust dispersion & restrict public access.
- Sheeting of buildings, chutes, skips and vehicles removing demolition wastes;
- Building elevations which front public boundaries or are immediately adjacent to adjoining properties would be fully scaffolded and completely enclosed by sheeting to provide a
  dust and safety shield during the demolition process;
- Appropriate handling and storage of materials, especially stockpiled materials;
- Restriction of drop heights onto lorries and other equipment;
- Keeping vehicle wheels clean by use of hard-standings and local use of jet washers, limiting of vehicle speeds to 5 mph, avoidance of unnecessary idling of engines and routing of site traffic as far from residential and commercial properties as possible;
- Fitting all equipment (e.g., for cutting, grinding, crushing) with dust control measures such as water sprays wherever possible;
- Main's power is to be used on all small power applications such as hand tools, welders, etc. unless is not feasible to extend power the work location.
- Use of alternatives fuel source generators (solar/gas/hybrid) will be considered in the first.
  instance with gas powered generators as a second choice. Diesel generators will be avoided if possible. The responsible parties will ensure that all plant and vehicles are well maintained so that exhaust emissions do not breach statutory emission limits;
- Switching off all plant when not in use;
- Ensuring that a road sweeper is available to clean mud and other debris from hard standing roads and footpaths.

Attention will be paid to operations which would inevitably have to take place close to the most sensitive surrounding properties (due to their proximity and orientation in relation to the site) at the boundary of the site.

Measures to control dust are routinely and successfully applied to construction projects throughout the UK and are proven to significantly reduce the potential for adverse nuisance dust effects associated with the various stages of construction work.

Following the employment of appropriate environmental management controls which are routinely and successfully applied throughout the UK, negligible to moderate adverse residual effects would likely arise from construction-related dust emissions from the enabling works.

Detailed mitigation measures to control construction traffic in relation to the Enabling Works will be discussed and agreed with London Borough of Camden to agree the most suitable access and haul routes for site traffic. The most effective mitigation will be achieved by ensuring that construction traffic does not pass along sensitive roads (residential roads, congested roads, via unsuitable junctions, etc.) where possible. The timing of large-scale vehicle movements to avoid peak hours on the local road network will also be beneficial.

It is anticipated that the effect of construction vehicles entering and leaving the site would be at worst minor adverse, during peak construction periods, and negligible at all other times, in the context of local background pollutant concentrations and existing local road traffic emission.

For the source of water to minimise dust, the sites main will be utilised and extended as close as reason to the work face. In certain situations, it may be necessary to use bowsers to transport water around site.

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 whilst on the site will predominately be restricted to concrete hardstanding and surfaced site roads. Vehicles that are required to move off these areas will be cleaned before exiting the work area so that mud and dust is not tracked onto the main roads. Therefore, the potential for distribution of dirt onto the highway is limited and no wheel washing facilities are therefore envisaged.

Should any spoil spill onto the highway during loading or offloading it will be manually picked up immediately, and road sweepers will be deployed as necessary to deal with any local issues.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Noise, dust and vibrations monitoring will be undertaken during all the demolition and construction phases. A safety method statement will outline the control measures necessary to minimise the risks to acceptable agreed levels, and all statutory notices will be placed with the Health and Safety Executive (HSE).

The location of monitoring stations has not yet been defined but due to the proximity of adjoining building and tunnels it is high likely that a series of monitoring stations will be stationed around the perimeter of the site to the each of the sensitive receptor boundaries.

The number of monitoring stations may vary once a technical assessment of the performance of the stations has been undertaken. High capacity sensor stations might provide extended coverage and the number of monitoring stations might then reduce, with the same level and accuracy of monitoring but this level of detail will be provided going forward.

36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 (SPG), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g., schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

A complete Air Quality Assessment for the entire development will be produced based around the nearby sensitive receptors that have been identified.

This will also include an Air Quality (Dust) Risk Assessment.

The GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8' recommended mitigation measures will be implemented and delivered on this site as described above. 60% of construction vehicles will be at least Euro compliant and where applicable LEV will be implemented.

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

The GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8' recommended mitigation measures will be implemented and delivered on this site.

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g., presented on the site boundaries in full public view).

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

Real time noise, dust and vibration monitoring will be undertaken during all the construction phases.

A safety method statement will outline the control measures necessary to minimise the risks to an acceptable level, and all statutory notices will be placed with the Health and Safety Executive (HSE).

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

The control of pests in and around the site is a key responsibility when planning works and caring for the workforce and neighbours. A crucial factor in pest management is the investment in prevention and restriction of the opportunity for pests such rats and mice to thrive.

This will be achieved by eliminating food sources and nesting sites which can be achieved through good housekeeping and management generally.

A canteen area will be provided, and no food will be allowed to be consumed outside of this area, all rubbish will be collected regularly throughout the working day and disposed to prevent the attraction of rodents.

Prior to occupation of the site, it is proposed that a rodent/pest survey is carried out to establish the presence of any rodents such that appropriate action can be implemented and maintained throughout the duration of the project.

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

The building is understood to contain asbestos containing materials and as such it has been assumed that a detailed survey will be carried out to establish the extent and therefore the scope for its removal ahead of the strip out works that will take place in advance of the main works

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.

Smoking and/or vaping will not be permitted on the work site or within the welfare facilities.

A suitable area/shelter will therefore be set up in the open adjacent the site boundary for smokers. This will be screened from neighbours and regularly cleaned.

Given the location of the site and surrounding residential and commercial neighbours, the site induction will cover behavioural issues such bad language, shouting etc. and these will not be tolerated on site. For such behaviour, a penalty system will be in operation Verbal Warning, Yellow card and Red Card which will result in removal of the offender from site permanently.

Where appropriate any issues will be directed to the Community Liaison Representative appointed by the Contractor.

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:

Please see responses on following pages.

a) Construction time period: Indicative period Jan 2022 – Jun 2024 Refer to Appendix A for further details.

b) Is the development within the CAZ? (Y/~~N~~):

Yes. The development is located inside the Central Activities Zone (shown below outlined in red and shaded in orange) and therefore NRMM (Non Road Mobile Machinery) will be required to meet Stage IIIB of EU Directive 97/68/EC.

Figure 11 – Central Activities Zone and Development Location

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):

Yes. Confirmed.

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

We can confirm that the Contractor will ensure that all relevant machinery will be registered on the online NRMM register.

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

We confirm that the Contractor will ensure that 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:

In accordance with requirements of NRMM we confirm that the Contractor will keep the records required.

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/business/

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

The appointed Contractor will commit to the #enginesoff campaign detailed as part of the Idling Action Project is supported by the project, which will involve;

- Driver education workshop for fleet and business drivers so they do not understand why they should not contribute to unnecessary air pollution by idling.
- Ask your drivers to take the #EnginesOff pledge.
- Implement supporting policies by using our template engine idling and template green vehicle procurement and management policies.
- Promote the campaign by using our car stickers in your vehicles; using our logo on the corporate social responsibility section of your website; display our posters; share our @idlingaction tweets and tell your customers that you support the campaign.
- Take part in an Idling Action event – we can help you arrange a day of direct action utilising volunteers to head out and speak directly to idling vehicles around your site.

Details of the numbers of contractors actively engaged in the campaign will be provided once the Principal Contractor has been appointed.

In addition to these initiatives;

- It will be a requirement that any vehicles either waiting to enter the site or within the site are directed to switch off their engines when not in operation.
- 60% of construction vehicles will be at least Euro compliant and where applicable (local exhaust ventilation) LEV will be implemented.

The construction traffic routes have, as far as possible been developed to avoid high density residential and commercial areas.

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: ……..

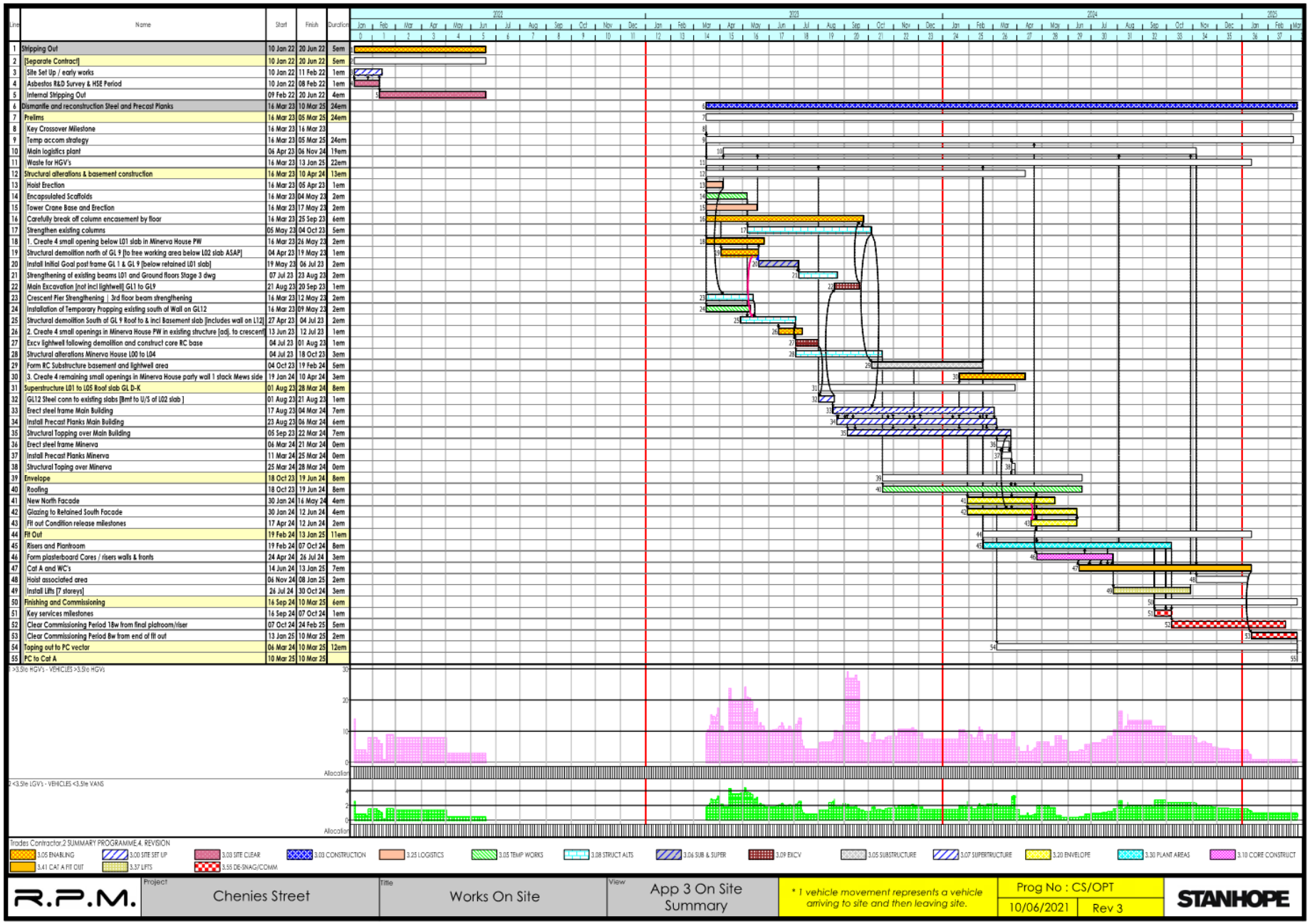
Please submit to: planningobligations@camden.gov.uk

End of form.

V2.6

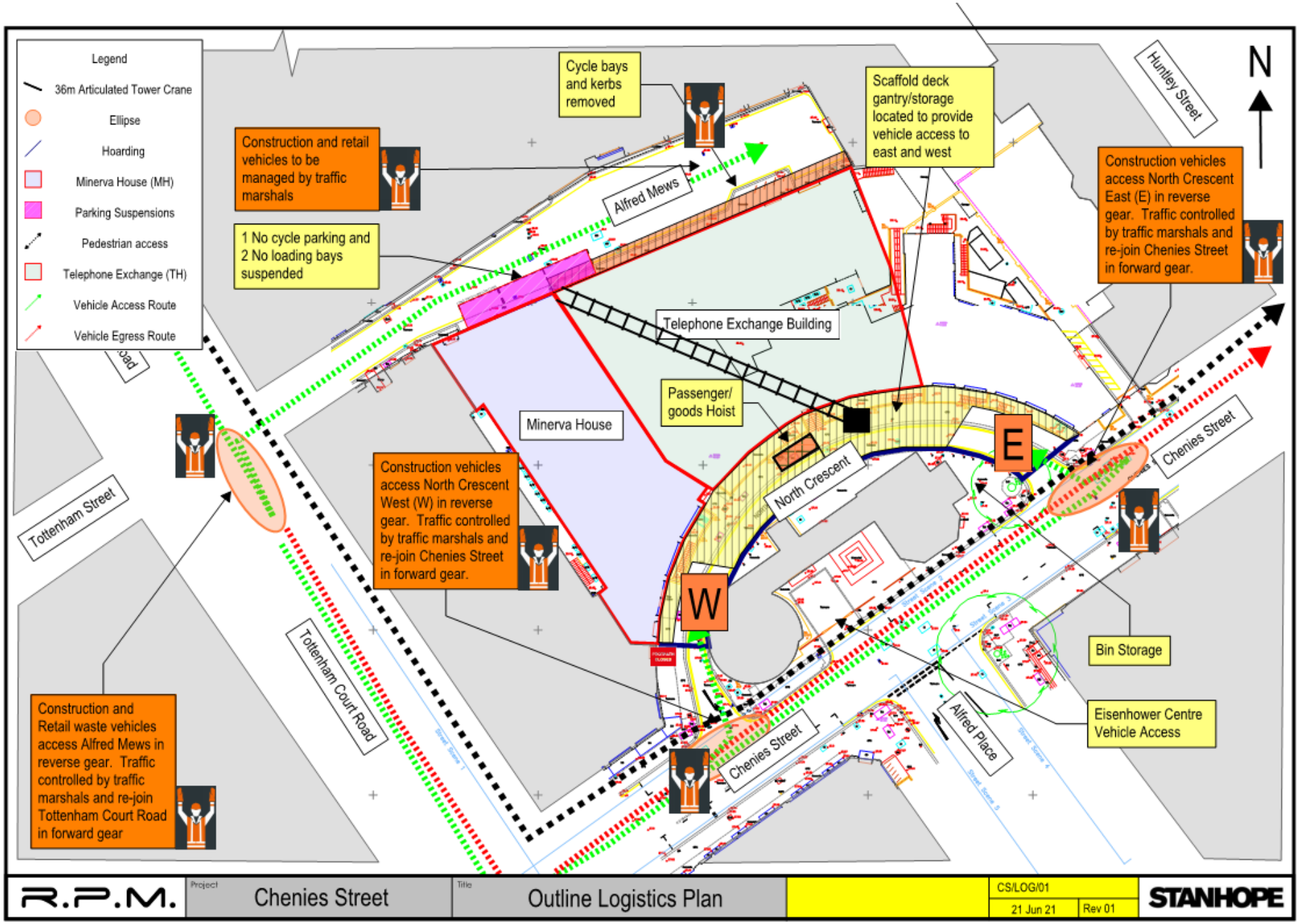
Appendices

1. Summary Programme and Vehicle Numbers



C:\Users\GeraintRoberts\Real PM\Real PM - Projects - Projects\CHENIES STREET\Programme\2021.06.09 Programme CMP update Rev 7\2021.06.09 Chenies Street Programme Rev 7.pp
Geraint Roberts

2. Logistics Plan


Legend
36m Articulated Tower Crane
Ellipse
Hoarding
Minerva House (MH)
Parking Suspensions
Pedestrian access
Telephone Exchange (TH)
Vehicle Access Route
Vehicle Egress Route
N
Cycle bays and kerbs removed
Scaffold deck gantry/storage located to provide vehicle access to east and west
Huntley Street
Construction and retail vehicles to be managed by traffic marshals
Alfred Mews
Construction vehicles access North Crescent East (E) in reverse gear. Traffic controlled by traffic marshals and re-join Chenies Street in forward gear.
1 No cycle parking and 2 No loading bays suspended
Telephone Exchange Building
Passenger/ goods Hoist
Minerva House
E
North Crescent
Chenies Street
Construction vehicles access North Crescent West (W) in reverse gear. Traffic controlled by traffic marshals and re-join Chenies Street in forward gear.
Tottenham Street
W
Tottenham Court Road
Bin Storage
Eisenhower Centre Vehicle Access
Alfred Place
Chenies Street
Construction and Retail waste vehicles access Alfred Mews in reverse gear. Traffic controlled by traffic marshals and re-join Tottenham Court Road in forward gear
R.P.M.
Project
Chenies Street
Title
Outline Logistics Plan
CS/LOG/01
21 Jun 21
Rev 01
STANHOPE