

Construction/ Demolition Management Plan

13-17 Fitzroy Street

London

W1T 4BQ

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
15/08/2022	First Issue	Mike Fincham
19/08/2022	2 nd Issue	Mike Fincham
10/10/2022	3 rd Issue	Mike Fincham
07/11/2022	4 th Issue	Mike Fincham
23/11/2022	5 th Issue	Mike Fincham
10/01/2023	6 th Issue	Mike Fincham
17/01/2023	7 th Issue	Mike Fincham

Additional sheets

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

Date	Version	Produced by
	Appendix 1	Summary Construction Programme – 8BUILD/C/001 Rev B dated 21/11/2022
	Appendix 2	Site Logistics Plan
	Appendix 3	List of Addresses that were notified of the Project at 13 Fitzroy Street
	Appendix 4	Copy of correspondents sent to and received from residents
	Appendix 5	MSK Delivery Management System
	Appendix 6	Utilities
	Appendix 7	Route Access Plans
	Appendix 8	Swept Path Analysis
	Appendix 9	Asbestos Report
	Appendix 10	Pest Control
	Appendix 11	Dust Monitoring
	Appendix 12	Noise Impact Assessment
	Appendix 13	NRMM
	Appendix 14	CIA Checklist
	Appendix 15	Mobile Crane Slew Locks / Restrictors
	Appendix 16	Drawing Showing Car Parking Bay Suspension in Fitzroy Street

	Appendix 17	SES Environmental Monitoring Proposal <i>(Updated)</i>
	Appendix 18	Vehicle Swept Path Analysis for Existing Loading Bay
	Appendix 19	Signed CRM Addendum
	Appendix 20	Target Mobile Crane Dates in Cleveland Mews
	Appendix 21	Hoarding Layout
	Appendix 22	Vehicle Swept Path Analysis for Articulated Lorry into Cleveland Mews

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](#)."

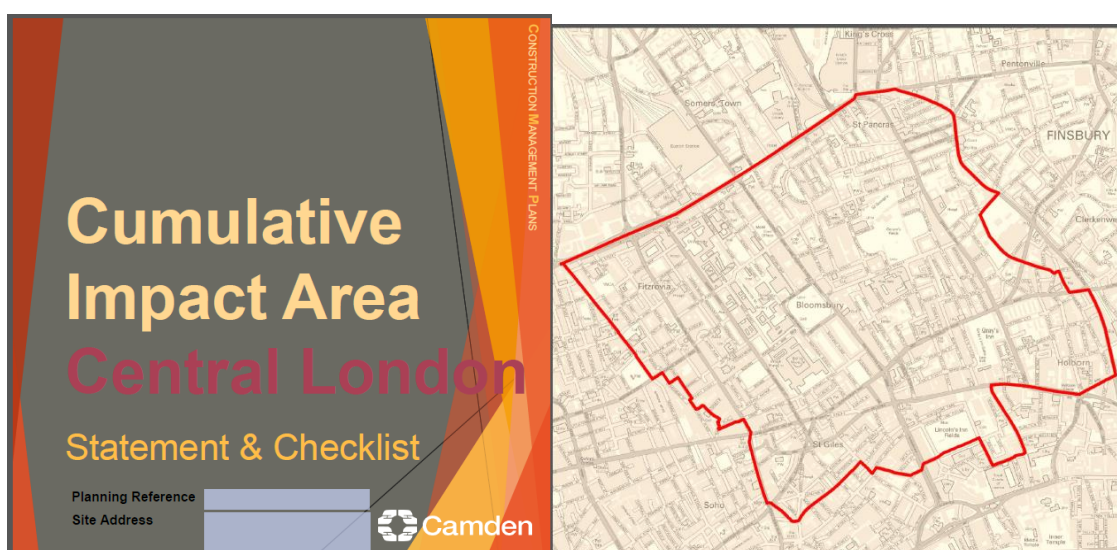
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

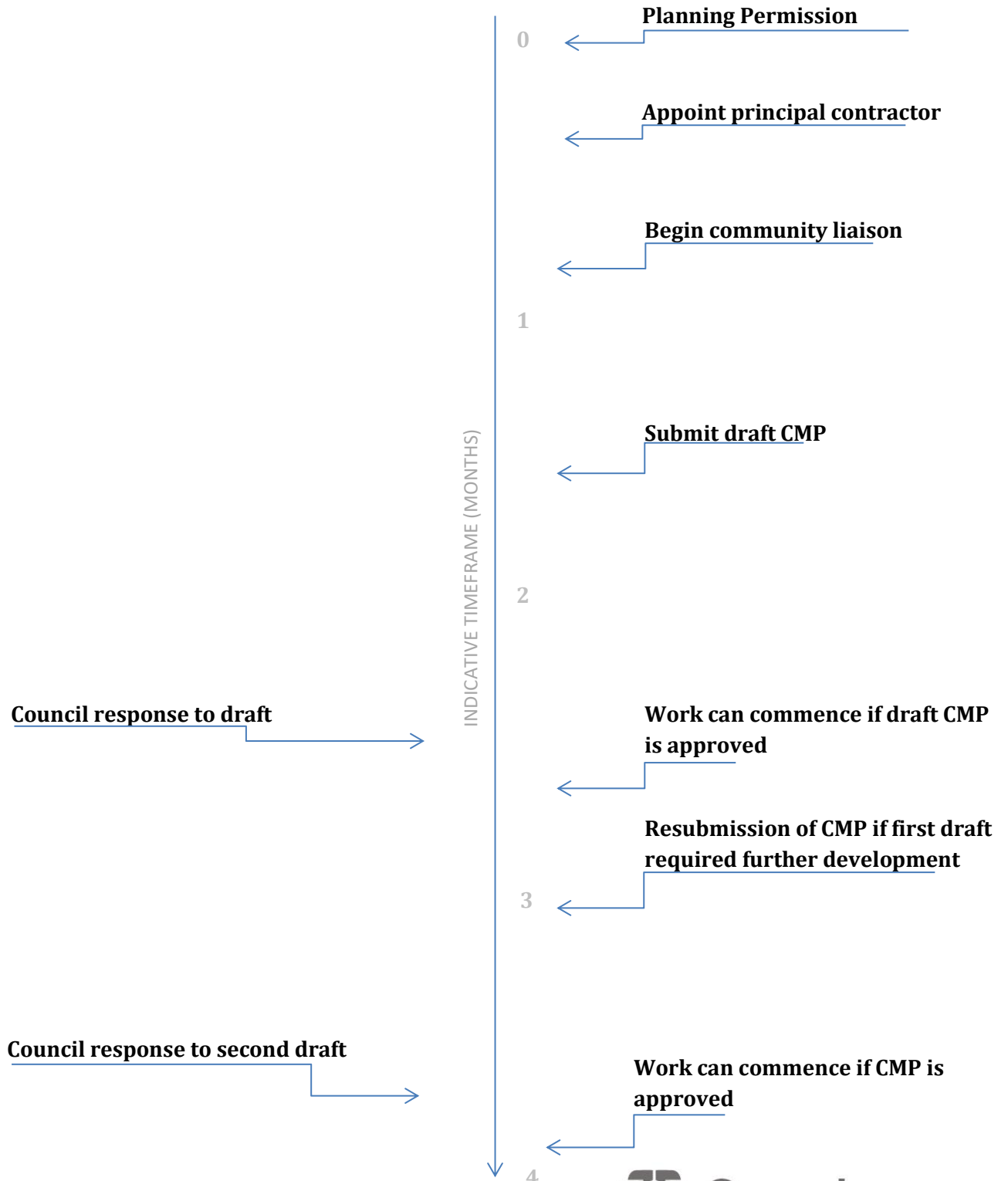
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address:

13-17 Fitzroy Street

London

W1T 4BQ

Planning reference number to which the CMP applies: 2019/2198/P

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

Name: Mike Fincham

Address: 64 Leman Street, London E1 8EU

Email: m.fincham@8build.co.uk

Phone: 0203 876 8892

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Jack Everett

Address: 64 Leman Street, London E1 8EU

Email: j.everett@8build.co.uk

Phone: 07775 421 897

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: Khayer Chowdhury

Address: Quatro, 20 Red Lion Street, Holborn, London WC1R 4PQ

Email: kchowdhury@quatro-pr.co.uk

Phone: 02007 566 7968 / 0794 020 8803

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: Andrew Dixon 8build

Address: 64 Leman Street, London E1 8EU

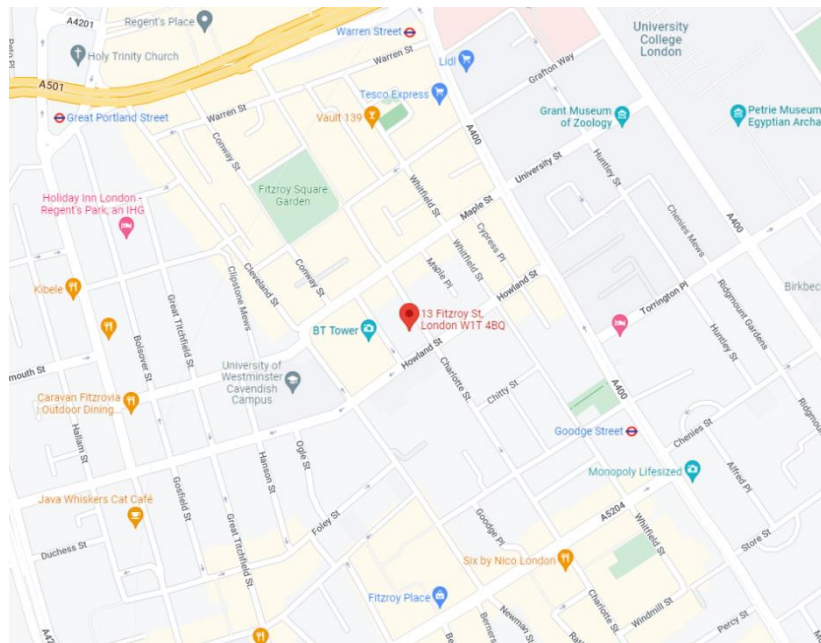
Email: www.8build.co.uk

Phone: 020 3544 3457

Site

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

The site is located at 13 Fitzroy Street, in the London Borough of Camden, Central London south of the main A501, near to Regent's Park and west of Tottenham Court Road and north of Charlotte Street. The project comprises of the refurbishment of the existing 13 Fitzroy Street office building with a new 2-storey extension to the west wing of the building adjacent to Cleveland Mews. The north of the site adjoins an existing building that is occupied for both office and residential use. To the east and south side of Fitzroy Street is predominantly office and to the west of Cleveland Mews is the BT Building.





7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The proposed scheme comprises of a refurbishment to the existing 6 storey building and a two storey extension to the existing two storey building located on the west elevation of the site. The existing clad façade will be retained and refurbished where required with new cladding and glazing installed to the new extension and atrium area. The roof plant is replaced, and there will be new roof walkways and external roof terraces created. The internal office, toilet and stair core areas are fitted out with new M&E services and finishes. The existing atrium area is extended which will also incorporate walkway bridges and a new internal staircase from lower ground upto the 4th floor. The existing main entrance gets reconfigured and altered creating level access from the pavement into the building.

The key issues and challenges associated with redeveloping this site are:

- The general level of both pedestrian and vehicular traffic in the surrounding area.
- The interface between the construction works and the number of people walking past the site along Fitzroy Street between the hours of 8am – 9am and 4.30pm – 6.00pm.
- Road closures for craneage.
- Extent of external scaffold to façade of building.
- Limited carriageway width on Cleveland Mews for deliveries and craneage.
- Temporary road closure of Cleveland Mews.
- Control of noise and dust.

- Traffic management.

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).

Please refer to Preliminary 8build Construction Programme 8BUILD/C/001 Revision B appended to this document in Appendix 1.

Start on site date – 23rd January 2023

Project completion date – 3rd June 2024

Project overall duration on site – 68 Working Weeks (71 Calendar Weeks)

Activity	Duration (Weeks)	Planned Start Date
Structure	34 weeks	23/1/2023
Atrium Area	37 weeks	35/6/2023
Roof & Envelope	32 weeks	14/6/2023
Roof Area 7 th Floor	42 weeks	27/3/2023
M&E Infrastructure – Risers / Lifts	53 weeks	13/2/2023
Services & Finishes to Floor Areas	58 weeks	13/2/2023
Testing & Commissioning	24 weeks	29/11/2023

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

Site working hours will be as above with work on Saturday only being used as a last resort in order to avoid disruption to adjacent commercial premises that would be caused if the work item was carried out during the week. No works will be planned to take place outside of these times however should something outside of our control occur (such as the break-down of plant, e.g. mobile crane or

concrete pumps), requiring the site to work beyond the stipulated times, then we would speak to the local Environmental Health Officer in order to get their guidance on how best to approach the out of hours working. To mitigate the risk of such occurrences, although the site hours as dictated by the Planning Consent allow working up to 18:00 hours, all works are planned to finish at 17:00, allowing an hour contingency period at the end of the day.

As a matter of course we always notify neighbours who will be directly affected or potentially inconvenienced by our works in order to minimise the impact we have on them and to ensure that they are fully informed at all times.

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 surrounding area is characterised by residential accommodation, hotels, and commercial properties, the latter extending along Fitzroy Street to the east of the site, Howland Street to the south and BT Media and Broadcast (BT Tower) to the west in Cleveland Mews. To the north of the site the building adjoins Sovereign House on Maple Street which is residential and commercial property. It is important to note that both the Sovereign House and the BT Building have vehicular access at north and south end of Cleveland Mews. Therefore when we have a temporary road closure (TTR) in use for the mobile crane visits, we will ensure that access is maintained to these two areas. This will be done by temporarily making both the north and south ends of the mews accessible for two way traffic. When this is in place it will be overseen by traffic marshalls (**See Appendix 2**). *When the mobile crane is set up in Cleveland Mews the intention is that the artic lorries delivering the precast planks and steelwork will reverse into Cleveland Mews from Maple Street.*

The mobile crane will also be fitted with slew locks so as to ensure that it will not hit the BT tower when in operation. The low level of the building will have localised protection barriers (**See Appendix 15**)

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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

We have employed Quatro Public Relations for providing positive dialogue with the local communities which will be essential to the success of the project. They have issued letters, copy in **Appendix 4**, to properties in the surrounding area (as highlighted on the sketch below).



Within the letter they informed the community of the proposed project website eg, www.13fitzroystreet.co.uk and the relevant password.

They have created a QR code for the website which will be available on posters and the hoarding once we commence works on site.



Once the works commence later this year newsletters will be issued every 6 to 8 weeks, but should the community have any queries then they can email them on info@13fitzroystreet.co.uk.

The purpose of the website is to help get messages across, gaining feedback and support for development proposals. The website will help the project team communicate with neighbours and any community liaison groups with those parties being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances. The first consultation meeting

wss held with the neighbours on the 5th October 2022. Copy of minutes from the meeting are in **Appendix 4**.

We have included a copy of the issued letter and any responses from the neighbours in **Appendix 4** of the CMP.

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.

8Build has appointed Quatro as the Community Engagement Consultant. As noted under point 11 above, a Community Liaison Group (CLG) will be set up by Quatro. The representatives in the working group will be setup in due course, closer to the intended construction works starting. We anticipate this being in December 2022. The membership of this group will be listed in the table below:

Organisation	Named Representative	Deputies
Quatro	Khayer Chowdhury	Gary Pleasant
8Build	Jack Everett	Adam Cannon
??	TBC	TBC
??	TBC	TBC
??	TBC	TBC
??	TBC	TBC
??	TBC	TBC
??	TBC	TBC

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#). Please provide the CCS site ID 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.

8Build are a Partner of the Considerate Constructors Scheme and as such all our sites are registered under the scheme. The development has been registered (CCS Site ID number is 132574) and will be audited by the Considerate Constructors Scheme under which 8Build pride themselves on achieving

high levels of compliance and best practice, and subsequent audits will be made available to the Community Liaison Group and Local Authority.

Once 8Build are appointed for the main works and works are due to commence, 8Build will issue a newsletter to the local residents every 6 to 8 weeks updating them on progress and also highlighting any key activities, such as crane lifts, etc as well as providing contact details for the Project Manager for the scheme. We also advise that as part of 8Build standard procedures, we have a complaints and complements procedure which runs in tandem with our obligations under the Considerate Constructors Scheme (CCS). We will also post CCS notices around the site hoarding with contact details for the CCS along with the Project Managers contact details.

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.

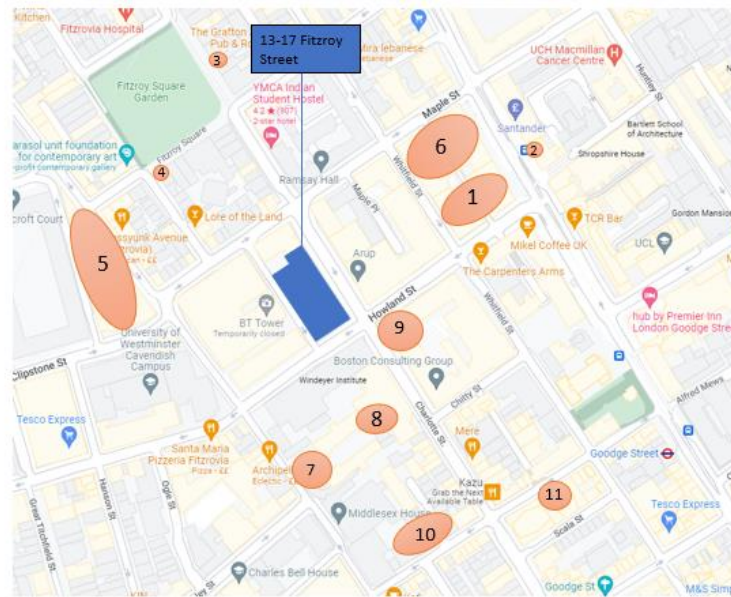
Adjacent construction sites are:

1. 95-100 Tottenham Court Road - Principal Contractor: Keltbray
2. 171 Tottenham Court Road - Principal Contractor: Bayanix Ltd
3. 3 Fitzroy Square - Principal Contractor: Westgreen Construction
4. 33 Fitzroy Square - Principal Contractor: Size Group London
5. 1 Clipstone Mews - Principal Contractor: ISG
6. 90 Whitfield Street - Principal Contractor: The Thornton Partnership
7. 44 Cleveland Street - Principal Contractor: Ark Build Plc
8. Bedford Passage - Principal Contractor: Morgan Sindall
9. 76 Charlotte Street - Principal Contractor: Zen Group London Ltd
10. Arthur Stanley House, 40-50 Tottenham Street - Principal Contractor: 4K Contracts Ltd
11. Scala House, 21 Tottenham Street - Principal Contractor: Metcalf Commercial Decorators Ltd

Contact will be made with the construction sites in close proximity to the Fitzroy Street site prior to construction works commencing.

Key:

- 1. 95-100 Tottenham Court Road
Principal Contractor: Kelbray
- 2. 171 Tottenham Court Road
Principal Contractor: Bayanik Ltd
- 3. 3 Fitzroy Square
Principal Contractor: Westgreen Construction
- 4. 33 Fitzroy Square
Principal Contractor: Size Group London
- 5. 1 Clipstone Mews
Principal Contractor: ISG
- 6. 90 Whitfield Street
Principal Contractor: The Thornton Partnership
- 7. 44 Cleveland Street
Principal Contractor: Ark Build Plc
- 8. Bedford Passage
Principal Contractor: Morgan Sindall
- 9. 76 Charlotte Street
Principal Contractor: Zen Group London Ltd
- 10. Arthur Stanley House, 40-50 Tottenham Street
Principal Contractor: 4K Contracts Ltd
- 11. Scala House, 21 Tottenham Street
Principal Contractor: Metcalf Commercial Decorators Ltd



13-17 Fitzroy Street,
Neighbouring Sites



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:

8Build

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

Ensuring compliance with the CLOCS Standard by the development, commences with the inclusion of specific clauses for compliance within the sub-contracts and inclusion of the following CLOCS Standards and Toolkits within enquiry documents and contracts sent to

sub-contractors for pricing of the scheme:

CLOCS Standard for Construction Logistics: Managing Work Related Road Risk

CLOCS Toolkit: Managing Collision Reporting and Analysis

CLOCS Guide: Vehicle Safety Equipment

CLOCS Guide: Managing Driver Training and Licensing

In the first instance, we have used 8Build established supply chain partners who are experienced in working to and meeting these requirements. Evidence of compliance (FORS accreditation, vehicle safety features & driver training) will be required prior to sub- contractor selection where the WRRR terms apply and will be made a mandatory deliverable on the sub-contractor or supplier in executing an order. The CLOCS supplier self- certification will be used for this purpose and will also equally apply to sub-suppliers. 8Build will also make it incumbent upon any potential sub-contractor to register with CLOCS in order that they stay up to date with the latest information.

Once on site, 8Build will provide training to its Site Management and Traffic Marshalls as to how to undertake spot checks on vehicle compliance and driver competency, as well as report non-conformances. Utilising the MSK online Delivery Management System (overview document appended in **Appendix 5**), all deliveries will be pre-booked. The system is designed such that the insertion of FORS accreditation details for the specific company making the delivery is mandatory. Failure to provide this information will by default not permit the delivery to be booked on the system. Furthermore, this information is automatically made available on a tablet held by the Traffic Marshall situated in Cleveland Mews where checks will be carried out at a frequency defined by the following risk-based analysis of potential deliveries that will service the site.

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:

8Build confirm that all contract orders for this project will include that all subcontractors and suppliers will abide by CLOCS Standards. Confirmation will also be provided for the formal sign up and registration for the CLOCS community.

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 location and suggested designated access routes are shown in Figures 1, 2, 3 & 4 below, and are also in **Appendix 7**.

The nearest part of the Transport for London Road Network is the A501 Euston Road, 480 metres to the north of the site, this will be the advised main route approach into Cleveland Mews.

The nearest part of the Strategic Road Network is the A400 Hampstead Road, 1600 metres to the north-east of the site. The site is within walking distance of five London Underground stations providing access to seven London Underground lines. Goodge Street station (Northern Line) is the closest station to the site, located 161 metres (three minutes' walk). The site lies approximately 1100 metres south-west of Euston mainline station, providing national rail services. Bus routes 14, 24, 27, 29, 30, 88, 134 and 205 stop at Goodge Street and Warren Street stations on Tottenham Court Road (650 metres and 1200 metres from the site, respectively). The site lies within the area covered by the London Cycle Hire Scheme, and docking stations are located on Howland Street and Scala Street. The public transport accessibility level of the site is 6b (where one is low and six is high). 8Build would like to discuss further with Camden Highways the proposed route and agree the most suited route for construction vehicles.

13 Fitzroy Street Mobile Crane Access & Egress Route Plan

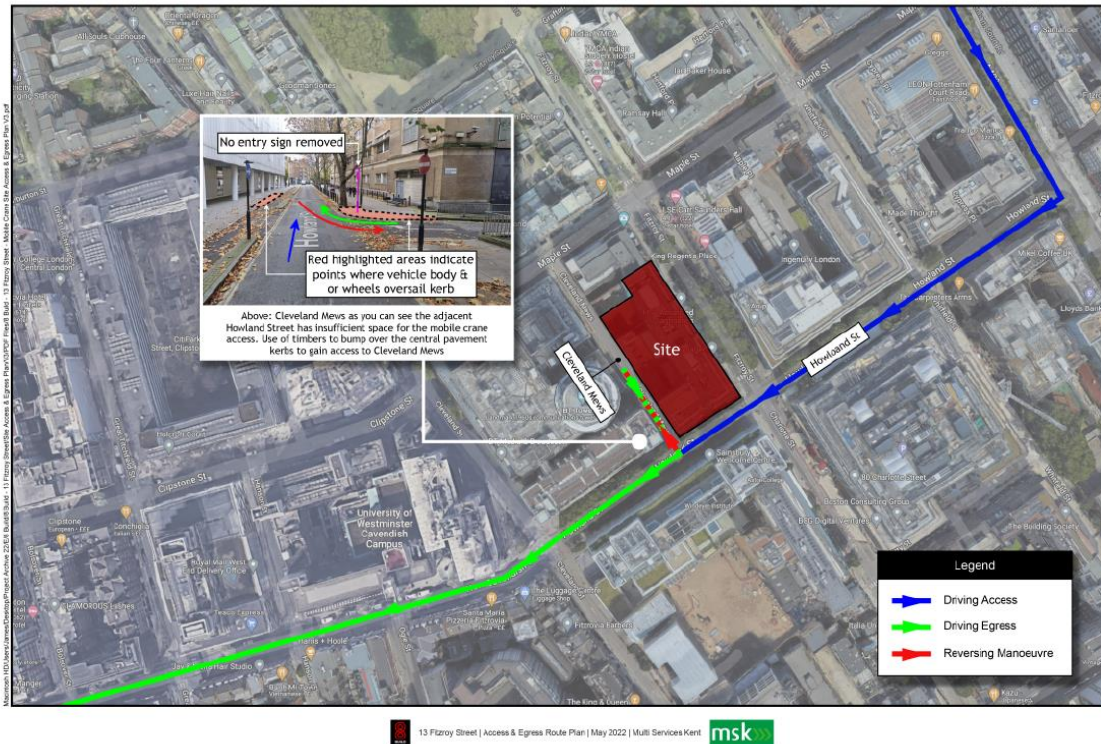
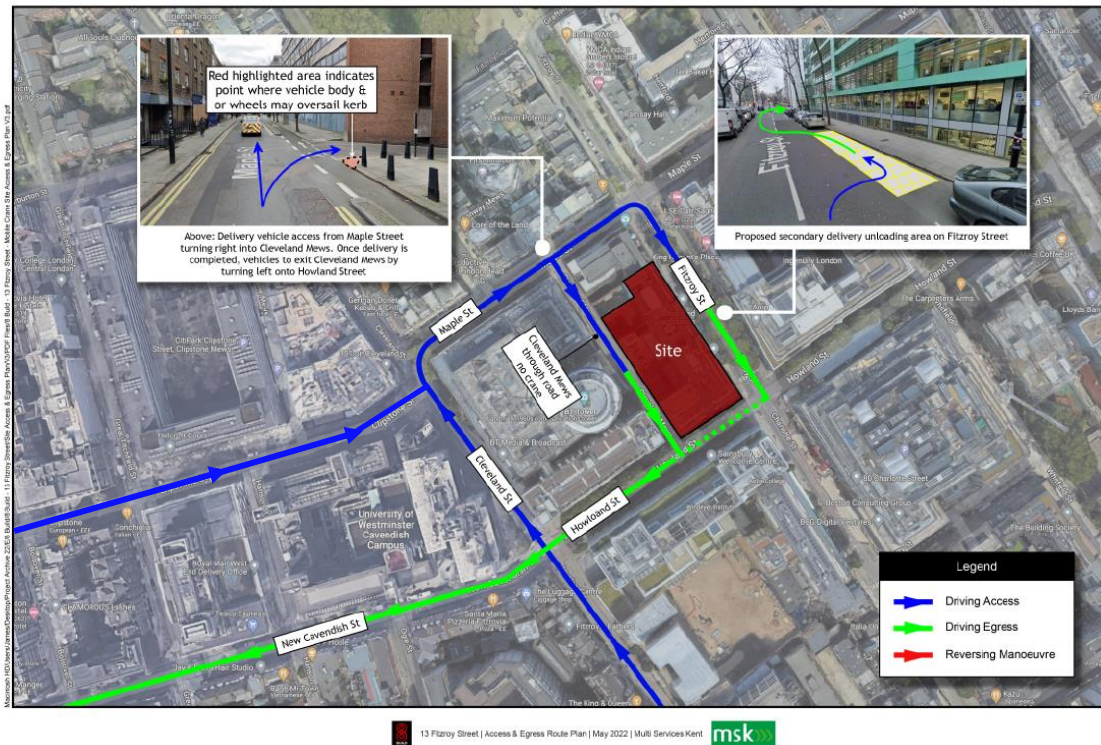


Figure 3 – Delivery Vehicle Access & Egress To Site Route Plan

13 Fitzroy Street Delivery Vehicle Access & Egress Route Plan



13 Fitzroy Street Access & Egress Route Plan



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.

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.

All sub-contractors and suppliers will be issued with a copy of the Contractors Management Plan prior to placement of orders by The Contractors Procurement Department. Where necessary, regular suppliers to the site will be invited to visit prior to any works commencing so that they can see at first hand the restrictions that are present. Compliance with the site online delivery pre-booking system will be made a condition of every order placed with non-compliance being penalised

appropriately. In addition, the site delivery information including route maps and restrictions will be available on the online delivery booking website (**Appendix 5**).

With regard to visitors and operatives alike, it will be made clear that there is no provision for on-site car parking and the use of local public transport will be recommended.

On site compliance will be reviewed on a weekly basis during site progress meetings to ensure that once again, the message is reinforced.

Deliveries will be made via Cleveland Street to the existing Loading Bay to the north of the site (**see appendix 18**). Once off loaded the material will then be distributed by forklift into the building via the existing car park within the building to the temporary hoist in the atrium area or the existing lifts. With regards to exceptional load deliveries, ie steelwork, precast planks, glazing to the new atrium or roof plant, a temporary road closure will be applied for in Cleveland Mews where a mobile crane will be positioned which will help to distribute the material into position.

Note - Loading frequently takes place along Cleveland Street and Maple Street adjacent to the junction, therefore artic vehicles approaching Cleveland Street will need to wait on Cleveland Street between Howland Street and Maple Street until called up. Prior to the vehicle arriving the traffic marshal will need to check that the approach route is clear before calling the vehicle forward into Maple Street and then into Cleveland Mews.

The use of HGVs will need to be reviewed in the existing loading bay once works have commenced on site. Should the loading bay not be able to facilitate large vehicles then Cleveland Mews will need to be used which will entail a road closure (Temporary Traffic Restriction).

The mobile crane will also be fitted with slew locks so as to ensure that it will not hit the BT tower when in operation. The low level of the building will have localised protection barriers (**See Appendix 15**)

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

It is anticipated that construction vehicles that would access the site during construction are listed within the table below. Swept path analysis of these vehicles has been carried out and the resultant drawings are available in **Appendix 8, 18** and for Articulated Lorry in **Appendix 22**. Additionally, a small number of abnormal loads for plant deliveries would be anticipated in respect of which the timing and any special traffic management measures would be agreed in advance with the local authority.

As mentioned in section 18 above the majority of loading / unloading of material will be carried out within the existing loading bay to the north of the site. However, there will be a need to have a temporary road closure (TTR) of Cleveland Mews for the positioning of a mobile crane to lift bulkier components from Cleveland Mews to place of installation. This will entail the offloading of steelwork, precast planks, glazing to atrium, roof materials and roof plant.

When the mobile crane is set up in Cleveland Mews the intention is that the artic lorries delivering the precast planks and steelwork will reverse into Cleveland Mews from Maple Street.

The area will be fenced off and both the north and south ends of Cleveland Mews will become two-way traffic to enable access to the BT building, and also the residential car park to the adjoining building. The necessary signage and traffic marshalls will be in place during these periods.

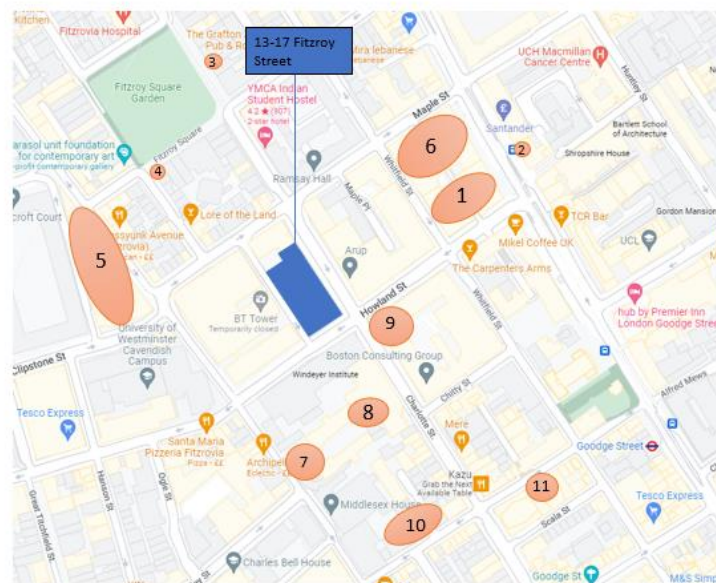
Delivery times need to be finalised with Camden but are currently restricted and can only be carried out between the hours of 09:30 and 16:30 on weekdays and between 08:00 and 13:00 on Saturdays.

<i>Type of vehicle</i>	<i>Length</i>	<i>Width</i>	<i>Height</i>	<i>Visits/day</i>	<i>Dwell time</i>
<i>Demolition and site clearance</i>					
<i>8-wheel tipper lorry</i>	<i>8m</i>	<i>2.5m</i>	<i>3.5m</i>	<i>4</i>	<i>30min</i>
<i>Plant deliveries</i>	<i>Less than 16m</i>	<i>2.5m</i>	<i>Less than 5m</i>	<i>Less than 1</i>	<i>15min</i>
<i>Basement and substructure</i>					
<i>8-wheel tipper lorry</i>	<i>8m</i>	<i>2.5m</i>	<i>3.5m</i>	<i>1</i>	<i>30min</i>
<i>Rigid lorry</i>	<i>11m</i>	<i>2.5m</i>	<i>Less than 5m</i>	<i>2</i>	<i>30min</i>
<i>Concrete mixer truck</i>	<i>9m</i>	<i>2.5m</i>	<i>4m</i>	<i>3</i>	<i>30min</i>
<i>Plant deliveries</i>	<i>10m</i>	<i>2.5m</i>	<i>3.5m</i>	<i>1</i>	<i>15min</i>
<i>Superstructure</i>					
<i>Rigid</i>	<i>10m</i>	<i>2.5m</i>	<i>Less than 5m</i>	<i>Less than 1</i>	<i>30min</i>
<i>Concrete mixer truck</i>	<i>9m</i>	<i>2.5m</i>	<i>4m</i>	<i>2</i>	<i>30min</i>
<i>Plant deliveries</i>	<i>10m</i>	<i>2.5m</i>	<i>3.5m</i>	<i>1</i>	<i>15min</i>
<i>Mobile Crane</i>	<i>15m</i>	<i>3.0m</i>	<i>4.0m</i>	<i>1</i>	<i>10 hours</i>

External finishes					
<i>Rigid lorry</i>	<i>10m</i>	<i>2.5m</i>	<i>Less than 5m</i>	<i>Less than 1</i>	<i>30min</i>
<i>Rigid lorry</i>	<i>Less than 12m</i>	<i>2.5m</i>	<i>Less than 5m</i>	<i>2</i>	<i>30min</i>
Internal fit out					
<i>Rigid lorry</i>	<i>Less than 12m</i>	<i>2.5m</i>	<i>Less than 5m</i>	<i>3</i>	<i>30min</i>
<i>Medium van</i>	<i>6m</i>	<i>2.2m</i>	<i>3.5m</i>	<i>4</i>	<i>15min</i>

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.

Key:	
1.	95-100 Tottenham Court Road Principal Contractor: Kelbray
2.	171 Tottenham Court Road Principal Contractor: Bayanik Ltd
3.	3 Fitzroy Square Principal Contractor: Westgreen Construction
4.	33 Fitzroy Square Principal Contractor: Size Group London
5.	1 Clipstone Mews Principal Contractor: ISG
6.	90 Whitfield Street Principal Contractor: The Thornton Partnership
7.	44 Cleveland Street Principal Contractor: Ark Build Plc
8.	Bedford Passage Principal Contractor: Morgan Sindall
9.	76 Charlotte Street Principal Contractor: Zen Group London Ltd
10.	Arthur Stanley House, 40-50 Tottenham Street Principal Contractor: 4K Contracts Ltd
11.	Scala House, 21 Tottenham Street Principal Contractor: Metcalf Commercial Decorators Ltd



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

Please see [Appendix 8, 18](#) that shows the swept path analysis that has been carried out for the use of a 15m mobile crane and also for a 12m rigid lorry in the surrounding roads and also in [Appendix 22](#) for the Articulated lorry.

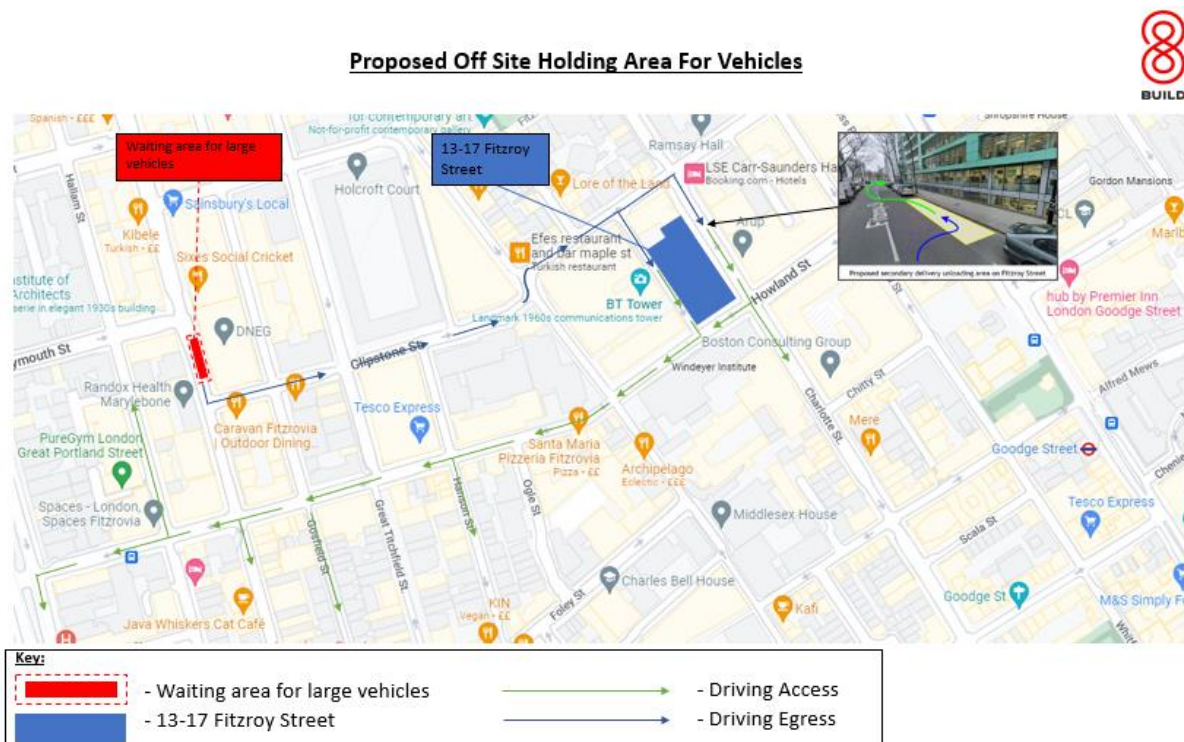
d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should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

As mentioned previously we will ensure that deliveries are booked 48 hours in advance and spread out during the day so as to prevent congestion. We have also identified an area that can be used as an off-site holding area, which is on Great Portland Street between Weymouth Street and Clipstone Street for both large and small vehicles.

Note - Loading frequently takes place along Cleveland Street and Maple Street adjacent to the junction, therefore artic vehicles approaching Cleveland Street will need to wait on Cleveland Street between Howland Street and Maple Street until called up. Prior to the vehicle arriving the traffic marshal will need to check that the approach route is clear before calling the vehicle forward into Maple Street and then into Cleveland Mews.



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.

In order to reduce vehicle movements, contractors and suppliers will be instructed to deliver full loads only and only arrange part loads when absolutely necessary.

No construction material consolidation centres are considered necessary given the size and nature of the project.

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).

Instructions will be issued to all contractors and subcontractors setting out the requirements they must abide by throughout their contract. This will include instructions to ensure that vehicles are not idling for any material length of time i.e. engines must be switched off when vehicles are stationary.

In order to reduce vehicle engine idling we will ensure that the drivers are briefed via tool box talks and also erecting posters within the loading bay area to make them aware. This will also be reinforced by our traffic marshalls who will be in the vicinity.

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.

13 Fitzroy Street Access & Egress Route Plan



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

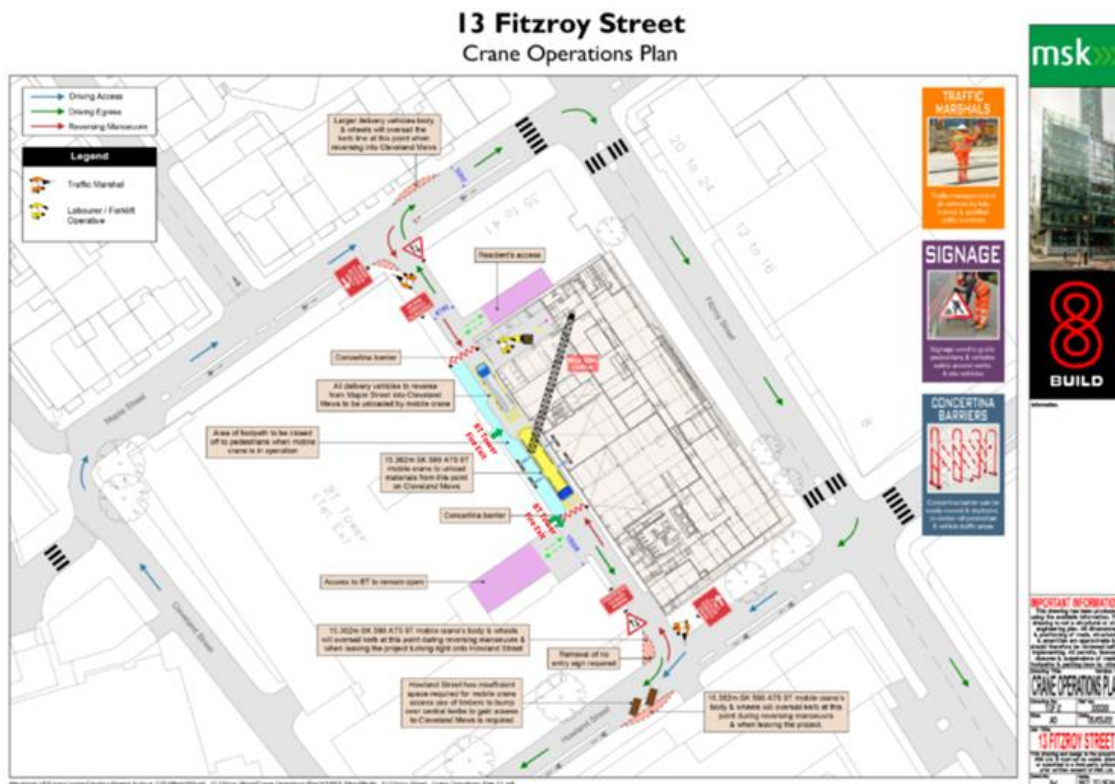
The main delivery point for material will be via Cleveland Mews where vehicles will either use the existing loading bay to the north of the site or use the temporary road closure in the mews.

The use of HGVs will need to be reviewed in the existing loading bay once works have commenced on site. Should the loading bay not be able to facilitate large vehicles then Cleveland Mews will need to be used which will entail a road closure (Temporary Traffic Restriction).

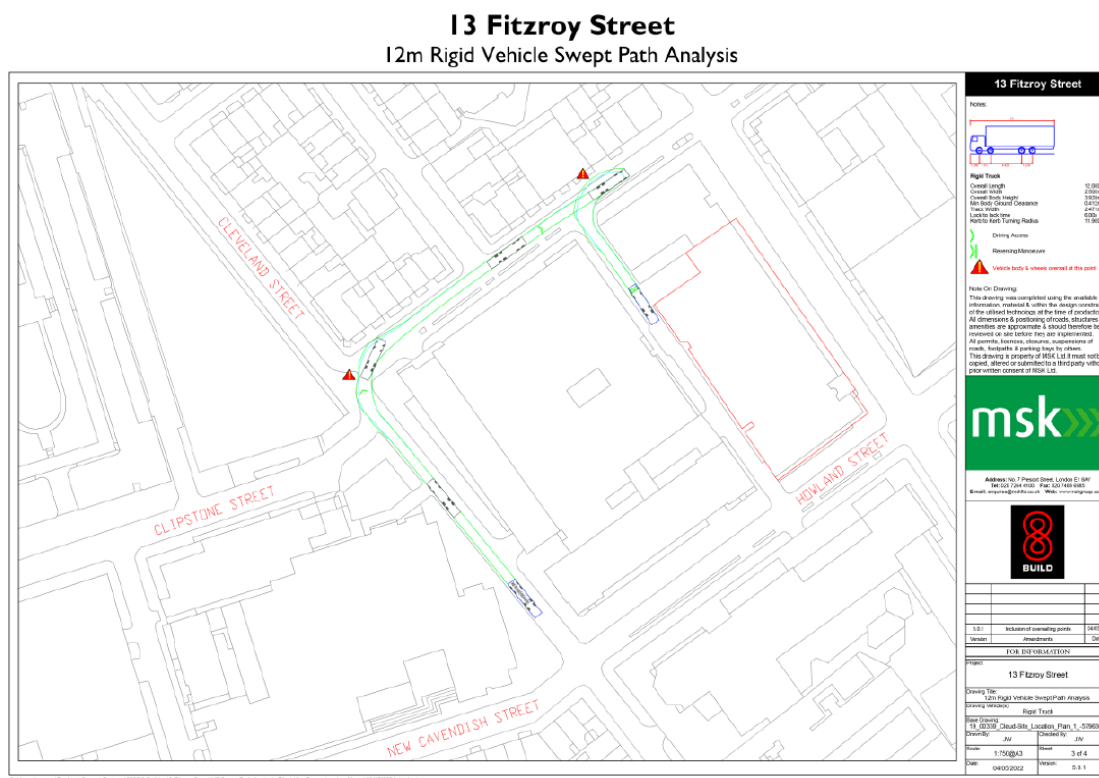
When having a road closure in Cleveland Mews we will need to maintain access for vehicles to both the BT tower entrance at the south end and to the residence car park at the north end.

The extent of the road closure will be between the residence car park entrance to the north of the mews and the BT car park entrance to the south. As the road is currently 'one way' we will need to temporarily change it to 'two-way' traffic at either end whilst the temporary road closure is in place. Therefore appropriate signage and traffic marshalls will be in attendance during this period to ensure that the process runs smoothly. The traffic marshalls will meet the deliveries and also direct the public as necessary.

When the mobile crane is set up in Cleveland Mews the intention is that the artic lorries delivering the precast planks and steelwork will reverse into Cleveland Mews from Maple Street.



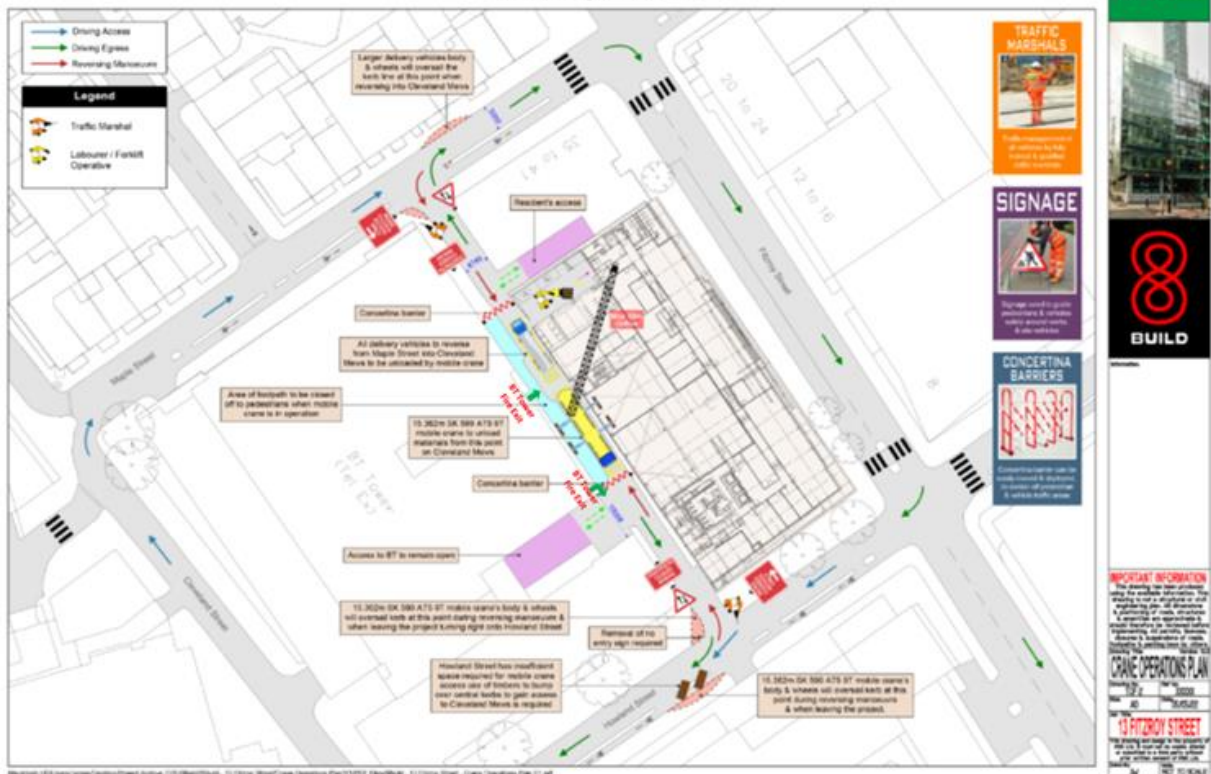
c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.



[illegible]

There will be no need for wheel wash facilities on this project as the vehicles will always remain on the roadway in the temporary loading bay in Cleveland Mews or within the hard standing area of the existing loading bay area.

13 Fitzroy Street Crane Operations Plan



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)

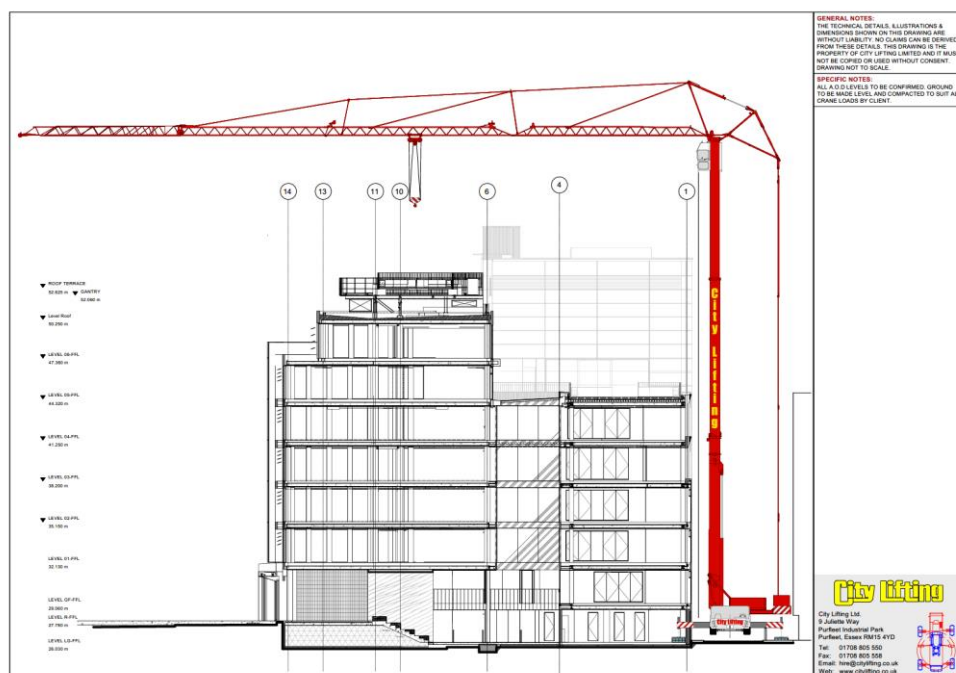
This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

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.

Waste skips will be delivered and collected from within the site boundary during the works. Once the tower crane is operational, skips will be lifted into and out of site.

It will be necessary to apply for a temporary road closure in Cleveland Mews for mobile crane operation for the erection of the extension the west side of the building and also for the works to the atrium and roof areas. 8Build will make the necessary applications to the Highways Management Team giving the required notice. This will include specific traffic management proposals for the operation.

The mobile crane will also be fitted with slew locks so as to ensure that it will not hit the BT tower when in operation. The low level of the building will have localised protection barriers (See Appendix 15)



We have also identified that we will need to suspend a couple of car parking bays in Fitzroy Street to enable a scaffold lorry to be parked there during the erection and dismantling of the façade scaffold on the east elevation of the building which is shown on drawing in Appendix 16.

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.

Please refer to section Q20b above.

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.

Legend

- Driving Access
- Driving Egress
- Reversing Manoeuvre

Personnel

- Traffic Marshal
- Labourer / Forklift Operative

TRAFFIC MANAGEMENT

SIGNAGE

CONCERTINA BARRIERS

13 FITZROY STREET

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.

Information regarding parking suspensions can be found [here](#).

 Camden

[illegible]

Key:

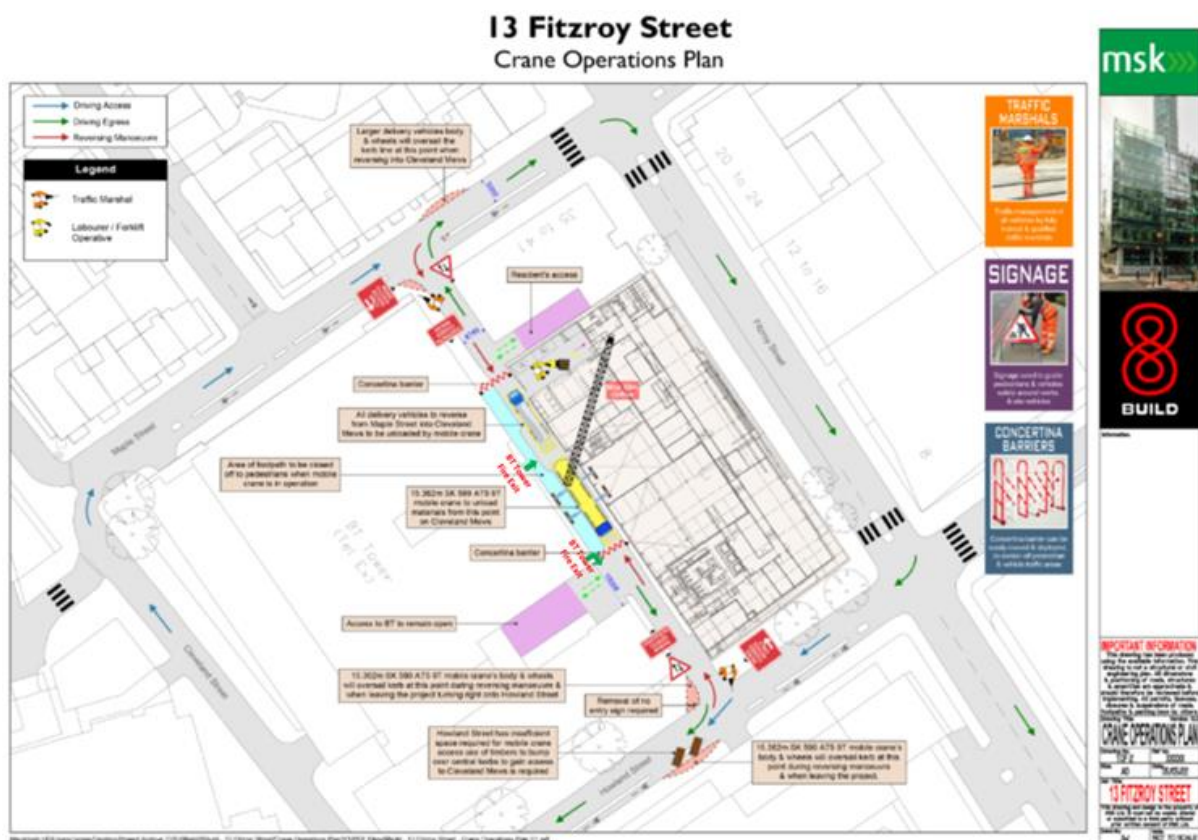
- 13-17 Fitzroy Street
- On-street car parking bays
- On-street motorcycle parking bays
- Cycle racks
- Cycle Lane (arrow pointing in direction of traffic)

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 the proposed occupation of the public highway.

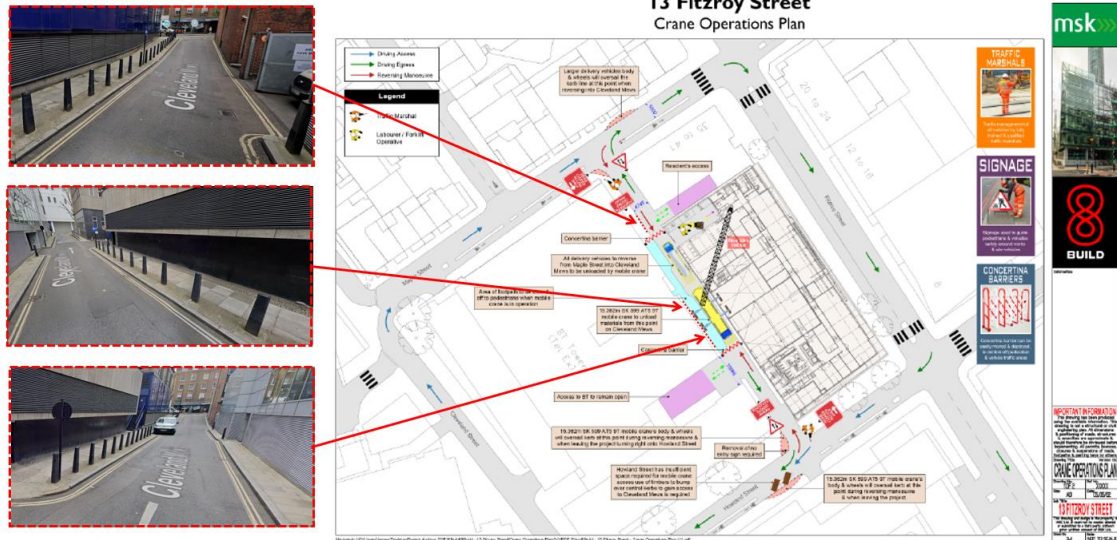
The proposal is close Cleveland Mews for various periods during the construction period on site. This will be for the use of a mobile crane being positioned halfway down the mews and for the lorry delivering the material as shown in drawing below. Each end of the mews will need to be changed to two way traffic which will have signage and traffic marshals in attendance during these periods.



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.

There will be the need for the removal of a number of steel bollards along Cleveland Mews to enable the mobile crane to position its outriggers and also for the ease of lorries being able to reverse into the existing loading bay to the north of the site as shown in sketch below.

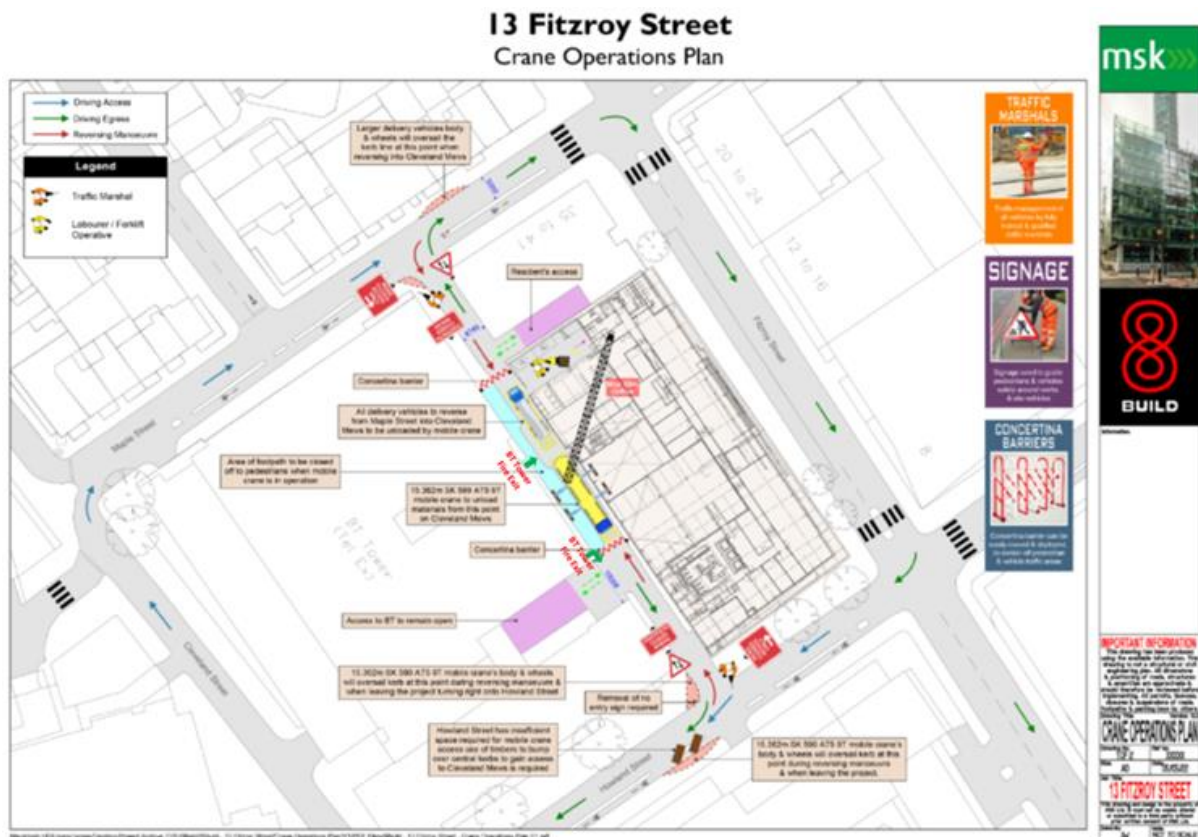
Street Works – Removal of Street Furniture



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.

The main delivery point for material will be via Cleveland Mews where vehicles will either use the existing loading bay to the north of the site or use the temporary road closure in the mews. When having a road closure in Cleveland Mews we will need to maintain access for vehicles to both the BT tower entrance at the south end and to the residence car park at the north end. The extent of the road closure will be between the residence car park entrance to the north of the mews and the BT car park entrance to the south. As the road is currently 'one way' we will need to temporarily change it to 'two-way' traffic at either end whilst the temporarily road closure is in place. Therefore appropriate signage and traffic marshalls will be in attendance during this period to ensure that the process runs smoothly. The traffic marshalls will meet the deliveries and also direct the public as necessary.



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.

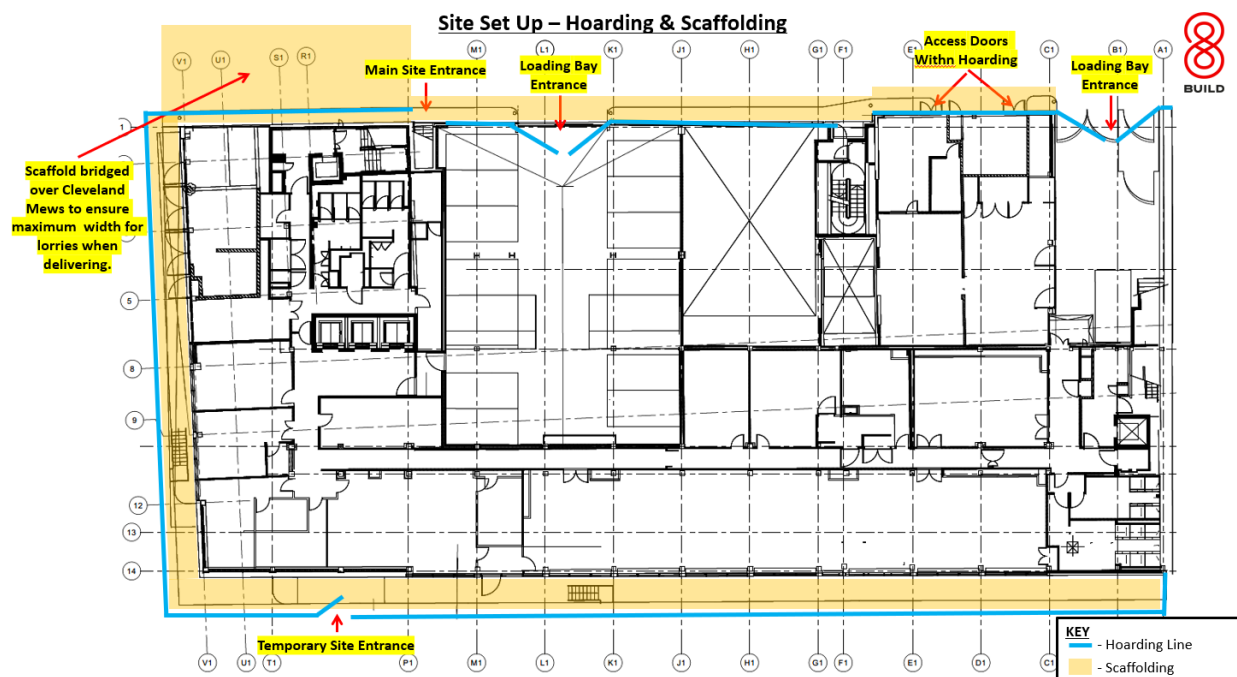
Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape 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.

We propose to install hoarding lines around the perimeter of the building to encompass the site and make it secure for the public. The majority of the scaffolds will be erected within the lightwells with approx. a meter around the building on the east and south elevations being positioned on the footpath, but due to width restrictions in Cleveland Mews a gantry will need to be erected across the roadway at the south end in order to reduce the base of the scaffold along the west elevation of the building.

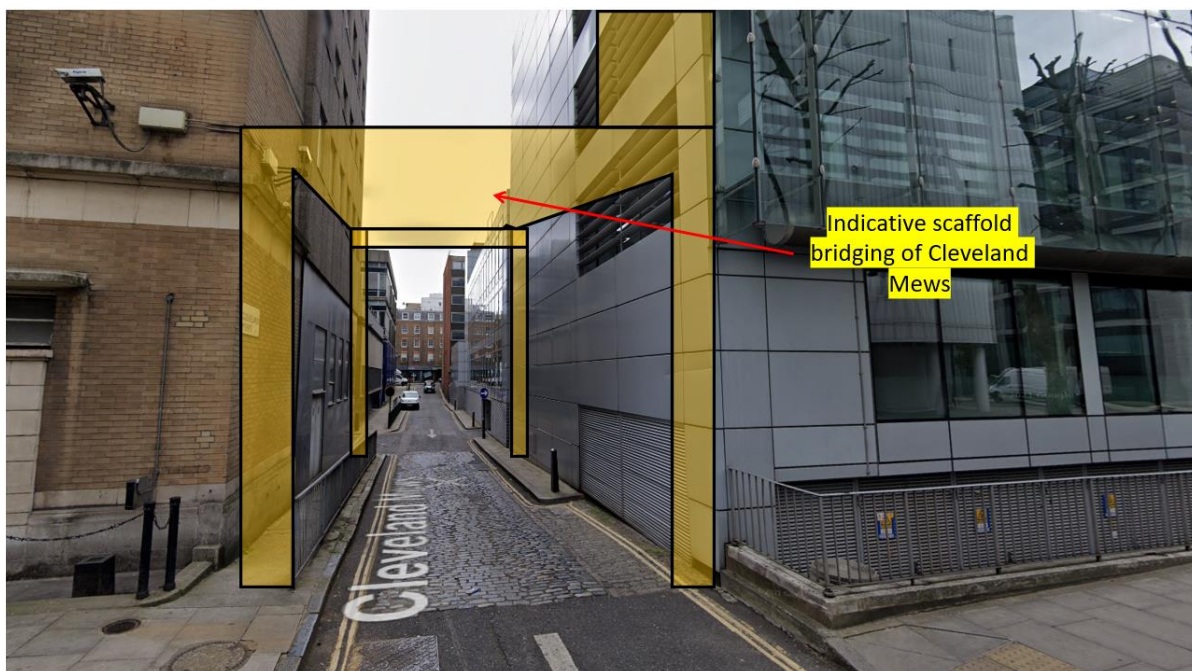
All relevant lighting, signage, security measures and escape routes will be provided to the proposed structures in accordance with best practice standards to ensure the public are aware of the project and are safe when walking nearby. All necessary licences for hoarding/scaffolding will be applied for following appointment of the contractor. Please see sketch below for hoarding and scaffold arrangements. See **Appendix 21** for dimension scaffold drawing.



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.

See sketch in section 26 above for proposed scaffold layout and indicative sketch below for proposed bridging over Cleveland Mews at south end.

Detailed design drawings and calculations will be provided once the scaffold subcontractor as been employed to undertake the works.



27. Services

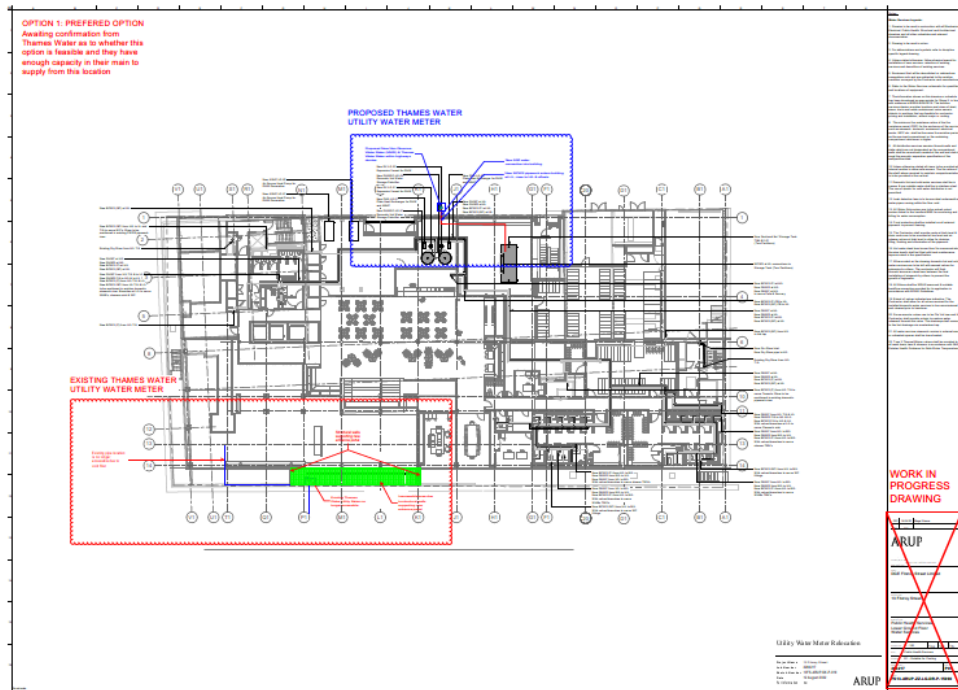
Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating 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.

Currently there will be no requirement for the highway or pavement to be excavated for new utility services (see [Appendix 6](#))

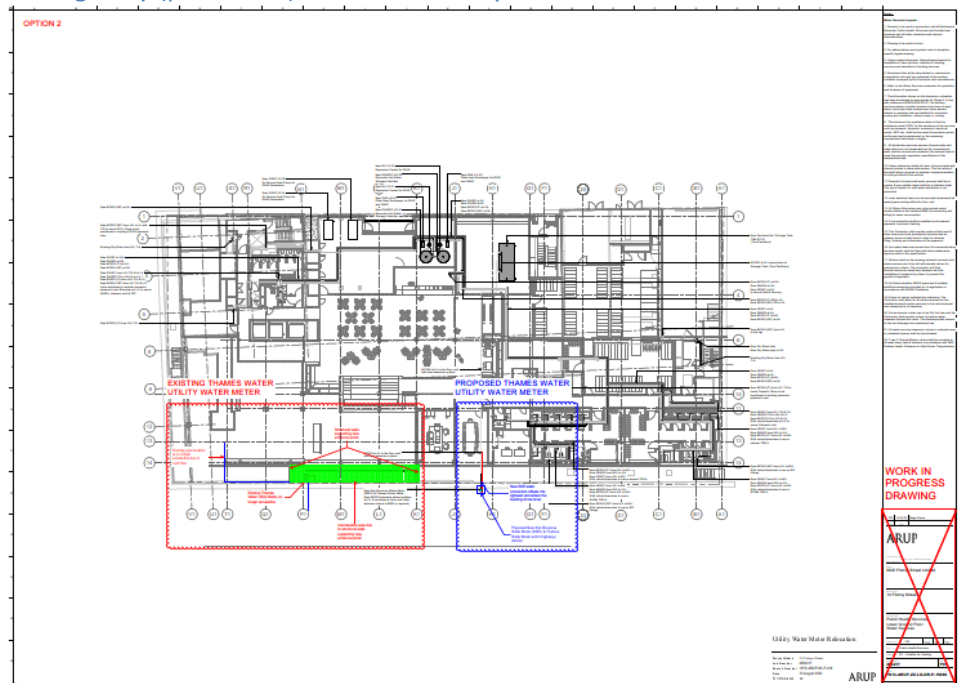
Gas (Cadent) – Existing supply to be stripped back within the building to the meter and then the meter is to be relocated to the lower ground floor security room.

Water (Thames Water) – The following options are currently being reviewed with Thames Water:

- Option 1 - New water meter within the highway (road) demise in Cleveland Mews.



- Option 2 - Existing main to be relocated within the lightwell with a new meter within the highway (pavement) demise in Fitzroy Street.



Electricity (UKPN) – No modifications to be carried out to the existing incoming provision to the building.

Comms / BT – Existing incoming trunking within lightwell in Fitzroy Street to be extended to Comms intake room.

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.

No works will be planned to take place outside of the stipulated times as shown below:

- 08:00hrs – 18:00hrs – Monday to Friday
- 08:00hrs – 13:00hrs – Saturdays
- No work on Sundays or bank holidays

However should something outside of our control occur (such as the break-down of plant, e.g. concrete pumps), requiring the site to work beyond the stipulated times, then we would speak to the local Environmental Health Officer in order to get their guidance on how best to approach the out of hours working. As a matter of course we will notify neighbours who maybe directly affected or potentially inconvenienced by our works, in order to minimise the impact that we have on them and to ensure that they are fully informed at all times. These communications will be undertaken via a community email group, newsletter or site communications board.

Work Activity	Construction Methodology
Demolition – The removal of the existing ground floor slab to the entrance and atrium areas and also the lower ground floor slab.	As the works are within the existing building the noise levels will be greatly reduced. The slabs will be broken out in sections, and isolation cuts / local structural separation between ground bearing slab and adjoining structures will be carried out to limit the extent of structural vibration transfer. Once separation is complete a brokk breaker will be used to break the existing suspended ground floor and lower ground bearing slab working away from the isolation cut / structural separation. Arisings will be removed from the areas by use of a bobcat skid loader to the waiting skip in the existing loading bay.
Concrete slabs (reinforcement and concrete pours)	Reinforcement will be delivered pre bent and will be fixed insitu on the insulation to the ground floor slab and on blinding to the lower ground floor slab. Columns and walls will be formed using propriety formwork with reinforcement again being fixed insitu. Concrete pours for columns, walls and slabs will be placed by static / mobile concrete pump that will gain access via Cleveland Mews into the existing loading bay.

Structural Steel frame & Precast Planks	The steelwork and precast planks will be delivered on a just in time basis. It will be unloaded by mobile crane positioned in a temporary road closure in Cleveland Mews. Bolting up will be by using a pneumatic wrench. Use of pneumatic wrench will be limited to noisy works periods only on a 2 hours on 2 hours off basis.
Scaffold erection, adaption and dismantling	Manual handling of scaffold components and use of scaffold spanners to tighten and release bolts.
External envelope – curtain walling, windows and cladding, roof coverings.	Sections / units will be delivered to site and unloaded from the back of a lorry from Cleveland Mews using a mobile crane. Items will be delivered on proprietary stillages / pallets. A pre-determined laydown area will be designated for these components. Units prefabricated off site will be lifted into position and fixed to the structure. None pre-fabricated units will be made up on site and again lifted into position and fixed into place. Access will be via standing scaffold to the perimeter of the building that will be fully sheeted to contain dust, debris and noise. Minimal cutting of components is anticipated. Secured using fixings driven home generally by battery operated power hand tools and self-tapping screws or bolts.
Atrium Glazing to Roof & Screen	Framework and glazed units will be delivered to site and unloaded from the back of a lorry from Cleveland Mews using a mobile crane. Access will be via a bird cage scaffold within the atrium and also a scaffold externally. Secured using fixings driven home generally by battery operated power hand tools and self-tapping screws or bolts.
Painting of External Ductwork to Facades	Existing ductwork cladding will need to be cleaned and then spray painted. Access will be via standing scaffold to the perimeter of the building that will be fully sheeted to contain dust, debris and noise.
Roof coverings – Hot melt system.	A flat roof hot melt water proof membrane will be applied to the existing concrete roof and new roof to block B extension. This is a quiet operation. Cutting of any ballast slabs will be kept to a minimum with pebbles being used to avoid cuts where suitable. Any cutting of slabs will be via water suppressed disc cutter and performed within a centralised cutting zone.

Noisy operations will be on a 2 hours on 2 hours off basis. These works will be in line with Camden's guidance between 8:00am – 10:00am, 12:00pm – 2:00pm and 4:00pm to 6:00pm.

It is not anticipated that internal fit out works once the building envelope is enclosed will cause any noticeable noise disruption to adjacent properties.

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.

Please refer to **Appendix 12** for Noise Impact Assessment survey undertaken by Arup on the 12th May 2022.

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

Due to the nature of demolition and construction works, it is inevitable that a temporary increase in noise and vibration will be experienced. It is anticipated that there will be noise and vibration level implications for nearby properties but should generally be of expected typical demolition and construction levels. As a starting point we propose a boundary trigger action level of 75dBA Leq(10 hour) Monday to Friday and 75dBA Leq(5 hour) for Saturday for noise and 3mm/s for vibration.

Any action trigger levels imposed to control noise and vibration will be regularly reviewed (typically monthly) and adjusted up or down, based on review of data from noise and vibration monitoring equipment and feedback from the Local Authority and Neighbouring properties.

See SES Environmental Monitoring Proposal in **Appendix 17**.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce and control noise and vibration, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites', including:

- The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the demolition and construction works.
- The quietest vehicles and plant shall be used as far as is reasonably practicable.
- No machinery starting up on site before the designated site start times.
- No engines left running on vehicles waiting.
- Noise suppression / screening will be a prime consideration in order to reduce the noise impact for the surrounding community (e.g. around generators).
- Keeping voices and conversations to a low volume. No shouting or swearing.
- No banging of doors, gates, scaffolding.

As far as reasonably practicable, construction methods will be selected to minimise noise and vibration. In addition, local residents will be advised when the above works are programmed to

commence via our regular information updates. The Contractors Contact details will also be provided to the local community in the event that there is a need to make contact due to noise or vibration disturbance in order that these can be investigated and dealt with accordingly.

Noise monitoring will be undertaken using a continuous monitor, Svantek 958A Pro SV69038 or similar. It will be positioned in an agreed location on the boundary of the site.



Where the measured noise levels are more than 3 dB (A) above the predicted noise levels averaged over the defined period of time or in the event of a complaint of noise, an investigation shall be carried out to ascertain the cause of the exceedance of the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so. The work activity will cease if found that improvements need to be made.

Information relating to the control of noise and vibration will be communicated to all site operatives through the site induction, start of shift briefings and tool box talks. As such, all site operatives will be briefed to ensure that best practical means are implemented at all times and to show due consideration to sensitive receptors.

Prior to approval of any methodologies, pre-start meetings will be held with the relevant subcontractors to ensure BPM is employed when carrying out their site operations. Discussion will include measures to be adopted to minimise and/or change working practices that could foreseeably have the potential to cause excessive noise and vibration.

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

CIRIA-accredited 'Environmental Good Practice on Site' training will be completed by all Site Management Staff. The course covers the requirements of BS 5228:2009. Environmental Best Practice briefing will be given to all site operatives starting on site by means of a specific environmental section of the site induction.

Temporary electrics will be managed using an automated cut out of non-essential power and lighting, so that out of working hours, the lighting other than emergency escape lighting will be turned off at night to avoid light pollution to neighbouring properties.

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 a focus on both preventative and reactive mitigation measures.

Control of dust, particularly during periods of dry and windy weather, is a prime concern for all construction projects. The Contractor will have a hierarchical policy of prevention – suppression –

containment with regards to dust control for all of its projects in order to prevent dust migrating beyond the site boundary. This applies to an operative drilling a hole to dust being blown about the site in dry weather.

Control of dust will be implemented following the guidelines set out in the best practice guidance 'The Control of Dust and Emissions during Construction and Demolitions – Supplementary Planning Guidance, July 2014' produced by The Greater London Authority (Mayor of London). When necessary water mist suppression will be utilised at the point of work.

Dust emissions shall be monitored throughout the working day concurrently by the use of Turnkey Osiris TNO D2376.



Should dust be observed either in the air or deposited on vehicles or other sensitive receptors works shall be suspended and the working practice reviewed to determine a method to prevent a recurrence.

Monaflex sheeting will be used on the perimeter scaffolds to assist in containing dust produced during works to the facades. The Monaflex will be maintained throughout its life to maintain its integrity. A 2.400m high hoardings will be erected to the perimeter of the site to contain dust within the site boundary, these will also provide additional security and privacy to our neighbouring buildings (See Appendix 16).

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.

All ground or surface water run-off will be strictly controlled in line with environmental legislation and best practice to prevent pollution of drains and watercourses. All fuel will be stored in bunded tanks, at least 10m from any drain or gully. Emergency spill kits will also be available on site.

The best **management** practice for concrete washout are to collect and retain all the concrete washout water and solids in leak proof containers, so that the caustic material does not reach the soil surface and then migrate to surface waters or into the ground water.



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

8Build will appoint SES as our specialist consultant well versed in the expectations of Camden Borough Council to provide real time monitoring stations for dust, noise and vibration. Amber triggers levels will be set on these monitoring stations which will alert The Contractor of dust, noise and vibration levels approaching the red line. The monitoring system shall:

- Be capable of providing text and / or email alerts to multiple recipients, configurable per position. Any exceedance alerts will also be sent to AirQuality@camden.gov.uk
- Be capable of streaming data live to a single project website for noise, vibration and dust. The web site shall:
 - Show live data based upon interval periods noise, vibration and dust.
 - Identify when these levels are breached.
 - Display historic and searchable data since the beginning of the project.

Monthly hard copy reports will be provided by the specialist consultant for the project that will report on the previous months readings.

In accordance with BS5228 monitoring locations would ideally be located at the neighbouring property along each site boundary adjacent to the nearest noise sensitive receptors. If this can't be arranged with the neighbouring properties, then the monitoring stations will be positioned around midpoint along each site boundary.

Noise, vibration and dust monitors will be strategically positioned at suitable locations around the perimeter of site, with a vibration monitor proposed by the North East corner of the site adjacent to Sovereign House.

Noise

Monitoring equipment will be set up 4 weeks prior to works commencing on site in order to establish existing noise levels which will then enable trigger levels to be set. The aim of the trigger level is to determine and achieve a suitable daily noise level at neighbouring property. This is usually described as a dBA Leq(10hour) value, where the working day is 08:00 to 18:00 hours or Leq (5hour) 08:00 to 13:00 hours on a Saturday.

The action alert level should be dictated by what is reasonable considering proposals and using best practical means. It is widely acknowledged that action trigger levels could be established based on operational noise outputs from proposed plant items. It is counter intuitive to propose noise limits which are lower than the noise outputs of the items of plant, as this would unduly restrict the ability to undertake the required demolition and construction works.

The monitoring equipment will trigger alerts and depending on where they are installed, trigger level values will be adjusted with a view to controlling the noise impact at the neighbouring properties.

We have allowed for a number of noise and dust monitoring points, the exact locations of the noise monitoring stations is to be reviewed in order to prevent the risk of false alerts.

We would look to install Class 1 integrating logging sound level meters. The calibration of these meters would need to be kept up to date and verified before, during and after all noise monitoring assignments.

8build meters are typically configured to store and log continuous 1-hour samples of noise throughout the working day. Alert threshold response are available by email or SMS to notify our site manager/other interested parties when the recorded levels suggests that an exceedance may occur if action is not taken. This allows works to be varied before limits are reached. Remote monitoring and weekly or monthly reporting is also available where required.

Vibration

BS 5228-2: 2009 provides the following guidance with regard to human perception and disturbance relating to vibration:

Vibration Level PPV (mm/s)	Effect
0.14	Vibration might just be perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.
0.30	Vibration might be just perceptible in residential environments.
1.00	It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents.
10.00	Vibration is likely to be intolerable for any more than a brief exposure to this level.

Vibration action levels should lie somewhere between 1 – 10 mm/s PPV for intermittent vibration such as that of demolition / construction works.

Any action trigger levels imposed to control noise and vibration will be regularly reviewed (typically monthly) and adjusted up or down, based on review of data from noise and vibration monitoring equipment and feedback from the Local Authority and Neighbouring properties.

Where items of percussive / noisy plant are required, on site testing in advance of the works can be carried out. The test would inform The Contractor and neighbours of the likely noise / vibration levels expected and would assist in the refinement of the activity to ensure best practical means.

Dust

As noted above, the real time monitors will record and notify dust levels and trigger points. The monitors will be set to an action trigger level of 250 µg/m³ averaged over a 15 minute period.

8build will be appointing SES to carry out monitoring works on site.

Some of our regular dust control and monitoring measures are as below:

- Visual checks by our site manager and on site team will be conducted hourly throughout the day. If any specific activity is due to cause dust, the RAMS will be checked and approved if acceptable for mitigation and monitoring measures, ensuring contractors have a designated person to monitor the dust throughout the activity.
- The building façade during the demolition works remains in place with the exception of the reconfiguration of the new entrance area at ground floor on the east elevation. Scaffolding will be used to install monaflex sheeting which will enclose the area during the demolition.

This will prevent the vast majority of the dust generated from spreading to the neighbouring buildings and environment.

- We use water suppression or on-tool extraction for those tasks where it is possible.
- Enclosed spaces may need general mechanical ventilation to remove dusty air.
- Damping down and using a brush, shovel and bucket for minor/small 'one-off' amounts will be implemented by our labourers and cleaning teams.
- Or for regular removal/site cleaning: Water spray for damping down. Rake, shovel and bucket/wheelbarrow to remove larger pieces.
- Covered chutes and skips where needed.
- Vacuum attachments fitted to an H or M Class extraction units will be used.

Please refer to **Appendix 11** for example of dust Monitoring Proposal

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.**

We have been in consultation with our dust monitoring consultant and they will install dust monitors at convenient locations on the site to sample the dust generated by the demolition and other construction activities.

The sampling of the data will be conducted using specialist air-quality monitoring equipment capable of recording data at upto 1 minute intervals, although a period of no greater than 15 minutes is advised. The dust monitoring units will transmit data remotely back to head office where it will be processed. The dust units will measure particle types PM1, PM2.5 and PM10. The data will be compiled into a report which will be issued on a regular basis.

1) Our appointed demolition contractor will be required to provide Demolition Plans for demolition and associated activity. The methodology will be dictated by the type of construction and other influencing factors, such as the location of adjacent buildings and noise and dust generation

2) Dust pollution from demolition activities will be limited through the use of the following measures, as appropriate:

- Stripping of insides of buildings before demolition
- Buildings or structures to be demolished will be sprayed with water or screened as necessary, prior to and during demolition
- Rubble chutes will be shielded or enclosed with water used to suppress dust emissions from such equipment
- Skips and bins are to be covered and secured
- Avoidance of the prolonged storage of waste materials on site

- Removal of waste from the site will comply with the requirements of this CMP relating to the transportation of materials.

Control of Dust and Emissions from Excavations Activity

Dust pollution from excavations and earthworks activities will be limited through the use of the following measures, as appropriate:

- Excavated material to be carted away will be loaded using minimum 'drop heights' from excavators into vehicles involved in the transport of excavated material
- Imported bedding and backfill material that could generate dust such as gravels and sands are to be kept damped down prior to being placed into excavations
- Compacting and rolling of large areas of excavated areas, and spreading of fill is to be undertaken using dust damping down measures

During all construction works, regular visual inspections would be undertaken by the responsible person to identify dusty activities and to ensure that the appropriate planned mitigation is being used. Where visible dust is seen, further mitigation measures (usually the use of water sprays) will be applied to reduce these as far as practicable.

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.)

We will be in consultation with our dust monitoring consultant and they will install dust monitors at convenient locations on the site to sample the dust generated by the demolition and other construction activities.

The sampling of the data will be conducted using specialist air-quality monitoring equipment capable of recording data at upto 1 minute intervals, although a period of no greater than 15 minutes is advised. The dust monitoring units will transmit data remotely back to head office where it will be processed. The dust units will measure particle types PM1, PM2.5 and PM10. The data will be compiled into a report which will be issued on a regular basis.

See example graph in Appendix 12 for dust Monitoring Proposal

Control of Dust and Emissions from Demolition Activity

1) Our appointed demolition contractor will be required to provide Demolition Plans for demolition and associated activity. The methodology will be dictated by the type of construction and other influencing factors, such as the location of adjacent buildings and noise and dust generation

2) Dust pollution from demolition activities will be limited through the use of the following measures, as appropriate:

- Stripping of insides of buildings before demolition
- Buildings or structures to be demolished will be sprayed with water or screened as necessary, prior to and during demolition
- Rubble chutes will be shielded or enclosed with water used to suppress dust emissions from such equipment
- Skips and bins are to be covered and secured
- Avoidance of the prolonged storage of waste materials on site

- Removal of waste from the site will comply with the requirements of this CMP relating to the transportation of materials

Control of Dust and Emissions from Excavations Activity

Dust pollution from excavations and earthworks activities will be limited through the use of the following measures, as appropriate:

- Excavated material to be carted away will be loaded using minimum 'drop heights' from excavators into vehicles involved in the transport of excavated material
- Imported bedding and backfill material that could generate dust such as gravels and sands are to be kept damped down prior to being placed into excavations
- Compacting and rolling of large areas of excavated areas, and spreading of fill is to be undertaken using dust damping down measures

During all construction works, regular visual inspections would be undertaken by the responsible person to identify dusty activities and to ensure that the appropriate planned mitigation is being used. Where visible dust is seen, further mitigation measures (usually the use of water sprays) will be applied to reduce these as far as practicable.

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

Note: **real-time dust (PM₁₀) 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 (PM₁₀) concentrations, any exceedances of the trigger levels, and an 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.

8Build propose to install real time monitoring for dust, noise and vibration using a specialist consultant (SES), for the purpose of identifying and controlling these environmental impacts for the benefit of adjacent properties and for the other immediate neighbours in the area. These monitors will be installed ahead of operations on site to establish a base line and will be maintained throughout the demolition and ground works period in respect of vibration and throughout the construction of the frame extension process for noise and dust.

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).

8build have employed the services of Pest Defence, who also look after other buildings within the locality of the site, for the duration of the contract to provide the site and surrounding areas if necessary with rodent traps and detection units, monthly site visits and reports. Refer to **Appendix 10** for details of the reports that will be carried out on site prior to works commencing on site.

With the continuous monitoring of the bait boxes it will help to reduce the likelihood of rodents moving from the site to the surrounding streets. Should the level of infestation increase they will make weekly intensive follow ups with baiting treatments until the infestation has been reduced to a manageable level. They will continue to monitor the site areas and a report will be left on site after each site visit.

High standards of site cleanliness, particularly within the site welfare will be a focus throughout construction and all site operatives will receive a briefing to this effect. Monthly environmental inspections will be carried out on site within which signs of the existence of rodents will be covered.

All connections to the sewer outfall will have installed an interceptor filled with water at the earliest opportunity to prevent rodents coming out of the sewers and onto site. Any open ends will be bunged as an additional precaution.

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

Eton Environmental Group Ltd carried out an Asbestos Refurbishment & Demolition Survey of the existing building from the 16th November 2021 and issued report on the 10th December 2021. The key findings were that Chrysotile asbestos was found in the bitumen adhesive to the solid floor below the raised metal floors throughout the building to all floors. The asbestos report is included in **Appendix 9**.

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.

Appropriate conduct of site operatives will be a key part of the site induction which all operatives and visitors to site will receive. A strict policy of no smoking outside the designated area will be put

in place. The use of bad language on site will not be tolerated by site management and instances will be dealt with immediately. Conduct of the workforce when away from site will also be covered by the site induction and all operatives will be required to remove protective clothing when outside of site.

Daily co-ordination meetings will be held with all site supervisors where issues of poor conduct can be dealt with and messages reinforced.

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:

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 the 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.

a) Construction time period (mm/yy - mm/yy):

12/22 to 04/24

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

Yes

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

Yes

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

8Build confirm that all relevant machinery will be registered and that during subcontract procurement we shall include the requirement for all our subcontractors to comply.

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:

8Build confirm that this will be maintained on site. Weekly inspection and regular service forms part of mandatory 8Build's Safety, Health & Environmental Standards and compliance will be monitored on an ongoing basis.

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:

All relevant mobile plant will be logged with records on site that will include the required information to be compliant. The NRMM plant information form and register is included in **Appendix 13**.

All subcontractor orders will include this requirements.

● SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.8