

Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
16 th February 2023	Version 5	South Downs Safety

Additional sheets

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

Date	Version	Produced by
Various	Appendix A: Swept Path Analysis	Various
6 th February 2023	Appendix F: Site Layout Plan (Moffett Unload) - V2	South Downs Safety
July 2009	Appendix C: Road Network Surrounding Survey	Grenhatch Group
19 th January 2017	Appendix D: UCLH Charity Middlesex Annex Camden Acoustic Assessment	Temple
20 th January 2017	Appendix E: Air Quality Assessment	Temple
6 th February 2023	Appendix F: Site Layout Plan (Moffett Unload) - V2	South Downs Safety
3 rd February 2023	Appendix G: Swept Path Analysis - Goodge Street-Cleveland Street Articulated Vehicle	Curtins
24 th February 2022	Appendix H: TWO WAY CYCLE LANE TRAFFIC MANAGEMENT	Metro Traffic Services Ltd

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](#)."

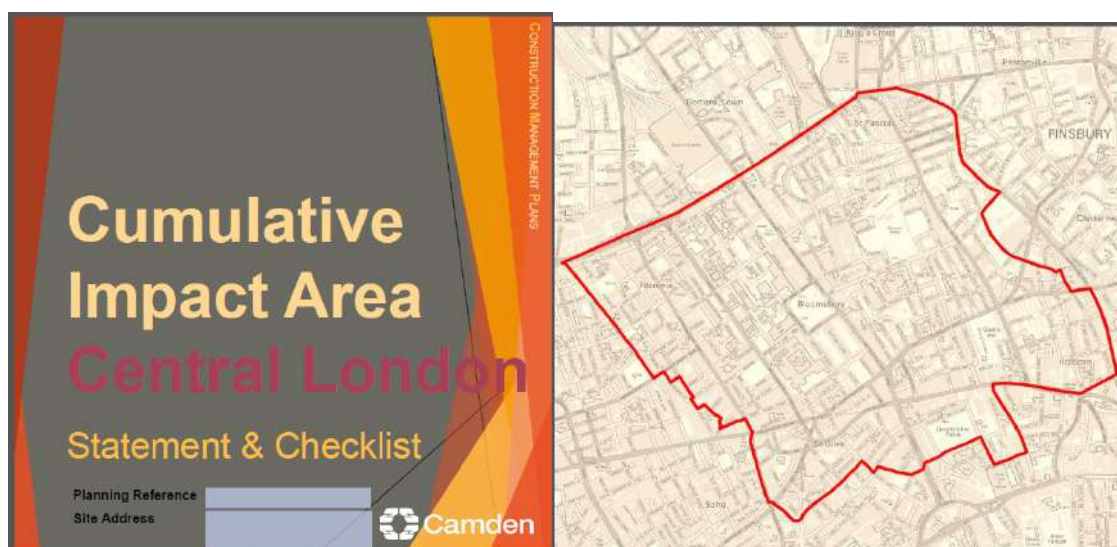
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

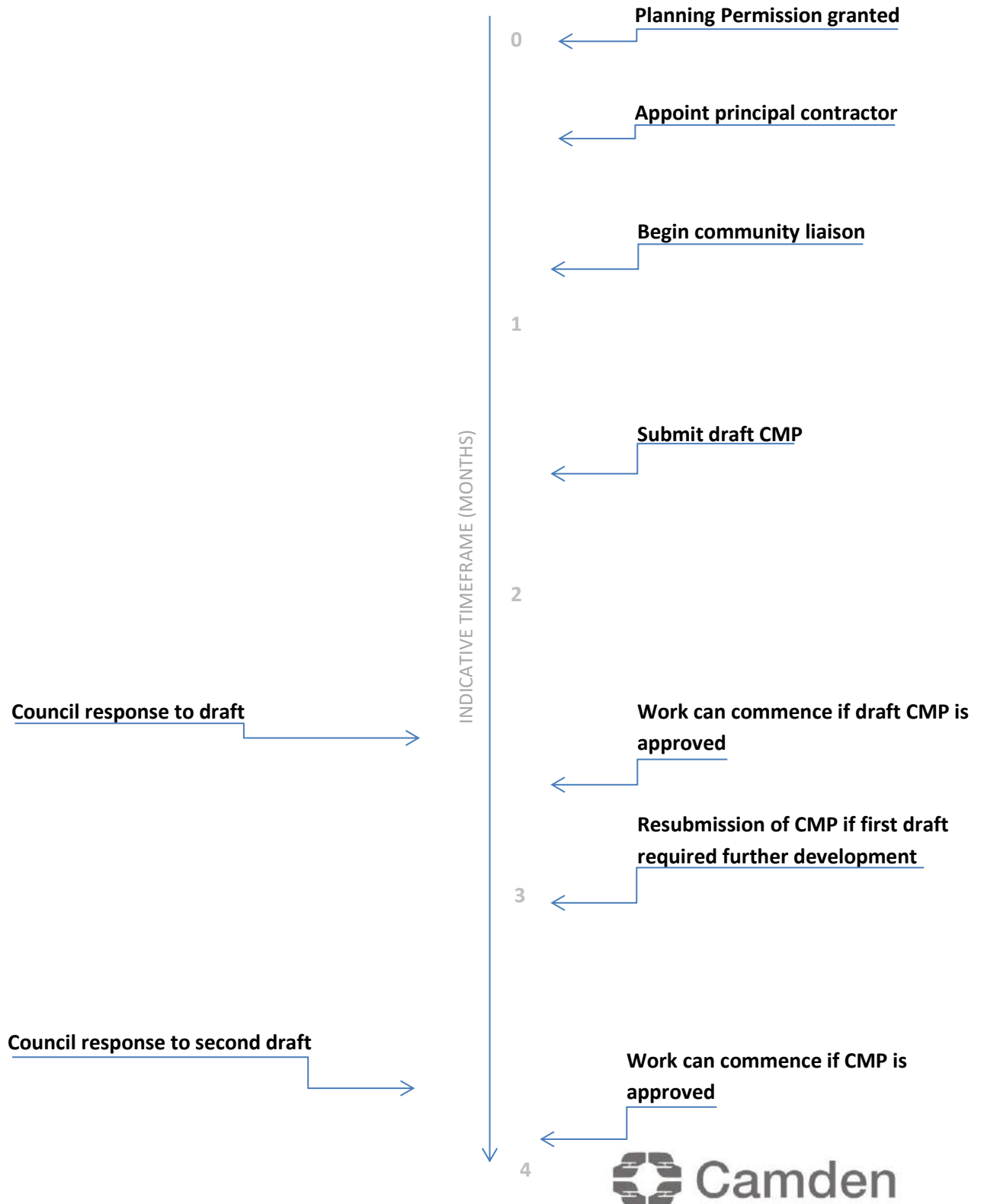
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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.

Site Address:	Middlesex Hospital Annex, 44 Cleveland Street, London W1T 4JT
Planning Reference No:	2017/0414/P

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

Role:	Principal Contractor
Company Name:	Morgan Sindall
Contact Name:	Steven Bourton
Position:	Senior Site Manager
Email:	Steven.bourton@morgansindall.com

Contact details for the person responsible for preparing the CMP.

Company Name:	South Downs Safety
Contact Name:	Mark Edgar
Position:	Planning Support Consultant
Phone:	07545 898 726
Email:	mark@southdownssafety.co.uk

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.

Role:	Principal Contractor
Company Name:	Morgan Sindall
Contact Name:	Steven Bourton
Position:	Senior Site Manager
Tel:	07495 693 831
Email:	Steven.bourton@morgansindall.com

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.

Throughout the works, a Community Liaison Service will be run by Athene Communications on behalf of UCLHC.

A contact point for residents and businesses to ask any questions about the development

- Contact number: 08000 567971 (during office hours)
- Email: [enquiries@ BedfordPassageDevelopment.com](mailto:enquiries@BedfordPassageDevelopment.com)
- Website: www.BedfordPassageDevelopment.com
- Community Liaison Forum for key stakeholders
- Newsletters containing updates

As well as this, responsibility is divided by works associated within the site and the below notes the contact details of those who are responsible for community liaison throughout the works.

Site Area 1 Contractor: Morgan Sindall

Name: Steven Bourton

Phone: 07495 693 831

Site Area 2 Contractor: Ark Build PLC

Name: Jason Lucas

Phone: 07949 433 907

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.

Note – responsibility for works on site are divided and therefore responsibility for the action in question should first be established prior to legal documents/notices being issued.

Contractor: Morgan Sindall

Name: Steven Bourton (Senior Project Manager)

Address: 10th Floor, One Eversholt Street, London, NW1 2DN

Email: Steven.bourton@morgansindall.com

Phone: 07495 693 831

Contractor: Ark Build PLC

Name: Michael Finlay (Director)

Address: Unit 12 Langston Road Loughton IG10 3FL

Email: mfinlay@arkplc.com

Phone: 0208 532 5900

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.

6.1 SITE CONTEXT

The site is located in the Bloomsbury Ward of the London Borough of Camden. Situated at 44 Cleveland Street, it lies south of Howland Street, north of Tottenham Street and Tottenham Mews and west of Charlotte Street. The site is located close to the Camden-Westminster Local Authority boundary and is situated within the Charlotte Street Conservation Area (CSCA). The total site area is 0.305 hectare.

The site has now been cleared as per the Demolition Management Plan requirements.

The Workhouse is four-storeys in height and fronts onto Cleveland Street. The building is set behind a tall boundary wall. Two three-storey 19th Century buildings sit on the site boundaries to the north and south of this, referred to as the North and South Houses respectively. The Workhouse, North & South House remain and form Site 2.

East of the existing buildings the adjoining buildings to the Workhouse have now been demolished. This area has been cleared of buildings from the ground floor up. This is referred to as Site 1 and provides the main location area for the next phase of works to be carried out. For the next 1.5 years this will be the key area for Archaeological work to be carried out of which this CMP entails.

The site surroundings are predominantly mixed use, offices, cafes recreational buildings and local schools.

6.2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

Overall Development proposal:

Refurbishment of and alterations to the existing former Workhouse Building (Grade II listed) and North and South Houses (fronting onto Cleveland Street) to provide 12x residential units (Class C3); demolition of part of South House and buildings at rear of Workhouse Building and redevelopment to provide a part 4, part 5, part 8 storey building comprising 4,535sqm of commercial floor space (Class B1) and 38x residential units (Class C3); and associated works including opening up of Bedford Passage, creation of public open space, landscaping works, and partial demolition of front boundary wall.

This map shows the proposed Tottenham Hotspur Stadium site, outlined in red. The site is located on Tottenham High Road, between Cleveland Street and Chitty Street. The stadium is labeled 'TOTTENHAM HOTSPUR STADIUM'. Surrounding streets include Cleveland Street, Folley Street, Tottenham High Road, and Chitty Street. Other landmarks like the Tottenham Library and Tottenham Post Office are also marked.

The Bedford Passage Development consists of a multi-use building that includes a double basement and 8 storeys on top of that. The basement is made up of plant rooms and sprinkler tanks in the B2 level of the basement and MRI units in the B1 level.

The main façade of the building will be made up of brickwork although there are small elements of curtain walling along the ground floor area. There will also be Bedford Passage reinstated that will link Cleveland Street and Charlotte Street.

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).

Table 1: Estimated Start Date And Duration Of Works

ESTIMATED START DATE:	5 th July 2021
ESTIMATED DURATION OF WORKS:	145 Weeks

Table 2: Estimated Project Programme

SITE ACTIVITY*	DURATION (WEEKS)	EST START	EST END
Site setup + demolition	19/07/2021	23/07/2021	1 weeks
Basement excavation + piling	26/07/2021	23/02/2022	30 weeks 3 days
Substructure (B2 up to GF slab)	16/02/2022	22/02/2023	105 weeks 2 days
Superstructure	19/12/2022	13/07/2023	29 weeks 4 days
Fit out	14/06/2023	21/08/2024	62 weeks 1 day
Final commissioning	28/06/2024	11/09/2024	10 weeks 4 days
Project completion	12/09/2024	12/09/2024	Milestone

*SOME CONSTRUCTION ACTIVITIES MAY BE CARRIED OUT CONCURRENTLY AND WE ANTICIPATE THE TOTAL DURATION OF THIS PROJECT TO BE APPROXIMATELY 145 CALENDAR WEEKS

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

Table 3: Working Hours

GENERAL CONSTRUCTION WORKS	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
NOISY WORKS - PILING & EARTHWORKS	
Monday - Friday	08:00 – 18:00
Saturday	Not Permitted
Sunday	Not Permitted
Bank Holidays	Not Permitted
HIGH IMPACT WORKS - DEMOLITION, CONCRETE BRAKING	
Monday - Friday	08:00 – 18:00
Saturday	Not Permitted
Sunday	Not Permitted
Bank Holidays	Not Permitted

NB: Operatives will arrive onsite from 07.30 with work commencing not before 08:00.

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.).

Table 4: Potentially Sensitive Receptors

SITE ID	TYPE	NAME	APPROXIMATE DISTANCE FROM SITE BOUNDARY
	Public House	The King & Queen	10m
	Office Building	Tottenham Mews	20m
	Workshop And Warehouse Buildings	Tottenham Mews	20m
	College	Astor College	20m
	Research Institute	Sainsburys Welcome Centre	30m
	School	All Souls C of E Primary School	40m
	Church	St Charles Borromeo	100m
	Pre School	Rainbow Angels Nurseries	160m

There are no Markets, Hospitals, Care Homes, or Dental Surgeries within the immediate vicinity of the site.

Figure 2: Potentially Sensitive Receptors



11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

- Weekly works summary sent out for upcoming works on site to neighbouring buildings.
- Close links set up with local colleges such as City and Islington College to facilitate work experience for students and community engagement events such as attending careers fairs.
- Set up with K10 to encourage supply chain and ourselves to take on appropriate number of apprentices from the local community in Camden.
- All works are carried out in conjunction with s106.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

A Community Liaison Service run by Athene Communications on behalf of UCLHC will be in place during the works.

A contact point for residents and businesses to ask any questions about the development

- Contact number: 08000 567971 (during office hours)
- Email: enquiries@BedfordPassageDevelopment.com
- Website: www.BedfordPassageDevelopment.com
- Community Liaison Forum for key stakeholders
- Newsletters containing updates

Project Community Liaison Officer: The project has appointed a community Liaison officer who shall develop and implement a stakeholder engagement plan, including community engagement.

All contact boards will adhere to the Camden Minimum requirements and include the following details:

Principal Contractor [Front of site]: Ark Build PLC

- Company Address: Unit 12, Loughton Business Centre, Langston Road, Loughton, IG10 3FL
- Name of Site Manger: Jason Lucas
- Month and Year of project completion: (Jan 2019 – for demolition), (August 2020) for Construction
- The Community hotline number: 0208 532 5900 (during office hours). Out of Hours: 0808 186 0012.
- The Community Liaison Officer: Jimmy Taylor-Gard 07904620266.

Principal Contractor [Rear of site]: Morgan Sindall

- Company Address: 10th Floor, One Eversholt Street, London NW1 2DN
- Name of Site Manger: Steve Bourton
- Month and Year of project completion: June – 2021 (for the completion of the Archaeological works), Q3/Q4 – 2024 (for Construction)
- The Community hotline number: 020 7078 0591 (during office hours).
- The Community Liaison Officer: Steve Bourton: 07495 693831

The Community Liaison Officer will coordinate the response with the site team. Any complaints for onsite activities will be investigated immediately and if justified, action will be taken immediately to reduce activity to within agreed thresholds, and if possible to the satisfaction of the complainant. Initial findings will be prepared within the same working day.

If additional control measures are required, the project team will aim to accommodate any reasonably practicable actions for remediation. Where this is not possible the team will endeavour to work towards a satisfactory outcome for any remediation with the consultee.

A response will be provided within a maximum of 10 working days of the initial request detailing the actions taken to the enquirer. The Community Liaison officer will be responsible for logging all communications in a register containing the contact details of the person calling, nature of the enquiry (complaint/complement), date and time of the initial contact, action taken to resolve any issues raised, date and time of action taken to monitor or resolve any issue, reasons for any unresolved issue or request. The register will be made available to Camden upon request. Camden will be notified in the event that a justified complaint cannot be resolved to the satisfaction of the complainant within the time specified. The contact details for the site managers/ Community liaison officers will be circulated to all attendees of the public consultation and the party wall representatives.

Ongoing engagement To ensure the local community are kept up to date with the progress of the works and upcoming works that may affect the community, a newsletter detailing a 2-4 week look ahead programme of the works will be available to the local community from the site notice boards on the hoardings or at site office. This will outline the works over the next 2-4 weeks, including; type of works, plant and vehicle details, and contact details for concerns or comment.

Newsletters will be sent to residents and businesses at every month with clear information about the works and actions taken to mitigate the impact. Contact details of key staff and the community liaison officer will be included in any correspondence.

In addition, any material changes to the Construction management plan will be completed with further consultation with the community.

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.

13.1 CONSIDERATE CONSTRUCTORS SCHEME (CCS) REGISTRATION

It is confirmed that the Demolition Contractor and Principal Contractor will register this site with the Considerate Constructors Scheme (CCS) and that the Site-Specific CCS ID will be made available to Camden on request.

13.2 GUIDE FOR CONTRACTORS WORKING IN CAMDEN

It is confirmed that the Principal Contractor has read and understood the Guide for Contractors Working in Camden and agree to abide by it.

14. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

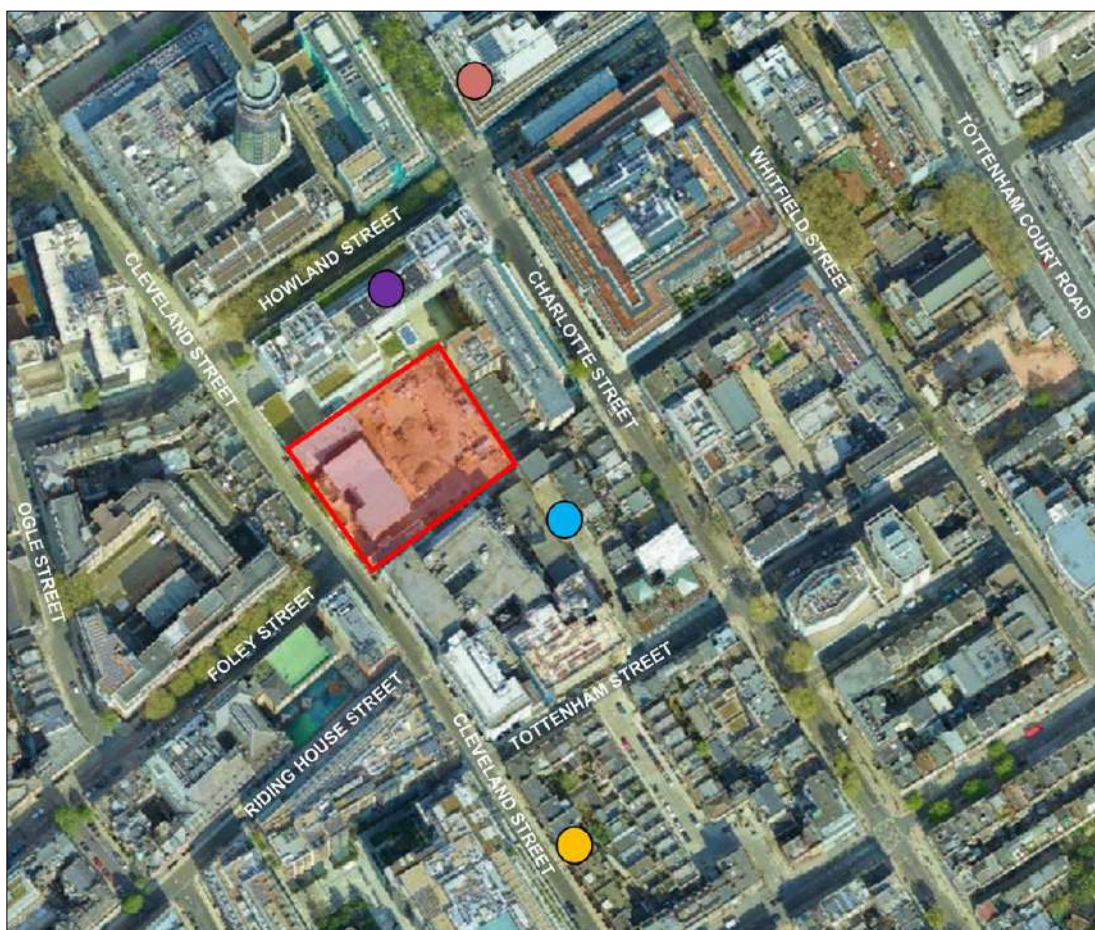
As considered appropriate the Principal Contractor will liaise with contractors completing work on other local sites with the aim of pro-actively managing the cumulative impacts of local construction projects.

Following a search of the London Borough of Camden planning portal (within Cleveland Street, Howland Street, Foley Street, Langham Street and New Cavendish Street), the following projects have been identified as potential sites of interest. This list is not exhaustive and communication will be established with any other projects that may be subsequently identified.

Table 5: Potential Sites of Interest

SITE ID	PLANNING REF	SITE ADDRESS	PROPOSED DEVELOPMENT
	2019/3867/P	16 Cleveland Street London W1T 4HX	Conversion of 2 flats into a single family dwelling house (Class C3) and associated external alterations.
	2021/6029/P	25 Howland Street London W1T 4AJ	Extension to the Sainsbury Welcome Centre comprising a five storey building for scientific, academic and teaching (sui generis) along with associated works, landscaping and PV panels.
	2020/5633/P	14-19 Tottenham Mews London W1T 4AA	Erection of a six storey building (and basement) to provide office (use Class E) at part ground and basement levels and self-contained flats (use class C3) at ground and floors one to five; with associated landscaping, cycling parking and enabling works.
	2022/2087/P	13 – 17 Fitzroy Street	Construction of a two storey rooftop extension to Block B to create additional office.

Figure 3: Potential Sites of Interest



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:

It should be noted for the benefit of this question that the site within the planning boundary is split into two responsibility areas for two different Main Contractors. This division is detailed on the attached plan MS-BPD -CMP- WSI1 -Site Plan- division of responsibilities, therefore the details are as follows:

Site Area 1 Contractor: Morgan Sindall:

Address: 10th Floor, One Eversholt Street, London, NW1 2DN

Site Area 2 Contractor: Ark Build PLC:

Address: Unit 12 Langston Road Loughton IG10 3FL

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

Contracts:

FORS Bronze accreditation is a contractual requirement, FORS Silver or Gold operators will be appointed where possible.

The Principal Contractor Ark Build PLC is FORS Bronze accredited (Registration No 008658). Ark will ensure all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (e.g. Safe Urban Driving + 1 x e-learning module OR Work-Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.).

The Principal Contractor Morgan Sindall is FORS Silver accredited (Registration No 000301). Morgan Sindall will ensure all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (e.g. Safe Urban Driving + 1 x e-learning module OR Work-Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.).

Desktop Checks:

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site Checks:

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained and enforced upon accordingly.

Where the contractor's own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

Signage will also be provided as a reminder to fleet operators and to assist others in compliance.

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:

Name of Developer; Middlesex Annex LLP – Peter Boroughs.

Name of Principal Contractor; Ark Build PLC – Michael Finlay.

Name of Principal Contractor; Morgan Sindall – Emily Hoggins

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.

All construction vehicles shall follow the site access and egress routes detailed below.

18.1 ROUTE 1 - SMALL VEHICLES VIA CLEVELAND STREET:

Site Access: Green Arrow:

1. Enter Cleveland Street from Mortimer Street (A4204) and continue in a northerly direction along Cleveland Street before entering site in a reverse gear

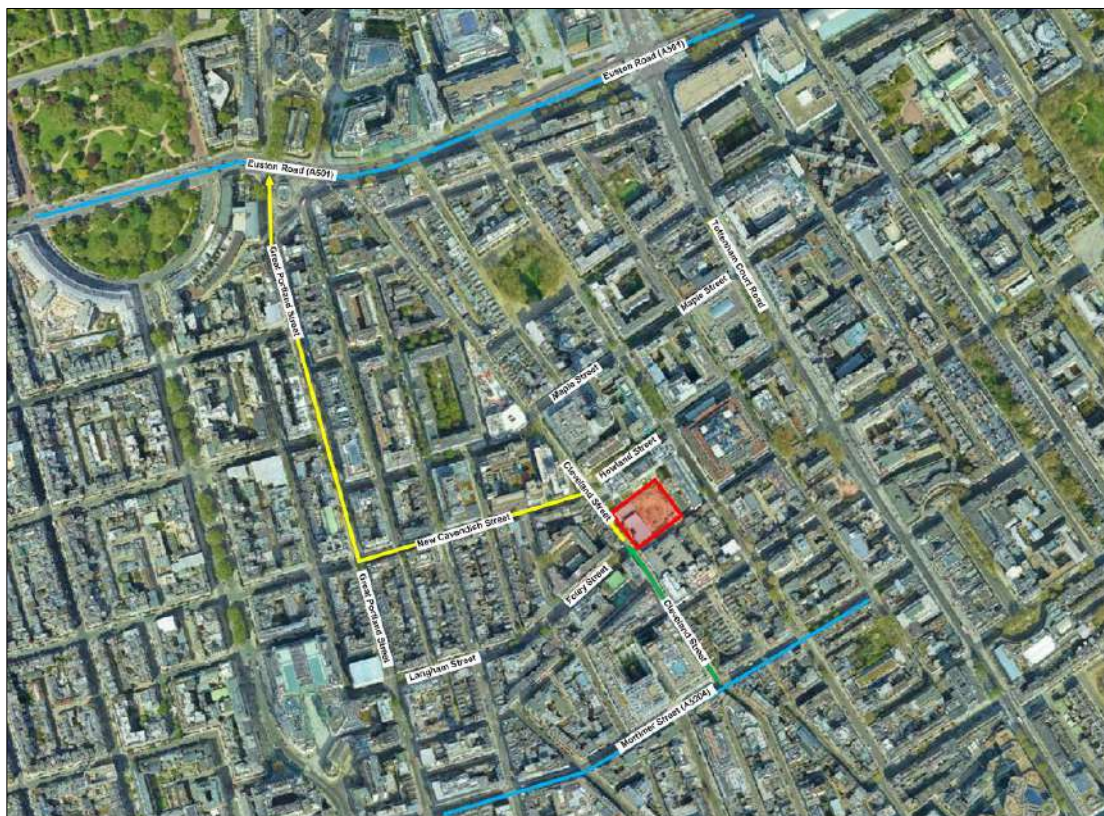
Site Egress: Yellow Arrow:

2. Exit site in a forward gear and turn right into Cleveland Street
3. Continue in a northerly direction to the junction with New Cavendish Street and turn left into New Cavendish Street
4. Continue in a westerly direction to the junction with Great Portland Street and turn right into Great Portland Street and continue in a northerly direction

NB: The Strategic Road Network is shown in blue.

Please refer to: Appendix A: Swept Path Analysis and Appendix B: Site Layout Plan.

Figure 4: Route 1 - Site Access and Egress Routes



18.2 ROUTE 2 - SMALL VEHICLES VIA GREAT PORTLAND STREET:

Site Access: Green Arrow:

1. Enter Great Portland Street from Euston Road (A501) and continue in a southerly direction to the junction with Langham Street
2. At the junction with Langham Street turn left into Langham Street and continue in an easterly direction into Foley Street before entering site in a reverse gear

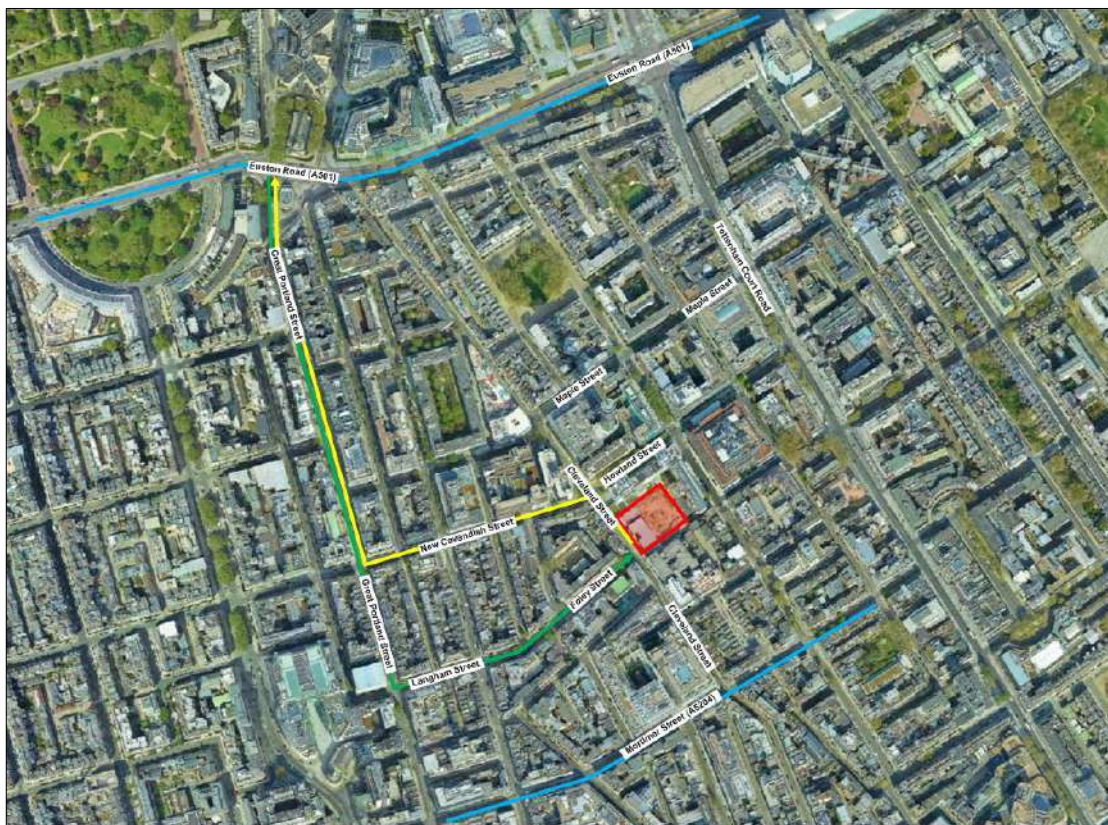
Site Egress: Yellow Arrow:

3. Exit site in a forward gear and turn right into Cleveland Street
4. Continue in a northerly direction to the junction with New Cavendish Street and turn left into New Cavendish Street
5. Continue in a westerly direction to the junction with Great Portland Street and turn right into Great Portland Street and continue in a northerly direction

NB: The Strategic Road Network is shown in blue.

Please refer to: Appendix A: Swept Path Analysis and Appendix B: Site Layout Plan.

Figure 5: Route 2 - Site Access and Egress Routes



18.3 ROUTE 3 – LARGE VEHICLES VIA CLEVELAND STREET:

Site Access: Green Arrow:

1. Enter Cleveland Street from Mortimer Street (A4204) and continue in a northerly direction along Cleveland Street before entering site in a reverse gear

Site Egress: Yellow Arrow:

2. Exit the site in a forward gear and turn right on to Cleveland Street
3. Continue in a northerly direction on Cleveland Street to the junction with Maple Street
4. At the junction with Maple Street turn right into Maple Street and continue to the junction with Tottenham Court Road

NB: The Strategic Road Network is shown in blue.

Please refer to: Appendix A: Swept Path Analysis and Appendix B: Site Layout Plan.

Figure 6: Route 3 - Site Access and Egress Routes



18.4 ROUTE 4 - LARGE VEHICLES VIA GREAT PORTLAND STREET:

Site Access: Green Arrow:

1. Enter Great Portland Street from Euston Road (A501) and continue in a southerly direction to the junction with Langham Street
2. At the junction with Langham Street turn left into Langham Street and continue in an easterly direction into Foley Street before entering site in a reverse gear

Site Egress: Yellow Arrow:

3. Exit the site in a forward gear and turn right on to Cleveland Street
4. Continue in a northerly direction on Cleveland Street to the junction with Maple Street
5. At the junction with Maple Street turn right into Maple Street and continue to the junction with Tottenham Court Road

NB: The Strategic Road Network is shown in blue.

Please refer to: Appendix A: Swept Path Analysis and Appendix B: Site Layout Plan.

Figure 7: Route 4 - Site Access and Egress Routes



18.5 ROUTE 5 - ARTICULATED VEHICLES VIA CLEVELAND STREET

Site Access: Green Arrow:

1. Enter Cleveland Street from Charlotte Street via Goodge St (A5204) and continue in a northerly direction along Cleveland Street before entering site in a reverse gear

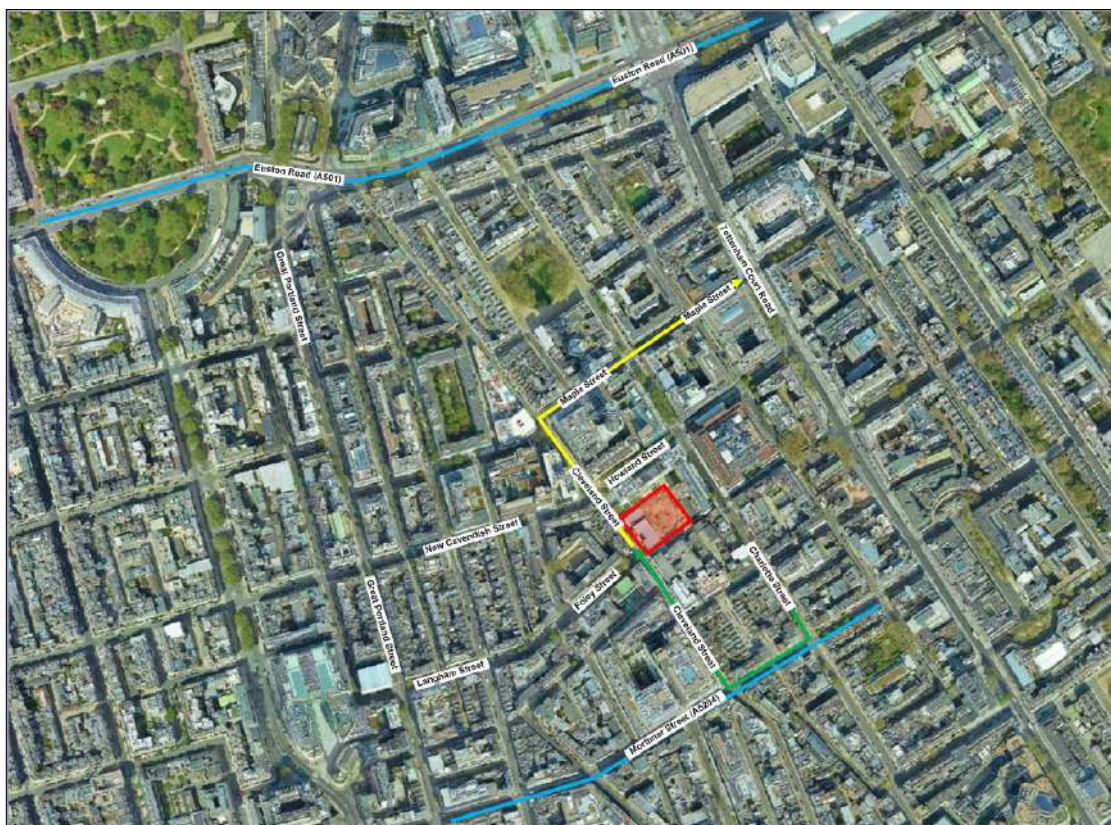
Site Egress: Yellow Arrow:

2. Exit the site in a forward gear and turn right on to Cleveland Street
3. Continue in a northerly direction on Cleveland Street to the junction with Maple Street
4. At the junction with Maple Street turn right into Maple Street and continue to the junction with Tottenham Court Road

NB: The Strategic Road Network is shown in blue.

Please refer to: Appendix A: Swept Path Analysis, Appendix B: Site Layout Plan and Appendix F: Site Layout Plan (Moffett Unload).

Figure 8: Route 5 - Site Access and Egress Routes



Please refer to Appendix G: Swept Path Analysis - Goodge Street-Cleveland Street Articulated Vehicle, which shows articulated vehicles accessing Cleveland Street, eastbound via Charlotte Street and Goodge Street and westbound via Goodge Street

NB: All large vehicles (articulated and large rigids) approaching from Goodge Street will do so via Charlotte Steet, however this will be kept under review.

NB:

- a. Three photos of Traffic Marshals have been supplied along with a video of construction vehicle manoeuvres as request by Maxim Lyne.
- b. Appendix A includes a swept path that demonstrates viable construction vehicle access and egress into/out of site from Cleveland Street without the need to fully enter Foley Street.
- c. With regards to the unloading of vehicles positioned within the managed vehicle setdown area, all materials will be unloaded via moffett from the site side of the delivery vehicle under the close supervision of Traffic Marshalls. The carriageway will remain open at all times

Priority will always be given to vehicles and cyclists passing the delivery vehicle, and material unloading activities will be stopped to provide safe unobstructed passage past the managed vehicle setdown area. Therefore, we will not require a road closure at any time during the development.

- d. The layout of the pit lane will be kept under review and revised if deemed necessary by Camden.
- e. Traffic Marshals will assist as necessary any large vehicle undertaking the turn from Foley Street into Cleveland Street and will oversee any reversing manoeuvre that may be needed.
- f. It is confirmed that Traffic Management on the approach to the pit lane will be installed, i.e., signage and a lead in taper, as per the "Safety at Street Works and Road Works Code of Practice, October 2013.

- 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.

Subcontractors, suppliers and service providers: Contractual requirements will identify the need for sub-contractors to comply with the developed site logistics plan, site routing details, site restrictions, and access and egress information for all deliveries/ collections made to and from site.

These will be further communicated in the induction presentation material for all attending operatives.

Visitors: Visitors to site will be provided with a sustainable travel plan detailing the sustainable travel options which will be emailed prior to site attendance and printed onsite attached to the CCS board.

19. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

Table 6: Estimated start date and duration of works

ESTIMATED START DATE:	5 th July 2021
ESTIMATED DURATION OF WORKS:	145 Weeks

Table 7: Site activities, vehicle types and estimated quantities

SITE ACTIVITY*	DURATION (WEEKS)	VEHICLE MOVEMENTS PER WEEK				
		RIGID DELIVERY LORRY	SPOIL REMOVAL LORRY	FLAT BACK LORRY	BOX VAN	TOTAL (AVG) PER WEEK
1. Site set up and demolition	N/A	N/A	N/A	N/A	N/A	N/A
2. Basement excavation and piling	30	20	2	4	4	30
3. Sub-structure	40	40	2	4	4	40
4. Super-structure	25	50	2	10	6	68
5. Cladding	40	10	2	5	6	23
6. Fit-out, testing and commissioning	52	5	2	2	30	39

*SOME CONSTRUCTION ACTIVITIES MAY BE CARRIED OUT CONCURRENTLY AND WE ANTICIPATE THE TOTAL DURATION OF THIS PROJECT TO BE APPROXIMATELY 145 CALENDAR WEEKS

Table 8: Vehicle dimensions

VEHICLE DESCRIPTION	LENGTH (M)	WIDTH (M)	DWELL TIME (MINS)
Rigid Flatbed Lorries	10.20	2.50	30
Concrete Wagons	8.36	2.39	60
Spoil Removal Wagons	10.20	2.50	30
Box Van (Luton/Transit)	6.00	2.00	30

Table 9: Details of abnormal loads

DESCRIPTION	DURATION (MINUTES)	MAX NO OF VEHICLES/DAY	VEHICLE TYPE
1. Site set up and demolition	N/A	N/A	N/A
2. Basement excavation and piling	60	2	Articulated Lorries
3. Sub-structure	60	3	Articulated Lorries
4. Super-structure	60	3	Articulated Lorries
5. Fit-out and commissioning	60	3	Articulated Lorries
6. Fit-out, testing and commissioning	60	3	Articulated Lorries

NB: The delivery and servicing of the site will be undertaken during off peak times wherever possible. However, vehicles may arrive at site at 08.00 if they can be accommodated on site.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

As considered appropriate the Principal Contractor will liaise with contractors completing work on other local sites with the aim of pro-actively managing the cumulative impacts of local construction projects.

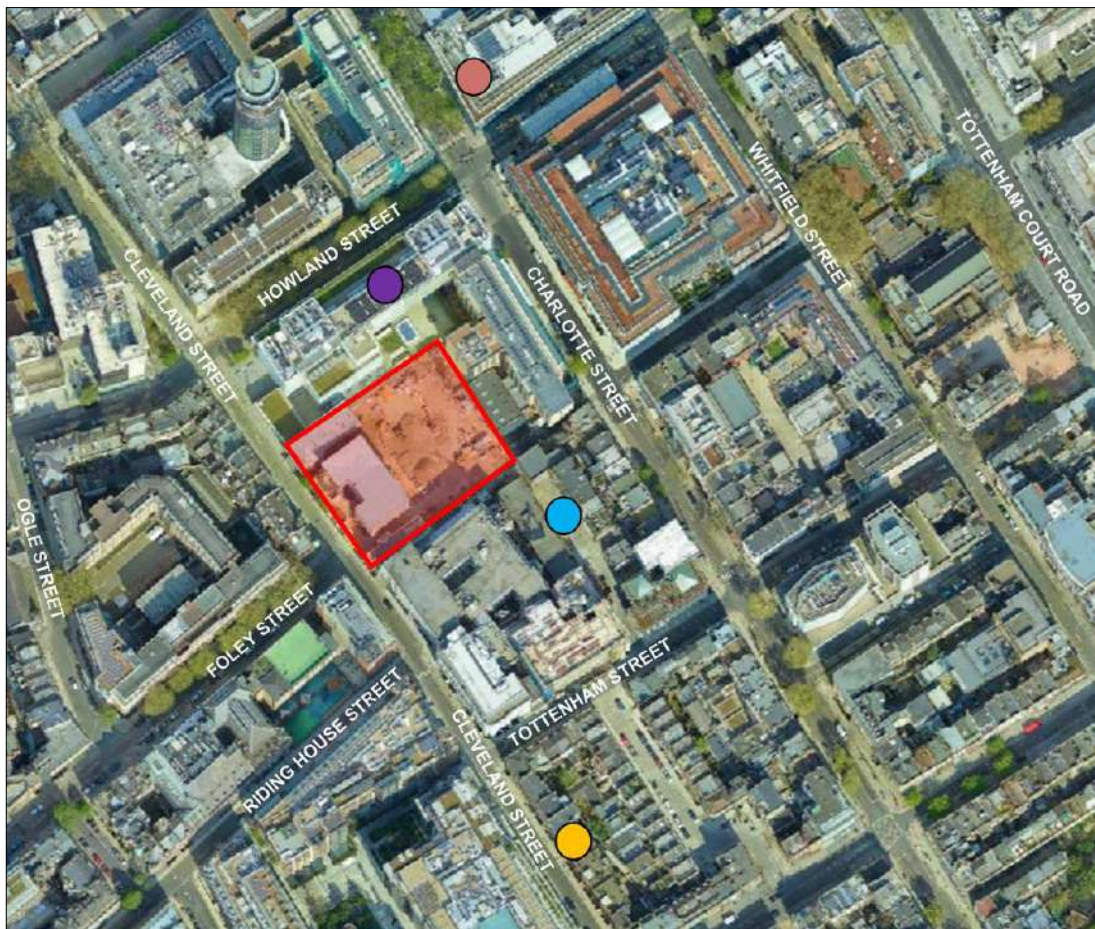
Following a search of the London Borough of Camden planning portal (within Cleveland Street, Howland Street, Foley Street, Langham Street and New Cavendish Street), the following projects have been identified as potential sites of interest.

It is acknowledged that this list is not exhaustive, therefore, the Principal Contractor will proactively identify any other potentially sensitive receptors/trip generating sites within the vicinity of the site and if required the permitted traffic hours for both deliveries and collections will be revised accordingly.

Table 5: Potential Sites of Interest

SITE ID	PLANNING REF	SITE ADDRESS	PROPOSED DEVELOPMENT
	2019/3867/P	16 Cleveland Street London W1T 4HX	Conversion of 2 flats into a single family dwelling house (Class C3) and associated external alterations.
	2021/6029/P	25 Howland Street London W1T 4AJ	Extension to the Sainsbury Welcome Centre comprising a five storey building for scientific, academic and teaching (sui generis) along with associated works, landscaping and PV panels.
	2020/5633/P	14-19 Tottenham Mews London W1T 4AA	Erection of a six storey building (and basement) to provide office (use Class E) at part ground and basement levels and self-contained flats (use class C3) at ground and floors one to five; with associated landscaping, cycling parking and enabling works.
	2022/2087/P	13 – 17 Fitzroy Street	Construction of a two storey rooftop extension to Block B to create additional office.

Figure 9: Potential Sites of Interest



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

Please refer to Appendix A: Swept Path Analysis.

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.

When attending site construction vehicles will either:

- a. Enter the site directly on arrival.
- b. Position themselves within the managed vehicle setdown area and be unloaded via tower crane.
- c. Position themselves directly outside the site access and be unloaded by moffett.

Please refer to:

Appendix A: Swept Path Analysis

Appendix B: Site Layout Plan

Appendix F: Site Layout Plan (Moffett Unload)

All construction vehicles will be received directly into site on arrival and will not queue or circulate on the public highway.

The Site Management Team will implement a robust Delivery Management System (DMS), with the primary objective of ensuring that construction vehicles are able to be received directly on arrival. The main elements of the Delivery Management System will be as follows:

- a. Consideration will be given when placing orders to avoid “part loaded” vehicles and to best coordinate orders to reduce generated construction vehicle road trips
- b. All contractors must inform the Site Management Team about all deliveries a minimum of 48 hours before attending site
- c. All deliveries will be recorded on a delivery chart located within the project office
- d. The delivery chart will be arranged on an hour-to-hour basis
- e. All drivers will contact the Site Management Team a minimum of half an hour before attending site
- f. In cases of delayed or failed delivery the contractor must inform the Site Management Team as soon as possible to rearrange delivery
- g. Traffic Marshals and the Site Management Team will manage and direct all construction vehicle site access and egress movements at all the times
- h. Traffic Marshals will wear appropriate high-vis clothing and PPE
- i. Traffic Marshals will use appropriate signage to forewarn public of construction vehicle movements
- j. Traffic Marshals will use expandable barriers to separate the public from construction vehicle movements, if required
- k. Traffic Marshals will have relevant training and appropriate qualifications and/or certification to undertake their daily tasks
- l. Deliveries will only be scheduled and accepted within the permitted delivery hours
- m. When expecting a delivery, and if required, the site will be made ready to accept vehicles directly into site, this includes Traffic Marshals being ready to supervise the construction vehicle manoeuvres into site and to ensure separation of construction vehicles and the public

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.

The use of construction material consolidation centres is considered to not be required due to the scale of works being undertaken. However, the Principal Contractor is committed to reducing the quantity of delivery vehicles required to attend site and will do so via the considered and pro-active ordering of materials.

The delivery of materials by water or rail is not considered viable due to the geographical site's location.

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).

The traffic marshals assigned to the project will be mandated to undertake a driver's induction with all delivery/collection vehicle drivers. Part of this induction addresses the subject of engine idling. If vehicles then fail to comply, they will be instructed by the traffic marshals to shut off their engines, unless a valid reason can be given.

20. Site access and egress: *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with ‘STOP – WORKS’ signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Please refer to Appendix A: Swept Path Analysis.

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.

All construction vehicle movements will be supervised by suitably qualified and experienced Traffic Marshals. When attending site construction vehicles will be positioned within the managed setdown area located within Cleveland Street or within the site boundary.

Please refer to:

Appendix A: Swept Path Analysis

Appendix B: Site Layout Plan

Appendix F: Site Layout Plan (Moffett Unload)

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

Please refer to Appendix A: Swept Path Analysis.

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

For the majority of the vehicles attending the site, loading and unloading will be undertaken from a stable and clean surface. There will be on occasion, the possibility of vehicles requiring to access less stable and clean areas of the site. On these occasions, a tanked wheel wash will be provided and administered by the subcontractor personnel responsible for the vehicle, ensuring all vehicles leaving the site do so in a condition as not to affect the public highway and its users. The catch tank will be emptied when necessary with silts being disposed of separately to water.

If it is not possible to install the above wheel wash facility then we would propose to use a jetwash, providing temporary drainage connections to deal with any water run off.

The proposed jet washing facility will ensure that:

- isolated using channels, gullies, gradient (fall on the surface) and kerbs where necessary and will be assessed, monitored and reviewed throughout the scheme
- directed to a silt trap or settlement tank to remove larger particles of silt and sediment
- either collected in a sealed system for reuse, discharged to the public foul sewer with prior permission of the local sewer provider or collected in a sealed system for authorised disposal. This is dependent on the levels of dust deposition and weather conditions at the time of demolition.

If recycling and reuse isn't possible on site, discharging all the vehicle washing and cleaning effluent to a public foul sewer (Thames Water) is generally the next best environmental option for the effluent to be carried to a purpose-built and closely monitored sewage treatment plant. Permission (a consent or agreement) from the local sewer provider (Thames Water) will be obtained to discharge vehicle washing and cleaning effluent to a public foul sewer to comply with the law.

Daily assessments of the site access/egress and immediate haul roads will be completed by traffic marshals to evaluate compliance. Where any mud or debris related to the works is identified a suitable cleaning regime will be implemented based on the scale of the issue; through use of road sweeping.

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.

All construction vehicle movements will be supervised by suitably qualified and experienced Traffic Marshals. When attending site construction vehicles will be positioned within:

a. The managed vehicle setdown area located within Cleveland Street.

Articulated vehicles will be unloaded via tower crane whilst positioned within the vehicle holding area.

b. Directly outside the site access.

Curtain sided vehicles will (in certain instances) be unloaded via moffett whilst positioned directly outside the site access, during moffett unloading:

- A moffett will approach the curtain sided lorry from the site side of the vehicle, retrieve materials and then enter site via the haul road to site.
- All material will be unloaded under the close supervision of Traffic Marshalls.
- The carriageway will remain open at all times.

c. Within the site boundary.

Spoil removal vehicles, curtain sided vehicles, and articulated vehicles will be loaded and unloaded whilst positioned within the site boundary.

Please refer to: Appendix A: Swept Path Analysis, Appendix B: Site Layout Plan and Appendix F: Site Layout Plan (Moffett Unload).

NB: The pit-lane will be in effect between 08:00-18:00 Mon-Fri. Pit-lane barriers will be pushed back against the site hoarding outside of these hours.

Please refer to:

Appendix A: Swept Path Analysis

Appendix B: Site Layout Plan

Appendix F: Site Layout Plan (Moffett Unload)

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.

Protecting pedestrians is of paramount importance, and suitably qualified and experienced Traffic Marshals will be in attendance at all times whilst construction vehicles access or egress the site/managed vehicle setdown area, and during the transportation of plant and materials into/out of the site.

During vehicle movements Traffic Marshals will pay attention to pedestrians, road users, and vulnerable road users, with particular attention being paid to cyclists, pushchair users and the disabled. During these instances all parties will be adequately forewarned of any obstructions and if necessary, construction activities will be temporarily stopped.

Please refer to Appendix A: Swept Path Analysis for the approximate positions of Traffic Marshals during construction vehicle site access and egress manoeuvres.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Please refer to Appendix B: Site Layout Plan.

Please refer to Appendix H: Two Way Cycle Lane Traffic Management, which shows the management of the proposed two-way cycle lane within Cleveland Street which will come into effect in the Summer of 2023.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - including details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

No parking bay suspensions are required to undertake these works. However, in order to facilitate deliveries to site from articulated vehicles a managed vehicle setdown area will be established on the public highway directly outside of the site within Cleveland Street.

Please refer to Appendix B: Site Layout Plan.

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.

A managed vehicle setdown area will be established on the public highway directly outside of the site within Cleveland Street to facilitate deliveries to site from articulated vehicles.

Please refer to Appendix B: Site Layout Plan.

NB: The pit-lane will be in effect between 08:00-18:00 Mon-Fri. Pit-lane barriers will be pushed back against the site hoarding outside of these hours.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

Please refer to Appendix C: Road Network Surrounding Survey.

NB: In order to provide adequate advanced warning to pedestrians “footway closed ahead” signs will be placed adjacent to the crossing north of the site, and south of the site adjacent to the site hoarding.

25. Motor vehicle and/or cyclist diversions

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

Please refer to Appendix B: Site Layout Plan.

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.

There is no requirement to install hoarding and/or scaffolding that intrudes onto the public highway. However, to ensure the Health & Safety of the public and prevent unauthorised access a secure hoarding with lockable access will be installed around the perimeter of the site as required.

Please refer to Appendix B: Site Layout Plan.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

Please refer to Appendix B: Site Layout Plan.

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.

N/A

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.

Noise sensitive receptors, the general surrounding area comprises a broad mix of uses including commercial and residential uses. Of note are Cleveland Street (West); King and Queen Public House, art gallery and restaurants with residential use above, South Cleveland Street - Fitzroy Place. The modern Sainsbury's Welcome Centre Building (North), The eight storey Astor College (East), Tottenham Mews; which contains a range of workshop and warehouse buildings (Southeast), a commercial office building known as Middlesex House (Southwestern boundary).

It might be necessary, during the substructure works to remove obstructions (concrete piles). These will be removed via a breaker attachment on a small excavator breaking them down to manageable sizes where noise emitting from the machines will be above the personal action limits but not to a level considered to effect external site receptors.

There will be other noise emitting operations although they will not be of a level that would exceed personal action limits and therefore not deemed to affect external site receptors.

Risk assessments will be carried out for all noisy works, provided by relevant subcontractors and reviewed and approved by Morgan Sindall prior to works commencing.

Note – all noisy works will be carried out during the agreed site operating hours only.

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 D: UCLH Charity Middlesex Annex Camden Acoustic Assessment.

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

30.1 NOSIE MONITORING LIMITS

Limits

LIMIT LEVEL (LAeq)	START TIME	END TIME	WEEKDAYS	SATURDAYS	SUNDAYS
75 dB(A)	08:00	18:00	✓	✗	✓
75 dB(A)	08:00	13:00	✗	✓	✗

NB: Trigger level is set at 75 Db(A), however we will not exceed 85 dB(A) as this is the guidance set by the HSE.

30.2 VIBRATION MONITORING LIMITS

Limits

LIMIT LEVEL (PPV)	START TIME	END TIME	WEEKDAYS	SATURDAYS	SUNDAYS
7 mm/s	00:00	23:59	✓	✓	✓
10 mm/s	00:00	23:59	✓	✓	✓

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.

To achieve the London Borough of Camden's Requirements we will aim to achieve zero complaints in relation to the project. The following Best Practical Means (BPM) for Noise and vibration management, as defined by Section 72 of the Control of Pollution act 1974 and the general principles of BS5228:2009 will be implemented to reduce noise and vibration during construction to acceptable levels. Our Noisy operations have been identified in Q28 and will be completed within the working hours set out below, and in liaison with the sensitive receptors identified in the 3D noise model assessment outlined in Q30.

Working hours:

Two distinct working periods have been identified as core working hours. Where practicable, all works shall be undertaken during normal working hours defined as follows:

- 08:00 – 18:00 hours weekdays; and
- 08:00 – 13:00 hours Saturday.

The core hours are in line with guidance in BS5228 Part 11, any work outside these hours would be subject to prior agreement, and/or reasonable notice given to LBC and their Environmental Health Officers (EHOs). These hours would be strictly adhered to unless or in the event of:

- an emergency demands continuation of works on the ground of safety;
- works are being carried out within the containment of the building envelope; or
- completion of an operation that would otherwise cause greater interference with the environment / general public if left unfinished.

Pre-site preparation:

- Workforce briefings will be undertaken to explain BPM to minimise noise and the specific commitments / conditions arising from the proposed works.
- The use of 2.4m high hoarding to surround the site towards the north, south, west and east.
- Where practicable, we will carefully locate ordinary building materials normally stored on site (e.g. bricks, aggregate, timber or top soil) to provide noise screening.

Equipment and vehicles:

- Where reasonably practicable the quietest and modern vehicle/plant machinery shall be used;
- All vehicles and mechanical plant used for the works will be fitted with effective exhaust silencers, will be maintained in good and efficient order and operated in such a manner as to minimise noise emissions;
- Audible reversing warning systems on mobile plant and vehicles will be of a type which, whilst ensuring that they give proper warning, have a minimum noise impact on persons outside the site, such as broadband/white noise reversing alarms, and will be set to the minimum output noise level required for health and safety compliance;
- Plant and equipment to be located as far from sensitive receptors as reasonably practicable;
- When applicable, plant and vehicles will start-up sequentially rather than all together;
- Equipment and vehicles will be shut down when not in use and avoid unnecessary revving of engines;
- Handling of materials in manner which reasonably practicably minimises noise;
- Appropriate choice of routes and programming for the transport of construction materials, waste, equipment and personnel;
- Specifying the minimum sized generator required to power the site where necessary.
- Additional mitigation measures which will be implemented to further mitigate and minimise adverse impact at receptors include the following:
 - Liaise with representatives of the affected receptors to inform them of the impact and discuss potential mitigation measures every 2 weeks;
 - Monitoring of noise levels to be able to investigate and take action if noise level exceed expected levels or complaints are received;
 - When the activities taking place at the time allow, seek to provide respite should there be specific major meetings or situations where this would be essential for occupiers, where this is practicable.
- A section 61 agreement with Camden Borough Council will be sought for the duration of the works.
- Ad-hoc noise measurements within Middlesex house will be completed to evaluate the reduction measures in operation, if justified and access is granted.

Additional measures such as regular periods of respite during the day and taller site boundary screening have been considered by the contractor but they have not deemed them practicable due to various reasons including cost; increasing the duration of demolition works; restriction of access on the site to carry out demolition and safety.

Q14 outlines the responsibilities for the Community Liaison and details of how any complaints will be addressed. The site procedure for establishing a complaint is provided in Q35 and follows the same process as a triggered Threshold alert. All complaints will be dealt with in a reasonable timeframe and will seek to resolve the issue to a satisfactory conclusion.

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

If required, the suitably qualified and experienced acoustician engaged on the project will instruct key members of the on-site Management Team and will:

- a. Explain how the monitoring system/equipment works
- b. Explain the relevance of the agreed action and trigger levels
- c. Instruct staff regarding the procedures to follow if action and trigger level warnings are received

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.

Dust and air quality mitigation from construction plant, vehicles and equipment Measures will be implemented to limit air emissions from construction plant, vehicles and equipment, which will include the following, as appropriate:

- Construction plant, vehicles and equipment, will be located away from sensitive receptors, exhausts directed in an appropriate height / direction where practicable and enclosures, shielding and filters used where appropriate;
- Construction plant, vehicles and equipment will be operated in accordance with manufacturer's guidance and will be regularly maintained and checked, with records kept on site;
- Movement of construction traffic will be kept to a minimum;
- Damping down of dust generating vehicles and equipment;
- Roads and access will be kept clean by methods such as brushing and provision of dust suppression & wheel washing facilities. Dry Sweeping will be discouraged at all times;
- Use of electrical / battery powered equipment and low emission vehicles where practicable. Diesel generators may be required onsite, if suitable power cannot be supplied through the mains electrical supply;
- Non-road mobile machinery will use ultra-low sulphur diesel and meet the NRMM standards applicable for the duration of the project, or apply for an appropriate exemption, where vehicles cannot meet the required standard.
- the sheeting of all vehicles carrying loose or potentially dusty material to or from the working areas;
- Vehicles and plant will be switched off and secured when not in use;
- The permanent Haul roads will be maintained as far as practicable, however Vehicles may need to turn within the site. Where a non-permeable surface cannot be maintained wheel washing must be completed before vehicles leave site (details are provided in Q34);

- Materials will be separated once excavated using an on site mobile screener, this is to ensure all skeleton fragments are found and logged under the archaeological scope of works, other than this material will not undergo any site treatment and crushing of materials onsite will not be permitted. All materials will be transferred offsite for disposal and treatment.

Control of stockpiles of materials:

- installation of physical barriers or screens around the site will limit the dispersal of dust emissions and to the full height of material stockpiles;
- the covering of loose materials as soon as possible;
- any loose material stockpiles will be covered, seeded, or misting used to control dust;

General measures for dust control:

- the development and implementation of Stakeholder communication and engagement plan
- ARK Build PLC and Morgan Sindall will display the contact details for the individuals accountable for air quality and dust issues and the regional/head office contacts at the site boundary
- a community engagement log will be used to detail community enquiries, or complaints regarding air quality and the project response. The log will be kept onsite and will be available to Camden Borough Council on request
- a daily visual check for nuisance dust, with the frequency of monitoring increased during dry and windy conditions. Records of site inspections will be kept onsite within site diaries and will be available to Camden Borough Council on request
- no Explosives or blasting will be allowed.
- no burning of materials on site
- maintenance of haul routes to minimise dust and regular sweeping (water assisted).
- regular dampening down of un-surfaced haul routes and working areas in dry conditions. checks of the identified sensitive receptor sites for dust soiling and automatic monitoring of PM10 at the site boundary to ensure that the mitigation measures are being effective.
- setting PM10 concentration thresholds at the sensitive receptor locations and an alert system to warn of potential exceedance being sent to the site manager(s) for air quality onsite. Where site activities are responsible for the threshold being significantly exceeded, these works will cease on site until suitable remediation measures have been identified to reduce the levels to acceptable levels.
- all operatives will receive training in the management of dust and emissions suitable to the activities being completed onsite.

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.

The following measures will be adopted by the MHA site to minimise dust deposition on the public highways:

- Where practicable, all vehicles will remain on hard standings or paved haul roads to avoid mud deposition on vehicles. Haul road surfaces will be maintained to ensure integrity.
- Wheel-washing will be used to clean vehicle wheels before leaving site.
- All skips and lorries will be securely covered to prevent deposition or material escape during transit.
- All soil stockpiles will be bunded or trenched and frequently collected from site to avoid run-off. Stockpiles will be covered to prevent wind spread.
- The site haul roads, access and egress routes will be vacuumed or wet swept to prevent build-up of fine dust materials on a regular basis.
- Regular use of water assisted road sweepers will be used where build up and deposition of track-out has occurred.
- Dry sweeping will be discouraged at all times.
- Regular inspections of the site haul roads will be completed to ensure the control measures are effective in control of dust/ mud deposition. The results will be recorded in a site record.

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

The following measures will be adopted to monitor noise, vibration, dust and air quality:

- A regular environmental site inspection will be completed to monitor noise and vibration levels, and air quality mitigation measures.
- Automatic monitoring of the noise and vibration levels at the site boundary nearest to the sensitive receptor locations will be completed throughout the duration of the demolition works. attended noise monitoring will be completed in line with consultation with the Camden Borough Council Environmental Health Officer and Westminster Borough Council.
- Indicative automatic monitoring of PM10 at the site boundary points to the South West, North, and North East of the site will be completed throughout the duration of the demolition works, based on the predominant wind direction for the site

Noise and Vibration monitoring protocol:

Thresholds for noise and vibration will be based on the standards outlined in BS5228, baseline noise assessment and in consultation with the Camden Borough Council Environmental Health Officer and Westminster Borough Council.

Continuous average noise levels for LAeq, 1hour, 5 hours (for Saturday works), and 10 hours (for Weekday works) will be recorded, at the site boundary nearest to the relevant sensitive receptor identified for the duration of the works.

Similarly, vibrations will be monitored for Peak Particle Velocity (PPV) in mm/s at locations nearest to the relevant sensitive receptors for the works. A threshold of 1mm s^{-1} PPV for potential disturbance in residential receptors (SR1,3,4, and 5) and a trigger criteria of 2mm s^{-1} for commercial receptors (SR2).

The situation will be monitored to prevent a further profile alerts, or the threshold alert being reached. Works may be rescheduled or stopped to prevent this occurring and may require liaison with other contractors where cumulative noise or vibration may be occurring.

Profile alert levels will be set to warn the site team of a possible future breaches, and thresholds will alert of an exceedance. Key site managers and the Environmental Manager will receive alerts via an email or text to allow for investigation of the source of the noise or vibration and check BPM measures are in place if related to the works to reduce the noise or vibration to an acceptable level before, or if a breach is made. The same process will be followed in relation to a complaint.

Dust soiling checks at sensitive receptors:

A visual check will be completed of the work site near to sensitive location areas to evaluate dust conditions, and deposition. The findings including site weather conditions and wind directions and speed in the site manager(s) site diaries. Where expose to dust cannot be avoided, and soiling occurs, Ark Build PLC will clean or arrange for the window and ledges to be cleaned during periods of significant dust generating work activity and on completion of works.

Air quality monitoring protocol:

Osiris airborne particulate monitors will be used to record 15-minute average PM10 concentrations. The Osiris operates by continuously drawing an air sample through a laser beam and sensor which uses the reflection of light off particles as they pass the laser, as a measure of particle size. The Osiris monitor is sensitive to airborne particulate concentrations, down to a fraction of one microgram per cubic metre. Certificates of calibration of the units will be retained onsite and inputted into each monthly report. The monitoring units will remain in-situ for the duration of the project.

For air quality thresholds, an upper level of 250 ug/m3 over a 15-Minute average period will be set as a cut-off point (in line with GLA guidance) to provide a warning that further steps may be necessary to address the levels of dust on site at that time. The air quality threshold has been identified in the Air Quality baseline report submitted to the Camden Borough Council Environmental Health Officer to close out the planning condition 23.

A trigger alert system will provide an early warning system when nearing exceedance; a lower threshold alert (200 ug/m3 over 15 min Average)., as well as an upper threshold alert for actual exceedance (250 ug/m3 over 15 min Average). The site manager(s) will seek to identify any site sources of the air emissions. If related to works, the identified works will be stopped until further reduction measures are put in place and an assessment of compliance made.

Complaints and threshold alert monitoring:

All threshold alert breaches and complaints will be logged in a trigger alert log, detailing the time, date, level attained, the nature of the works being completed, and the cause of the alert and mitigation measures adopted. All complaints will be investigated immediately to determine, if it is justified. If related to the works all measures will be checked for compliance and additional controls put in place where this is practical. All information will be logged in the site enquiries log. In the event of a complaint to Camden Borough Council, all works /activities causing the complaint will cease, until a further agreement to work is negotiated.

Incident reporting:

An incident logbook shall be on site and all incidents shall be recorded stating date time and worker/s involved and action taken/measures incorporated to prevent recurrence of similar event.

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.**

Please see the Air Quality Assessment document reference CMP_36_1 Air Quality Assessment, page 20-22 for the determination of the risk level and section 7.1 page 44 for the mitigation measures adopted. The key control measures are identified in the response to question 33, and 42.

Please refer to Appendix E: Air Quality Assessment.

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.)

All highly recommended within the GLA SPG have been adopted except for the requirement to locate the access gates >10m from receptors as this is not possible due to the urban location of the site.

• 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.

38.1 ENVIRONMENTAL MONITORING POSITIONS

Noise, vibration and dust monitors have been installed within the site boundary as shown below.

Figure 10: Noise, Vibration and Dust Monitoring Positions



38.2 DUST MONITORING LIMITS

Limits

PARAMETER	LIMIT LEVEL	AVERAGING PERIOD	WEEKDAYS	SATURDAYS	SUNDAYS
PM10	50 $\mu\text{g}/\text{m}^3$	24 hours	✓	✓	✓
PM10	250 $\mu\text{g}/\text{m}^3$	15 mins	✓	✓	✓

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).

Infestations have been controlled by Ark Build during the demolition works as outlined in the DMP.

Further monitoring visits to the existing buildings will be completed throughout the works to control the risk of infestations. Baiting programmes will be completed where appropriate, including a surface monitoring baiting programme. If infestation should occur, Camden Borough Council will be informed as soon as possible.

All disused drains and sewers will be sealed or capped. Redundant drains will be grubbed out and connections sealed. Records will be kept of all actions taken and any approvals obtained. Ingress from live drains will be prevented by sealing and capping during construction. Egress will be controlled by use of expanding drainage stoppers until new connections are completed.

To control the risk of infestation onsite, both Ark Build PLC & Morgan Sindall will adhere to the Workplace (Health, Safety and Welfare) Regulations 1992 and:

- Employ Good housekeeping at the site offices and welfare facilities and ensure no food will be allowed to be consumed other than in the site welfare facilities;
- Control Organic/Food waste and dispose of waste frequently to minimise the risk of pest infestation; and
- Store all waste in suitably located, pest-resistant, closable containers.

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

An Asbestos survey was completed in September 2017 prior to removal by licenced contractors prior to the soft stripping of the MHA buildings.

56 items were identified during the survey, with 10 further possible. The asbestos survey was provided for your information in the CMP - CMP_40_1.

All identified asbestos has been removed as part of the soft stripping/demolition works, there remains a small risk that further items will be identified through the remaining works.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

An on-site smoking area will be provided immediately adjacent to North House building to discourage offsite smoking.

All employees onsite will receive an induction before starting work on the site requirements, which will include measures to reduce off site nuisances: No radios or audible music devices, and requirements to leave the site quietly (and signage provided as a reminder), use of two- way radios to avoid shouting, provision of bins to prevent littering, and regular checks of the external hoarding to prevent graffiti and fly posting.

Toolbox talks will be completed with all site operatives to remind them of their responsibilities during the works. Records of all training will be kept onsite.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

<https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy): **July 21 – October 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: **The site has been registered as Middlesex Hospital Annex 2018.**
- 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:

A copy of the site NRMM registry will be kept in the Contractors site office. A copy of the plant service records will be kept within the same folder. A photo of each NRMM plant engine plate will be taken before, or upon receipt at site and kept in the same folder.

The Site NRMM registry will contain deployment start date, deployment end date and deployment duration, the machinery type, the machinery Manufacturer, engine manufacture year, engine power, Plant ID, engine EU type approval No, EU engine emission stage, type of retrofit (if applicable with retrofit company, retrofit date, retrofit details, and retrofit approver), exemption request and exemption status.

- 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: **It is confirmed that the Principal Contractor will comply with this requirement.**

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.

It is confirmed that instructions will be provided to staff and subcontractors to avoid idling and to turn engines off whilst not in use.

If required, the Principal Contractor will commit to the “Engines Off” pledge.

• 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: 16th February 2023

Print Name: Steven Bourton

Position: Senior Site Manager

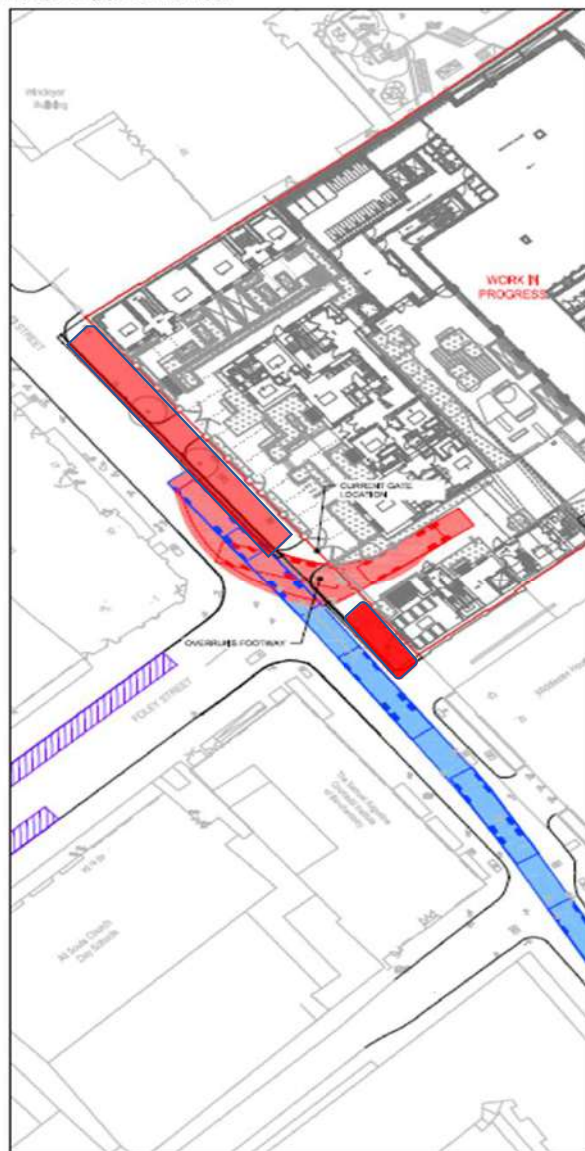
Please submit to: planningobligations@camden.gov.uk

End of form.

V2.8

APPENDIX A

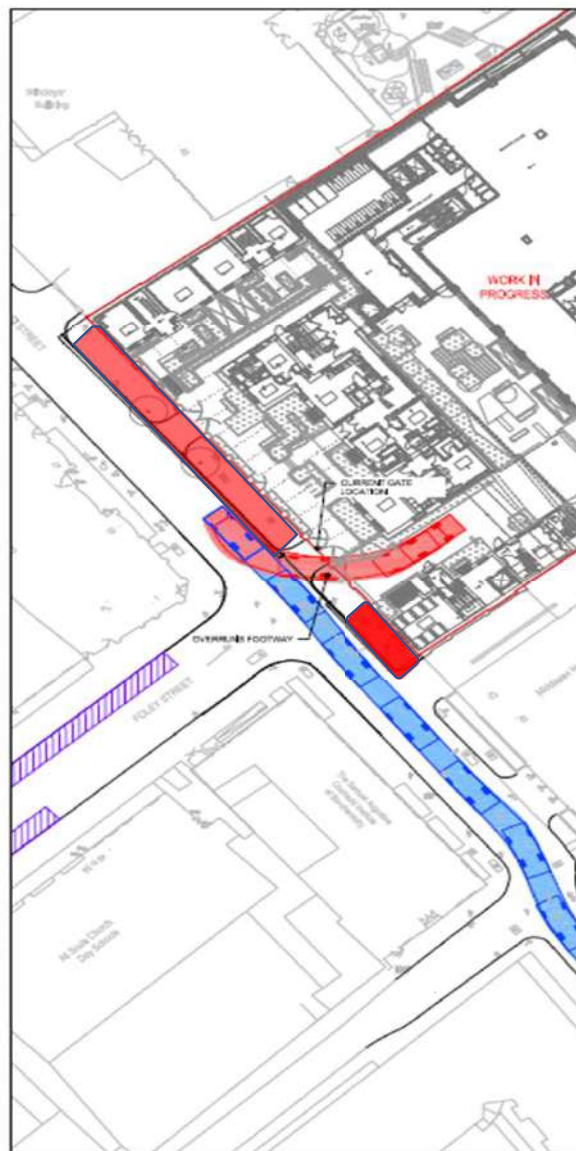
SWEPT PATH ANALYSIS



12m RIGID TRUCK



10m RIGID TRUCK



SKIP LORRY OR SIMILAR

GENERAL NOTES

1. THE CONTENT OF THE DRAWINGS FOR INFORMATION ONLY AND NOT TO BE USED FOR CONSTRUCTION PURPOSES.
2. THE DRAWING IS TO BE TAKEN IN CONJUNCTION WITH ALL RELEVANT AND OTHER DOCUMENTS AND SPECIFICATIONS.
3. DO NOT SCALE THE DRAWING. ANY DIMENSIONS, OVERLAP AND SPACES, DIMENSIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER. ALL DIMENSIONS MUST BE CHECKED WORKED ON SITE.
4. ALL DIMENSIONS AND SPACES ARE TO BE CHECKED ON SITE.
5. FOR GENERAL NOTES REFER TO DRAWING.

KEY

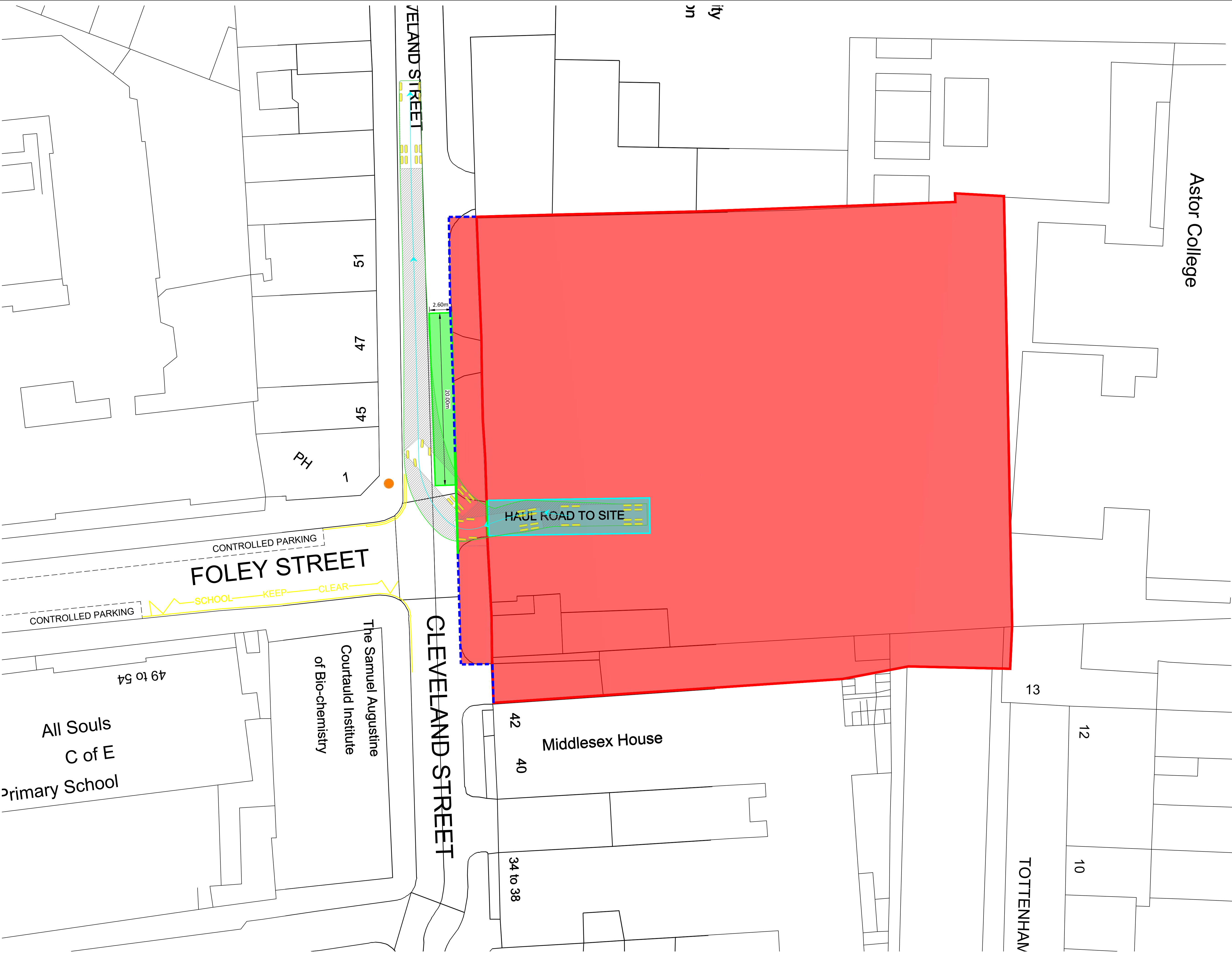
- FORWARD GEAR
- REVERSE GEAR
- OVERLAP FOOTWAY



PT	11	11	11	11	11
Rev	1	2	3	4	5
Rev	1	2	3	4	5



DATE	11/01/18
PROJECT	BEDFORD PASSAGE
DESCRIPTION	PREVIOUSLY PROPOSED ARRANGEMENT SWEEP PATH ANALYSIS
SCALE	AS SHOWN
DATE	11/01/18
BY	AW
CHECKED	BD
73853-CUR-00-XX-DR-TP-05005	P1



REV:

DETAILS:

V1


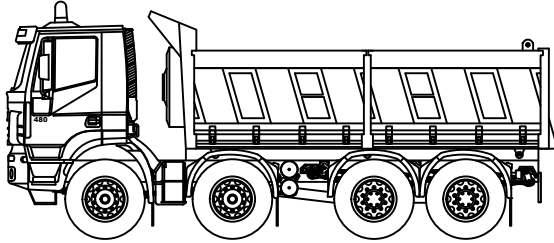
VEHICLE SWEEP PATH: SITE EGRESS
SPOIL REMOVAL VEHICLE (14.10.22)

V2

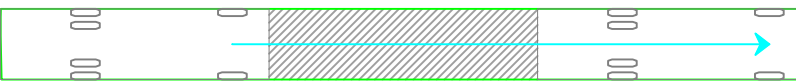
VEHICLE SWEEP PATH: SITE EGRESS
SPOIL REMOVAL VEHICLE (06.02.23)

VEHICLE DETAILS:

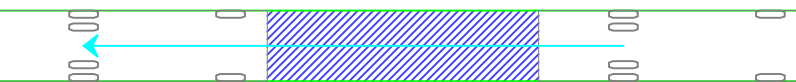
VEHICLE: LARGE TIPPER
LEGNTH: 10.20m
WIDTH: 2.50m
NB: VEHICLE PROFILE IS FOR ILLUSTRATIVE PURPOSES ONLY



FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)



REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)



KEY:

SITE BOUNDARY

SOLID SITE HOARDING

SITE ENTRANCE (VEHICLE)

HAUL ROAD TO SITE

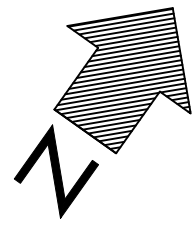
MANAGED VEHICLE
SETDOWN AREA


TRAFFIC MARSHAL
POSITION

HOARDING LINE

NOTES:

a. Do not scale from this drawing.
b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
d. Road layout and location of street furniture is approximate.
e. These Swept Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake the proposed manoeuvres.


0 2 4 6 8 10m
1:200


South Downs Safety Ltd
Contact: Mark Edgar
E: mark@southdownssafety.co.uk
T: 07545 898 726
W: www.southdownssafety.co.uk

CLIENT:

MORGAN SINDALL
CONSTRUCTION & INFRASTRUCTURE LTD

PROJECT:

MIDDLESEX HOSPITAL ANNEX, 44
CLEVELAND STREET, LONDON W1T 4JT

DRAWING TITLE:

VEHICLE SWEEP PATH: SITE EGRESS
SPOIL REMOVAL VEHICLE

DRAWING STATUS:

FOR INFORMATION

DRAWN:

DESIGNED:

DATE:

SCALE:

SIZE:

ME

ME

06.02.23

1:200

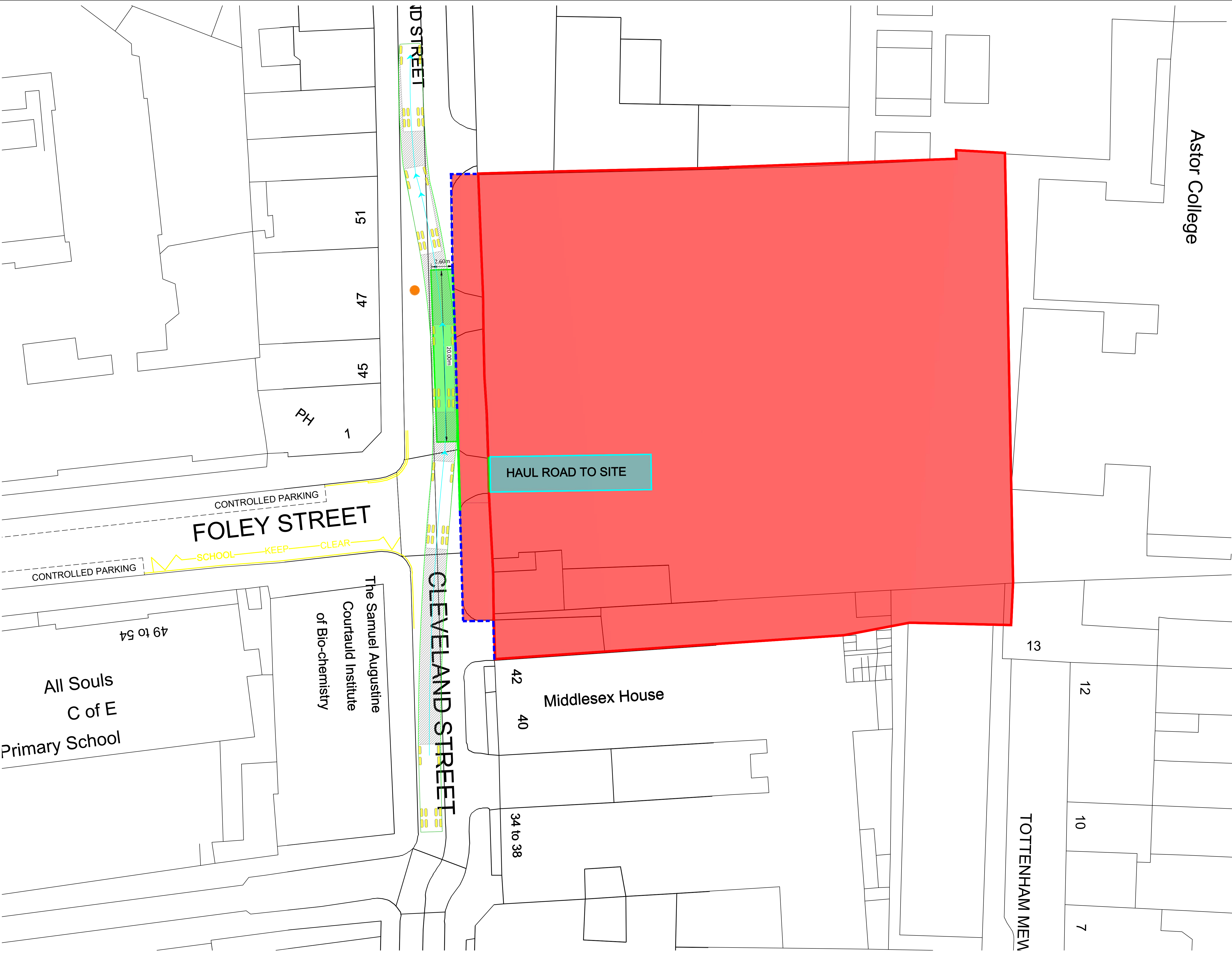
A1

DRAWING NUMBER:

SDS-245

REV:

V2



REV:

DETAILS:

V1

VEHICLE SWEEP PATH: SITE ACCESS & EGRESS
SPOIL REMOVAL VEHICLE - HOLDING AREA (14.10.22)

V2

VEHICLE SWEEP PATH: SITE ACCESS & EGRESS
SPOIL REMOVAL VEHICLE - HOLDING AREA (06.02.23)

VEHICLE DETAILS:

VEHICLE: LARGE TIPPER
LEGNTH: 10.20m
WIDTH: 2.50m
NB: VEHICLE PROFILE IS FOR ILLUSTRATIVE PURPOSES ONLY

FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)

KEY:

SITE BOUNDARY

SOLID SITE HOARDING

SITE ENTRANCE (VEHICLE)

HAUL ROAD TO SITE

MANAGED VEHICLE SETDOWN AREA

TRAFFIC MARSHAL POSITION

HOARDING LINE

NOTES:

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b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
d. Road layout and location of street furniture is approximate.
e. These Swept Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake the proposed manoeuvres.

0 2 4 6 8 10m

1:200

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CONSTRUCTION & INFRASTRUCTURE LTD

PROJECT:

MIDDLESEX HOSPITAL ANNEX, 44
CLEVELAND STREET, LONDON W1T 4JT

DRAWING TITLE:

VEHICLE SWEEP PATH: SITE ACCESS &
EGRESS SPOIL REMOVAL VEHICLE -
HOLDING AREA

DRAWING STATUS:

FOR INFORMATION

DRAWN:

DESIGNED:

DATE:

SCALE:

SIZE:

ME

ME

06.02.23

1:200

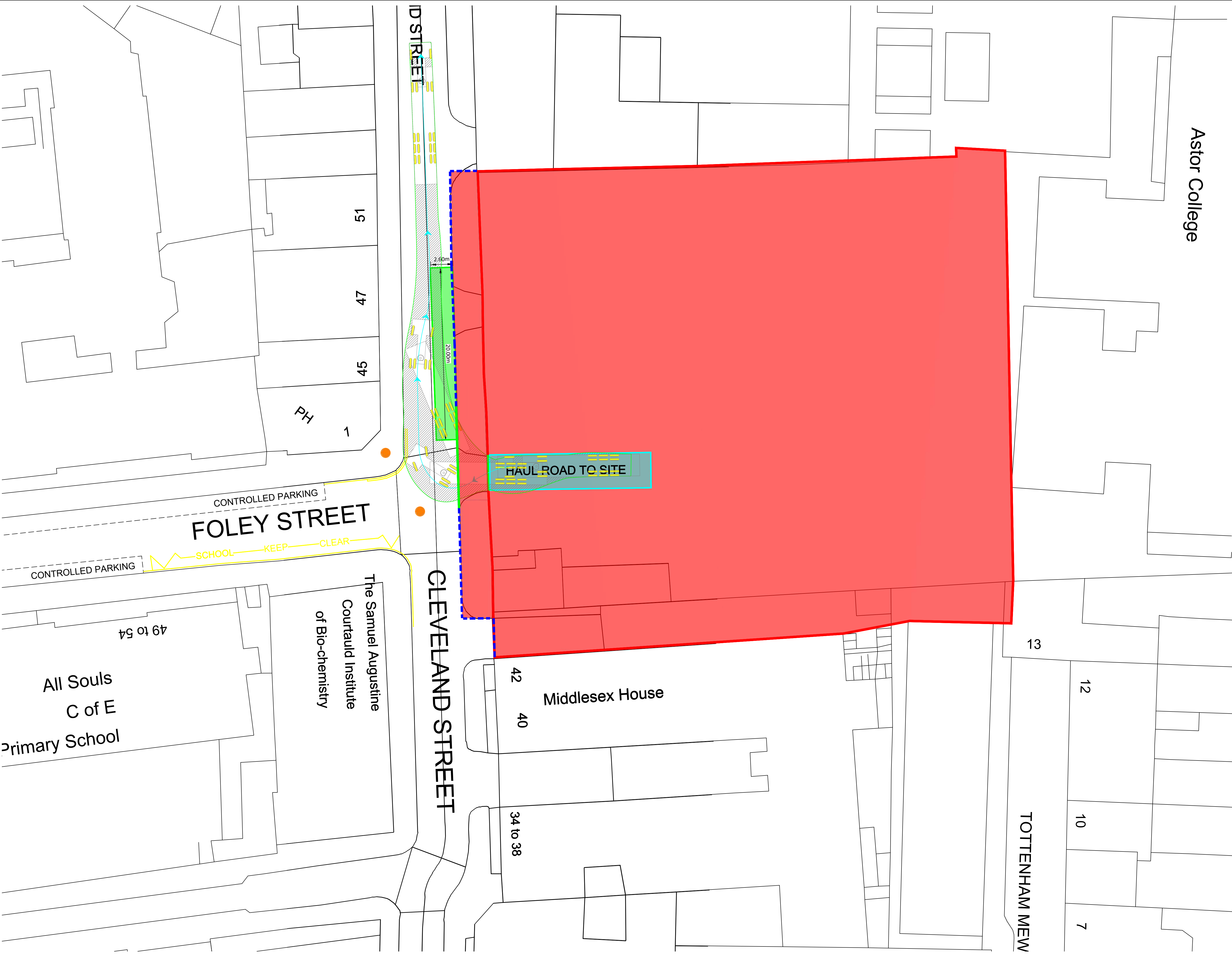
A1

DRAWING NUMBER:

SDS-246

REV:

V2



REV:	DETAILS:
V1	VEHICLE SWEPT PATH: SITE EGRESS ARTICULATED VEHICLE - CLEVELAND STREET (14.10.22)
V2	VEHICLE SWEPT PATH: SITE EGRESS ARTICULATED VEHICLE - CLEVELAND STREET (06.02.23)

VEHICLE DETAILS:

VEHICLE: ARTICULATED LOW LOADER
LEGNTH: 16.48m
WIDTH: 2.55m
NB: VEHICLE PROFILE IS FOR ILLUSTRATIVE PURPOSES ONLY

FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)

KEY:

SITE BOUNDARY
SOLID SITE HOARDING
SITE ENTRANCE (VEHICLE)
HAUL ROAD TO SITE
MANAGED VEHICLE SETDOWN AREA
TRAFFIC MARSHAL POSITION

HOARDING LINE

NOTES:

a. Do not scale from this drawing.
b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
d. Road layout and location of street furniture is approximate.
e. These Swept Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake the proposed manoeuvres.

0 2 4 6 8 10m
1:200

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CLIENT:

MORGAN SINDALL
CONSTRUCTION & INFRASTRUCTURE LTD

PROJECT:

MIDDLESEX HOSPITAL ANNEX, 44
CLEVELAND STREET, LONDON W1T 4JT

DRAWING TITLE:

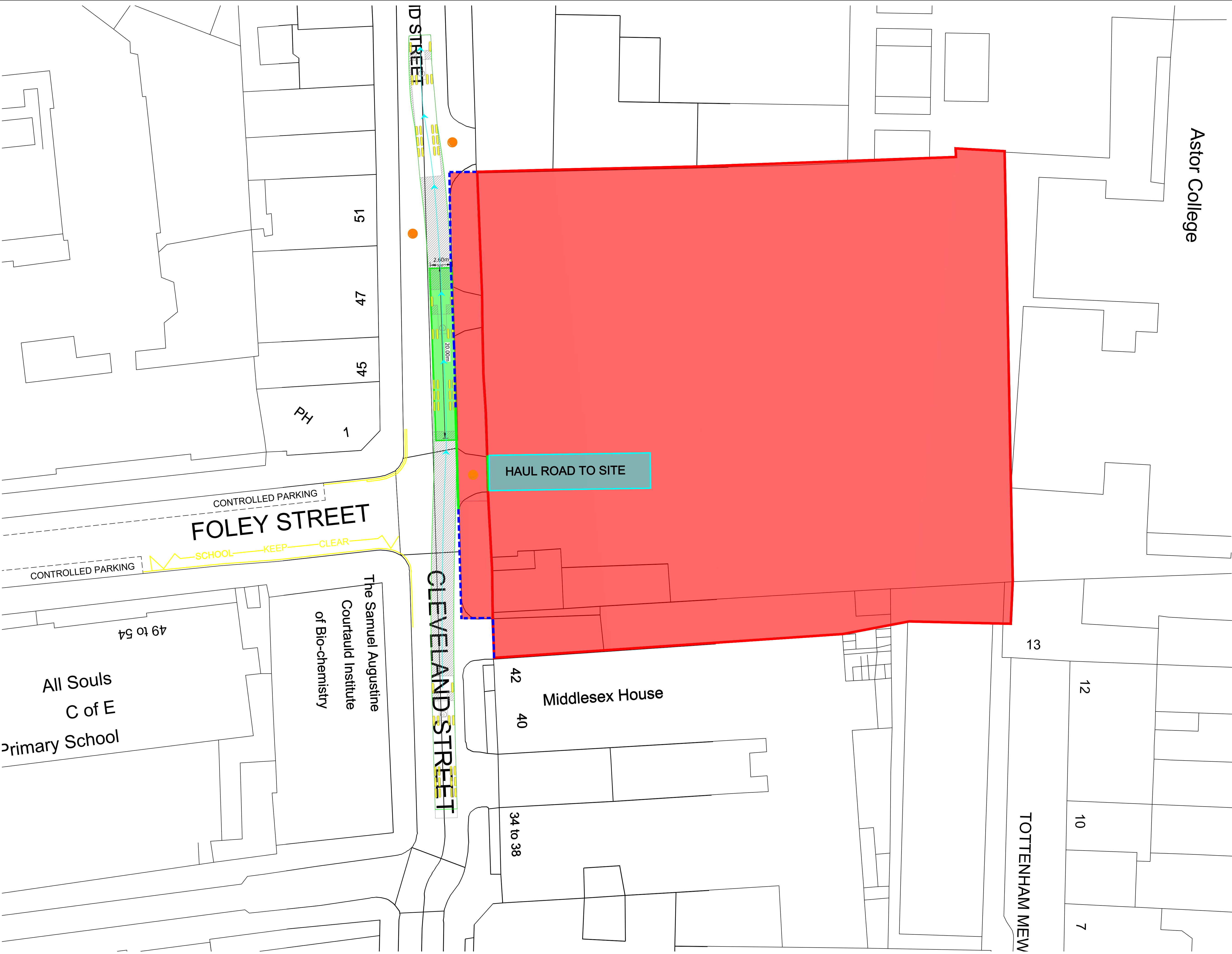
VEHICLE SWEPT PATH: SITE EGRESS
ARTICULATED VEHICLE - CLEVELAND
STREET

DRAWING STATUS:

FOR INFORMATION

DRAWN: ME	DESIGNED: ME	DATE: 06.02.23	SCALE: 1:200	SIZE: A1
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DRAWING NUMBER: SDS-248	REV: V2
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REV:

DETAILS:

V1

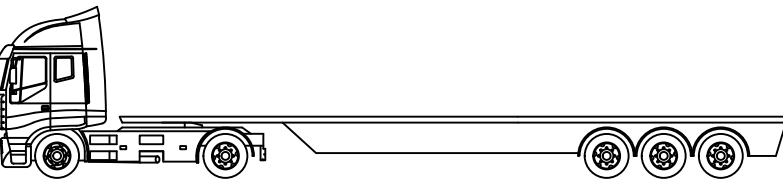
VEHICLE SWEEP PATH: SITE ACCESS & EGRESS
ARTICULATED VEHICLE - HOLDING AREA (14.10.22)

V2

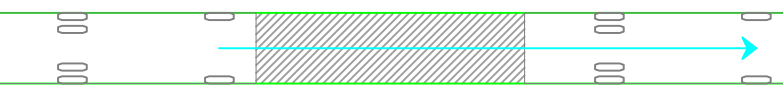
VEHICLE SWEEP PATH: SITE ACCESS & EGRESS
ARTICULATED VEHICLE - HOLDING AREA (06.02.23)

VEHICLE DETAILS:

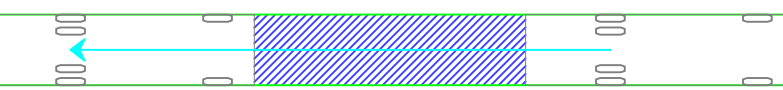
VEHICLE: ARTICULATED LOW LOADER
LEGNTH: 16.48m
WIDTH: 2.55m
NB: VEHICLE PROFILE IS FOR ILLUSTRATIVE PURPOSES ONLY



FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)



REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)



KEY:

SITE BOUNDARY

SOLID SITE HOARDING

SITE ENTRANCE (VEHICLE)

HAUL ROAD TO SITE

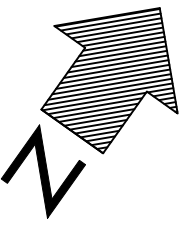
MANAGED VEHICLE SETDOWN AREA


TRAFFIC MARSHAL POSITION

HOARDING LINE

NOTES:

a. Do not scale from this drawing.
b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
d. Road layout and location of street furniture is approximate.
e. These Sweep Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake the proposed manoeuvres.


0 2 4 6 8 10m
1:200


South Downs Safety Ltd
Contact: Mark Edgar
E: mark@southdownssafety.co.uk
T: 07545 898 726
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CLIENT:

MORGAN SINDALL
CONSTRUCTION & INFRASTRUCTURE LTD

PROJECT:

MIDDLESEX HOSPITAL ANNEX, 44
CLEVELAND STREET, LONDON W1T 4JT

DRAWING TITLE:

VEHICLE SWEEP PATH:
ACCESS & EGRESS HOLDING AREA

DRAWING STATUS:

FOR INFORMATION

DRAWN:

DESIGNED:

DATE:

SCALE:

SIZE:

ME

ME

06.02.23

1:200

A1

DRAWING NUMBER:

SDS-249

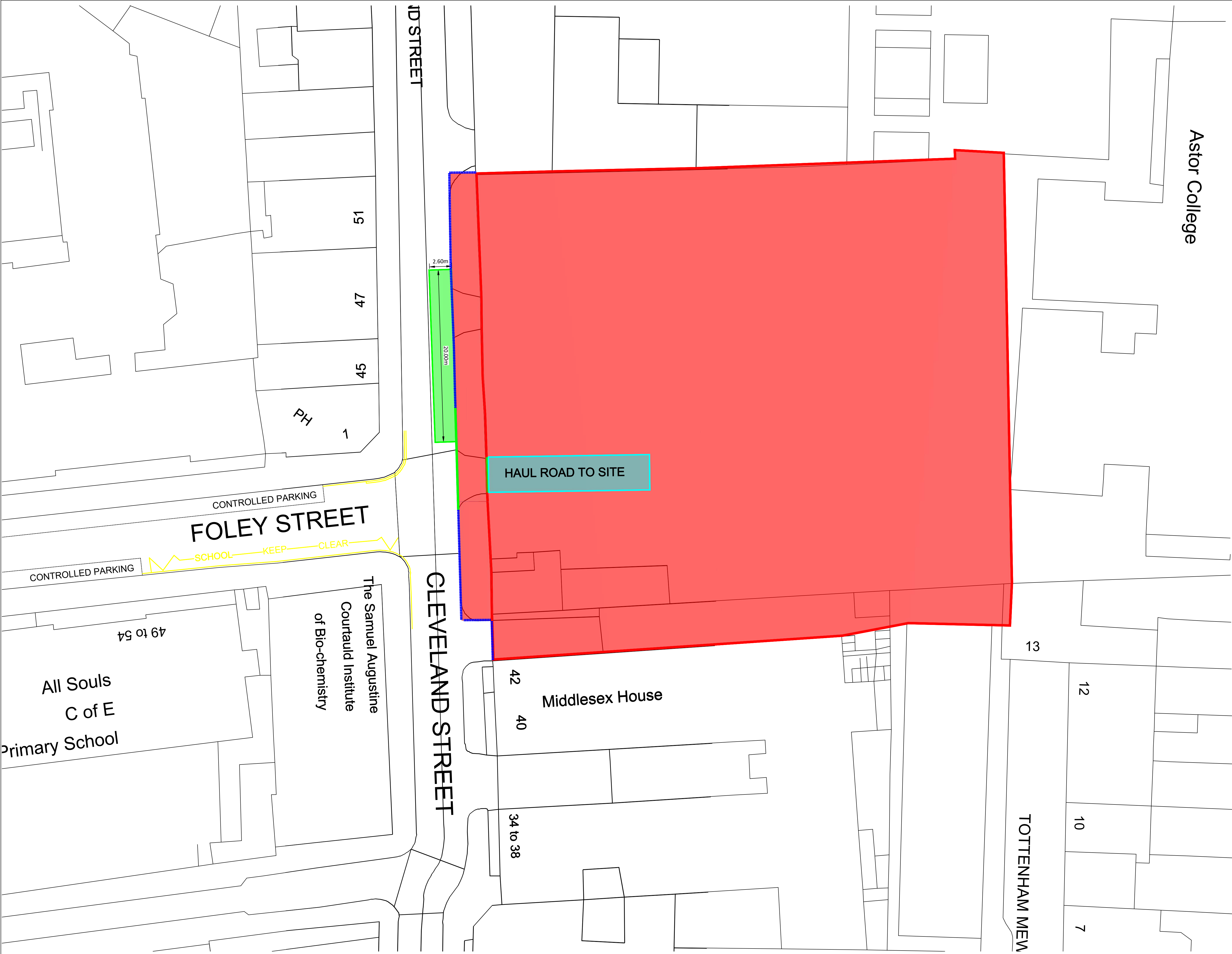
REV:

V2



APPENDIX B

SITE LAYOUT PLAN



REV:	DETAILS:
V1	SITE LAYOUT PLAN (14.10.22)
V2	SITE LAYOUT PLAN (06.02.23)

VEHICLE DETAILS:	
N/A.	

KEY:	
<div></div> SITE BOUNDARY	<div></div> HOARDING LINE
<div></div> SOLID SITE HOARDING	
<div></div> SITE ENTRANCE (VEHICLE)	
<div></div> HAUL ROAD TO SITE	
<div></div> MANAGED VEHICLE SETDOWN AREA	

NOTES:

a. Do not scale from this drawing.
b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
d. Road layout and location of street furniture is approximate.
e. These Swept Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake the proposed manoeuvres.

0 2 4 6 8 10m
1:200

South Downs Safety Ltd
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CLIENT:	
MORGAN SINDALL CONSTRUCTION & INFRASTRUCTURE LTD	

PROJECT:	
MIDDLESEX HOSPITAL ANNEX, 44 CLEVELAND STREET, LONDON W1T 4J	

DRAWING TITLE:	
SITE LAYOUT PLAN	

DRAWING STATUS:	
FOR INFORMATION	

DRAWN:	DESIGNED:	DATE:	SCALE:	SIZE:
ME	ME	06.02.23	1:200	A1

DRAWING NUMBER:	REV:
SDS-242	V2



APPENDIX C

ROAD NETWORK SURROUNDING SURVEY



APPENDIX D

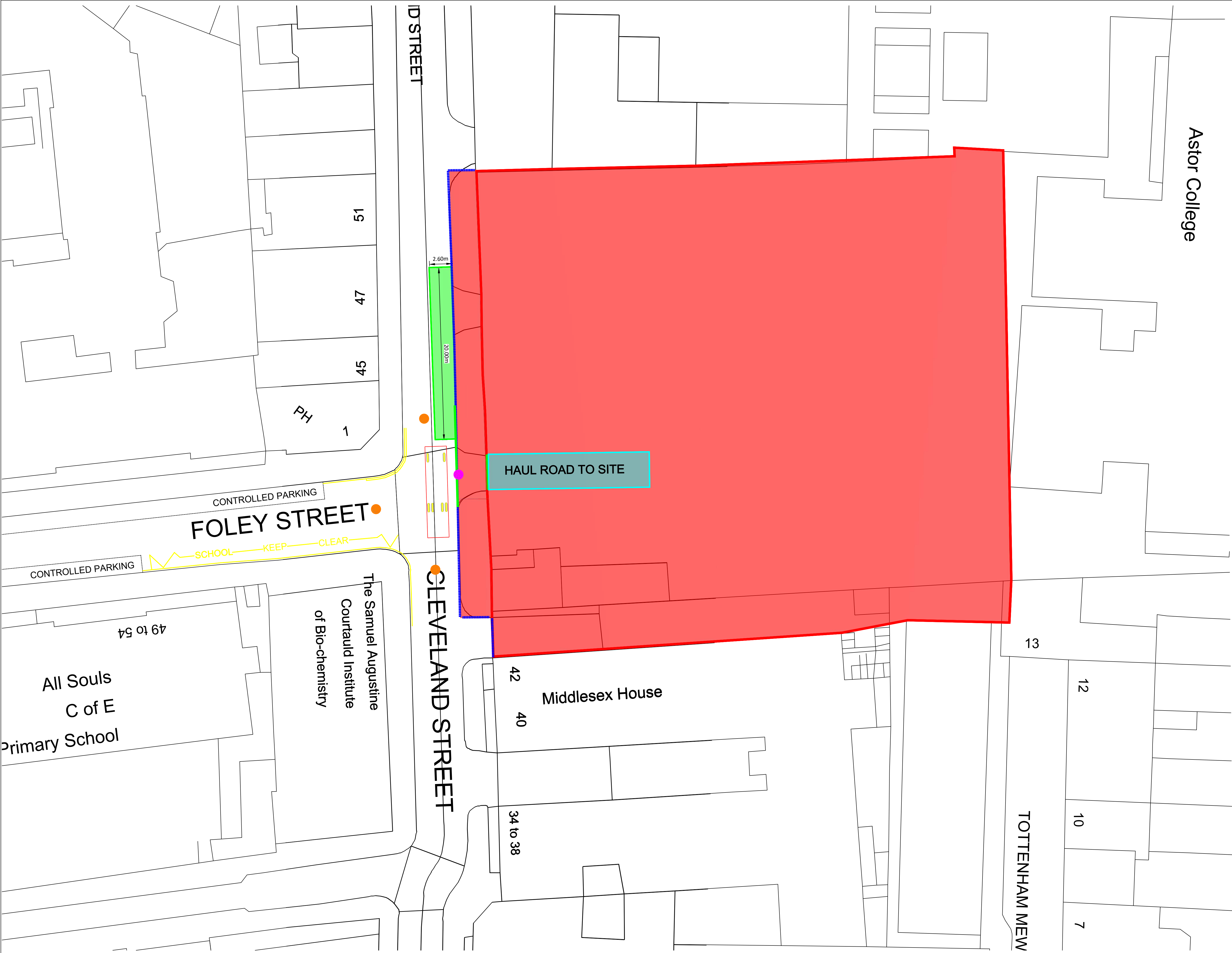
UCLH CHARITY MIDDLESEX ANNEX CAMDEN ACOUSTIC ASSESSMENT

APPENDIX E

AIR QUALITY ASSESSMENT

APPENDIX F

SITE LAYOUT PLAN (MOFFETT UNLOAD)



REV:	DETAILS:
V1	SITE LAYOUT PLAN: MOFFETT UNLOAD FROM CURTAIN SIDED LORRIES (26.10.22)
V2	SITE LAYOUT PLAN: MOFFETT UNLOAD FROM CURTAIN SIDED LORRIES (06.02.23)

KEY:

- SITE BOUNDARY
- SOLID SITE HOARDING
- SITE ENTRANCE (VEHICLE)
- HAUL ROAD TO SITE
- MANAGED VEHICLE SETDOWN AREA
- HOARDING LINE
- TRAFFIC MARSHAL POSITION
- MOFFETT *

*** MOFFETT:**
MOFFETT WILL APPROACH THE CURTAIN SIDED LORRY FROM THE RIGHT HAND SIDE, RETRIEVE MATERIALS AND THEN ENTER SITE VIA THE HAUL ROAD TO SITE. THIS IS THE PRIMARY AND PREFERRED OPTION.

NOTES:
a. Do not scale from this drawing.
b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
d. Road layout and location of street furniture is approximate.
e. These Swept Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake the proposed manoeuvres.

0 1 2 3 4 5m
1:100

South Downs Safety Ltd
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CLIENT: MORGAN SINDALL CONSTRUCTION & INFRASTRUCTURE LTD				
PROJECT: MIDDLESEX HOSPITAL ANNEX, 44 CLEVELAND STREET, LONDON W1T 4J				
DRAWING TITLE: SITE LAYOUT PLAN: MOFFETT UNLOAD FROM CURTAIN SIDED LORRIES				
DRAWING STATUS: FOR INFORMATION				

DRAWN: ME	DESIGNED: ME	DATE: 06.02.23	SCALE: 1:200	SIZE: A1
DRAWING NUMBER: SDS-250				REV: V2

APPENDIX G

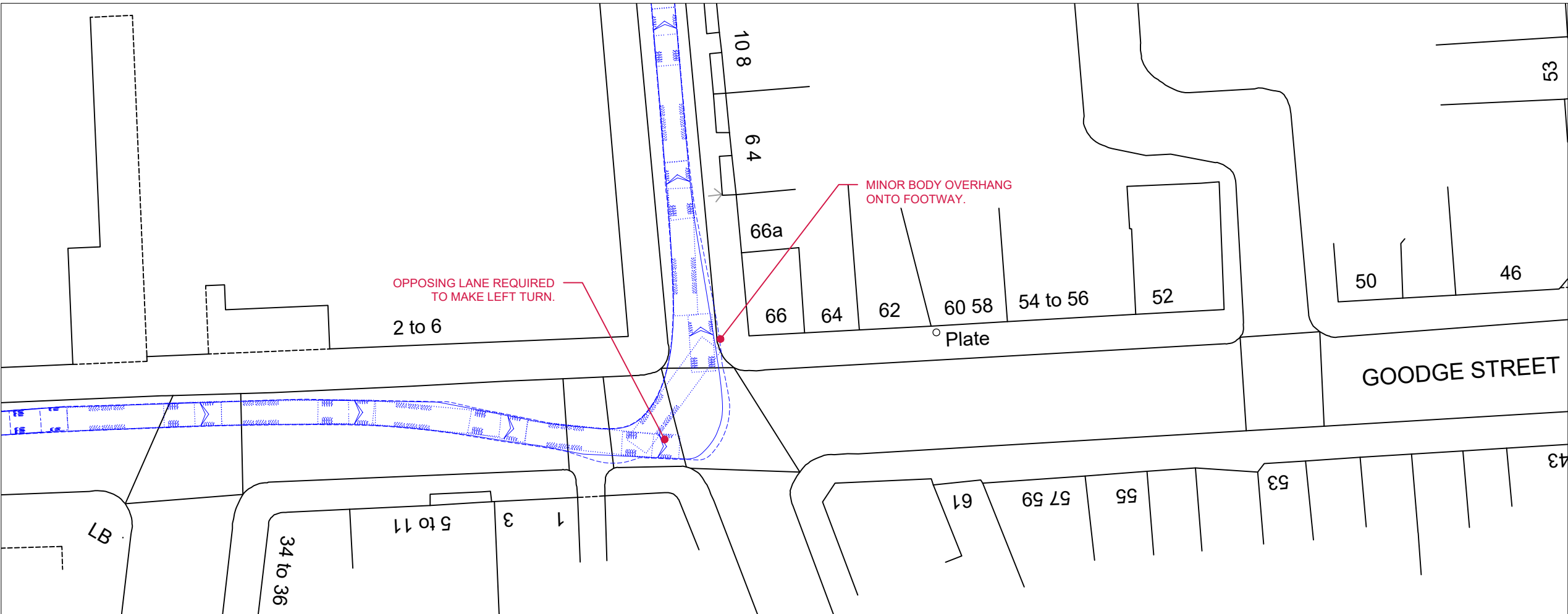
SWEPT PATH ANALYSIS

GOODGE STREET-CLEVELAND STREET

ARTICULATED VEHICLE



APPROACH FROM EAST



APPROACH FROM WEST

GENERAL NOTES

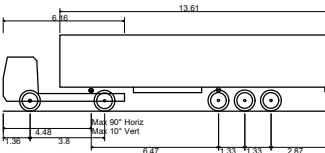
1. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
3. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
4. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
5. FOR SPECIFIC NOTES REFER TO DRAWING.

SOURCE: OS MAPPING

KEY

- FORWARD GEAR
- REVERSE GEAR

VEHICLE PROFILE



FTA Design Articulated Vehicle (2016)	
Overall Length	16.48m
Overall Width	2.55m
Overall Body Height	3.87m
Min Body Ground Clearance	0.51m
Max Track Width	2.47m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.60m



P01	INITIAL ISSUE.	03.02.23	MW	BD
Rev:	Description:	Date:	By:	Chkd:



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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kentish • Leeds • Liverpool • London • Manchester • Nottingham

Status:	INFORMATION
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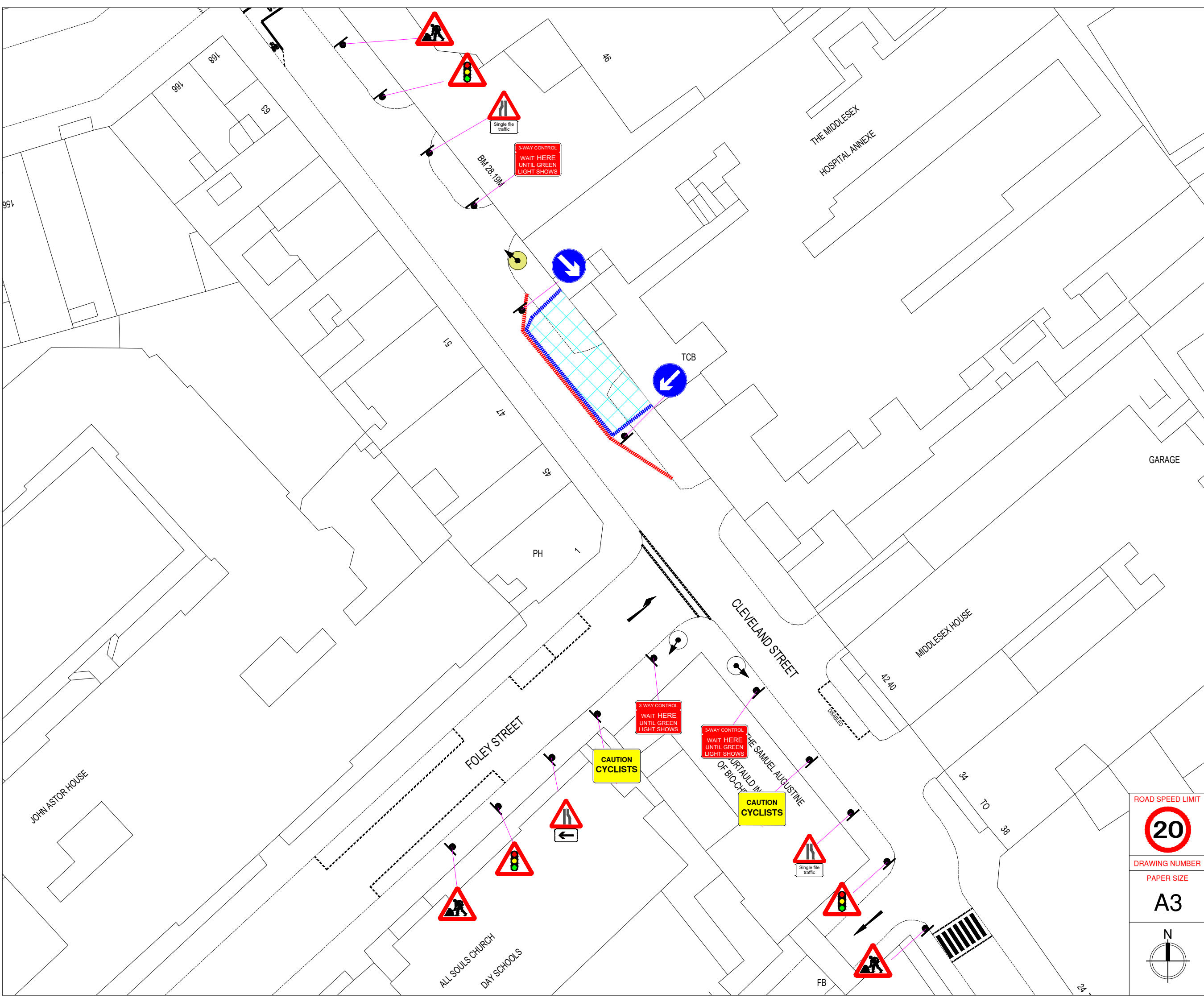
Project:	BEDFORD PASSAGE
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Drg Title:	SWEPT PATH ANALYSIS
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Scale:	Size:	First Issue:	Drawn:	Checked:
1:250	A3	03.02.23	MW	BD
Drg No:	73853-CUR-00-XX-DR-TP-05201			Rev:
				P01

APPENDIX H

TWO WAY CYCLE LANE TRAFFIC MANAGEMENT



DO NOT SCALE FROM THIS DRAWING
All dimensions to be verified on site

NOTES

- All signs as per chapter 8. Distances between cones on a 30mph carriageway to be 5m minimum 9m maximum unless otherwise noted.
- All works / traffic management shall be in accordance with the traffic signs manual chapter 8, Safety at street works and road works a code of practice 2013, Traffic Signs Regulations and General Directions.
- Minimum no. hazard lamps: 9 per 6m hazard width.
- Distances between signs NOT to scale for purpose of clarity.
- Minimum sign size 750mm.
- Absolute Minimum 3.0m running lane width to be maintained.

LEGEND

	WORKS AREA		ASPECT OF SIGN VISION
	1 x PORTABLE CYCLE HEAD		BARRIER
	2 x PORTABLE SIGNAL HEAD		
	X 3		X 2
	X 3		X 1
	X 1		X 1
	X 1		
	X 1		
	X 3		

ROAD SPEED LIMIT

DRAWING NUMBER
A3

PRODUCED ON BEHALF OF

DRAWN BY JMK **DRAWN DATE** 24/02/22

DRAWING TITLE
CLEVELAND STREET, LONDON W1 TRAFFIC MANAGEMENT

REVISION No.	-	REVISION DATE	-
COMMENTS	DRAWING ISSUED FOR REVIEW		
REVISED BY	-	APPROVED BY	JS

metro traffic services limited
Unit N6 Lympe Ind Est, Kent CT21 4LR
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