Demolition and Construction Management Plan

Revision 04.2: 18 August 2022

Acorn House

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
18 February 2022	First Draft	Nathan Bryant - Real PM Limited
22 March 2022	Second Draft	Nathan Bryant - Real PM Limited
14 April 2022	Revision 02	Nathan Bryant - Real PM Limited
23 June 2022	Revision 03	Nathan Bryant - Real PM Limited
24 June 2022	Revision 04	Nathan Bryant - Real PM Limited
24 June 2022	Revision 04.1	Nathan Bryant - Real PM Limited
18 August 2022	Revision 04.2	Adam Vine - CPC Project Services

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.**"

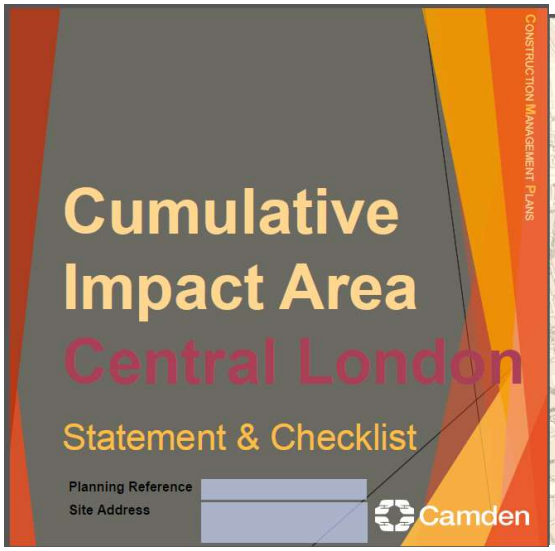
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

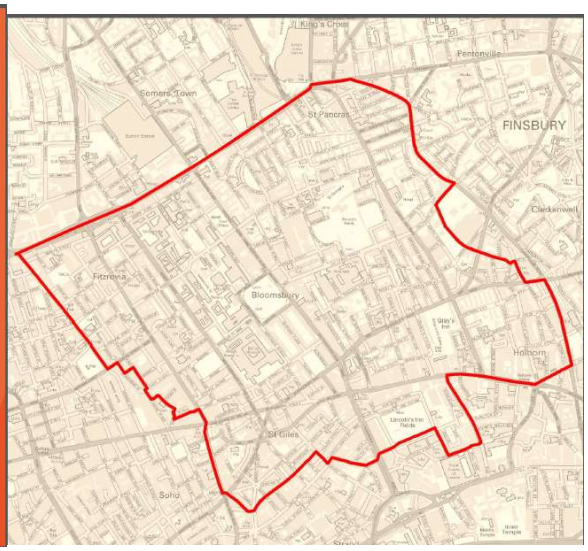
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

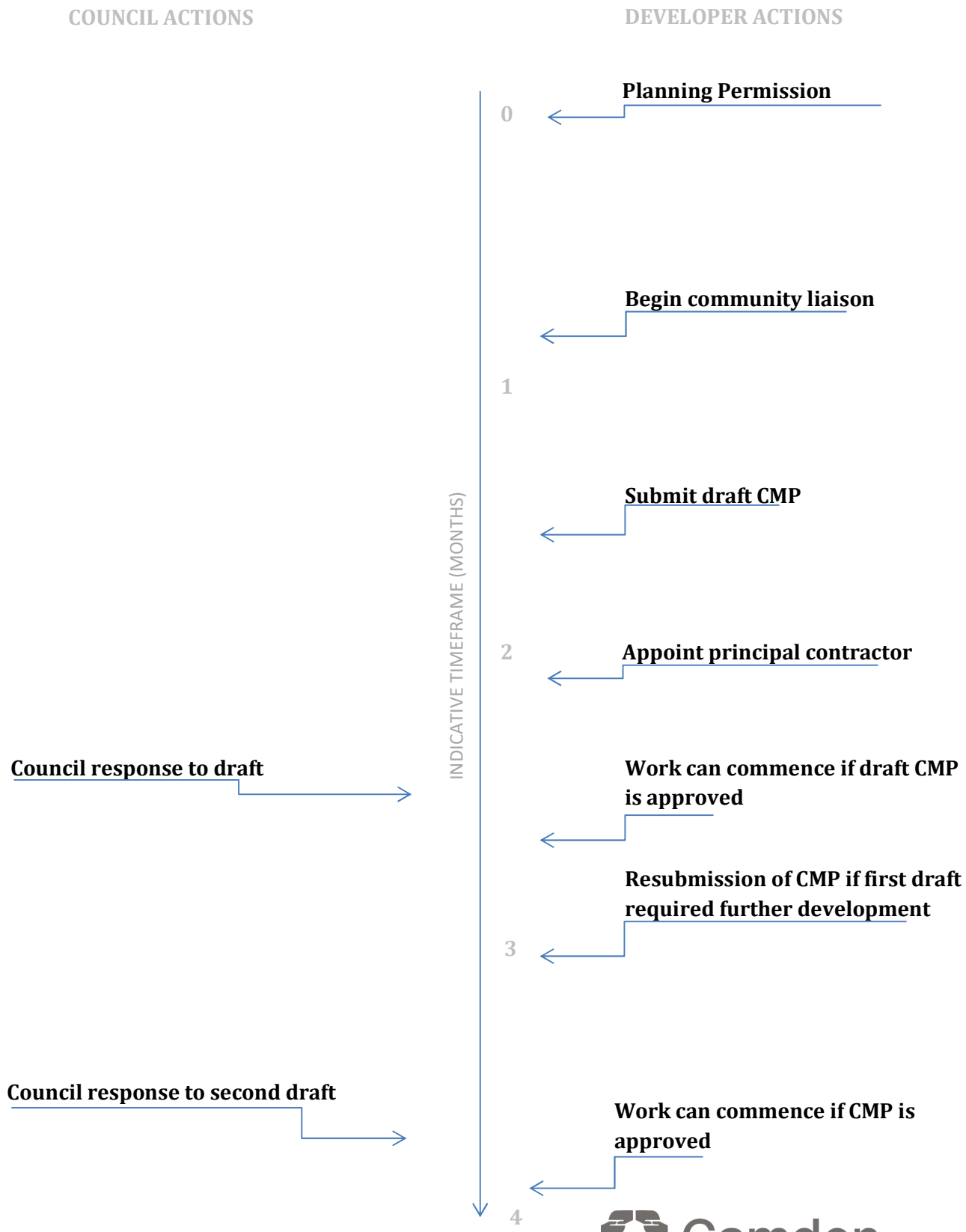
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – 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





Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
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

Contact

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

Address:

314-320 Acorn House

Gray's Inn Road,

London.

WC1X 8DP.

Planning reference number to which the CMP applies:

2020/3880/P.

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.

For Demolition Phase

Name:	Richard Strong - John F Hunt Ltd
Address:	London Road, Grays, Essex RM20 4DB
Email:	Richard.Strong@johnfhunt.co.uk
Phone:	0207 247 0632

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.

Details provided below for demolition phase of works, Main Contractor details will be provided upon appointment

Name:	Richard Strong - John F Hunt Ltd
Address:	London Road, Grays, Essex RM20 4DB
Email:	Richard.Strong@johnfhunt.co.uk
Phone:	0207 247 0632

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.

The proposed development known as Acorn House is located in located King's Cross, within the London Borough of Camden and can be found to the south of King's Cross in an area of mixed residential and commercial properties off the Gray's Inn Road at its junction with Swinton Street.

The existing site which is currently occupied by a 6-storey concrete framed building with a masonry façade and a single level of basement accessed via a ramp off Swinton Street.

The site is located within the Bloomsbury Conservation Areas is bounded by mainly residential and commercial properties which will provide some logistical challenges in terms of access during the demolition and construction phases, but in general terms the site is well served by vehicle access primarily from Swinton Street.

Gray's Inn Road to the west of the site is a one-way three lane carriageway and bus lane which reduces to two lanes at its junction with Swinton Street as it heads north and merges into Euston Road. Swinton Street to the north of the development is a one-way two carriageway street whose westbound carriageway connects via a traffic light-controlled junction with Gray's Inn Road. Both are designated red routes.

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 Access Self Storage/Precis Holdings Ltd ('the Applicant') in support of the comprehensive redevelopment of the existing building Acorn House, 314-320 Gray's Inn Road, London WC1 8DP ('the Site') within the jurisdiction of London Borough of Camden 'LBC'.

The development proposals, consist of the following:

"Redevelopment of Acorn House as a part 6, part 10 storey mixed-use building with 33 affordable homes (with external playspace at level 6, a community room and terrace at level 9), affordable office space and retail unit at ground and basement level; together with cycle parking facilities and associated ancillary uses. "

The proposed development being undertaken relates to site which is situated on the corner of Gray's Inn Road and Swinton Street and is a short walk from King's Cross Station, the existing 7-storey building, predominantly office accommodation with 1no. residential unit and a lower ground floor car park, with vehicular access from Swinton St. Built c. 1965, the building has a distinctive saw-tooth façade to Swinton Street and external frame at ground floor.Swinton Street is a designated red route, is traffic light controlled at its junction with Gray's Inn Road and is the location for a bus stop to the east of the site, all of which present challenges in terms of construction vehicle movements therfore careful consideration is given to traffic flow and its interface with the proposed site access and Swinton Street construction delivery 'pit lane'.

The Gray's Inn Road side of the site will not be used for any construction traffic, deliveries or waste removal.

As detailed further in this document the approach to demolition and construction logistics, site deliveries and external scaffolding during demolition has been tailored to mitigate potential impacts upon the local traffic and residents through adjustments in delivery times, maintaining pedestrian movements on both Swinton Street and Gray's Inn Road and the use of demolition techniques that mitigate noise and vibration impact at the boundary.

This report sets out details of the works required to carry out both 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.

It is the intention that this dcoument will be further developed by the successful demolition and constrcution contractors as they are appointed.

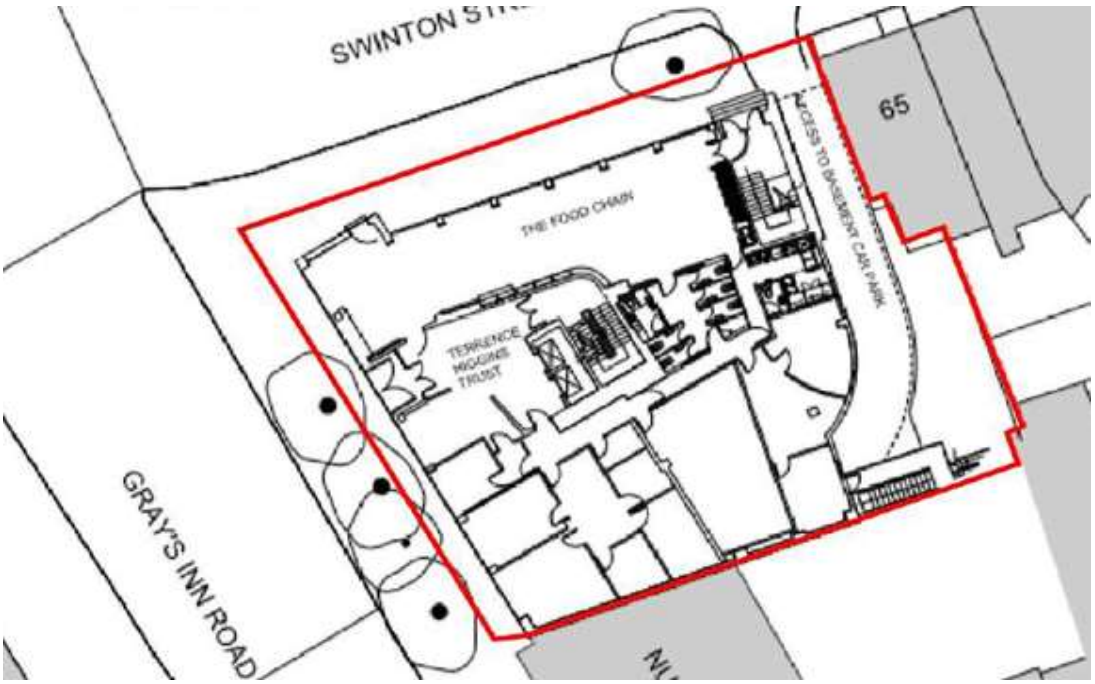


Figure 02 – Existing Building Plot (Redline)

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 time slice Programme in Appendix A and accompanying logistics/phasing plans for further details.

High level summary of the main programme phases:

- Site Set Up Sept 2022 - Oct 2022
- Demolition Oct 2022 - Jan 2023
- Sub/Superstructure Feb 2023 - Jan 2024
- Fit Out/Commissioning & PC Oct 2023 - Dec 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 September 2022. Once vacant possession has been achieved, a mobilisation and planning period will commence will includes preparation of project plans, application of licences, procurement and onsite investigations and surveys to further inform methodologies and temporary works designs i.e., services identification, asbestos R&D survey and structural investigations.

Site Set up and Enabling Works

Once vacant possession has been achieved the building will be secured with a perimeter hoarding to the Gray's Inn Road and Swinton Street elevations, this will be set an approximate dimension of 2.5m from the existing building facade to allow sufficient space for a perimeter demolition scaffold and office and welfare gantry to be erected; any street furniture that the proposed gantry and scaffold cannot accommodate will also be relocated at this time through prior approval with LBC Highways team and TfL.

This will be carried out at the same time as the erection of the pedestrian gantry to Gray's Inn Road that will provide safe access for pedestrians.

On completion of the asbestos removal works by a licensed carrier and issue of appropriate clearance certificate, the soft strip works can commence to strip the building back to its structure prior to demolition. These works will be carried out using the existing lift shaft as vertical distribution and material cleared across the floor slab to vehicles on Swinton Street via the scaffold load out gantry.

Demolition

Prior to demolition the incoming services will be capped off to allow the safe demolition to take place. Demolition will be carried out from top down using plant lifted onto the roof slab (subject to loading capacity checks of the hollow pot floors); and will progressively be undertaken down to ground floor level. Roof mounted plant will be removed during the initial crane lift where possible.

The building will have a full scaffold installed on all perimeter faces to allow access and protection to all levels of the building. The scaffold will be fully sheeted to mitigate the escape of dust and noise to the surrounding areas and include a load out gantry over the Swinton Street pavement. Suitable scaffold protection will be provided to the roof of 65 Swinton Street and the rear courtyard interface.

At this stage, an electronic real time structural movement monitoring regime which incorporates agreed trigger and action levels will be installed to the existing basement structure. These will be remotely monitored through the demolition and sub-structure phases to ensure agreed trigger and action levels are not exceeded and appropriate hold points identified.

The structural demolition will be carried out progressively from roof level using a number of machines including large excavators with hydraulic hammer attachments. The demolished structure will be progressively removed from site in bulk skips with smaller light duty vehicles initially accessing the car park off Swinton Street.

In advance of the ground floor slab removal the temporary sub-station will need to be commissioned and the changeover from the existing carried out to allow for its removal and the temporary sub-station proposed on Swinton Street installed; timings of which will be arranged with UKPN to ensure a changeover across a weekend.

Once the demolition has been completed to the ground level slab, some temporary structural supports will need to be installed to allow the ground floor slab to be demolished while ensuring that the existing retaining walls do not collapse. The remaining ground floor and fit out slabs can them be removed.

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

Towards the latter stages of demolition, the welfare and office accommodation will be relocated from within the building onto the proposed cantilever steel gantry located on Swinton Street which will serve the remainder of the demolition works and ongoing construction activities.

Construction

A luffing jib tower crane will be installed from Swinton Street, this will require a partial or potentially full road closure for the mobile crane to install the crane.

This crane will be used for the installation of the new concrete frame, elements of the façade and roof plant. Given the tight nature of this site, this crane will also be used to lift the materials for the internal fit out to the correct floors using a preston platform or similar crane loading platform.

Once the service pits/cores are formed, the above ground structural works will commence. The new concrete frame will be constructed utilising the tower crane and a static pump for the placement of concrete.

We expect the façade will be formed from a proprietary metsec/SFS system, installed off the new concrete floorplate spanning between columns and a masonry facade installed from an external access scaffold.

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

Office and Residential Fit Out – Risers, Lifts & Core Areas

The fit out works on the core are planned to be carried out “separately” from the office and residential works. The fit-out works are planned to start once the core is waterproofed.

The risers and lift shaft need to be formed in the core level by levels. Following the shafts formation, the risers and lift installation can start.

As soon as practicable towards the end of the fit-out period the office and welfare will be relocated into the building to allow the external gantry to be removed and the external works reinstated.

Plant Rooms / Areas

There are two plant room areas in the building. One is located on the basement levels and the other at roof level. The works for the upper-level plant commence once Level 9 roof slab and associated upstands are complete and waterproofed.

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:

- Tower crane erection/dismantling works,
- Welfare cabin mobilisation/demobilisation,
- 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.

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 1 of this document.

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

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

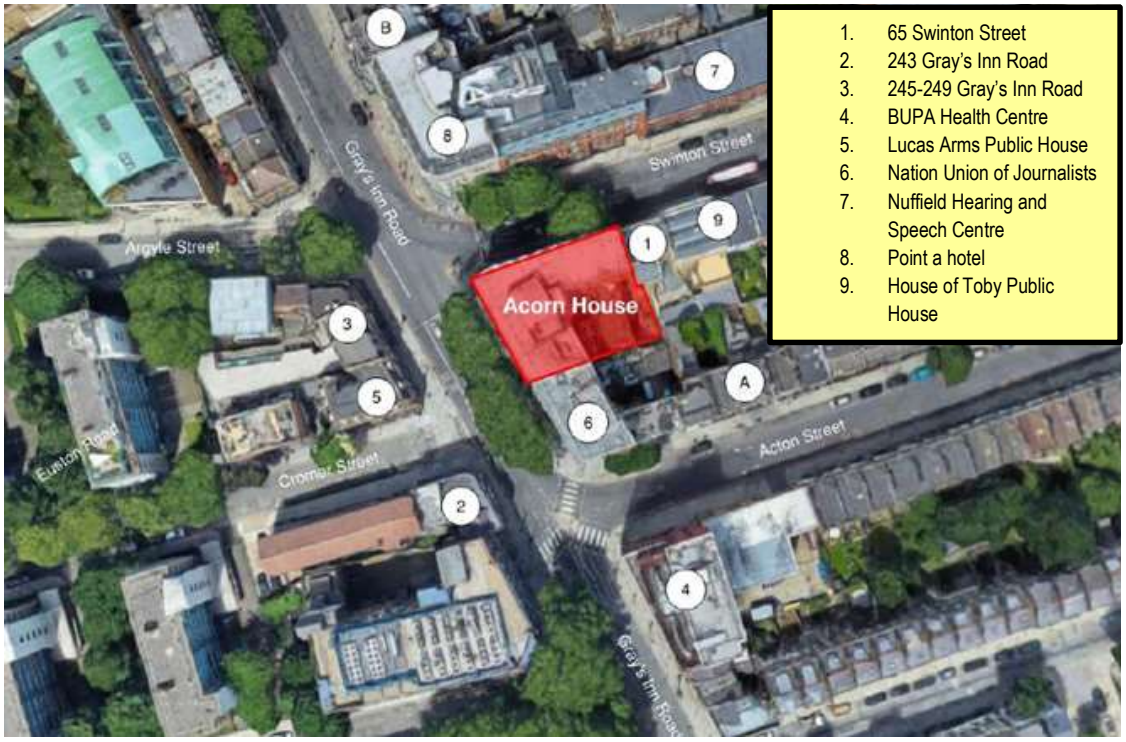


Figure 03 – Potential Key Receptor Plan

There are existing London plane trees to both Gray's Inn Road and Swinton Street that will need to be protected during the works.

Due to the proximity of the enabling works to install the scaffolding and demolition activities it is likely some seasonal pruning of the canopies to trees on both Swinton Street and Gray's Inn Road will be required but noting they will remain exposed throughout the demolition and construction process; a suitable tree protection management plan will need to be implemented.

An arboriculturist has been appointed to the project to ensure that a methodology will be prepared to ensure the management plan is agreed in conjunction with TfL Asset Protection team and protection measures installed and maintained in accordance with BS 5837.

Receptor Type	Receptor – see plan for [number]	Potential Impacts from Construction Works
Education		
	[6] Headland House - National Union of Journalists	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
Offices		
	[3] 245-249 Grays Inn Road	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.
	[6] Headland House - National Union of Journalists	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
Residential		
	[1] 65 Swinton Street	1m 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 be impacted by construction traffic.
	[9] The House of Toby	10m 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.
	[2] Point a Hotel	20m from the nearest potential noise/dust source at the northern boundary. There is some the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic.
Restaurants, shops, pubs		
	[3] The Lucas Arms	21m from the nearest potential noise/dust source on the Grays 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.
	[9] The House of Toby	10m 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

There is an existing Network UKPN sub-station situated in the south east corner of the basement, indicated as **1** on the plan below.

The current entrance to the substation is via the car park ramp off Swinton Street which leads to the lower ground floor of Acorn House and provides access for UKPN maintenance vehicles from street level.

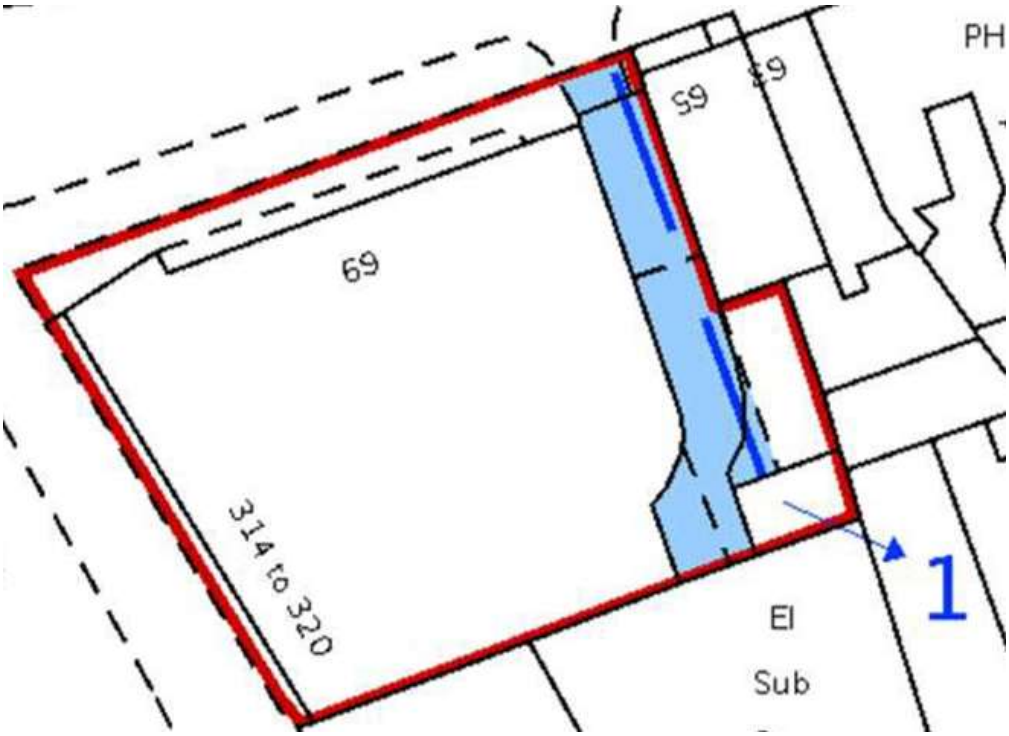


Figure 04 – Extract of title plan denoting existing sub-station (1)

Figure 05 – Extract of proposed ground floor plan denoting proposed UKPN sub-station location

As part of the proposed design, a new sub-station is to be provided at ground floor level which will be accessed directly at street level from Swinton Street.

UKPN are in the process of providing technical and commercial input in the project and as such the final details are yet to be finalised.

To ensure continuity of supply to other customers connected to the sub-station and provide enough power to run the temporary builders supply required during the construction phase of the project, a temporary sub-station arrangement will be required.

Due to the constrained nature of the site, the proposed temporary sub-station cannot be housed on site, nor is it feasible for the existing network sub-station to remain in its current position for the period required to construct the new facility.

Therefore, it is proposed that the temporary sub-station arrangement is located at street level on Swinton Street. Several options have been explored and considered to minimise the impact of the temporary sub-station upon the local highway and following consultation with Camden Council and TfL, a location within the existing vehicle loading bay on the north of Swinton Street is proposed. The proposed arrangement is indicated on the logistics plan within Appendix 3.

This location is well positioned to connect to the existing HV network and as detailed below ensures the pedestrian footpaths to both sides of Swinton Street to be maintained whilst also limiting the impact upon the highway.

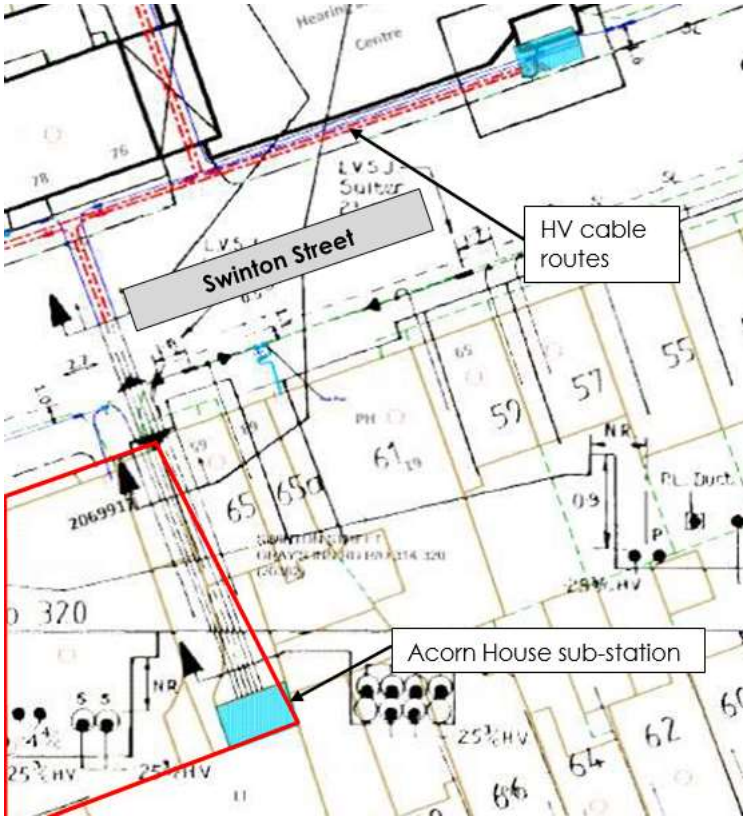


Figure 06 – Extract of UKPN local Network Plan indicating cable routes along and across Swinton

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 part of the consultation on the draft CMP for Acorn House, the team will email key stakeholders and neighbours who engaged in the pre-application consultation directly, notifying them of the consultation and provide a copy of the first construction newsletter providing an overview of the construction programme.

A community newsletter providing an update on the project, timescales for works to start on site, and an overview of the draft Construction Management Plan (CMP) will be distributed to 3,458 local residents and businesses on w/c 27 June 2022. It will ask for local residents and businesses to provide any feedback on the CMP within two weeks of the newsletter being delivered. A copy of the newsletter has been included within the appendices.

Feedback will be incorporated into an amended draft CMP, which will be uploaded onto the consultation website – www.Belgroveacorn.co.uk – ahead of submission to the London Borough of Camden.

An online survey on the consultation website – www.Belgroveacorn.co.uk Freephone number – 0800 307 7614 and a dedicated email address acornhouse@londoncommunications.co.uk.

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.

A Construction Working Group will not be required for the project, however throughout the demolition and construction phases of the works Community Liaison will take the form of quarterly newsletters.

These will provide an update to the local community about upcoming activities, concerns and how they may be addressed.

Contact details for Demolition Phase

Name: Richard Strong - John F Hunt Ltd

Address: London Road, Grays, Essex RM20 4DB

Email: Richard.Strong@johnfhunt.co.uk

Phone: 0207 247 0632

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 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 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 Main Contractor responsible for the construction works.

Details of the Demolition Contractor are as follows;

John F Hunt Ltd, London Road, Grays, Essex RM20 4DB

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.

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.

Details of the Demolition Contractor who will be the initial Principal Contractor are as follows;

John F Hunt Ltd, London Road, Grays, Essex RM20 4DB

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 Demolition and Principal Main 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 demolition and construction HGVs 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).

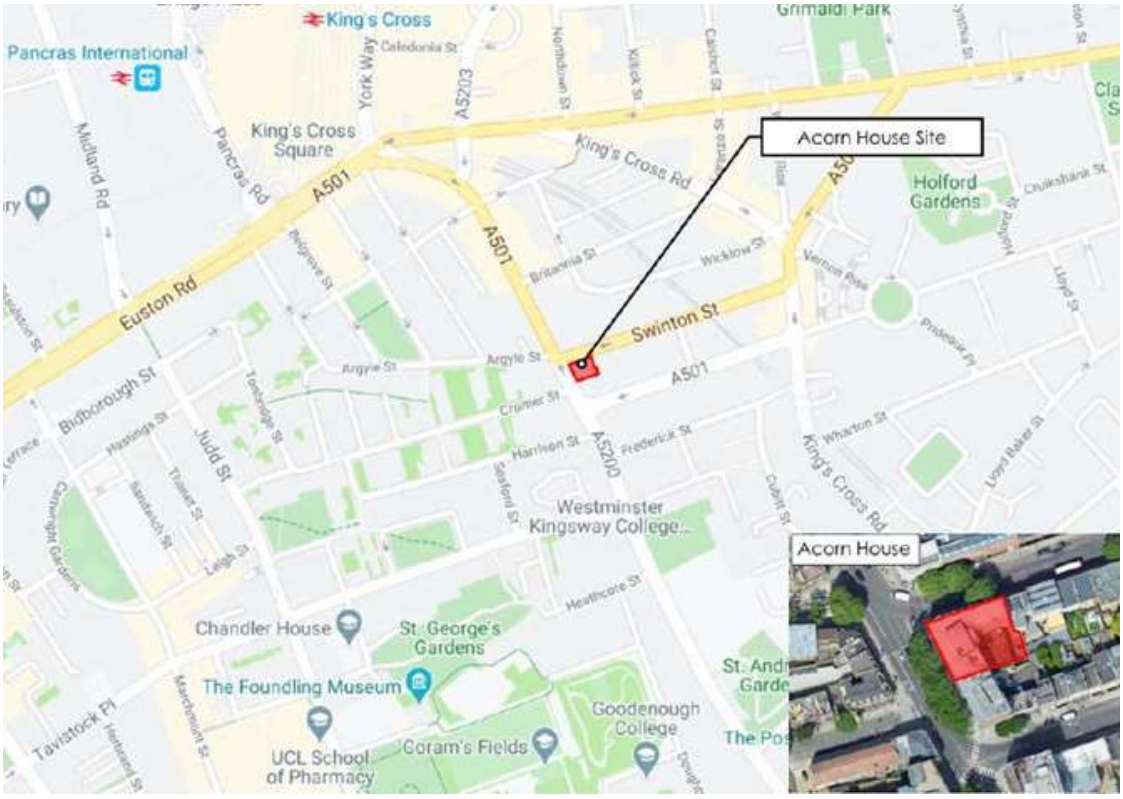


Figure 07 – Wider site location plan

The development lies within both the London Congestion Charging and Ultra Low Emission Zones, situated to the northern boundary of the zones at its interface with Swinton Street and Gray's Inn Road therefore demolition and construction vehicles delivering to and from the site will require to comply with their requirements.

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 08.

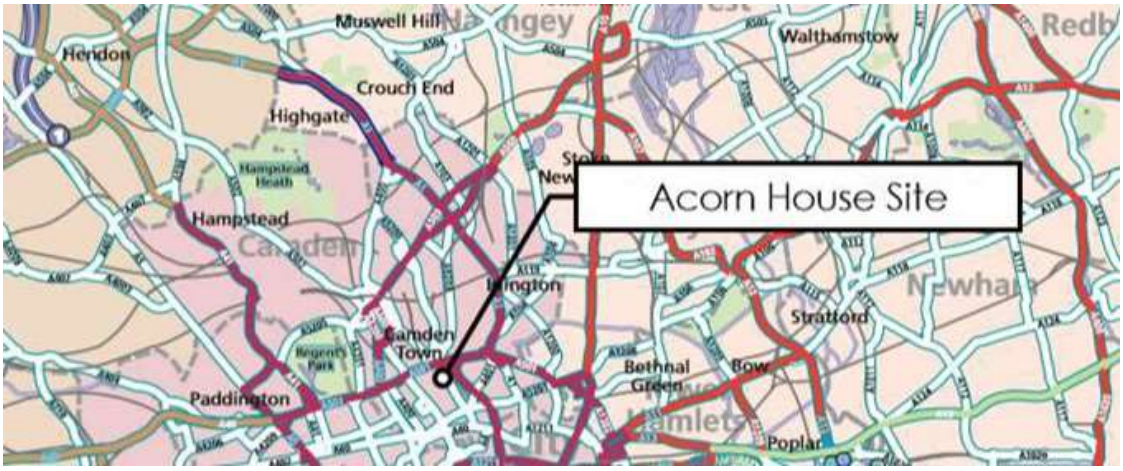


Figure 08 – Site location in relation to the TfL Primary Road Network (TLRN)

Pedestrian Access

Two-way pedestrian access will be maintained to the pavement of Gray's Inn Road, together with Swinton Street, which as noted earlier in this document has been achieved by the locating the temporary sub-station on the north side of Swinton Street in an existing vehicle loading bay opposite the development. In line with discussions held with UKPN and Transport for London (TfL) the loading/parking bays will be required to be suspended from early in the demolition programme until the permanent UKPN sub-station has been constructed.

To further facilitate safe pedestrian access along Gray's Inn Road and Swinton Street during the works, it is proposed that a scaffold gantry 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 Gray's Inn Road to the west is not proposed, therefore we have proposed that construction vehicles arriving at the site will be processed from Swinton Street.

The primary routes detailed below identifies the optimum route for not only HGVs, but all other vehicle types arriving and leaving the site.

Figure 09 – HGV Construction Access and Egress Routes

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 Swinton Street.

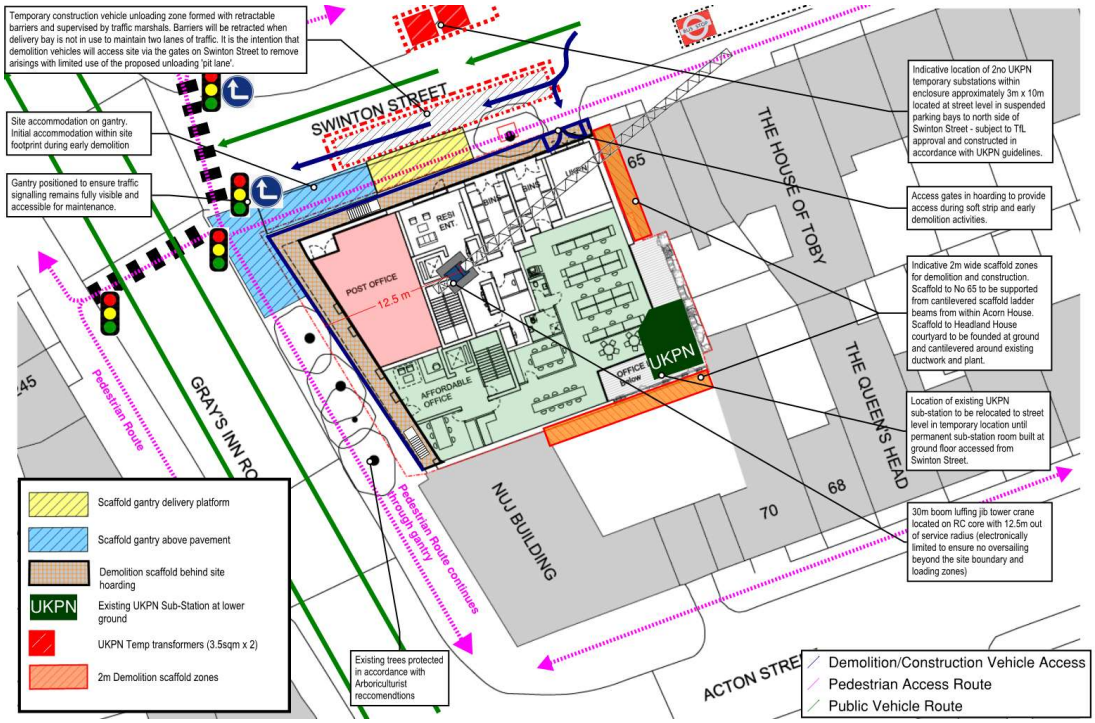


Figure 10 – Extract of Logistics Plan indicating construction vehicle access/egress location on Swinton Street

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 sub/super-structure and envelope and fit out phases of the project.

The plan included within the document details the vehicle access and egress locations during the various phases of the build and identify the construction tower crane location and illustrate the pick-up location necessary for the construction of the basement and super-structures.

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 Gray's Inn Road and Swinton Street.

Gray's Inn Road

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 and the Swinton Street elevation will be pruned and protected in accordance with the requirements of the Arboriculturist report.

Swinton Street

This will be the location for the vehicle delivery zone for the project and provide pick up location for the proposed luffing jib tower crane to be used for construction activities and be the location the project welfare and accommodation which will be positioned on a cantilever steel gantry above the street in compliance with Camden/TfL requirements.

With the exception of concrete pours, where a pump set and concrete mix vehicles will be required for longer durations by arrangement with LBC highways.

To mitigate the potential impact of construction traffic on Swinton Street the timings of the deliveries to the site will be arranged to avoid peak morning and evenings and therefore in the main take place between 1000 – 1600 hrs.

It is acknowledged that Swinton Street is designated a red route and a bus stop is located on Swinton Street to the east of the site, but to facilitate unloading whilst avoiding Gray's Inn Road, it is proposed that construction vehicle delivery to the building will take place using a temporary pit lane located on Swinton Street.

Managed by trained Site Access Marshals, the pit lane and associated temporary traffic management will implemented only during deliveries and be sized to allow one parked HGV's to be unloaded using the tower crane positioned within the site and dependent upon the stage of the programme loaded and distributed at street level or lifted directly into the site.

On completion of the 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, the increase on local 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 Swinton Street, Gray's Inn Road, Acton Street, Great Percy Street, King's Cross Road or other local highways, at any time.

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 programme section of this report. Based upon the resource loading of the programme, we expect peak vehicle numbers to reach 17 for a limited period of time during the main contract 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).

The existing crossover which provides site access from Swinton Street is only suitable for small cars, and therefore all strip and demolition vehicle movements will take place from the Swinton Street pitlane within the restricted delivery hours of 9:30am to 4:30pm. Small vehicles may be permitted to arrive at site earlier if they can be accommodated within the site boundaries via the Swinton Street crossover.

Where this is the case they must then wait with their engines switched off.

Both the pitlane and access gate on Swinton Street will be fully manned by competent traffic marshals when in use. Traffic will be stopped using marshals with stop go signage, allowing construction vehicles to sweep into the pitlane which will be contained by bull barriers, and the use of expanding concertina barriers to ensure 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;

Table 02 – Estimated Construction Vehicle Frequencies

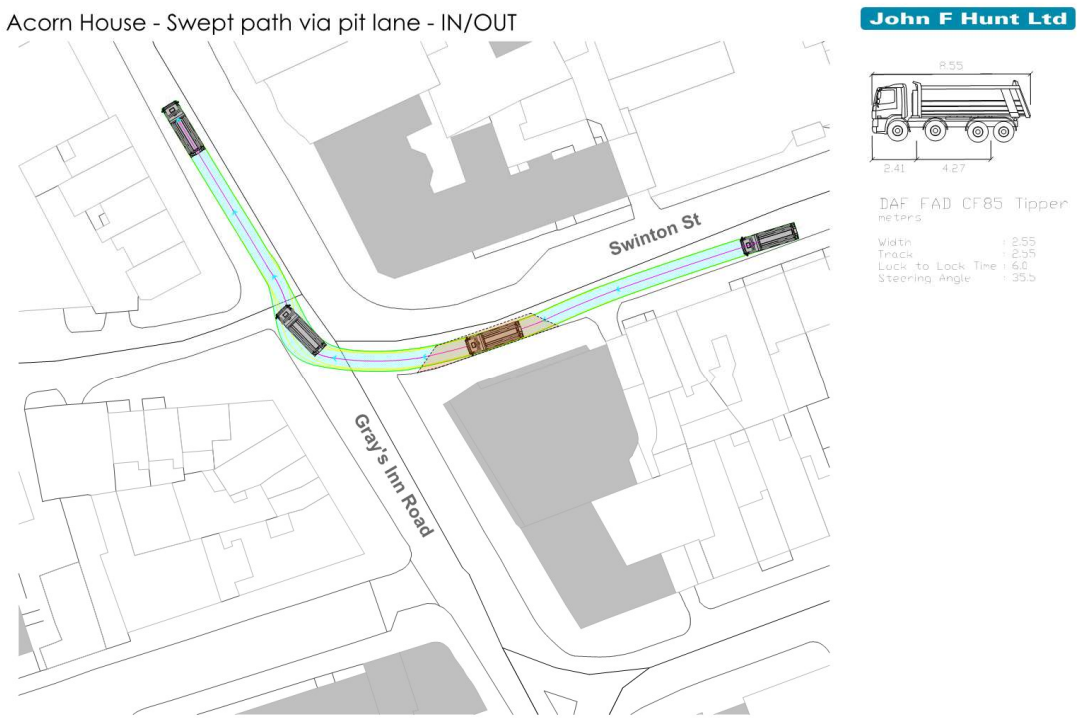
Construction Vehicle Type	Frequency	Comment
Tipper Lorry	Up to 17 daily	Peak for limited periods during demolition, excavation and sub-structure works.
Van	Up to 12 daily	Delivery of small materials, plant, etc.
Low Loader	Occasional	Visits for delivery and collection of larger items of plant.
Mobile Crane	Occasional	Visits to mobilise demolition machinery and erection and dismantling of tower crane. 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	Infrequent - 1 to 5 per week	Will be used for delivery of some materials including curtain walling and prefab/precast elements
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	5 to 10 per day but not every day	During sub and super structure concrete works
Skip Lorry	Frequent 6yds up to 5 per week, 40 yards up to 2 per week	General segregated waste removal

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.

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

A swept path has been prepared indicating the use of the Swinton Street delivery loading bay during demolition.



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 will be considered once the design has been developed further. It is likely there will be pre-cast and prefabricated elements comprising façade and structural elements together with internal services and fit-out components so it would be prudent to consider and review.

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 3 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 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.

Refer to swept path analysis in Section 19c.

There will be limited vehicle access onto the site via the existing crossover on Swinton Street during the demolition with vehicles using the temporary pit lane on Swinton Street where during demolition vehicles will be fed using the scaffold load out gantry and during construction vehicles will be unloaded by tower crane from the pit lane in the same location on Swinton Street.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Due to the site constraints in terms of turning vehicles into the site, we are not proposing the use of fixed wheel wash facility at the site exits; however, it is a minimum requirement of the contractor to manage vehicle access through site by use of any hard standing/haul roads to provide vehicle cleaning that prevent transfer of mud, debris etc. to the highway.

ALL vehicles leaving the site will require wheel washing throughout the duration of 'dirty works' below ground and as necessary.

If required a bunded vehicle jet wash area with any settlement tanks, will be provided to ensure that all vehicles are processed prior to re-entering the public highway. It is further proposed that lorry road sweepers will be employed to sweep the local access and egress roads including, Swinton Street and Grays Inn Road.

The jet wash wheel cleaning area will be actively monitored by the traffic marshals to ensure that all vehicles are visually inspected prior to the vehicle leaving the construction site.

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 3 for details of demolition and construction vehicle access and delivery location on Swinton 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 logistics plans in Appendix 3 for further details.

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.

Swinton Street is a designated red route where it meets Acorn House site so no parking suspensions will be required, and initial site access is available for small vehicles via the existing courtyard for access to the building. Vehicles undertaking waste removal during the soft strip, demolition and sub-structure activities will be situated and serviced from the temporary vehicle delivery bay on Swinton Street.

Applications for TTO's will be made for siting a mobile crane on Swinton Street for the delivery of demolition machinery and for welfare cabin delivery and removal from the gantry.

Once the ground floor slab is formed and the proposed tower crane operational deliveries can only be made from outside the site through the use of a temporary un-loading pit-lane appropriately sized to account for the canopy of the London plan tree located in the footpath.

No vehicle access will take place from Grays Inn Road.

2No parking bays on the north side of Swinton Street are proposed to be suspended for the location of temporary demolition welfare and accommodation and upon removal of this, the temporary location of the UKPN electrical sub-station arrangements required to be in place until the new sub-station has been constructed on site.

Finite duration to be agreed with UKPN but this is likely to be for a period of approximately 12 months.

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 and propose site footprint, Grays Inn Road and Swinton Street are the only available locations for material delivery gantries and the location of associated project welfare facilities.

Welfare will initially be located within the site footprint whilst demolition can safely allow this but once the works progress facilities will be provided on a steel cantilever gantry with cabins located a min of 5.5m above Swinton Street to account for the movement of buses along the red route.

The footpath to both streets will remain open to the public with a fully hoarded and illuminated hoarding tunnel in accordance with LBC Highways standards.

During installation of the scaffold to Grays Inn Road and Swinton St (limited to the footpath will be temporarily closed and pedestrian diverted. This will be undertaken in consultation with Camden/TfL to minimise the impact to the public and ensure measures are implemented (safe alternative routes, working hours etc.)

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 access from Swinton Street is proposed. New external landscaping will be provided to both Grays Inn Road and Swinton Street.

25. Motor vehicle and/or cyclist diversions

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

Refer to logistics plan in Appendix 03 which illustrates the use of Swinton Street parking bays for the location of the UKPN temporary sub-station enclosure.

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 construction tower crane.

During installation of the scaffold/steel gantry to Grays Inn Road and Swinton St (limited to the footpath will be temporarily closed and pedestrian diverted. This will be undertaken in consultation with Camden/TfL to minimise the impact to the public and ensure measures are implemented (safe alternative routes, working hours etc)

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 details of the proposed scaffold and gantries to be located on Swinton Street and Grays Inn Road.

As noted earlier in this document the cabins required to provide office and welfare accommodation for the final stages of demolition and ongoing construction works will be located on a cantilever steel gantry over Swinton Street in accordance with Camden and TfL minimum requirements in relation to the red route and bus operations.

Mobile cranes will be used to mobilise demolition machinery (1no) and welfare cabins delivery and removal (2no), positioned on the public highway i.e., location and hours of work to be agreed with local authorities.

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.

There is an existing Network UKPN sub-station situated in the south east corner of the basement, indicated as **1** on the plan below.

The current entrance to the substation is via the car park ramp off Swinton Street which leads to the lower ground floor of Acorn House and provides access for UKPN maintenance vehicles from street level.

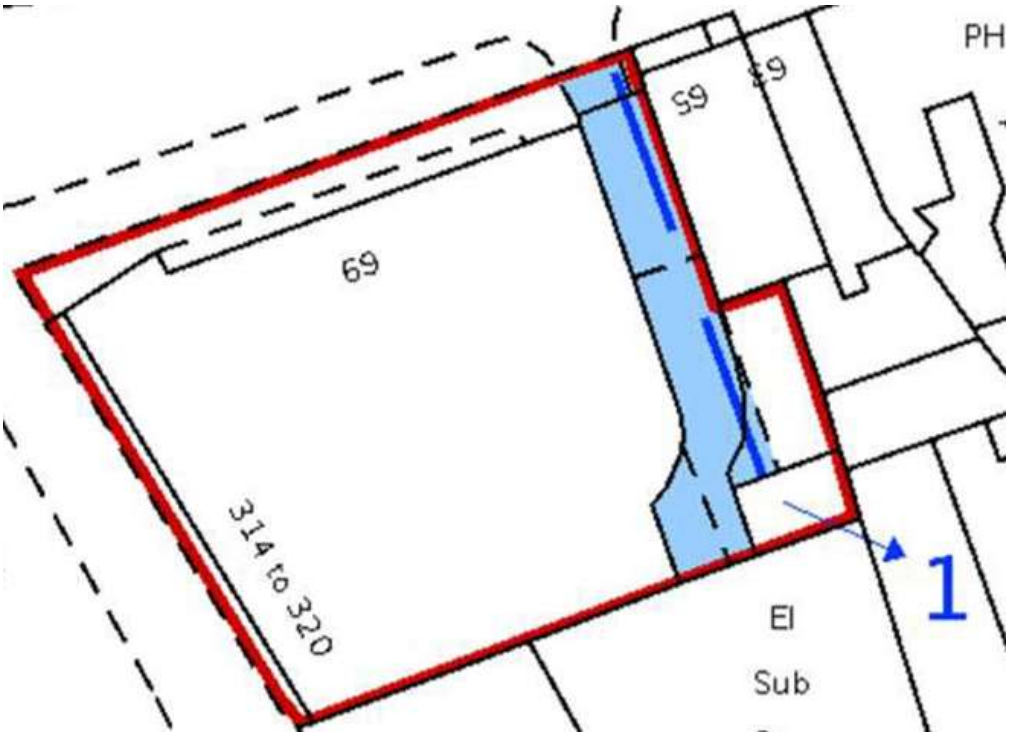


Figure 11 – Extract of title plan denoting existing sub-station (1)

Figure 12 – Extract of ground floor plan denoting proposed UKPN sub-station location

As part of the proposed design, a new sub-station is to be provided at ground floor level which will be accessed directly from Swinton Street.

UKPN are in the process of providing technical and commercial input in the project and as such the final details are yet to be formalised.

To ensure continuity of supply to other customers connected to the sub-station and provide enough power to run the temporary builders supply required during the construction phase of the project, a temporary sub-station arrangement will be required.

Due to the constrained nature of the site, the proposed temporary sub-station cannot be housed on site, nor is it feasible for the existing network sub-station to remain in its current position for the period required to construct the new facility.

Therefore, it is proposed that the temporary sub-station arrangement is located at street level on Swinton Street. Several options have been explored and considered to minimise the impact of the temporary sub-station upon the local highway and following consultation with Camden Council and TfL, a location within the existing vehicle loading/parking bay on the north of Swinton Street is proposed.

This location is well positioned to connect to the existing HV network and as detailed below ensures the pedestrian footpaths to both sides of Swinton Street to be maintained whilst also limiting the impact upon the highway.

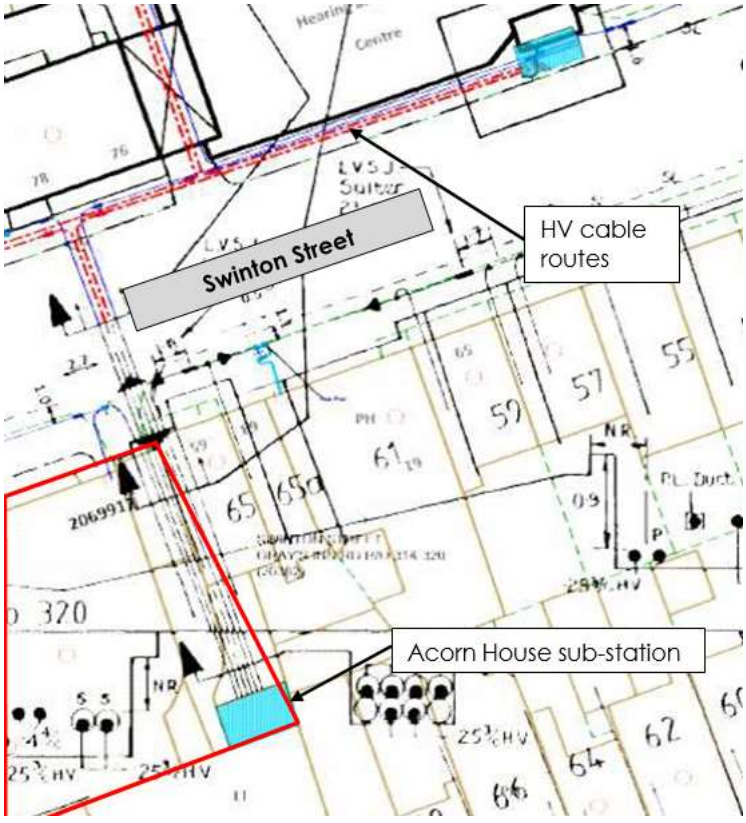


Figure 13 – Extract of UKPN local Network Plan indicating cable routes along and across Swinton

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.

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 03 - Schedule of 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.

The most recent noise survey was undertaken in September 2019, to inform the noise assessment for the Environmental Impact Assessment. The methodology of the noise survey and the findings were provided as part of the planning submission.

Representative background sound levels measured during the survey were:

- LA90,15min 54 dB during the daytime, and LA90,15min 50 dB during the night-time along Swinton Street.
- LA90,15min 52 dB during the daytime, and LA90,15min 48 dB during the night-time along Grays Inn Road.

Based on the requirements of the Camden Council and on the results of the noise survey, all normally operating plant must be designed such that the cumulative noise level at 1 m from the worst affected windows of the nearby noise sensitive premises does not exceed:

- LAeq 47 dB during the daytime, and LAeq 43 dB during the night-time along Swinton Street.
- LAeq 45 dB during the daytime, and LAeq 41 dB during the night-time along Grays Inn Road.

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

Information on predicted noise and vibration levels will be provided by the Demolition and Main Contractor using the noise survey already completed as baseline reference when considering appropriate mitigation measures.

31. Please provide details describing mitigation measures to be incorporated during the 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.

During both the demolition and construction phases, all available measures will be implemented to reduce noise, vibration and dust emissions from construction activities wherever reasonably achievable. 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.
- It is possible some continuous flight auger (CFA) piles will be used onsite. This technique will reduce noise and vibration emissions as far as practicable.
- 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 NSRs.

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 NSRs 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 an
- Hoarding and fencing will be inspected regularly and repaired as necessary, access gates will be well maintained to minimise noise

- 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 NSRs as possible;
- Any compressors brought on to site will be silenced or sound reduced models, fitted with acoustic enclosures, where feasible;
-

- 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 NSRs 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;

- 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.

BS 5228 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 triggers and action levels for the monitoring locations, it is recommended that the following limits are adopted as onsite levels at the monitoring positions for the Phase 1 and Phase 2 works, respectively.

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 specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with focus on both preventative and reactive mitigation measures.

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.

Construction Dust Risk Assessment was completed in accordance with the IAQM and GLA guidance in support of discharge of Condition 22, concluding that it would be 'Medium' Risk. The assessment construction dust monitoring strategy which incorporates 2 monitoring sites and this strategy was agreed by Tom Parkes on 16th February 2022.

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.
- Ensuring that stockpiles are avoided where possible and covered/sheeted if not

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 negligible, during peak construction periods, in the context of local background pollutant concentrations and existing local road traffic emissions.

For the source of water, to minimise dust the site's 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.

Ensure all vehicles leaving the site are also covered/sheeted

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 prior to and 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 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) (document access at bottom of webpage), 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**.

An Air Quality Assessment was undertaken for the Proposed Development at planning application stage.

For construction dust, it is anticipated the work associated with the Proposed Development would be high-risk based on the IAQM's Guidance on the Assessment from Demolition and Construction[1] and Greater London Authority (GLA) guidance[2].

As such, mitigation measures for high risk sites have been recommended. Specifically the GLA 'The Control of Dust and Emissions during Construction and Demolition SPG"

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. (See Appendix 7 of the SPG 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.

- 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.

The Construction Dust Risk Assessment undertaken by Air Quality Consultants (AQC) identifies the site as Medium Risk of dust soiling during and Low Risk during construction, earthworks and for trackout. The site is identified as a Negligible risk of human health impacts as a result of all construction activities.

Impacts of dust soiling are typically in relation to loss of amenity and potential nuisance effects of dust which is most noticeably attributable to the coarser fraction of dust (i.e. >10 microns in diameter). Impacts on health relate to the impacts of the construction activities on the short-term PM10 concentrations at nearby sensitive receptor locations.

The site action level used will follow the criteria detailed in the IAQM (2018) Guidance on monitoring in the vicinity of demolition and construction sites.

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 HSE.

It is considered necessary to monitor for dust soiling and PM10 emissions, using real time automatic monitors, as recommended on Appendix 8 of the GLA's Supplementary Planning Guidance on the Control of Dust and Emissions from Construction and Demolition (GLA, 2014). All monitoring will be carried out in accordance Camden Council's requirements for real-time dust monitoring on demolition and construction sites (Camden Council, 2021).

It is recommended to start the monitoring survey at 3 months prior to commencement of the initial works, as outlined in part B of condition 22 of the planning permission:

"Prior to commencement of development, evidence demonstrating that the monitors have been in place for at least 3 months prior to the proposed commencement date shall be submitted and approved in writing by the local planning authority."

Based on the outcome of the Construction Dust Risk Assessment there is anticipated to be a Medium Risk during demolition and Low Risk of impacts during the majority of the works, it is considered that two Osiris monitors (optical analysers, which utilise light scattering of particulates) will be appropriate. These monitors are MCERTS accredited for PM10 measurements and recommended for this purpose by the IAQM in its Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites (IAQM, 2018). The Osiris monitors are to be located at the site boundaries close to sensitive receptors, ideally oriented with regard to the prevailing wind. Figure 07 shows the proposed locations for the two monitors.

Figure 13 – Proposed Monitoring Locations

The exact locations of the two monitors to be installed on site needs to consider access, security and power supply. Camden Council have requested that the monitors not be located on or powered via lampposts. During the baseline monitoring period, power supply will be readily available from the existing building.

Following a detailed review of the site, it is proposed that during this period, one of the monitors will be located on the first-floor balcony at the Grays Inn Road façade and the other on the fire escape at the rear of the building towards the south-east of the site.

Potential locations directly on the eastern boundary were investigated, however, no suitable locations were identified due to location of a void directly adjacent to the high boundary wall. Power will be supplied from the existing building, so there will be no requirement to obtain power from lampposts.

Camden Council will be provided access to the real-time PM10 monitoring data and log-in details sent to airquality@camden.gov.uk, once the monitors have been fully installed on site.

The guidance recommends red trigger levels of 250 µg/m3 is set as a 15-minute mean and 190 µg/m3 as a 1-hour mean for concentrations of PM10 close to construction sites. Internal amber PM10 alerts will be set at 150 µg/m3 (15 minute mean). Action in the event an alert occurs is as follows:

- Amber alert – site manager or other appropriate person to review activities to identify any potential dust or particulate sources and if cause of alert relates to a site activity, mitigation will be put in place immediately to reduce impacts
- Red alert – site manager or other appropriate person to review activities to identify any potential dust or particulate sources.
- if cause of alert relates to a site activity, mitigation will be put in place immediately to reduce impacts.
- if the mitigation is identified as insufficient then activities causing the elevated dust / particulate levels will cease.

In the event exceedances of the trigger levels automatic alerts will be issued to the site manager who will investigate the cause of the exceedance and implement additional mitigation if necessary.

Air quality monitoring data will be collected from the air quality monitors for the duration of baseline, demolition and construction works and will be issued on a monthly basis (within 4 weeks of month-end)to the council by e-mail to Tom.Parkes@camden.gov.uk, airquality@camden.gov.uk and SustainabilityPlanning@camden.gov.uk. The monthly summaries will include mean concentrations, alert level exceedances and data capture rates and explanations for any exceedances and data loss for each month. Any photographic records taken will be kept, recorded, and maintained alongside monitoring records. The installed real-time MCERTS Particulate (PM10) monitors will be calibrated annually, in accordance with manufacturer's instructions.

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.

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

An initial non-intrusive asbestos demolition survey was carried out by Lucion Environmental Ltd on 14 April 2021 which identifies asbestos containing materials (ACM's) will need to be removed prior to strip out works commencing.

Prior to soft strip and demolition activities commencing an intrusive pre-demolition survey will be undertaken and the appropriate HSE notification process followed prior to any works taking place.

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4): https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm

Direct link to NRMM Practical Guide (V4):
https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

From 1st September 2015

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

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

From 1st September 2020

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

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

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

a) Construction time period: September 2022 – December 2024.
Refer to the Summary Programme within Appendix 1 for further details.

b) Is the development within the CAZ? (Y/N):
Yes. The development (shaded red) is located within the Central Activities Zone (shown shaded in orange), and the development is located within the Greater London Zone (shown shaded in blue) and therefore NRMM (Non Road Mobile Machinery) will be required to meet at least Stage IV of EU Directive 97/68/EC.

Figure 14 – Extract of NRMM Development Zone Map

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.

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: ……

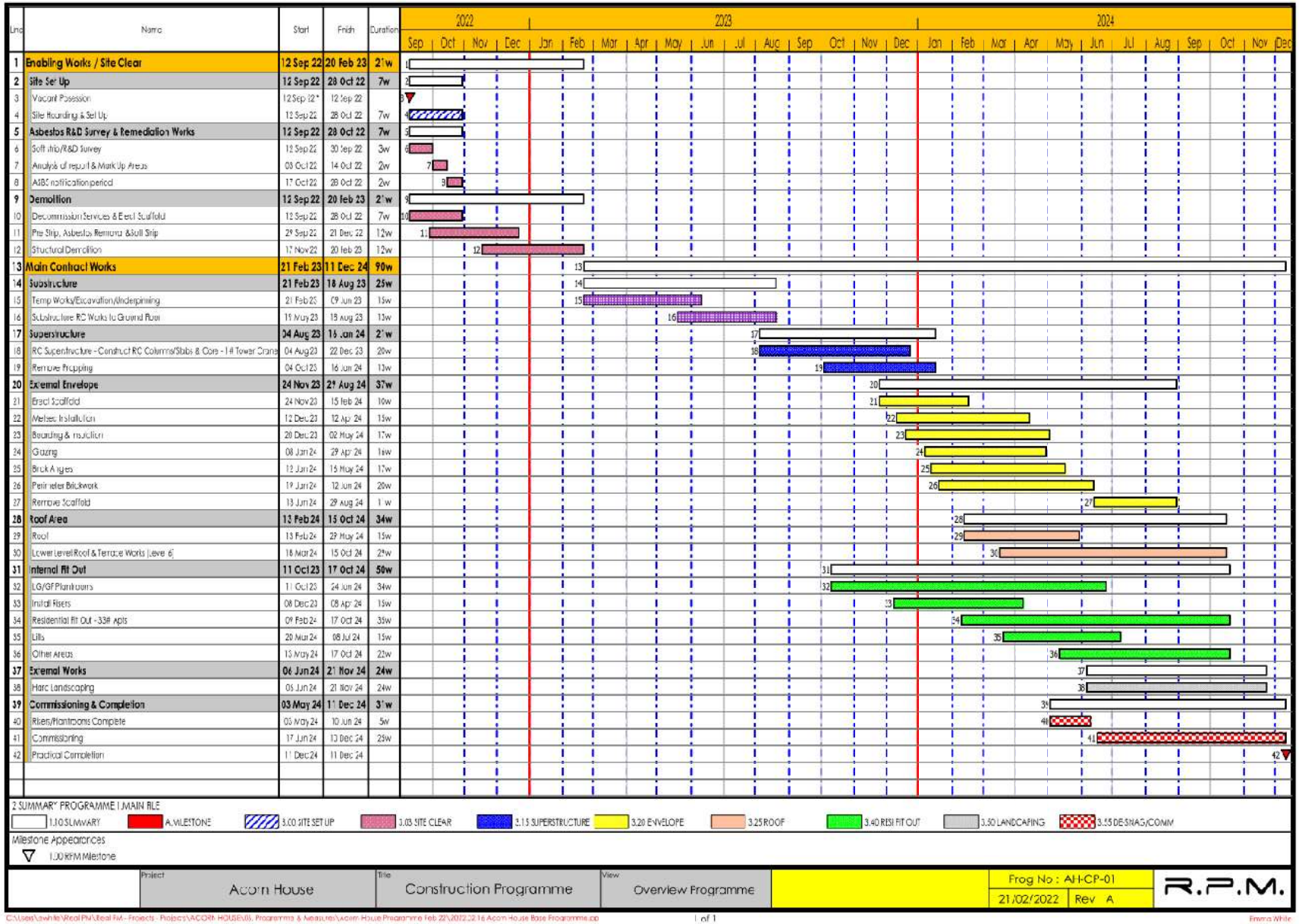
Please submit to: planningobligations@camden.gov.uk

End of form.

V2.7

Appendices

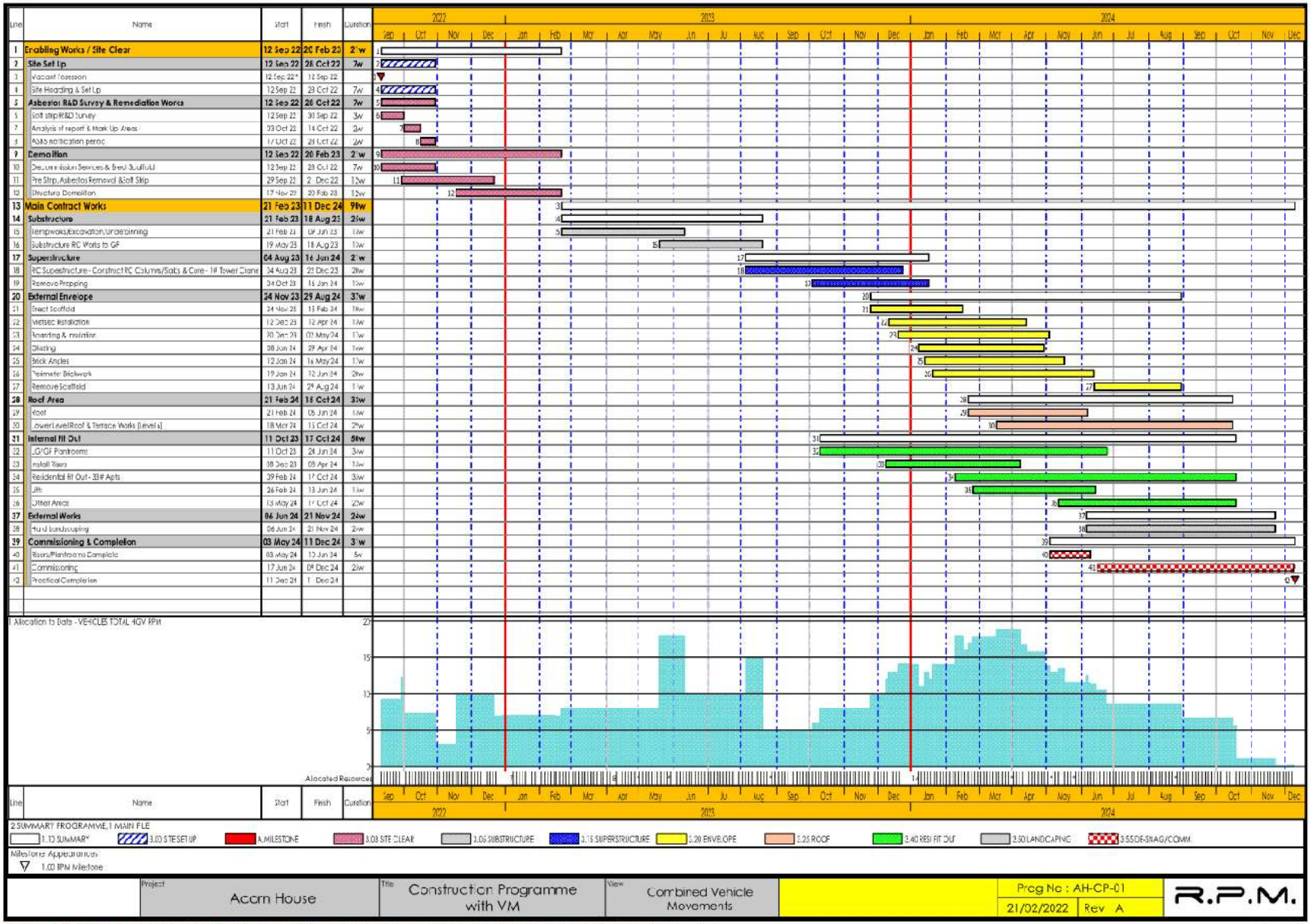
1.0 Summary Programme



Lno	Name	Start	Finish	Duration
1	**Enabling Works / Site Clear**	**12 Sep 22**	**20 Feb 23**	**21w**
2	**Site Set Up**	**12 Sep 22**	**28 Oct 22**	**7w**
3	Vacant Possession	12 Sep 22*	12 Sep 22	
4	Site Hoarding & Set Up	12 Sep 22	28 Oct 22	7w
5	**Asbestos R&D Survey & Remediation Works**	**12 Sep 22**	**28 Oct 22**	**7w**
6	Soft strip/R&D Survey	12 Sep 22	30 Sep 22	3w
7	Analysis of report & Mark Up Areas	03 Oct 22	14 Oct 22	2w
8	ABC notification period	17 Oct 22	28 Oct 22	2w
9	**Demolition**	**12 Sep 22**	**20 Feb 23**	**21w**
10	Decommission Services & Erect Scaffold	12 Sep 22	28 Oct 22	7w
11	Pre Strip, Asbestos Removal &Soft Strip	29 Sep 22	21 Dec 22	12w
12	Structural Demolition	17 Nov 22	20 Feb 23	12w
13	**Main Contract Works**	**21 Feb 23**	**11 Dec 24**	**90w**
14	**Substructure**	**21 Feb 23**	**18 Aug 23**	**25w**
15	Temp Works/Excavation/Underpinning	21 Feb 23	09 Jun 23	15w
16	Substructure RC Works to Ground Floor	15 May 23	18 Aug 23	13w
17	**Superstructure**	**04 Aug 23**	**16 Jan 24**	**21w**
18	RC Superstructure - Construct RC Columns/Slabs & Core - 1# Tower Crane	04 Aug 23	22 Dec 23	20w
19	Remove Propping	04 Oct 23	16 Jan 24	13w
20	**External Envelope**	**24 Nov 23**	**21 Aug 24**	**37w**
21	Erect Scaffold	24 Nov 23	15 Feb 24	10w
22	Metsec Installation	12 Dec 23	12 Apr 24	15w
23	Boarding & Insulation	28 Dec 23	02 May 24	17w
24	Glazing	08 Jan 24	29 Apr 24	16w
25	Brick Layers	12 Jan 24	15 May 24	17w
26	Perimeter Brickwork	19 Jan 24	12 Jun 24	20w
27	Remove Scaffold	13 Jun 24	29 Aug 24	11w
28	**Roof Area**	**13 Feb 24**	**15 Oct 24**	**34w**
29	Roof	13 Feb 24	29 May 24	15w
30	Lower Level Roof & Terrace Works (Level 6)	18 Mar 24	15 Oct 24	29w
31	**Internal fit Out**	**11 Oct 23**	**17 Oct 24**	**50w**
32	LG/GF Plantrooms	11 Oct 23	24 Jun 24	34w
33	Install Risers	08 Dec 23	08 Apr 24	15w
34	Residential fit Out - 338 Apts	09 Feb 24	17 Oct 24	35w
35	Lifts	29 Mar 24	08 Jul 24	15w
36	Other Areas	15 May 24	17 Oct 24	22w
37	**External Works**	**06 Jun 24**	**21 Nov 24**	**24w**
38	Hard Landscaping	06 Jun 24	21 Nov 24	24w
39	**Commissioning & Completion**	**03 May 24**	**11 Dec 24**	**31w**
40	Risers/Plantrooms Complete	06 May 24	10 Jun 24	5w
41	Commissioning	17 Jun 24	13 Dec 24	25w
42	Practical Completion	11 Dec 24	11 Dec 24	

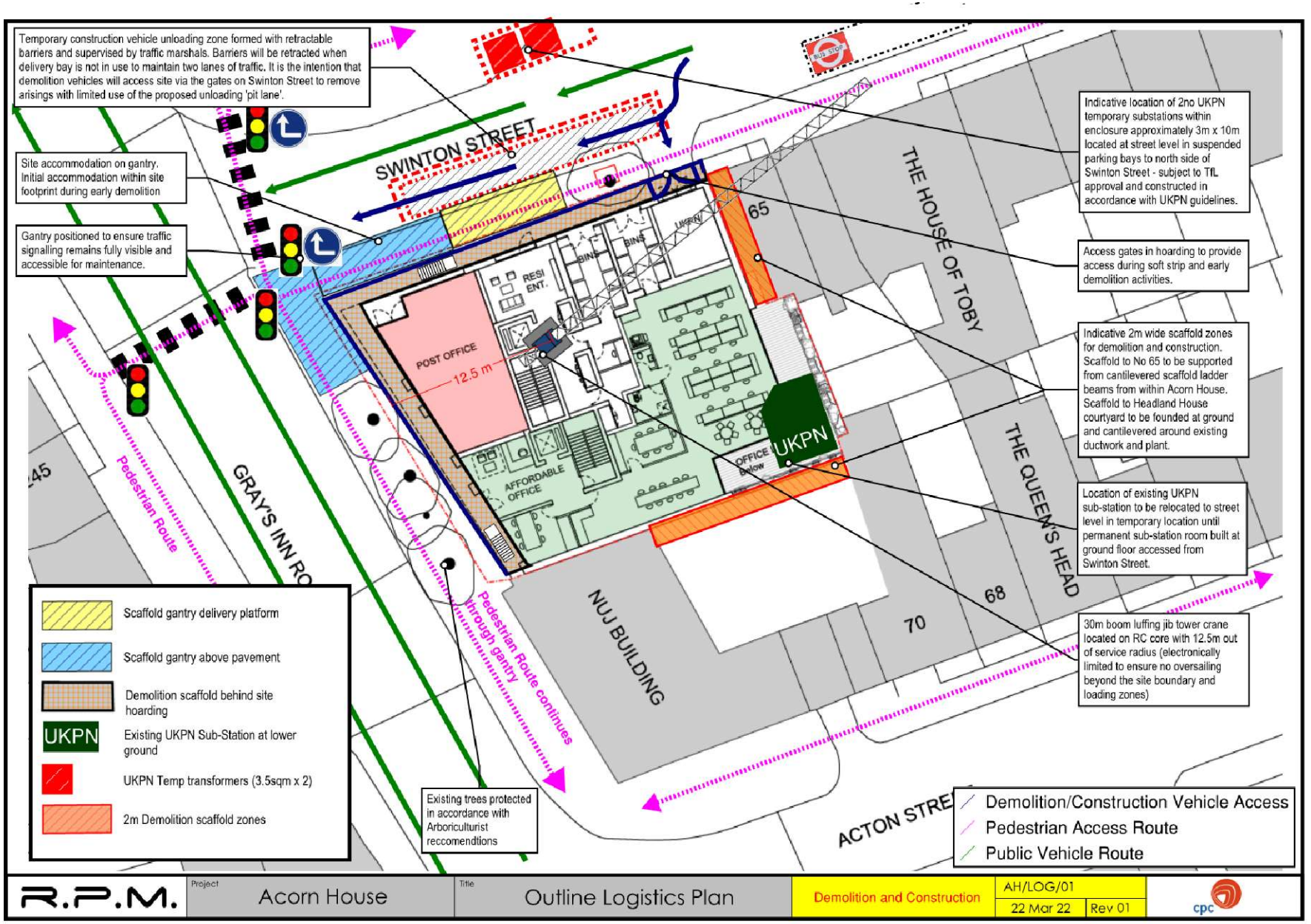
Camden

2.0 Estimated Construction Vehicle Numbers


Line
Name
Start
Finish
Duration
2022
2023
2024
1 Enabling Works / Site Clear 12 Sep 22 20 Feb 23 21w
2 Site Set Up 12 Sep 22 28 Oct 22 7w
3 Vacant Possession 12 Sep 22* 12 Sep 22
4 Site Hoarding & Set Up 12 Sep 22 28 Oct 22 7w
5 Asbestos R&D Survey & Remediation Works 12 Sep 22 28 Oct 22 7w
6 Soft strip R&D Survey 12 Sep 22 30 Sep 22 3w
7 Analysis of report & Mark Up Areas 03 Oct 22 14 Oct 22 2w
8 ASbS notification period 17 Oct 22 28 Oct 22 2w
9 Demolition 12 Sep 22 20 Feb 23 21w
10 Decommission Services & Break Out Roof 12 Sep 22 28 Oct 22 7w
11 Pre Strip, Asbestos Removal &Soft Strip 29 Sep 22 2 Dec 22 12w
12 Structure Demolition 17 Nov 22 20 Feb 23 13w
13 Main Contract Works 21 Feb 23 11 Dec 24 91w
14 Substructure 21 Feb 23 18 Aug 23 25w
15 Temp works/Excavation,Underpinning 21 Feb 23 09 Jun 23 16w
16 Substructure RC Works to GF 19 May 23 18 Aug 23 13w
17 Superstructure 04 Aug 23 16 Jun 24 2 w
18 RC Superstructure - Construct RC Columns/Walls & Core - 1# Tower Crane 04 Aug 23 22 Dec 23 28w
19 Remove Propping 04 Oct 23 16 Jan 24 15w
20 External Envelope 24 Nov 23 29 Aug 24 37w
21 Erect Scaffold 24 Nov 23 15 Feb 24 11w
22 Wetsec Installation 12 Dec 23 12 Apr 24 17w
23 Boarding & insulation 30 Jan 24 03 May 24 13w
24 Glazing 08 Jan 24 29 Apr 24 14w
25 Brick Angles 12 Jan 24 16 May 24 17w
26 Perimeter Brickwork 19 Jan 24 12 Jun 24 21w
27 Remove Scaffold 13 Jun 24 29 Aug 24 11w
28 Roof Area 21 Feb 24 18 Oct 24 33w
29 Roof 21 Feb 24 05 Jun 24 14w
30 Lower Level Roof & Terrace Works [Level 5] 18 Mar 24 15 Oct 24 29w
31 Internal fit Out 11 Oct 23 17 Oct 24 56w
32 LG/GF Plantrooms 11 Oct 23 24 Jun 24 34w
33 Install Risers 08 Dec 23 09 Apr 24 18w
34 Residential fit Out - 33# Apts 29 Feb 24 17 Oct 24 33w
35 Lifts 26 Feb 24 13 Jun 24 16w
36 Other Areas 15 May 24 17 Oct 24 22w
37 External Works 06 Jun 24 21 Nov 24 24w
38 Hard landscaping 06 Jun 24 21 Nov 24 24w
39 Commissioning & Completion 03 May 24 11 Dec 24 31w
40 Risers/Plantrooms Complete 03 May 24 10 Jun 24 5w
41 Commissioning 17 Jun 24 06 Dec 24 24w
42 Practical Completion 11 Dec 24 1 Dec 24
1 Allocation to Data - VEHICLES TOTAL HGV RPM
Allocated Resources
2 SUMMARY PROGRAMME, 1 MAIN FILE
1.10 SUMMARY
3.00 SITE SET UP
A MILESTONE
3.03 SITE CLEAR
3.05 SUBSTRUCTURE
3.15 SUPERSTRUCTURE
3.20 ENVELOPE
3.25 ROOF
3.40 RESI FIT OUT
3.50 LANDSCAPING
3.55 DE-SNAG/COMM
Milestone Appearances
1.00 RPM Milestone
Project
Acorn House
Title
Construction Programme with VM
View
Combined Vehicle Movements
Prog No : AH-CP-01
21/02/2022
Rev A
R.P.M.
C:\Users\ewhite\Real PM\Real PM - Projects - Projects\ACORN HOUSE\06. Programme & Measures\Acorn House Programme Feb 22\2022.02.16 Acorn House Base Programme with Vehicle Numbers.pp
1 of 1
Emma White

Camden

3.0 Logistics Plans


Temporary construction vehicle unloading zone formed with retractable barriers and supervised by traffic marshals. Barriers will be retracted when delivery bay is not in use to maintain two lanes of traffic. It is the intention that demolition vehicles will access site via the gates on Swinton Street to remove arisings with limited use of the proposed unloading 'pit lane'.
Site accommodation on gantry. Initial accommodation within site footprint during early demolition
Gantry positioned to ensure traffic signalling remains fully visible and accessible for maintenance.
SWINTON STREET
Indicative location of 2no UKPN temporary substations within enclosure approximately 3m x 10m located at street level in suspended parking bays to north side of Swinton Street - subject to TfL approval and constructed in accordance with UKPN guidelines.
Access gates in hoarding to provide access during soft strip and early demolition activities.
Indicative 2m wide scaffold zones for demolition and construction. Scaffold to No 65 to be supported from cantilevered scaffold ladder beams from within Acorn House. Scaffold to Headland House courtyard to be founded at ground and cantilevered around existing ductwork and plant.
Location of existing UKPN sub-station to be relocated to street level in temporary location until permanent sub-station room built at ground floor accessed from Swinton Street.
30m boom luffing jib tower crane located on RC core with 12.5m out of service radius (electronically limited to ensure no oversailing beyond the site boundary and loading zones)
THE HOUSE OF TOBY
THE QUEEN'S HEAD
NUJ BUILDING
65
68
70
POST OFFICE
12.5 m
RESI ENT.
BINS
AFFORDABLE OFFICE
OFFICE Below
UKPN
Pedestrian Route
GRAY'S INN RO
Pedestrian Route continues through gantry
ACTON STRE
Existing trees protected in accordance with Arboriculturist reccomendtions
Scaffold gantry delivery platform
Scaffold gantry above pavement
Demolition scaffold behind site hoarding
UKPN
Existing UKPN Sub-Station at lower ground
UKPN Temp transformers (3.5sqm x 2)
2m Demolition scaffold zones
Demolition/Construction Vehicle Access
Pedestrian Access Route
Public Vehicle Route
R.P.M.
Project
Acorn House
Title
Outline Logistics Plan
Demolition and Construction
AH/LOG/01
22 Mar 22
Rev 01
cpc

Camden

SWINTON STREET

28717

Pedestrian Gantry with beamed section to allow dust curtain around bin loading at 6m to hanging rail.

5266

Beamed section over vehicle entrance.

Scaffold Support Column..

THE FOOD CHAIN

Pedestrian Gantry.

Oversail access scaffold to enable careful demolition over neighbours roof. Can be horsed out if required. 2m lifts on this elevation.

Pedestrian Opening.

OFFICE ENTRANCE TERRENCE HIGGINS TRUST

Beamed section over the vehicle access ramp to maintain throughfare.

25136

4:1 scaffold from ground floor to roof. Lift heights the same as floor heights with ties passing through the tops of each window.

VEHICLE RAMP TO LGF CAR PARK

2 Story Out-building

Pedestrian Opening.

UKPN SUBSTATION BELOW - TO REMAIN OPERATIONAL IN TEMPORARY CONDITION

EXTERNAL STAIR

Scaffold Fan over neighbouring boundary.

Garden Wall (Blue Hatch).

B

C

Acorn House Hoarding Plan View

SWINTON STREET

28717

Pedestrian Gantry with beamed section to allow dust curtain around bin loading at 6m to hanging rail.

Beamed section over vehicle entrance

Scaffold Support Column..

THE FOOD CHAIN

Pedestrian Gantry.

Oversail access scaffold to enable careful demolition over neighbours roof. Can be horsed out if required. 2m lifts on this elevation.

OFFICE ENTRANCE
TERRENCE HIGGINS TRUST

Beamed section over the vehicle access ramp to maintain throughfare.

25136

4:1 scaffold from ground floor to roof. Lift heights the same as floor heights with ties passing through the tops of each window.

VEHICLE RAMP TO LGF CAR PARK

2 Story Out-building

UKPN SUBSTATION BELOW - TO REMAIN OPERATIONAL IN TEMPORARY CONDITION

EXTERNAL STAIR

Scaffold Fan over neighbouring boundary.

Garden Wall (Blue Hatch).

B

C

Acorn House Scaffold Plan View

SWINTON STREET

- 3:1 Scaffold Protection around the roof plant room.
- 3 sides only as illustrated to allow for access for an excavator during demolition.
- Scaffold to be fully sheeted with fire resistant monorflex.
- Ties to be anchor bolts into the plant room walls.
- Top platform of scaffold to be level with the plant-room roof with a 1m high hand-rail around the perimeter, only.
- Plant-room is 3.5m high.

CORE AND LIFT OVERRUN

L1 ROOF WITH SERVICES

L1 GLAZED ROOFLIGHT

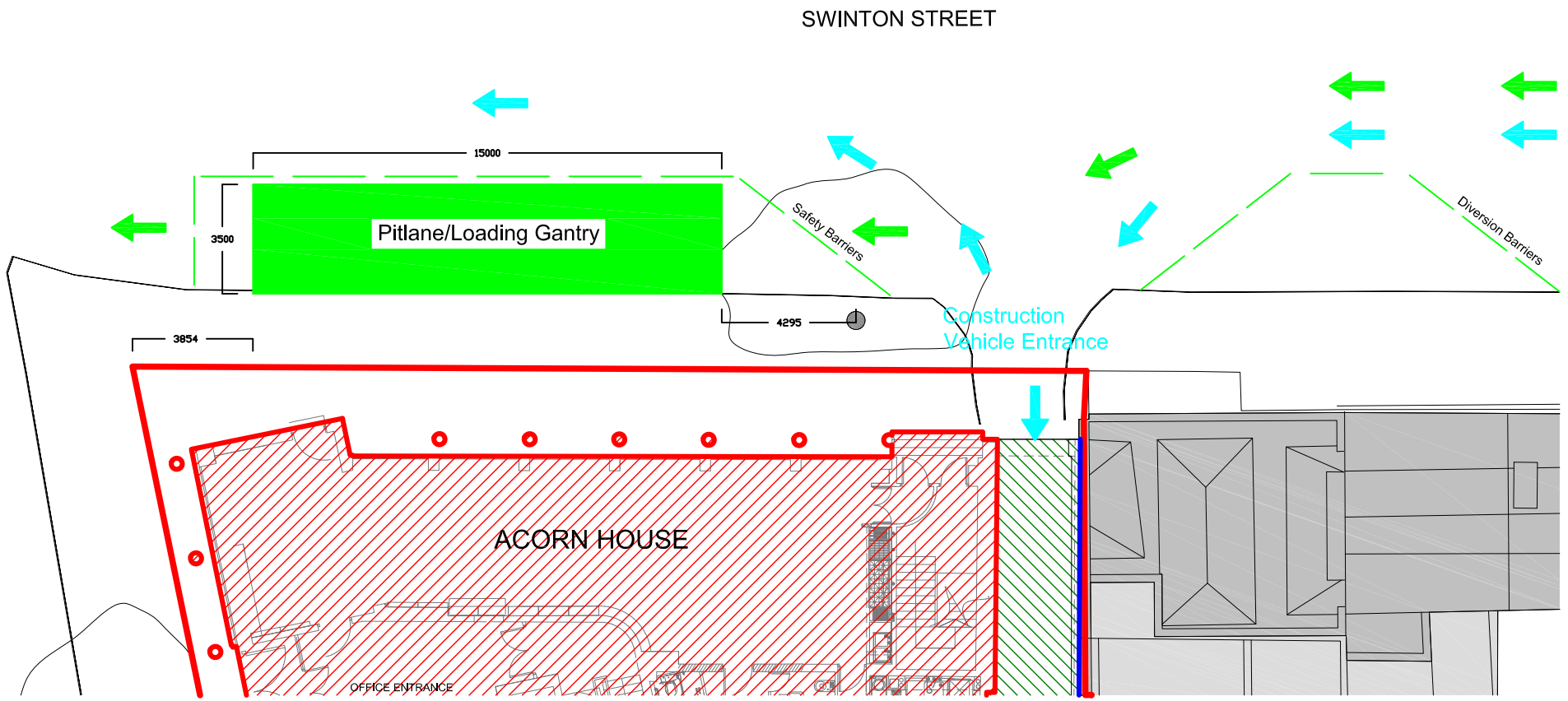
L2 RESIDENTIAL TERRACE

ACCESS RAMP GF and LGF

L1 ROOF Storage below

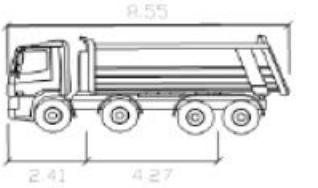
UKPN SUBSTATION BELOW - TO REMAIN

Acorn House Roof Plantroom Scaffold


SWINTON STREET
15000
3500
Pitlane/Loading Gantry
Safety Barriers
Diversion Barriers
4295
3854
Construction
Vehicle Entrance
ACORN HOUSE
OFFICE ENTRANCE

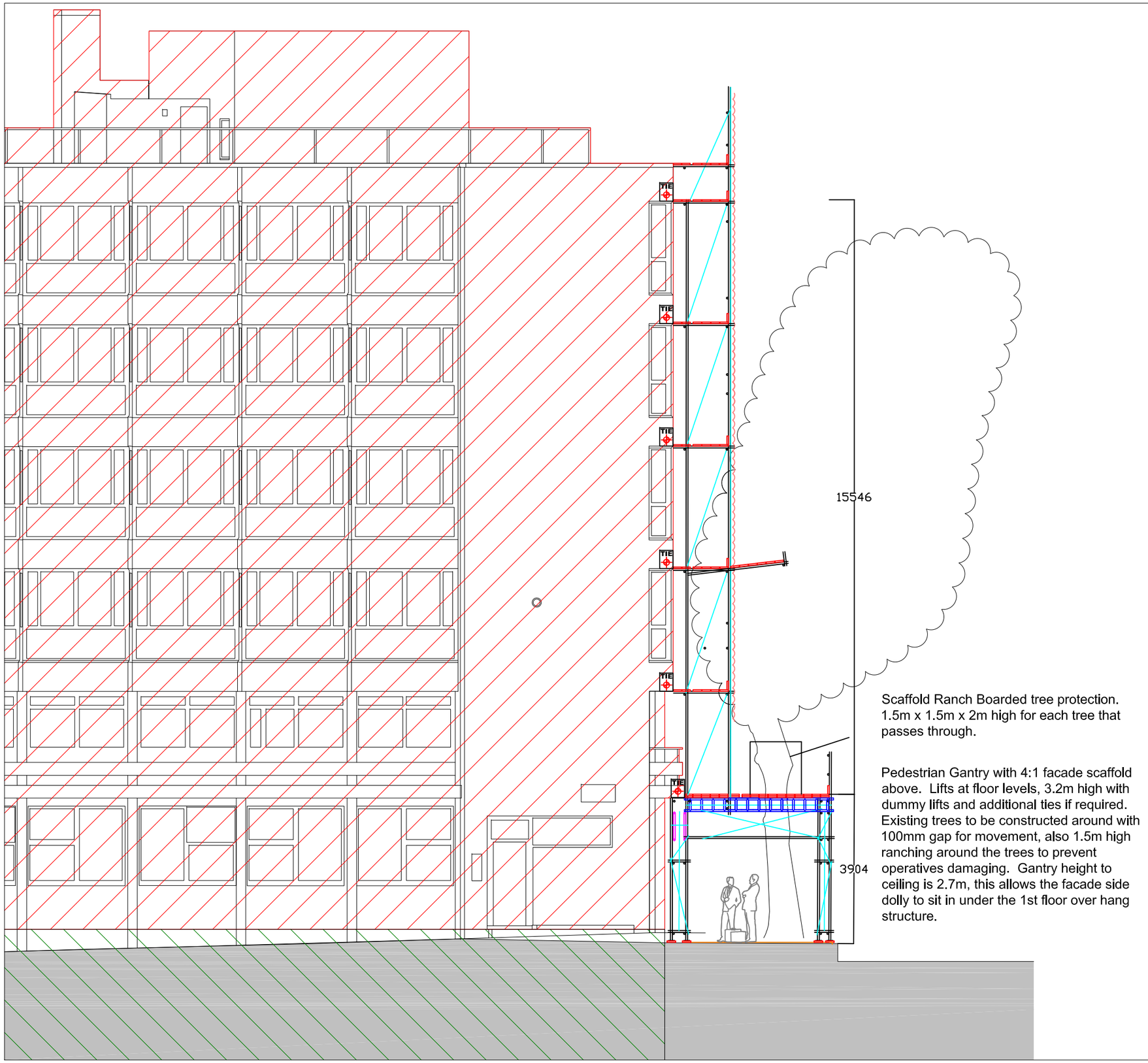
Acorn House - Swept path via pit lane - IN/OUT

John F Hunt Ltd



DAF FAD CF85 Tipper
meters

Width	2.55
Track	2.55
Lock to Lock Time	6.0
Steering Angle	35.5

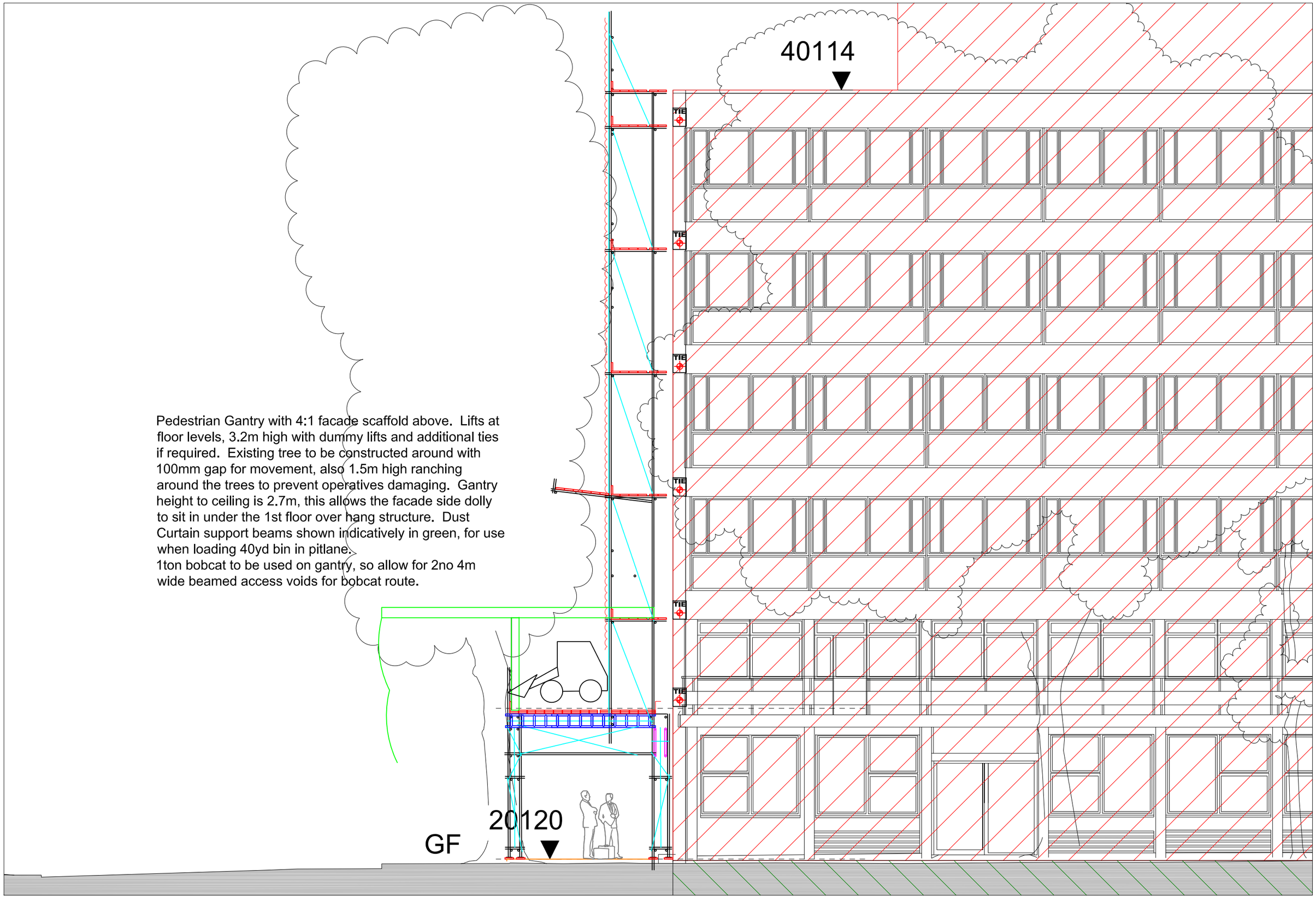


Scaffold Ranch Boarded tree protection. 1.5m x 1.5m x 2m high for each tree that passes through.

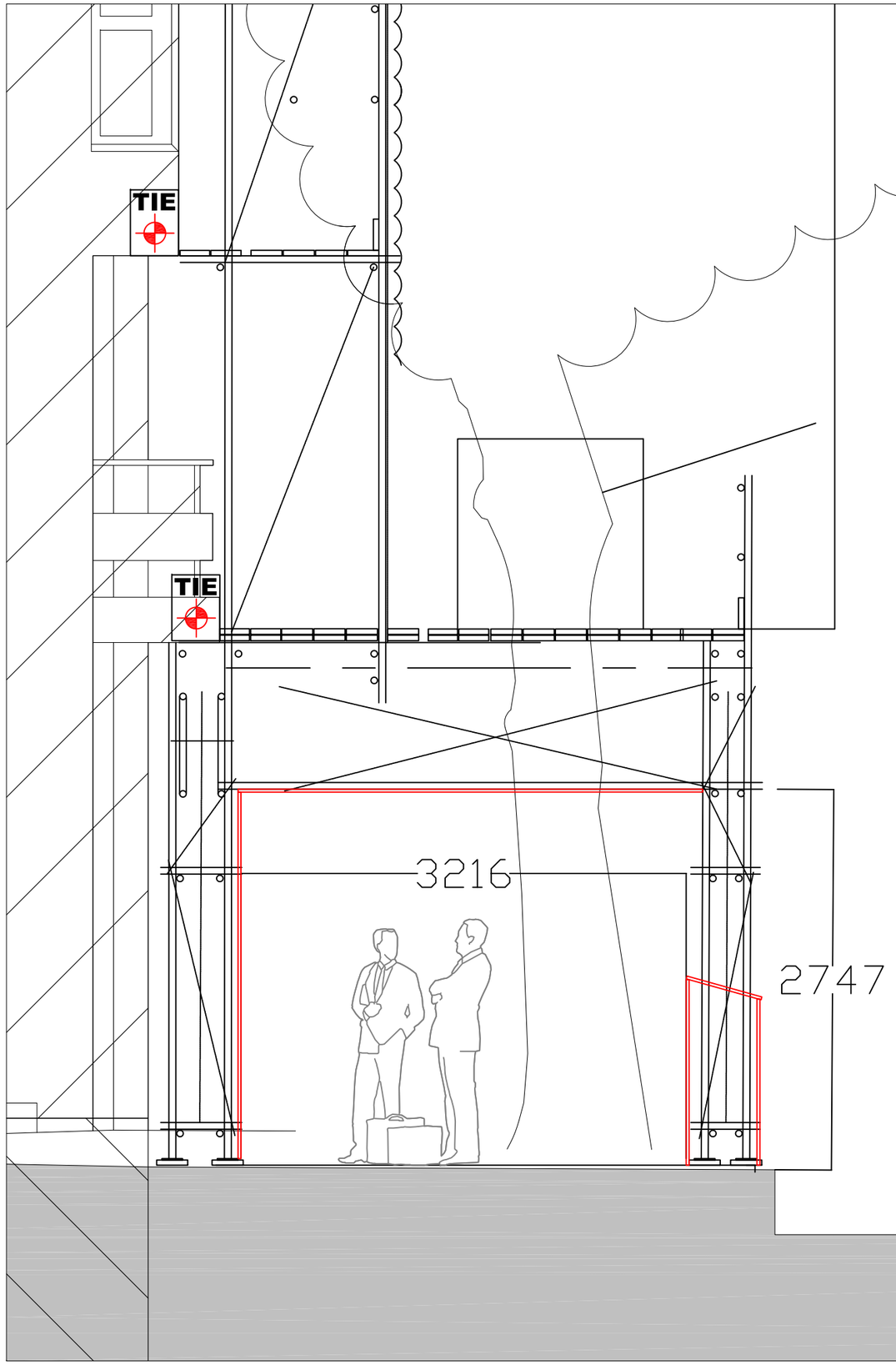
Pedestrian Gantry with 4:1 facade scaffold above. Lifts at floor levels, 3.2m high with dummy lifts and additional ties if required. Existing trees to be constructed around with 100mm gap for movement, also 1.5m high ranching around the trees to prevent operatives damaging. Gantry height to ceiling is 2.7m, this allows the facade side dolly to sit in under the 1st floor over hang structure.

Acorn House Grays Inn Rd Section

Pedestrian Gantry with 4:1 facade scaffold above. Lifts at floor levels, 3.2m high with dummy lifts and additional ties if required. Existing tree to be constructed around with 100mm gap for movement, also 1.5m high ranching around the trees to prevent operatives damaging. Gantry height to ceiling is 2.7m, this allows the facade side dolly to sit in under the 1st floor over hang structure. Dust Curtain support beams shown indicatively in green, for use when loading 40yd bin in pitlane.
1ton bobcat to be used on gantry, so allow for 2no 4m wide beamed access voids for bobcat route.



Acorn House Swinton Street Section

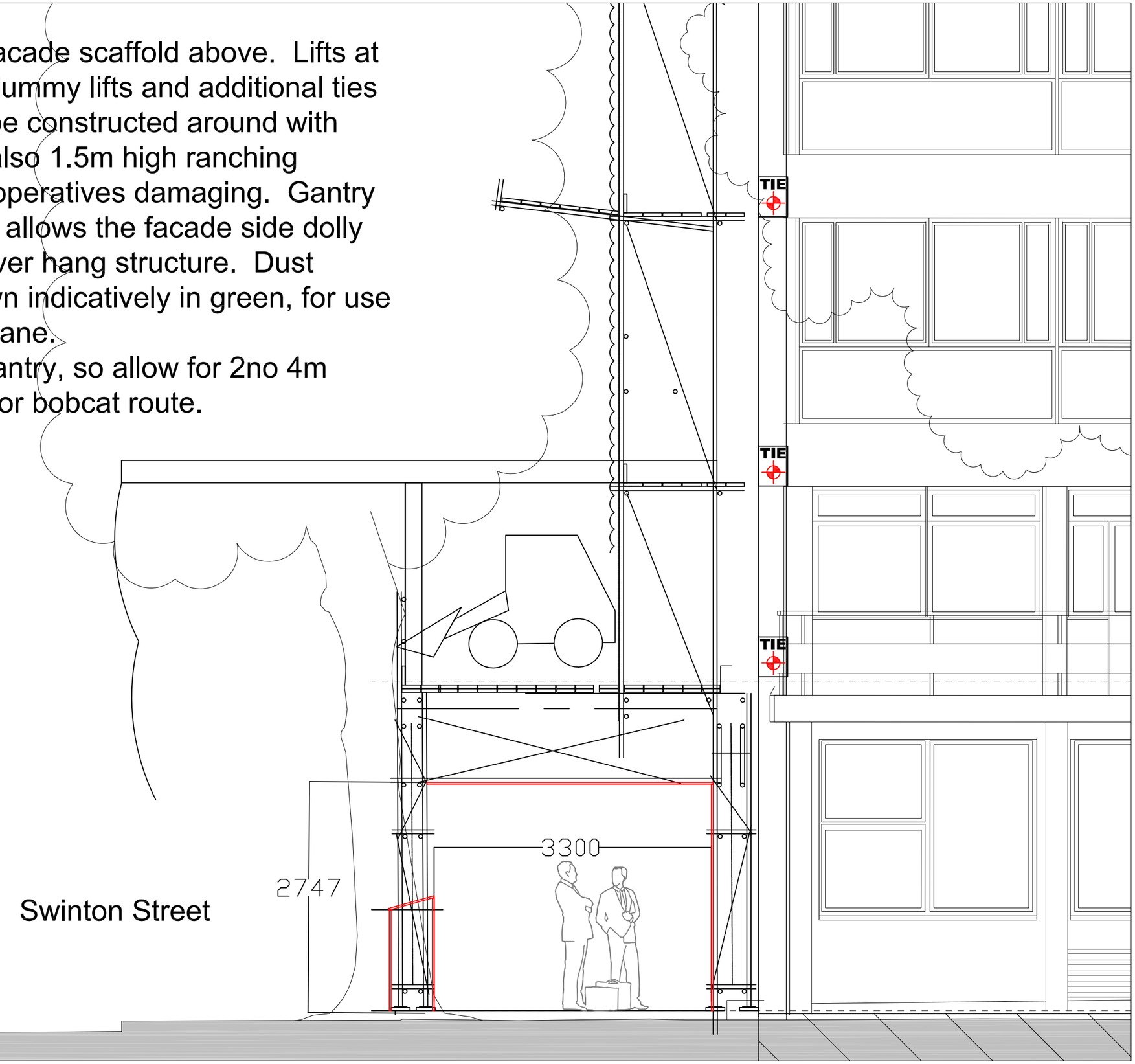


Pedestrian Gantry with 4:1 facade scaffold above. Lifts at floor levels, 3.2m high with dummy lifts and additional ties if required. Existing trees to be constructed around with 100mm gap for movement, also 1.5m high ranching around the trees to prevent operatives damaging. Gantry height to ceiling is 2.7m, this allows the facade side dolly to sit in under the 1st floor over hang structure.

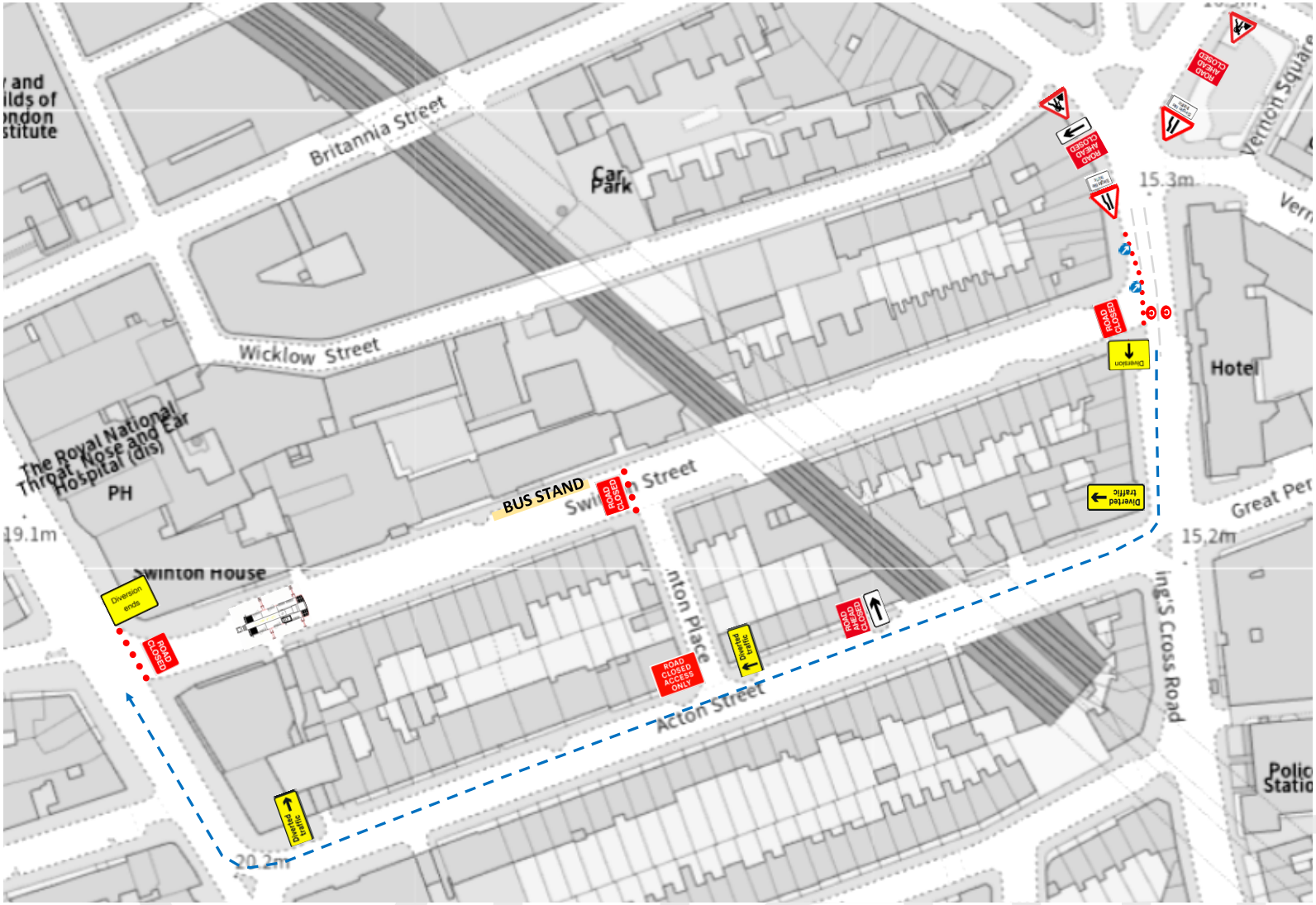
Grays Inn Road

Acorn House Hoarding Grays Inn Road

Pedestrian Gantry with 4:1 facade scaffold above. Lifts at floor levels, 3.2m high with dummy lifts and additional ties if required. Existing tree to be constructed around with 100mm gap for movement, also 1.5m high ranching around the trees to prevent operatives damaging. Gantry height to ceiling is 2.7m, this allows the facade side dolly to sit in under the 1st floor over hang structure. Dust Curtain support beams shown indicatively in green, for use when loading 40yd bin in pitlane.
1ton bobcat to be used on gantry, so allow for 2no 4m wide beamed access voids for bobcat route.



Acorn House Hoarding Grays Inn Road



PLAN No	DRAWN AT
001	A4 - (NOT TO SCALE)

SITE ADDRESS

Swinton Street

CLIENT

John F Hunt

KEY:

Controlled by -

ROAD CLOSURE & DIVERSION

Suspended Crossing - NO

Parking Suspension - NO

Bus Lane Suspension - NO

Bus Stop Suspension - NO

Switch Out Required - NO

Running Road Width - 3.45m

Road Speed Limit - 20mph

Cone line ● ● ● ●

TASK / JOB

CRANE OPERATION

DURATION

1 DAY

DRAWN BY	DATE DRAWN
Paul	20 / 07 / 2022

WORKS / EVENT DATE

** / ** / 2022

Quality TM & Events Ltd.
20-22 Wenlock Road,
London,
England,
N1 7GU
admin@qtm.org.uk

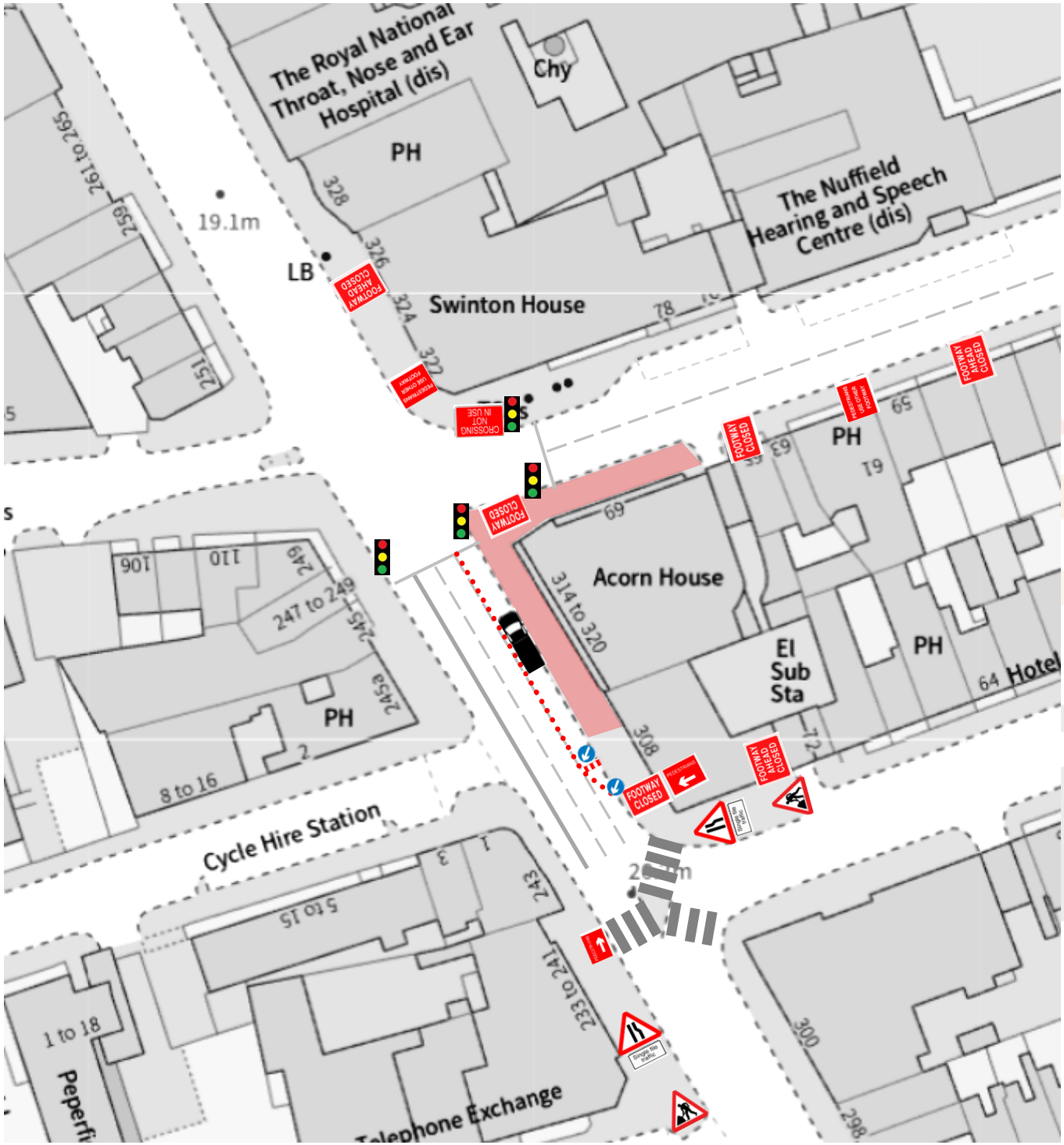
Quality TM & Events Ltd

COMMENTS

BUS STAND TO BE SUSPENDED

Traffic Management Notes

1) All temporary traffic management shall be in accordance with Chapter 8 of the Traffic Signs Manual
2) All temporary traffic management shall be in accordance with the Traffic Signs Regulations & General Directions 2016
3) All temporary traffic management shall conform to the Safety at Street Works, A code of practice 2002
4) All temporary traffic management sign locations & equipment depicted are indicative and subject to change during installation.



N

PLAN No	DRAWN AT
001	A4 - (NOT TO SCALE)

SITE ADDRESS

ACORN HOUSE, SWINTON STREET
WC1X 8DP

CLIENT

JOHN F HUNT

KEY:

Controlled by	- FOOTWAY CLOSED
Suspended Crossing	- NO
Parking Suspension	- NO
Bus Lane Suspension	- NO
Bus Stop Suspension	- NO
Switch Out Required	- NO
Running Road Width	- 3.45m
Road Speed Limit	- 20mph
Cone line	• • • •

TASK / JOB

SCAFFOLDING ERECTION

DURATION

MINOR PIT LANE

DRAWN BY	DATE DRAWN
Paul	20 / 07 / 2022

WORKS / EVENT DATE

** / ** / 2022

Quality TM & Events Ltd.
20-22 Wenlock Road,
London,
England,
N1 7GU
admin@qtm.org.uk

Quality TM & Events Ltd

COMMENTS

Traffic Management Notes

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2) All temporary traffic management shall be in accordance with the Traffic Signs Regulations & General Directions 2016
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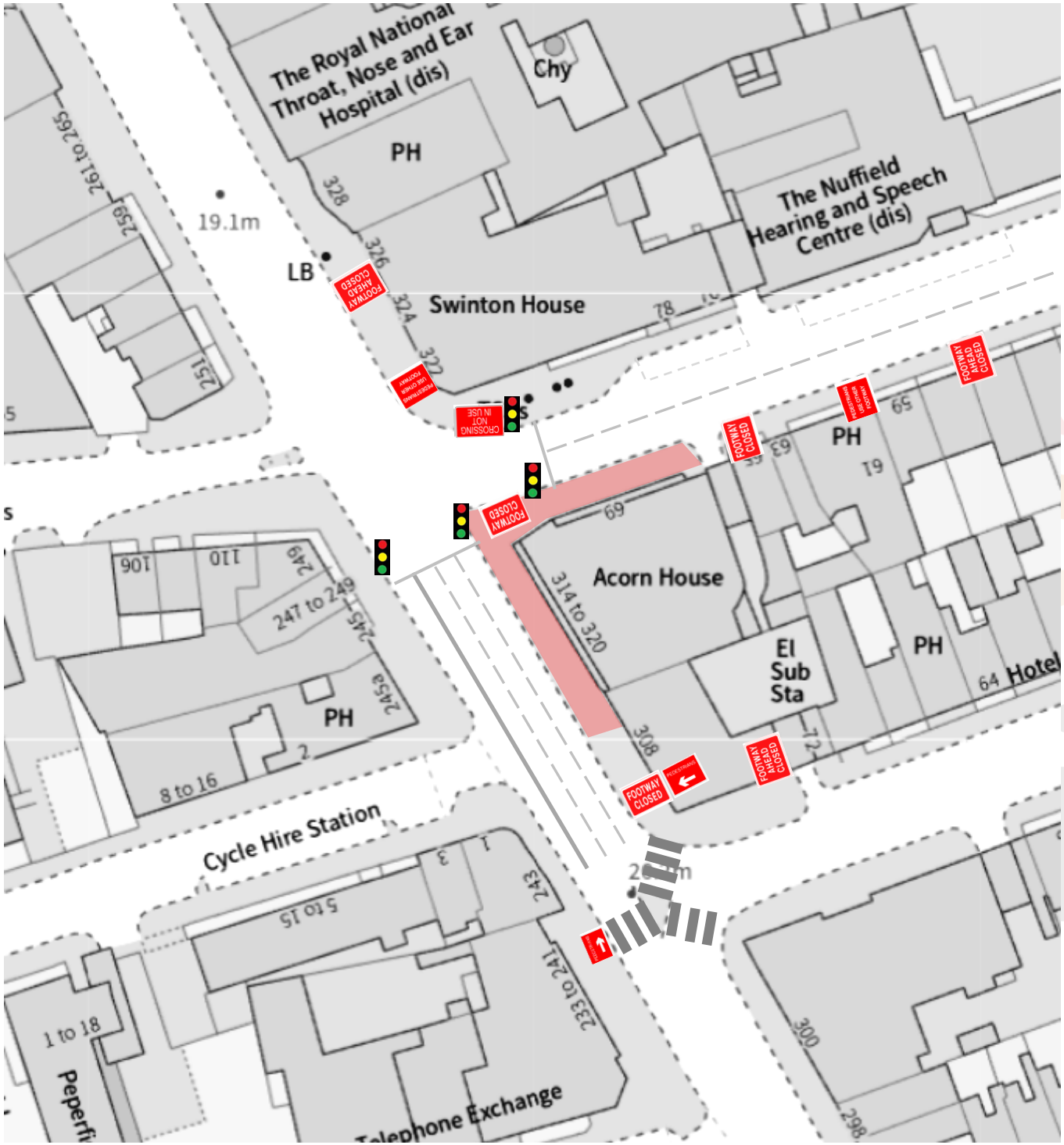

N

PLAN No	DRAWN AT
001	A4 - (NOT TO SCALE)

SITE ADDRESS
ACORN HOUSE, SWINTON STREET
WC1X 8DP

CLIENT
JOHN F HUNT

KEY:

Controlled by	- FOOTWAY CLOSED
Suspended Crossing	- NO
Parking Suspension	- NO
Bus Lane Suspension	- NO
Bus Stop Suspension	- NO
Switch Out Required	- NO
Running Road Width	- 3.45m
Road Speed Limit	- 20mph
Cone line	• • • •

TASK / JOB
SCAFFOLDING ERECTION

DURATION
MINOR PIT LANE

DRAWN BY	DATE DRAWN
Paul	20 / 07 / 2022

WORKS / EVENT DATE
** / ** / 2022

Quality TM & Events Ltd.
20-22 Wenlock Road,
London,
England,
N1 7GU
admin@qtm.org.uk

Quality TM & Events Ltd

COMMENTS

Traffic Management Notes

1) All temporary traffic management shall be in accordance with Chapter 8 of the Traffic Signs Manual
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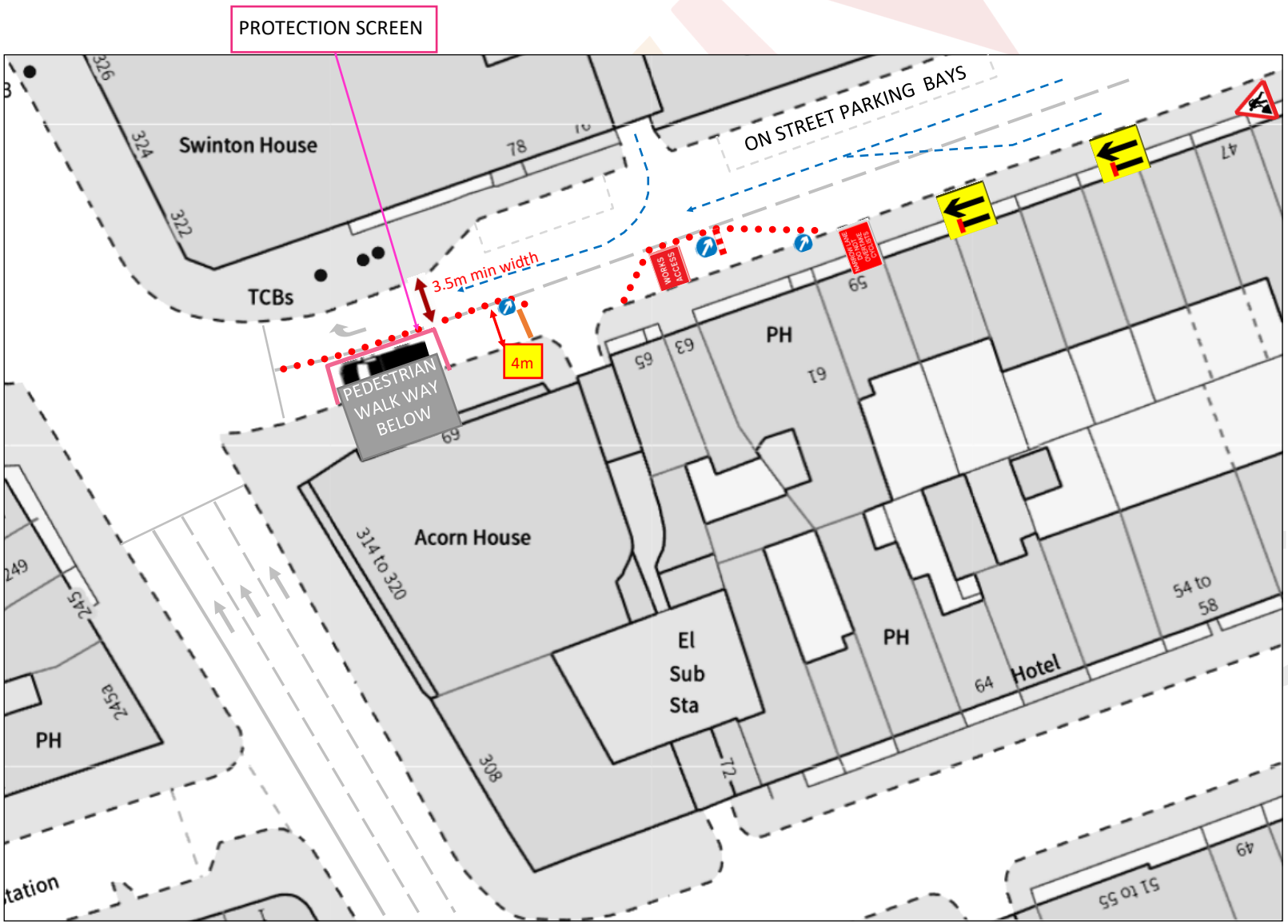
4) All temporary traffic management sign locations & equipment depicted are indicative and subject to change during installation.

RED & WHITE CONE LINE

PEDESTRIAN BARRIER (ACCESS GATE)

TRAFFIC FLOW



PLAN No	DRAWN AT
001	A4 - (NOT TO SCALE)

SITE ADDRESS

ACORN HOUSE, SWINTON STREET
WC1X 8DP

CLIENT

John F Hunt

KEY:

Controlled by	- LANE REDUCTION
Suspended Crossing	- NO
Parking Suspension	- YES
Bus Lane Suspension	- NO
Bus Stop Suspension	- NO
Switch Out Required	- NO
Running Road Width	- 3.7m (minimum)
Road Speed Limit	- 20mph
Cone line	

TASK / JOB

PIT LANE

DURATION

MINOR PIT LANE

DRAWN BY	DATE DRAWN
Paul	21 / 07 / 2022

WORKS / EVENT DATE

** / ** / 2022

Quality TM & Events Ltd.
20-22 Wenlock Road,
London,
England,
N1 7GU
admin@qtm.org.uk

Quality TM & Events Ltd

COMMENTS

LENGTH OF PIT LANE - 24m

WIDTH OF PIT LANE - 4m

MINIMUM FOOTWAY WIDTH - 3.3M

Traffic Management Notes

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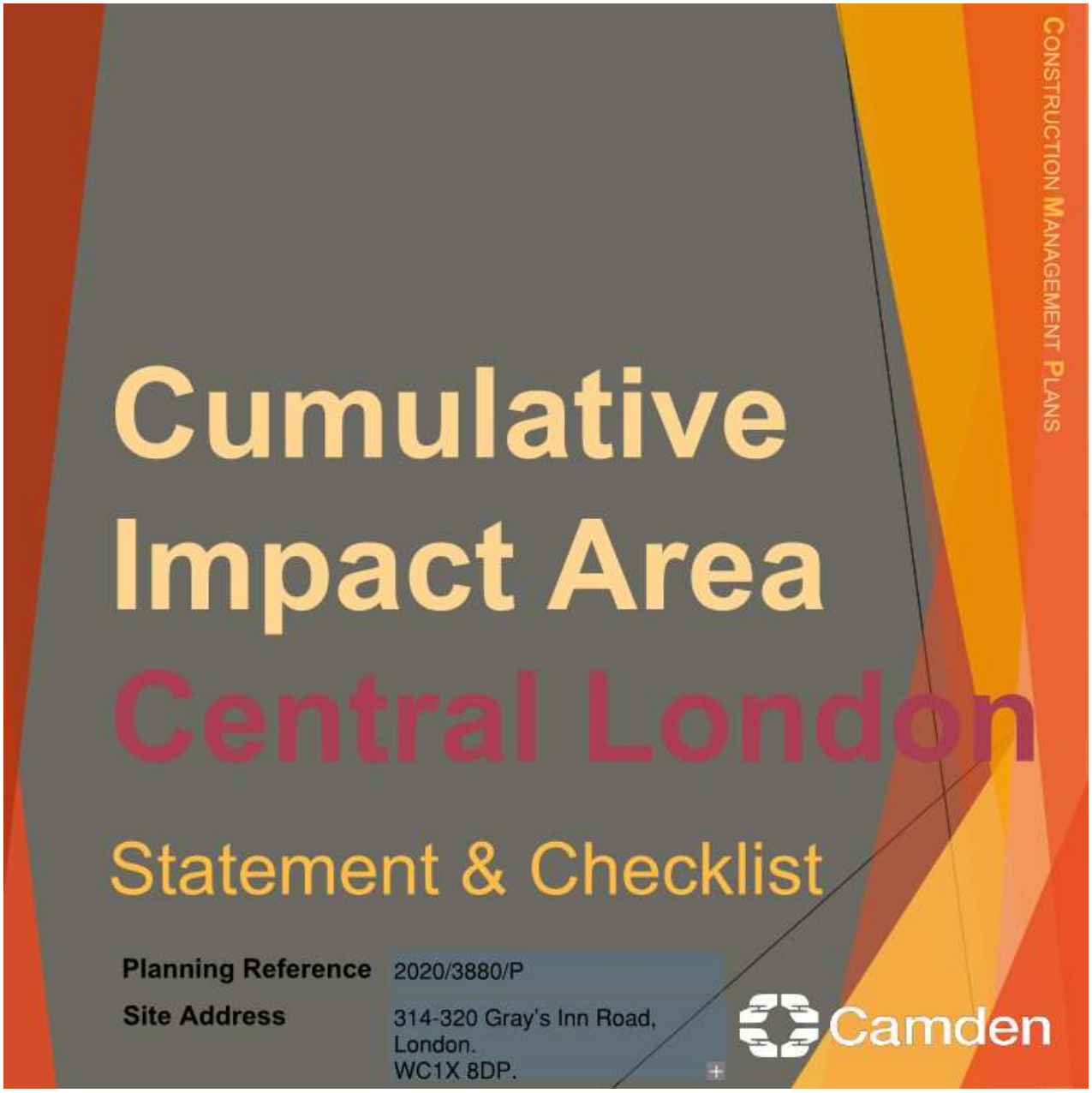
2) All temporary traffic management shall be in accordance with the Traffic Signs Regulations & General Directions 2016
3) All temporary traffic management shall conform to the Safety at Street Works, A code of practice 2002
4) All temporary traffic management sign locations & equipment depicted are indicative and subject to change during installation.

4.0 Cumulative Impact Area – Central London: Statement & Checklist


CONSTRUCTION MANAGEMENT PLANS
Cumulative Impact Area
Central London
Statement & Checklist
Planning Reference
2020/3880/P
Site Address
314-320 Gray's Inn Road,
London.
WC1X 8DP.
Camden

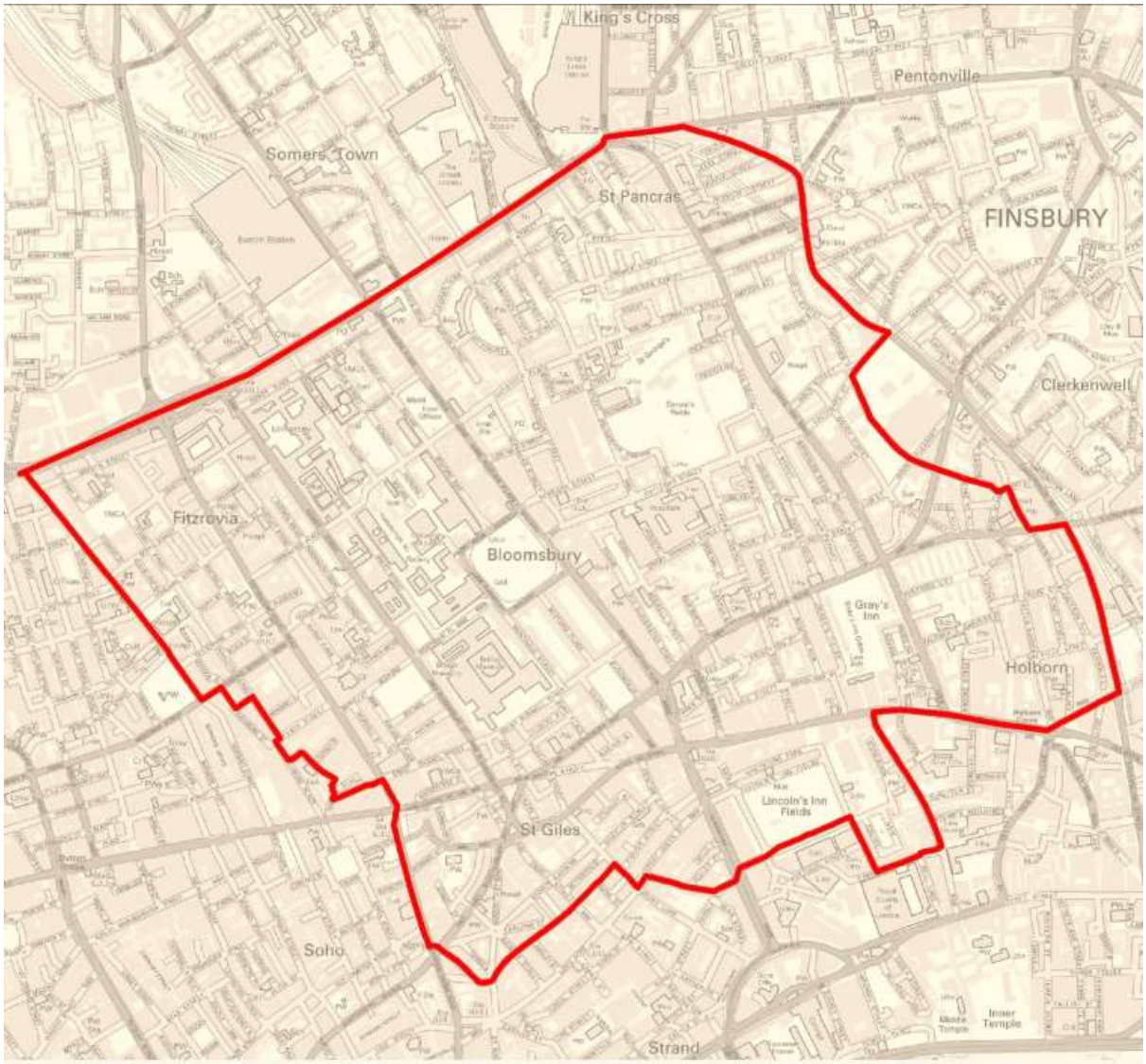
Camden

Statement

The Central London area represents just under a quarter of the total planned development activity in the borough despite only representing 13% of the geographical area. In addition to activity related to the redevelopment of sites, there is a significant amount of commercial buildings that undertake refurbishment works that have similar impacts but are not controlled by planning consents. The interaction of high levels of construction and construction traffic with established business/residential travel patterns is giving rise to heightened community concerns and mean that there is an increased need for careful management of construction activities and their potential impacts

The area is characterised by historic buildings with narrow streets alongside high density modern developments, with residential and commercial operations sitting side by side - the area also attract a lot of tourism, and as such the movement of people is much greater than just residents and employees. The busy nature of this area means that even the smallest redevelopment may give rise to complications with traffic and reports of public nuisance.

Noise and vibration from construction sites has the potential to give rise to significant adverse effects on health and quality of life. Based on our experience we know that some of these impacts can be effectively managed. However, this potential is affected by the challenges posed by Cumulative Impacts where the impacts of various construction sites create effects of greater significance than or different to that of each individual construction site. Managing the impacts of various sites in one area and ensuring a consistent approach to noise and vibration mitigation can be a major challenge in its own right.


King's Cross
Pentonville
Somers Town
St Pancras
FINSBURY
Clerkenwell
Fitzrovia
Bloomsbury
Gray's Inn
Holborn
Lincoln's Inn Fields
St Giles
Soho
Strand
Inner Temple
3 -

Statement

Redevelopment proposals need think carefully how a site will be delivered, considering issues well beyond the site boundary, in particular:

- The proximity of properties, in particular the potential for structure borne noise and dust control
- Co-ordination with neighbouring sites, considering both construction traffic and business that require deliveries
- Communication and availability of data to a wider audience who may not be in close proximity to the development but nonetheless will be impacted, such as those who work in the area.
- The area is a designated Air Quality Management Area (AQMA) and the Council has made a commitment to reduce particulate air pollution to levels recommended by the World Health Organisation. In response, all sites in the Central London area will be required to undertake the following additional obligations as part of their Construction Management Plan. Developers/ Contractors will be required to justify (and for such justification to be made public) why any of the following elements cannot be achieved:-

WORKS

- Assumption of no working at weekends – any proposals for weekend working will be considered on a case by case basis and communicated to local residents 14 days in advance of works
- Prior to proposing any road closures, weekend working or oversize deliveries (to which all require express approval from the Council) the contractor must provide evidence that they have approached neighbouring sites and attempted to coordinate any proposals with those of the neighbouring site.
- Prior to connecting a site to utilities (Gas, Water, Electric, Telecoms) the contractor must provide evidence that they have approached neighbouring sites (and the utilities providers) and attempted to coordinate connection between neighbouring sites and the various utilities.

COMMUNICATION

- CMPs will be made available online (both prior to approval and post approval) such as on a dedicated webpage
- All logs (accident, complaint) will be made available online and a physical copy made available for residents to use and view
- Where there are neighbouring site or sites in close proximity that effect the local highway network, joint communication (i.e. Newsletters) will be required.
- Construction Working Groups will be conducted jointly with neighbouring sites
- All environmental monitoring data to be made available on-line and on site boards

DELIVERIES

- A delivery log, specifying the type of vehicle, its purpose, registration number and time on site must be maintained online and updated at least on a weekly basis.
- Contractors will be required to provide evidence that they have communicated their proposed deliveries with neighbouring construction sites and any other business, and have coordinated the deliveries where possible.
- No deliveries shall be scheduled that will require the driver to wait outside the site before 8.00am (and vehicles will not be permitted to circulate the highway to avoid this requirement)
- A pre-booking system for managing deliveries must be operated. All deliveries must contact site at least 20min before arrival to allow the necessary checks to be undertaken

Statement

MITIGATION AND RESPITE

- Adoption of localised mitigation measures such as washing the windows of neighbouring properties.
- Developments will be required to pay a Construction Impacts Bond to the Council to support the cost of Council officers addressing matters that should have been addressed by the contractor
- Dedicated wheel washing with rumble grids must be utilised unless agreed otherwise by the Council
- Green infrastructure, such as green screens/hoarding, should be utilised. Installation of filtration units, particularly where the site is near (within 250m) vulnerable receptor facilities (such as schools, nursing homes and hospitals)

SITE CONDUCT

- A firm disciplinary policy, such as a two strike warning before removal from site must be operated
- Contractors must attain the Considerate Contractors Scheme 'Exceptional' score
- Contractor must employ an enforcement process to ensure that contractors vehicles do not idle
- A plan and process to encourage site operatives to arrive at the site by sustainable methods (including car sharing / pooling) must be presented and communicated
- CLOCS compliance monitoring results need to be reported to council
- All sites must ensure that Traffic Marshalls /Banksmen are appropriately trained, and that there is at least one operative on duty at any given time that has at least has 1+ year of experience in that role.
- The site must be kept damp at all times, proposed equipment for this purpose must first be agreed to by the local authority.
- Weekly 'toolbox talks' should be conducted with all site operatives to advise of the requirements expected by the Council.
- Site operatives should be identifiable by the public to the site, such as using a uniformed colour of work jackets or branding.

MACHINERY AND EQUIPMENT

- All heavy goods vehicles (HGVs) are required to be Euro VI standard or better, and light duty vehicles (LDVs) are required to be Euro 4 petrol or Euro 6 for diesel, or better. Preference should be for zero to low emission equipment
- NRMM should be to stage IV of EU Directive 97/68/EC as a minimum, and an up-to-date NRMM log must be kept on-site and shared with Camden officers
- The site must connect to mains prior to works commencing to remove the need for diesel generators
- At least four real-time PM10 monitors (certified to MCERTS standard) must be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the Council. Camden officers must be provided access to the raw data via an online platform, and automated exceedance alerts should be sent to AirQuality@camden.gov.uk in addition to the contractor/developer on-site representatives
- Web-enabled monitoring equipment, allowing real time information accessible by the public should be deployed – including the use of emerging technologies.
- Environmental monitoring summary reports should be sent to Camden officers on a monthly basis

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CHECKLIST

All development sites in the Cumulative Impact Area which are required to submit a Construction Management Plan (CMP) or Demolition Management Plan (DMP) are required to complete this checklist.

The checklist will need to be presented for comment to the local community as part of the pre-submission CMP/DMP. The Council will not accept the submission of the CMP/DMP unless it receives both the completed CIA checklist . If a particular requirement cannot be met, stipulate the reason why and propose an alternative solution to achieve the objective

Camden

	Requirement	Response
WORKS	No noisy working at weekends – any proposals for weekend working will be considered on a case by case basis and communicated to local residents 14 days in advance of works	Confirmed.
	Prior to proposing any road closures, weekend working or oversize deliveries (to which all require express approval from the Council) the contractor must provide evidence that they have approached neighbouring sites and attempted to coordinate any proposals with those of the neighbouring site	Agreed and noted.
	Prior to connecting a site to utilities (Gas, Water, Electric, Telecoms) the contractor must provide evidence that they have approached neighbouring sites (and the utilities providers) and attempted to coordinate connection between neighbouring sites and the various utilities	Contractor to confirm following appointment.
COMMUNICATION	CMPs will be made available online (both prior to approval and post approval) such as on a dedicated webpage	Confirmed.
	All logs (accident, complaint) will be made available online and a physical copy made available for residents to use and view	Confirmed.
	Where there are neighbouring site or sites in close proximity that effect the local highway network, joint communication (i.e. Newsletters) will be required	Confirmed, the appointed Contractor will engage and co-ordinate works with any nearby sites through regular communication and structured Neighbour liaison that will be arranged.
	Construction Working Groups will be conducted jointly with neighbouring sites	
	All environmental monitoring data to be made available on-line and on site boards	Confirmed.

	Requirement	Response
DELIVERIES	A delivery log, specifying the type of vehicle, its purpose, registration number and time on site must be maintained online and updated at least on a weekly basis	Confirmed, the Contractor will manage an online vehicle delivery booking system for the duration of the demolition and construction.
	Contractors will be required to provide evidence that they have communicated their proposed deliveries with neighbouring construction sites and any other business, and have coordinated the deliveries where possible	Confirmed - as noted above nearby sites who share vehicle routes will be coordinated where necessary.
	No deliveries shall be scheduled that will require the driver to wait outside the site before 8.00am (and Vehicles will not be permitted to circulate the highway to avoid this requirement)	Confirmed - as detailed with body of the CMP.
	A pre-booking system for managing deliveries must be operated. All deliveries must contact site at least 20min before arrival to allow the necessary checks to be undertaken	Confirmed within CMP.
MITIGATION AND RESPITE	Adoption of localised mitigation measures such as washing the windows of neighbouring properties	Confirmed - specific details to be agreed with appropriate neighbouring properties. Confirmd and understood.
	Developments will be required to pay a Construction Impacts Bond to the Council to support the cost of Council officers addressing matters that should have been addressed by the contractor	
	Dedicated wheel washing with rumble grids must be utilised unless agreed otherwise by the Council	Not applicable to Acorn House due to site constraints and limited sub-structure works. Appropriate whee washing will be provided.
	Green infrastructure, such as green screens/hoarding, should be utilised. Installation of filtration units, particularly where the site is near (within 250m) vulnerable receptor facilities (such as schools, nursing homes and hospitals)	Noted.

	Requirement	Response
SITE CONDUCT	A firm disciplinary policy, such as a two strike warning before removal from site must be operated	Confirmed.
	Contractors must attain the Considerate Contractors Scheme 'Exceptional' score	Confirmed within CMP.
	Contractor must employ an enforcement process to ensure that contractors vehicles do not idle	Confirmed within CMP.
	A plan and process to encourage site operatives to arrive at the site by sustainable methods (including car sharing / pooling) must be presented and communicated	The contractor will produce a travel plan that encourages sustainable travel methods.
	CLOCS compliance monitoring results need to be reported to council	Confirmed.
	All sites must ensure that Traffic Marshalls / Banksmen are appropriately trained, and that there is at least one operative on duty at any given time that has at least has 1+ year of experience in that role.	Confirmed. Contractor to evidence this.
	The site must be kept damp at all times, proposed equipment for this purpose must first be agreed to by the local authority.	Appropriate damping down will take place during demolition and construction works.
	Weekly 'toolbox talks' should be conducted with all site operatives to advise of the requirements expected by the Council.	Confirmed - to be undertaken by the Contractor and key sub/trade contractors.
	Site operatives should be identifiable by the public to the site, such as using a uniformed colour of work jackets or branding.	Confirmed - project branded hi-vis proposed.

	Requirement	Response
MACHINERY AND EQUIPMENT	All heavy goods vehicles (HGVs) are required to be Euro VI standard or better, and light duty vehicles (LDVs) are required to be Euro 4 petrol or Euro 6 for diesel, or better. Preference should be for zero to low emission equipment	Confirmed.
	NRMM should be to stage IV of EU Directive 97/68/EC as a minimum, and an up-to-date NRMM log must be kept on-site and shared with Camden officers	Confirmed.
	The site must connect to mains prior to works commencing to remove the need for diesel generators	Confirmed - temporary electricity supply will be provided.
	At least four real-time PM10 monitors (certified to MCERTS standard) must be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the Council. Camden officers must be provided access to the raw data via an online platform, and automated exceedance alerts should be sent to AirQuality@camden.gov.uk in addition to the contractor/developer on-site representatives	Confirmed - details to be finalised.
	Web-enabled monitoring equipment, allowing real time information accessible by the public should be deployed – including the use of emerging technologies	Confirmed where appropriate to the works being undertaken.
	Environmental monitoring summary reports should be sent to Camden officers on a monthly basis	Confirmed - Contractor to provide.
	The use of powered, percussive breaking equipment should be avoided. Where this is considered not possible early discussions with the Council.	