Construction Management Plan

Final Issue: May 2022

164 Shaftesbury Avenue

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
25 April 2022	First Draft	Nathan Bryant - Real PM Limited
28 April 2022	Rev 01	Nathan Bryant - Real PM Limited
05 May 2022	Rev 02	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

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.**"

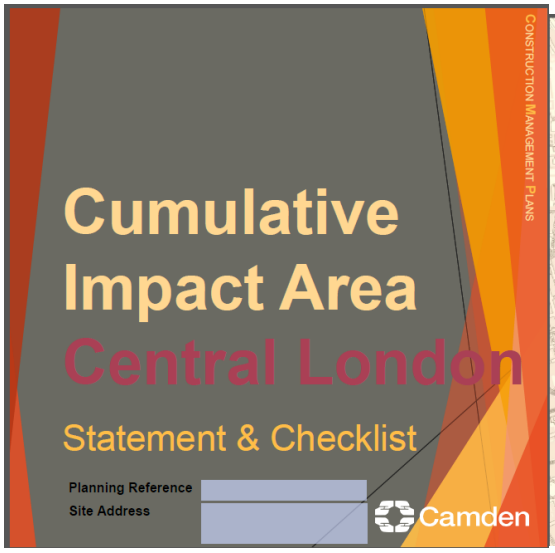
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

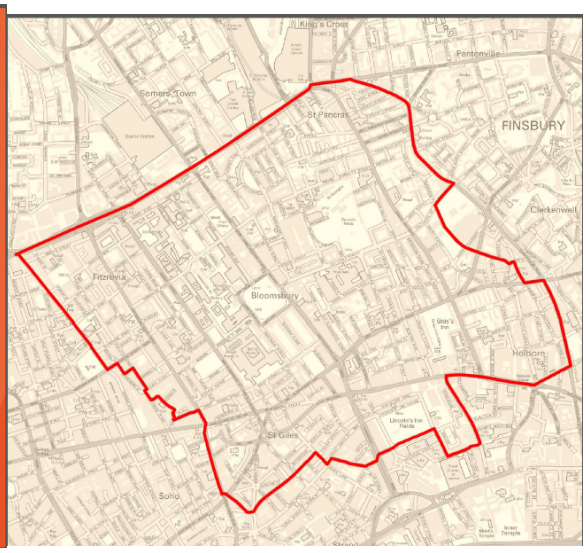
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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.

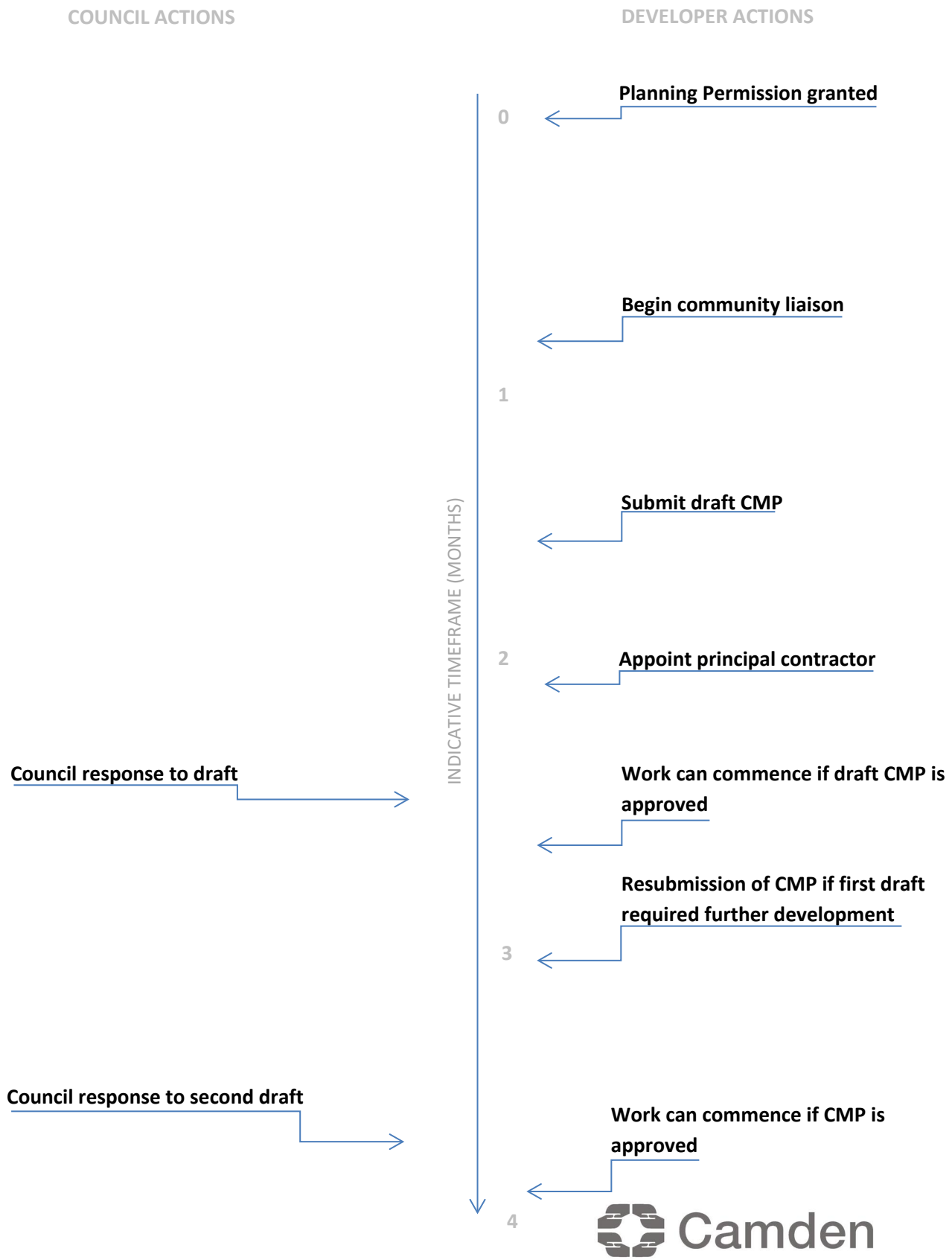
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Camden

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission granted
0
Begin community liaison
1
Submit draft CMP
2
Appoint principal contractor
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
INDICATIVE TIMEFRAME (MONTHS)

Contact

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

Address:

164 Shaftesbury Avenue,

London.

WC2H 8HL.

Planning reference number to which the CMP applies:

TBC

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

Name:	Real PM Limited - Nathan Bryant
Address:	Derbyshire House, St Chad's Street, London. WC1H 8AG.
Email:	nbryant@realpm.co.uk
Phone:	Office - 020 7036 0800
	Mobile - 07920 598 006

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 upon appointment of Contractor
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 upon appointment of Contractor
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 upon appointment of Contractor
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.

This document relates to the building known as 164 Shaftesbury Avenue which is located in within the London Borough of Camden and can be found to the northwest of the Seven Dials area between Covent Garden and Soho. The area is made up of mixed residential and commercial properties with th site positioned on the corner of Shaftesbury Avenue and Mercer Street, bounded by roads and buildings on all elevations. Built in 1975, the existing offce building comprises seven above ground storeys and a single storey basement level.

Shaftesbury Avenue runs along the northern boundary of the site and Mercer Street bounds the site on the eastern boundary. The remaining boundaries to the south and west are residential and commercial buildings fronting onto Mercer Street and Shaftesbury Avenue.

Shaftesbury Avenue to the north of the site is a two-way two lane carriageway and a pedestrian crossing can be found at the junction with Mercer Street.

Mercer Street to the east of the development is a two-way two lane carriageway running north-south between Seven Dials and Shaftesbury Avenue, double yellow line parking restrictions are in place on both sides between parking bays and and the carriageway narrows to single carriageway at its junction with Shaftesbury Avenue.

Figure 01 – Local Site Location Plan

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).

This Construction Management Plan has been prepared by Real PM Limited on behalf of Daejan Investments LTD ('the Applicant') in support of the refurbishment of the existing building 164 Shatesbury Avenue, London. WC2H 8HL. ('the Site') within the jurisdiction of London Borough of Camden 'LBC'.

The development proposals, consist of the following:

"Refurbishment of 164 Shafestbury Avenue an 8 storey single basement building with new façade treatments to Shaftebury Avenue and Mercer Street, new receotion entrance on Mercer Street, Level 5 terrace and refurbished office floor plates served by new services, lifts and escape stairs"

This report sets out details of the works required to carry out the demolition/enabling and construction activities involved whilst outlining their anticipated timescales and identifying the environmental impact of the works and where practicable, proposals for how these are to be mitigated.

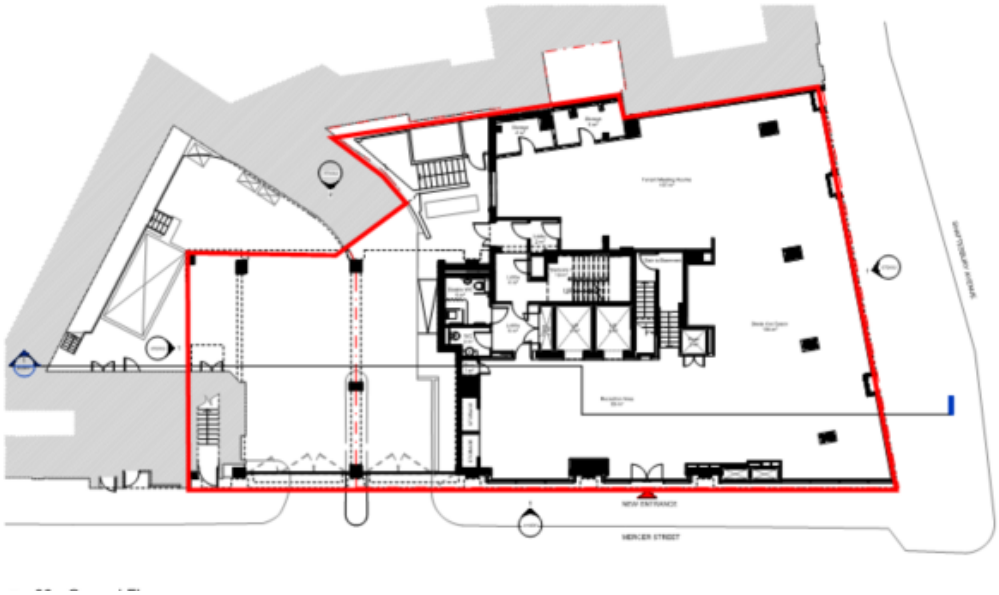


Figure 02 – Existing Building Plot (Redline)

One of the key challenges is to establish a suitable vehicle access to the site for construction vehicles.

Due to the location of the site and existing road layout, direct access for deliveries from Shaftesbury Avenue is not possible so it is proposed Mercer Street will be used for vehicle deliveries to and from the site.

This is currently the location for vehicles accessing the loading bay and basement parking which can be accessed via Seven Dials and Monmouth Street to the southeast of the site.

This route includes a cycle route on Mercer Street the passage of which will need to be carefully managed during deliveries and waste removal vehicle movements.

In addition to the constraints imposed by the local road layout, the presence of neighbours on both Shaftesbury Avenue and Mercer Street boundaries have been considered in the approach to the works, whilst they do not include heavy demolition, they do include some structural alterations, which will require suitable noise, vibration and dust mitigation measures to be implemented.

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).

Refer to Summary Programme in Appendix 1 for further details.

High level summary of the main programme phases:

- Site Set Up and strip out Jul 2022 - Nov 2022
- Scaffold and Façade works Jul 2023 - Nov 2023
- Internal alternations and Fit-Out Dec 2023 - Sep 2024
- Commissioning & PC Jun 2024 - Nov 2024

The following narrative provides a more detailed breakdown of the proposed works on site.

Vacant Possession

For the purposes of this document, we have taken a notional Vacant Possession date of July 2022 following which the site will be secured which will release the initial internal strip out works.

Strip Out

Initial work will be limited to internal asbestos removal and strip out activities only with the main structural and façade works to follow a period of investigation and design activities.

Due to the age and type of construction of the building, we have assumed there are asbestos containing materials (ACMs) within the building that will need to be removed prior to the soft strip commencing.

An internal asbestos Refurbishment / Demolition Survey (R&D) will be undertaken and the results of which will determine the existence of ACM's that may need to be removed and appropriate HSE ASB5 notification protocols.

On completion of the asbestos removal works by a licensed carrier and the issue of appropriate clearance certificate, the proposed measured survey and investigation works to inform the structural and fit our design works can commence.

Demolition – façade and internal works

To facilitate the removal of the existing windows and preparation for the new façade elements on Shaftesbury Avenue and Mercer Street and the new terrace at Level 5-6, the existing building will receive a full scaffold installed on all perimeter faces to allow access and protection to all levels of the building, this will be set approximately 2m from the existing building facade to allow sufficient space for a perimeter scaffold to be erected.

The scaffold will be fully encapsulated to mitigate the escape of dust and noise to the surrounding areas. Suitable scaffold fan protection will be provided to the rear courtyard interface with adjoining neighbours land and properties.

The scaffold will incorporate a pedestrian walkway at street level to both elevations and be locally adjusted to ensure the existing lighting column and telephone boxes remain accessible.

On the upper levels of Shaftesbury Avenue some local pruning to the canopies of the two existing London plane trees may be required to facilitate the installation of the external scaffold, the methodology and extent of these works will be subject to prior agreement with LBC Tree Officer.

The Mercer Street elevation will be the location for the goods hoist and lifting beam at first floor level which will allow the vertical transportation of materials from the street level vehicle loading bay, with scaffold run off platforms provided at each floor level for the delivery of fit out materials and at roof level for the delivery of external heat rejection plant.

The structural demolition works to prepare the building to receive the new façades will be carried out progressively from top down using mechanical hand tools and diamond cutting used where necessary. The demolished structure will be progressively removed to ground level where is will be removed from site in bulk skips accessing site on Mercer Street.

In addition to the external demolition works there are structural works required to remove the level 5 plant room enclosure and internal works to the structural core which will be undertaken in tandem with the external works.

During the demolition phase, dust, noise and vibration minimisation techniques will be used to minimise negative impact on the surrounding neighbours.

Façade Works

The external scaffold and material hoist will be used for access to each floor level where window replacement, installation of the new facade bays to Shaftesbury Avenue and Mercer Street and external decoration will be carried out, with materials delivered by vehicle on Mercer Street.

These works will incorporate the provision of the new entrance on Mercer Street with the existing entrance on Shaftesbury Avenue closed and incorporated into the new façade elements on this elevation.

During the installation of the external façade elements the new level 5-6 terrace area will be constructed, and external cladding installed with support from the external goods hoist.

Upon completion of the building façade and external roof works the scaffolding will be removed.

Fit Out, Lifts, Core Areas and Basement

An internal Cat A fit out is being provided across the office floors and new toilet facilities at the core level with access to a remodeled reception which will be provided from Mercer Street.

The fit out works on the core are planned to commence once the façade is weather tight with works progressing floor by floor and incorporating the new toilet and core fit out works.

New lift installation will commence on completion of the formation of the additional shaft and once these are operational, they will be temporarily protected and brought into beneficial use to allow transportation of operatives and materials to the floors.

Plant Rooms / Areas

The main plant is in the basement of the building with heat rejection, air handling plant and ductwork at roof level.

The office and toilet air handling units may require craneage to install them in position at roof level, which by application to LBC would require a temporary road closure of Shaftesbury Avenue for the positioning of a mobile crane at a weekend.

Basement plant fit out works will progress once the strip out works, and new service connections are available. These works include new toilet, locker and shower facilities together with cycle storage.

Final Clear Commissioning Period and Practical Completion

16 weeks have been allowed for commissioning following Power On.

8 weeks have been allowed for final completions once all the fit-out works have been completed.

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 6.00pm 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:

- Roof plant installation by mobile crane (subject to review of plant sizes and weights),
- Hoist erection/dismantling works,
- 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 / LBC.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The site is located with the Cumulative Impact Area for Central London and an appropriate assessment has been completed and can be found in Appendix 03 of this document.

Figure 03 below identifies potential receptors that are likely to be affected by the proposed enabling and construction works.

Those included in the plan below have been issued the pre-application consultation letter contained with Appendix 04.

These are also tabulated to provide a summary of the receptors likely to be affected.

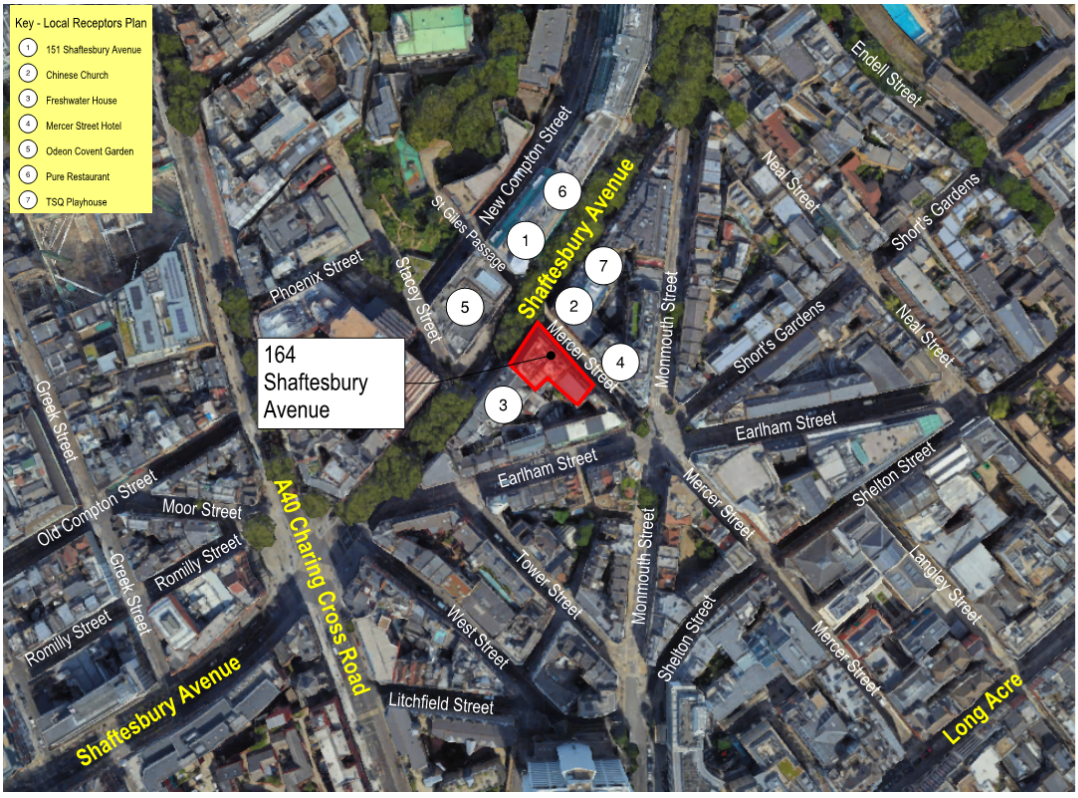


Figure 03 – Potential Key Receptor Plan

As noted above, the neighbours included within the receptor plan have been issued an initial consultation letter requested feedback on the proposals.

Below is a full list of those issued the pre-application consolation letter found within Appendix 04

Shaftesbury Avenue

- Odeon Convent Garden (Cinema) - 135 Shaftesbury Ave, London WC2H 8AH
- Pure (Restaurant/ Online Food Store) – London WC2H 8HR - Temporarily Closed
- TSQ Playhouse (Bar) - 166-170 Shaftesbury Ave, London WC2H 8JB
- Travelzoo Europe Ltd (Office building) - Shaftesbury House, 151 Shaftesbury Ave, London WC2H 8AL
- Brickfield Properties Ltd (Office building) - 158, 162 Shaftesbury Ave, London WC2H 8HR
- Hogarth Worldwide (Office building) - London WC2H 8HR
- FOPP (Music Shop) - 1 Earlham St, London WC2H 9LL
- Bali Bali (Indian Restaurant) - 150 Shaftesbury Ave, London WC2H 8HL
- Talli Joe (Indian Restaurant) - 152-156, Shaftesbury Ave, London WC2H 8HL
- Thai Square Convent Garden (Thai Food & temple-inspired décor) - 166-170 Shaftesbury Ave, London WC2H 8JB

Mercer Street

- Chinese Church in London (Church) - London WC2H 8HR
- LUMAS Gallery London (Art Gallery) - 21-23 Earlham St, Seven Dials, London WC2H 9LL
- Radisson blue Edwardian (Hotel with a restaurant) - 20 Mercer St, London WC2H 9HD

To date no responses have been received from the neighbours identified to receive the pre-planning consultation letter.

Receptor Type	Receptor – see plan for [number]	Potential Impacts from Construction Works
Religious		
	[2] Chinese Church	10m from the nearest potential noise/dust source at the northeast boundary. There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic
Offices		
	[1] 151 Shaftesbury Ave	20m from the nearest potential noise/dust source at the southern boundary. There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic.
	Earlham House	1m from the nearest potential noise/dust source at the southern boundary. There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic
	[3] Freshwater House	1m 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 occupants/visitors to be impacted by construction traffic
Residential		
	[4] Mercer Street Hotel	20m from the nearest potential noise/dust source at the southeastern boundary. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic.
Restaurants, shops, pubs Theatre		
	[7] TSQ Playhouse	40m from the nearest potential noise/dust source on the Gray's Inn Road boundary to the west. There is the potential for impact from construction noise, dust and vibration and for staff and users to be impacted by construction traffic.
	[6] Pure Restaurant	50m from the nearest potential noise/dust source at the eastern boundary. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic.

Table 01 – Potential Key Receptors

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.

As noted in the response to Question 10, the neighbours included within the receptor plan have been issued an initial consultation letter requested feedback on the proposals.

Below is a full list of those issued the pre-application consultation letter within Appendix 04

Shaftesbury Avenue

- Odeon Convent Garden (Cinema) - 135 Shaftesbury Ave, London WC2H 8AH
- Pure (Restaurant/ Online Food Store) – London WC2H 8HR - Temporarily Closed
- TSQ Playhouse (Bar) - 166-170 Shaftesbury Ave, London WC2H 8JB
- Travelzoo Europe Ltd (Office building) - Shaftesbury House, 151 Shaftesbury Ave, London WC2H 8AL
- Brickfield Properties Ltd (Office building) - 158, 162 Shaftesbury Ave, London WC2H 8HR
- Hogarth Worldwide (Office building) - London WC2H 8HR
- FOPP (Music Shop) - 1 Earlham St, London WC2H 9LL
- Bali Bali (Indian Restaurant) - 150 Shaftesbury Ave, London WC2H 8HL
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- Thai Square Convent Garden (Thai Food & temple-inspired décor) - 166-170 Shaftesbury Ave, London WC2H 8JB

Mercer Street

- Chinese Church in London (Church) - London WC2H 8HR
- LUMAS Gallery London (Art Gallery) - 21-23 Earlham St, Seven Dials, London WC2H 9LL
- Radisson blue Edwardian (Hotel with a restaurant) - 20 Mercer St, London WC2H 9HD

To date no responses have been received from the neighbours identified to receive the pre-planning consultation letter.

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.

Throughout the demolition and construction phases of the works Community Liaison will take the form of a monthly newsletters and regular community meetings. These will provide a forum for the community and project to communicate around upcoming activities, concerns and how they may be addressed. It is envisaged that once the main contract works commence these forums will be under the leadership of the Principal Contractor.

The frequency of meetings will be at least monthly and be reflective of the sensitivity of the works at key stages through the programme and similarly be held at key stages of works stakeholders.

A member of the Principal Contractor's 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 will 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 and providing the 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 equivalent to attaining 'Exceptional'.

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.

Contractors working on the development will be required to register with TfL FORS (Freight Operator Recognition Scheme), CLOCS (Construction Logistics and Community Safety) schemes and ensure compliance with Euro 6/VI vehicle emission standards.

In addition to the requirements of FORS and CLOCS, construction vehicles should be fitted with cycle specific safety equipment, Fresnel lenses, side scan equipment that results in an audible beep in the driver's cab when a cyclist is on the left inside space. Under-run guards are also required to prevent cyclists from coming into contact with lorry wheels. Vehicles must also carry signs to warn cyclists and pedestrians to help reduce the risk of collisions on the capital's road.

We can confirm the documents 'Guide for Contractors Working in Camden' has been read and understood and that the appointed Contractor/s 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.

The project is located within the Central London Cumulative Impact Area and as such a Cumulative Impact Assessment has been prepared and can be found in Appendix 4.

Following a review of the Planning Portal we are not aware of any existing or anticipated construction sites in the local area that will impact or be impacted by the proposed works.

Should any potential site be identified appropriate mitigation measures will be identified and implemented with this document.

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.

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.

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

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 primary construction access and egress route to the site for construction vehicles has been considered carefully to reduce the impact of vehicle movements on the local community and road network alike. Following review of the physical location of access nodes to the site potential routes during demolition and construction stage have been identified.

Following this assessment and review of the local traffic movements, we have identified vehicle access and egress routes from the north and south to ensure efficient links back to the Transport for London Road Network (TLRN).

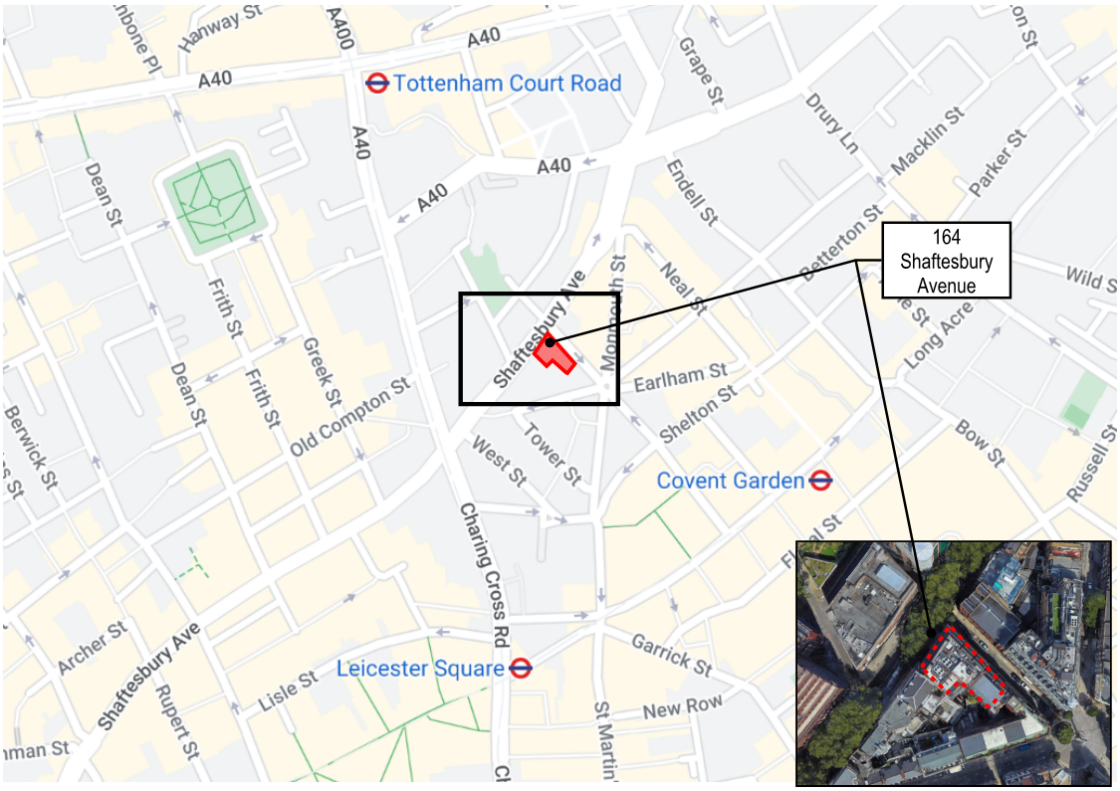

Figure 04 – Wider site location plan

The development is well located in relation to the TLRN, with vehicle access possible from the west and the south providing links to the TfL Primary Road Network (TLRN) as the extract below in Figure 05.

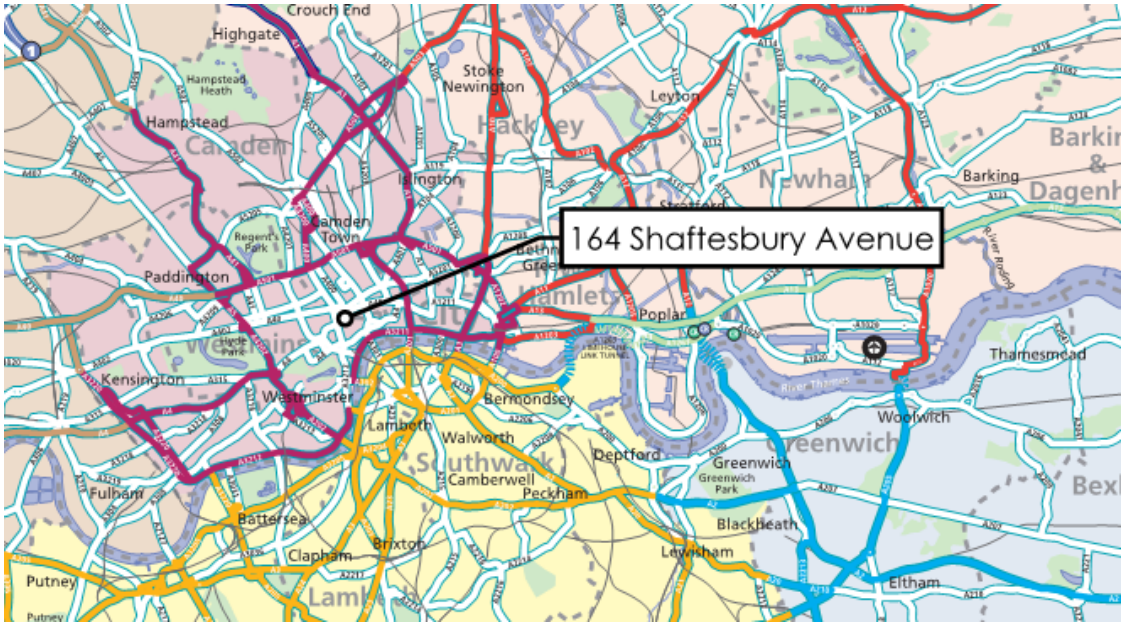

Figure 05 – Site location in relation to the TfL Primary Road Network (TLRN)

The development lies within both the London Congestion Charging and Ultra Low Emission Zones therefore construction vehicles delivering to and from the site will require to comply with their requirements.

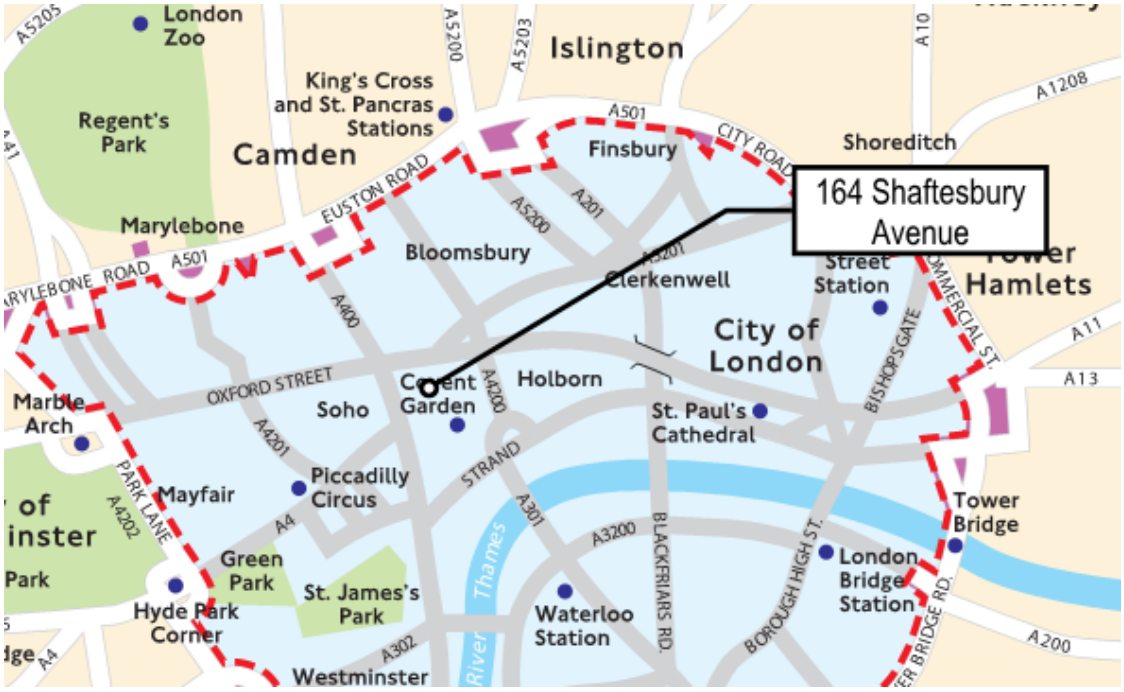

Figure 06 – Site location in relation to the Ultra-Low Emission Zone (ULEZ) map

Pedestrian Access

Two-way pedestrian access will be maintained to the pavements of Shaftesbury Avenue and Mercer Street, which as noted earlier in this document has been achieved by the installation of a hoarded and fully illuminated scaffold will be installed to the building elevations providing a safe access route for pedestrians at street level.

Construction Vehicle Routing

Due to the restricted urban nature of the site and local road arrangements, access from the Shaftesbury Avenue to the north of the site is not proposed, therefore we have proposed that construction vehicles arriving at the site will be processed from Mercer Street arriving via Monmouth Street and Seven Dials.

The primary access route detailed below identifies the optimum route for vehicles arriving at the site.

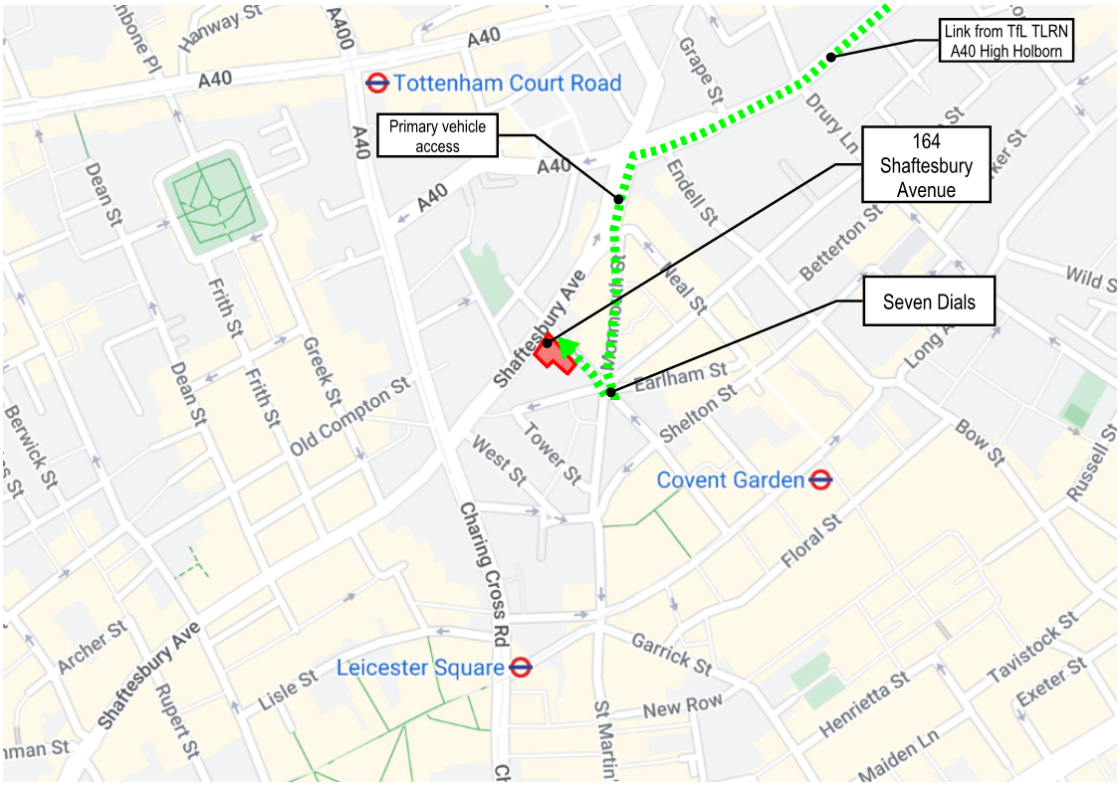

Figure 07 – Construction Access Route

Construction Vehicle Routing (cont'd)

The primary access route detailed below identifies the optimum route for vehicles leaving the site from Mercer Street making a left turn onto Shaftesbury Avenue to join the TfL TLRN.

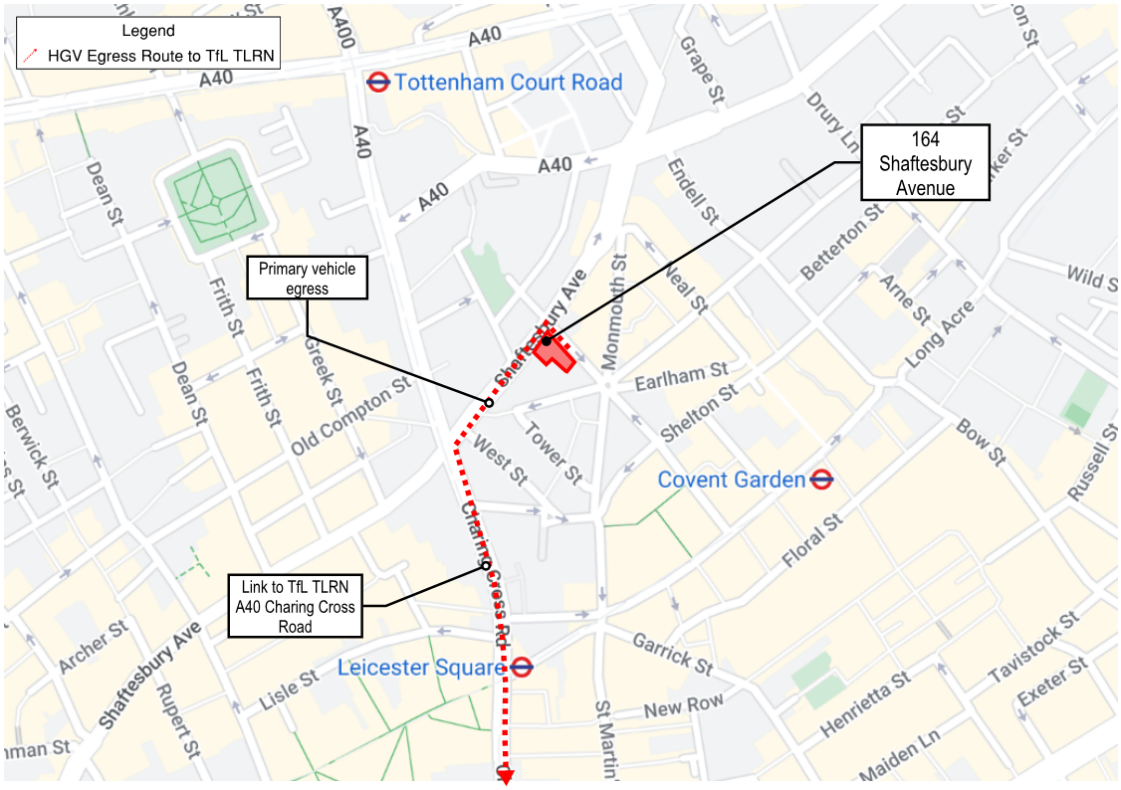

Figure 08 – Construction Egress Route

The extract below from the logistics plan within Appendix 3 indicates the overall location of the site, surrounding existing buildings together with construction vehicle access provided from Mercer Street. (Shown hatched in red).

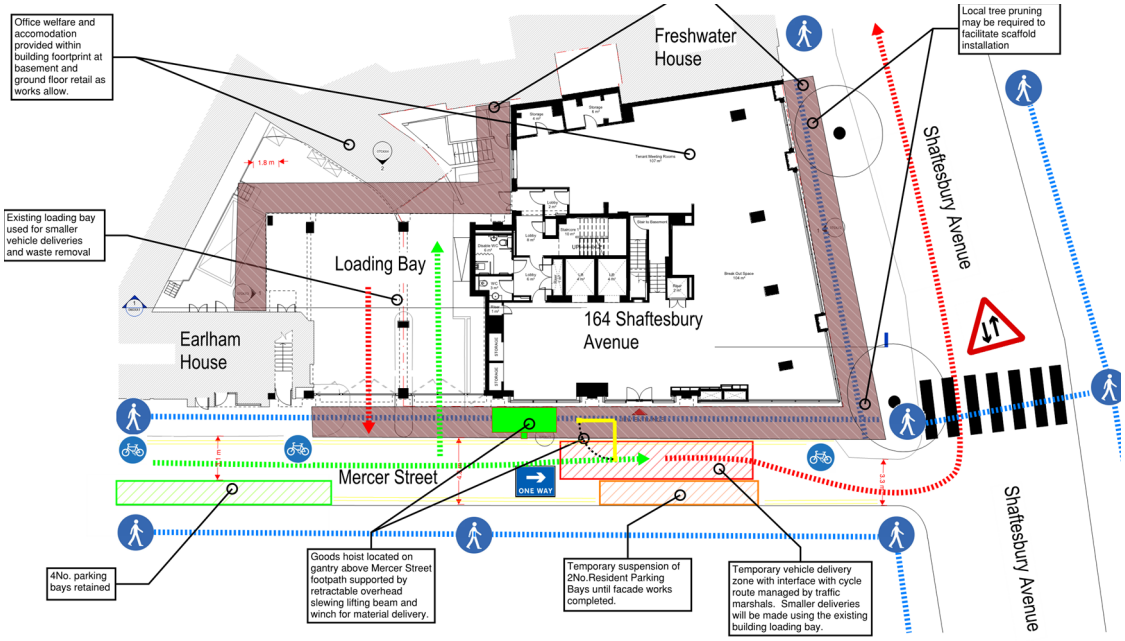

Figure 09 – Extract of Logistics Plan indicating construction vehicle access/egress location on Mercer Street

Logistics Principles

The logistics plan within this document has been developed using the constraints as guiding principles and are intended to illustrate access to and from the site during the works.

The plan included within the document details the vehicle access and egress location during the works and identify the vehicle routes to and from the proposed temporary vehicle delivery zone on Mercer Street.

Logistics outline proposals

Details of the logistics arrangements are illustrated within Section 5.0 of this document with the following indicating the proposed outline of how the project will be established.

The following sections cover the specifics around Shaftesbury Avenue and Mercer Street.

Shaftesbury Avenue

The pedestrian walkway to the west of the development will remain open to the public in both directions beneath a scaffold gantry. During the enabling phase of the project a solid hoarding will be erected to secure the site and the external demolition scaffold which will reduce the existing width by approximately 2.5m.

The existing trees on this elevation will be pruned and suitably protected as required.

Due to the proximity of the enabling works to install the scaffolding, pedestrian gantry and demolition activities it is likely some seasonal pruning of the canopies to trees on Shaftesbury Avenue will be required but noting they will remain exposed throughout the construction process, a suitable tree protection management plan will need to be implemented.

If deemed necessary, an arboriculturist will be appointed to the project to ensure that a tree pruning, and protection methodology is be prepared to ensure a tree management plan is agreed in conjunction with TfL Asset Protection team and protection measures installed and maintained in accordance with BS 5837.

Mercer Street

This will be the location for the vehicle delivery zone for the project and provide pick up location for all vehicle deliveries to and from site.

It is acknowledged that Shaftesbury Avenue is not suitable for vehicle access for deliveries therefore, it is proposed that construction vehicle delivery to the building will take place using a temporary vehicle 'pit lane' located on Mercer Street.

As noted elsewhere in this document the 2No resident parking bays on the north footway of Mercer Street will need to be temporarily relocated to maintain traffic during the implementation of the delivery 'pit lane'.

Managed by trained Traffic Marshals, the 'pit lane' and the associated temporary traffic management will be implemented only during deliveries and be sized to allow one parked vehicle to be unloaded using the gantry crane positioned on the scaffold gantry and access materials to the hoist at this level.

On completion of the scheduled delivery slot the pit lane will be removed, and the lane re-opened to traffic.

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.

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

General Vehicle Movements

In order to minimise the impact construction traffic will have on the local area; all vehicle movements both in and out of the site will be managed and monitored by the Logistics Manager who will ensure vehicles do not, other than in the defined pit lanes, wait on Shaftesbury Avenue, Mercer Street, Earlham Street, Seven Dials or other local highways, at any time and are routed to and from site via the routes prescribed in this document.

All vehicle movements to and from the site will be subject to a delivery booking system managed by the contractor's Logistics and Neighbour Liaison Manager and this system will incorporate any special events for the neighbours. The system will also ensure that material deliveries are rationalised to reduce vehicle movements to the site generally. To ensure bottle necks and waiting vehicles are avoided a system will be implemented to ensure that each delivery calls into the site.

The appointed Contractor must have a proven track record for developments for this nature and operate an online booking in system for ALL deliveries and material removal from the site.

A detailed heavy goods vehicle analysis has been undertaken and details can be found within the Appendix 1 of this report. Based upon the resource loading of the programme, we expect peak vehicle numbers to reach 23 for a limited period during the main contract structural and fit out works, with this dropping to an average of 12 per day.

One vehicle movement relating to a single vehicle entering and existing the site via the previously noted primary HGV routes.

To ensure that all vehicles leaving the site are suitably cleaned at the key demolition and sub-structure stages of the programme, a dedicated logistics team will be in place to wash down vehicles prior to re-entry to the highway. This team will use jet-wash lances at a specific 'wash down area' to prepare the vehicles before they enter the highway together with regular road sweeper visits to sweep and wash the primary egress route local to the site.

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

In line with LBC requirements demolition and construction vehicle movements and deliveries that cannot be accommodated on site will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

Deliveries that can be made onto the site will occur within the standard working hours (8am until 6pm).

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 via the loading bay gates and/or arrival in the vehicle un-loading zone on Mercer Street will be fully manned by competent traffic marshals when in use.

Foot traffic will be temporarily 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;

> 7.5te

> 3.5-7.5te

< 3.5te

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

Construction Vehicle Type	Frequency	Comment
Tipper Lorry	N/A	
Van	Up to 12 daily	Delivery of small materials, plant, etc.
Low Loader	N/A	
Mobile Crane	Occasional	For installation of roof plant (TBC)
Articulated Lorry	N/A	
Lorry	Frequent during fit out period	Delivery of general materials including raised flooring, plasterboard and metal framing and toilet fit out materials.
Flat Bed Lorry	Occasional	Will be used for delivery and removal of scaffolding, lifting beam and hoist.
Grab Lorry	Occasional	Collection of arisings from excavations where not applicable by standard tipper lorry
Concrete Pump	N/A	
Concrete Truck	Up to 1 per day but not every day	During sub and super structure concrete works
Skip Lorry	Frequent 6yds up to 3 per week, 40 yards up to 2 per week	General segregated waste removal

Table 02 – Estimated Construction Vehicle Frequencies

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 within the timescales that would require consideration at this stage.

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

At this stage detailed swept paths have not been commissioned as the routes proposed are suitable for heavy goods vehicle uses.

Should this be required going forward to the next stage swept paths can be provided for the agreed construction vehicle routing.

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.

Due to the site's location and routing proposed, we have not proposed any off-site vehicle holding areas at this stage.

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.

Due to the location of the site, it is not possible to undertake deliveries by rail or water.

The use of a consolidation centre has not been considered due to the nature and extent of the works, but this may be considered for some of the office and toilet and core fit out materials.

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.

All delivery vehicles will be directed to switch off their engines whilst unloading at the site.

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 within Appendix 2 for detail of proposed access/egress to/from the site.

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.

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 loading bay 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 from, 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 activities 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.

At this stage detailed swept paths have not been commissioned as the proposed routing appears suitable for general construction vehicle access.

Should this be required going forward to the next stage swept paths can be provided for the vehicles access and egress locations together with those noted along the proposed access routes to site if deemed necessary.

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.

Due to the nature of the works, we are not proposing the use of wheel wash facility.

However, it is acknowledged that a minimum requirement of the contractor to manage vehicles that arrive and depart the site for deliveries and where appropriate a jet wash facility will be employed as and when required to provide vehicle cleaning before vehicles re-join the highway.

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

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

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Refer to the logistics plan within Appendix 2 for details of vehicle access and delivery location on Mercer Street.

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.

Refer to Q20b.

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 the logistics plan in Appendix 2 for further details of the proposed temporary vehicle pit lane and parking suspensions on Mercer Street.

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.

Due to the restricted width of Mercer Street the 2No resident parking bays currently located on the north side of the street are proposed to be suspended to allow use of the proposed delivery pit lane outside the site.

It is envisaged these will need to be temporarily relocated for the duration of the façade and fit out works providing access for delivery of materials via the lifting beam and hoist at first floor gantry level.

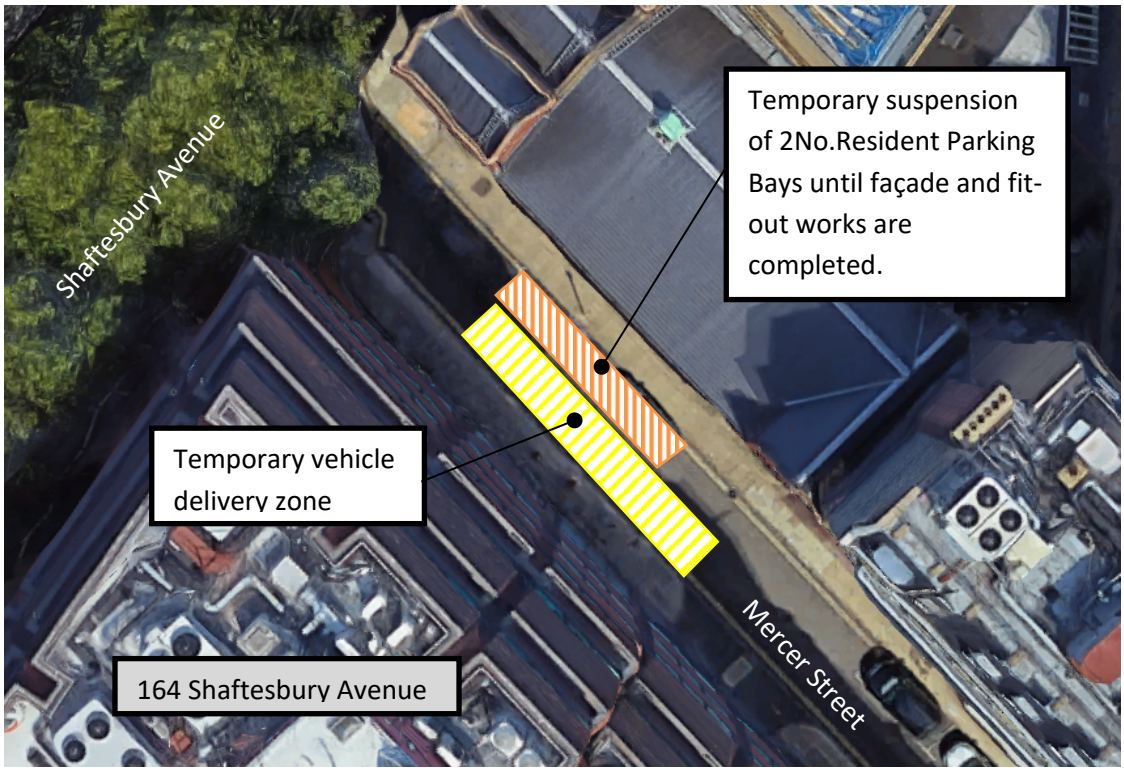

Figure 10 – Proposed parking bay suspension to Mercer Street

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

Due to the constrained nature of the existing site footprint, Mercer Street is the only available practical location for material delivery and waste removal.

It is proposed that he project welfare and accommodation will be located within the site footprint at basement level, subject to the provision of suitable ventilation.

The footpath to both Mercer Street and Shaftesbury Avenue will remain open to the public with a fully hoarded and illuminated and hoarded scaffold tunnel in accordance with LBC Highways standards which will allow the external scaffold to be sited above.

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.

No highway works proposed – use of the existing vehicle car park/loading access from Mercer Street is proposed.

Whilst yet to be defined it is envisaged that some external works will be required to the footways of Shaftesbury Avenue and Mercer Street which will require some temporary local diversions to the footpaths.

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.

Other than temporary footpath diversions during the installation of the external scaffolding and associated protection hoarding, it is not currently envisaged that any diversions or works requiring diversion of the existing footways or cycle routes.

Safe operation of the Mercer Street cycle route will need to be managed my traffic marshals during the delivery of materials to and removal of waste from the site from the proposed vehicle delivery bay.

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 Q. 25 above.

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.

Refer to Appendix 3 for the extent of the proposed external scaffold and protected pedestrian walkways to be located on Shaftesbury Avenue and Mercer Street.

27. Services

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

The existing building has incoming utility supplies for electricity, gas, water and telecoms together with drainage outfall connections to the local sewer.

Due to the nature of the works these are to be retained and re-used without the need for additional services to be brought into the site.