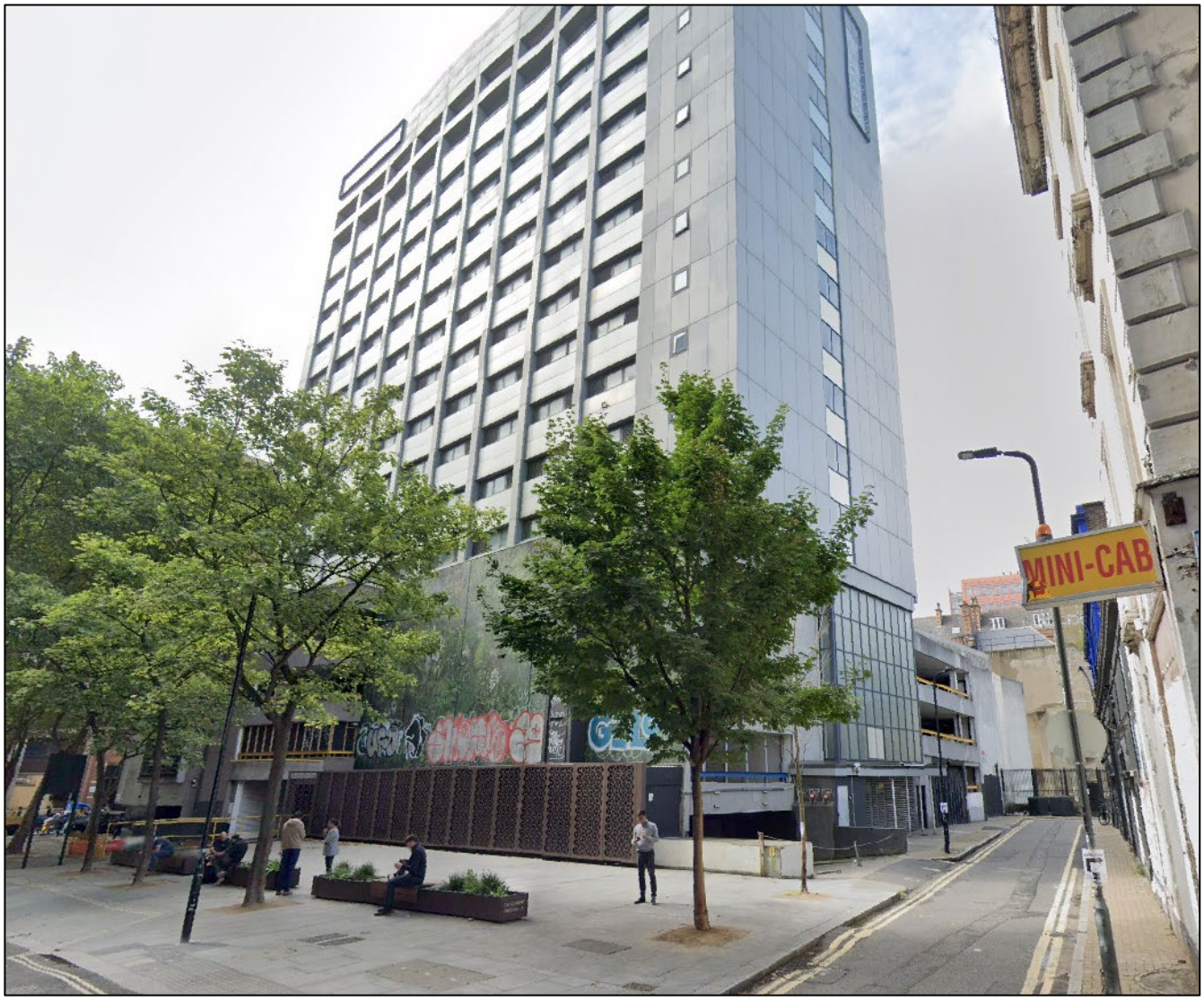
Demolition and Early Works Management Plan at Museum Street



John F Hunt

Camden

Contents

Preface

John F Hunt Ltd has been appointed as the demolition and enabling works contractor on the project. Our initial scope involves soft strip, demolition, installation of a limited number of tension piles, and temporary works to the retained basement. This is the scope covered by this DEWMP piling and some enabling works activities (see p.12 for full scope). This document Demolition and Early Works Management Plan (DEWMP) covers this scope and has been prepared to partially discharge the Section 106 obligations on behalf of Simten for this element of the demolition and early works. An addendum to this DEWMP is anticipated to cover future elements of early works. We are utilising the London Borough of Camden proforma to complete the responses to the questions contained within the document.

As part of our ongoing commitment to the community John F Hunt Ltd will work hard to ensure the concerns or the fears the local community may have are mitigated through adopting methods that are the most appropriate to the needs of the local environment in the area we are operating.

The ongoing dialogue with the Construction Working Group is reflected in the within this document and comments from London Borough of Camden and other stakeholders have also been picked up.

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
29/10/2024	R01	Irfan Quraishi
04/12/2024	R02	Irfan Quraishi following comments on R01
05/12/2024	R03	Irfan Quraishi following comments on R02
09/12/2024	R04	Irfan Quraishi following comments on R03
17/12/2024	R05	Irfan Quraishi following comments on R04

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Demolition and Early Works Management Plan (DEWMP)** 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 DEWMP 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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will be planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

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.**" This will be submitted by John F Hunt in the adequate time frame before any demolition commences on site.

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.

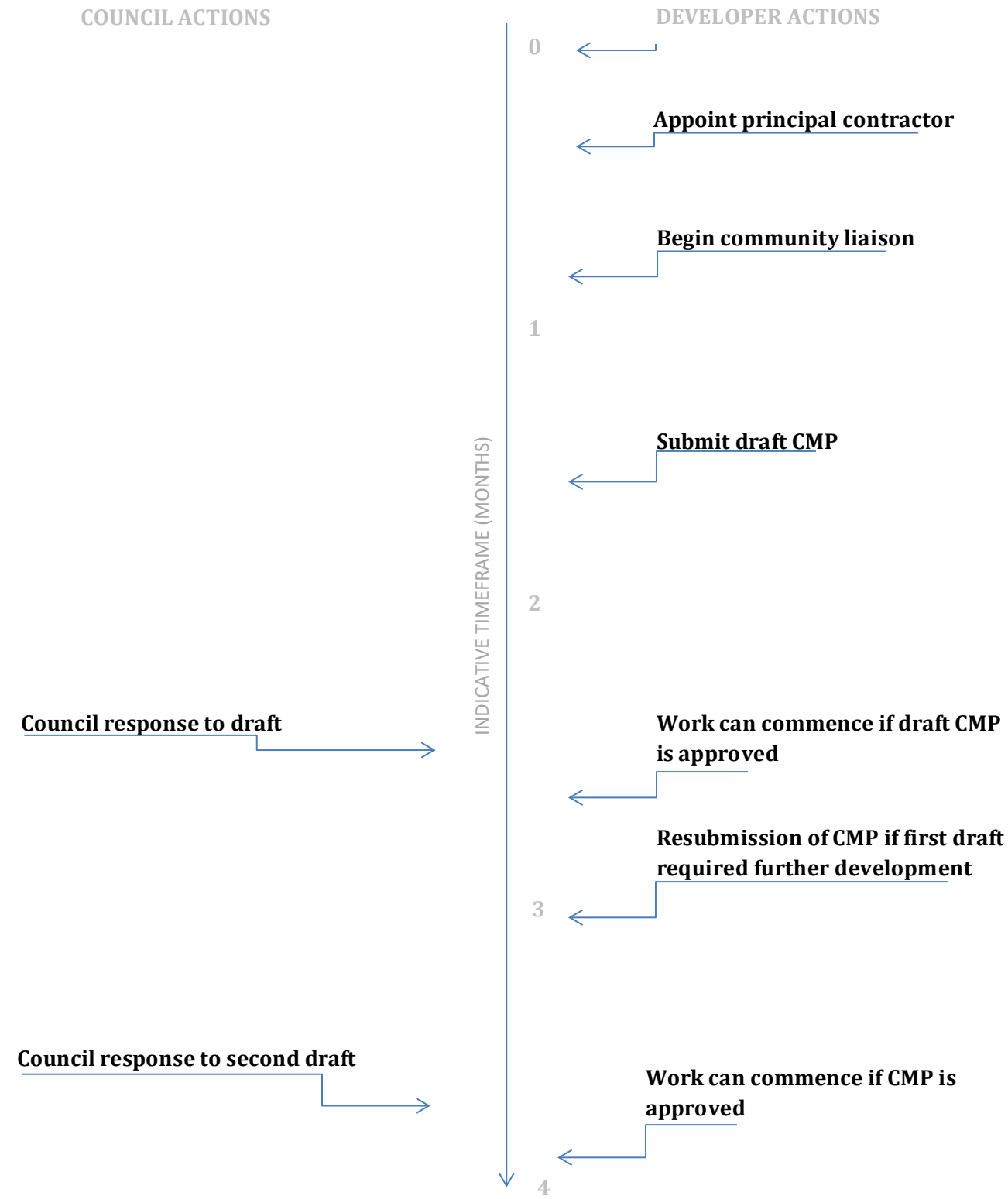
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (CIA) 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 (editable pdf) can be found at https://www.camden.gov.uk/about-construction-management-plans

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
2
INDICATIVE TIMEFRAME (MONTHS)
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: Selkirk House, 166 High Holborn and 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street, and 16A-18 West Central Street, London, WC1A 1JR

Planning reference number to which the CMP applies: 2023/2510/P

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

Name: Irfan Ahmed Quraishi- John F Hunt Ltd

Address: Europa Park, Grays, Essex, RM20 4DB

Email: irfan.quraishi@johnfhunt.co.uk

Phone: 07891464547

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

Name: Irfan Ahmed Quraishi- John F Hunt Ltd

Address: Europa Park, Grays, Essex, RM20 4DB

Email: irfan.quraishi@johnfhunt.co.uk

Phone: 07891464547

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name:	Tom Seath
Address:	Europa Park, Grays, Essex, RM20 4DB
Email:	tom.seath@johnfhunt.co.uk
Phone:	07971729662

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name:	John F Hunt Ltd.
Address:	Europa Park, Grays, Essex, RM20 4DB
Email:	irfan.quraishi@johnfhunt.co.uk
Phone:	07891464547

Site

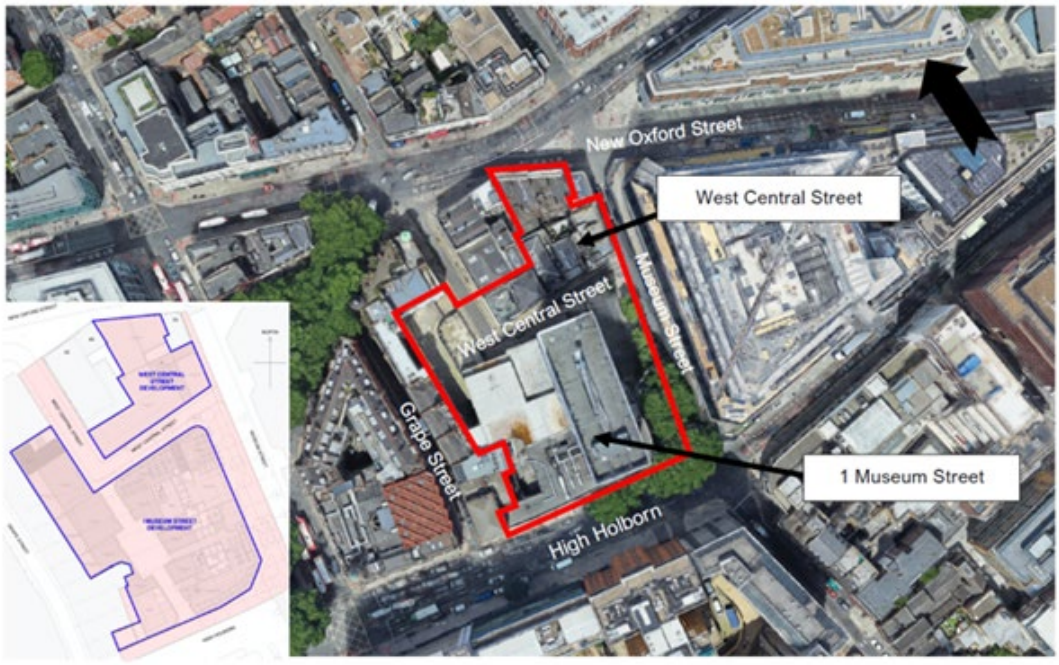
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies. Please fill up Cumulative Impact Area (CIA) checklist form if site fall within the CIA zone (Central London)

The site falls under the Cumulative Impact Area and the required form has been filled out which is appended to this document

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

Scheme Overview:

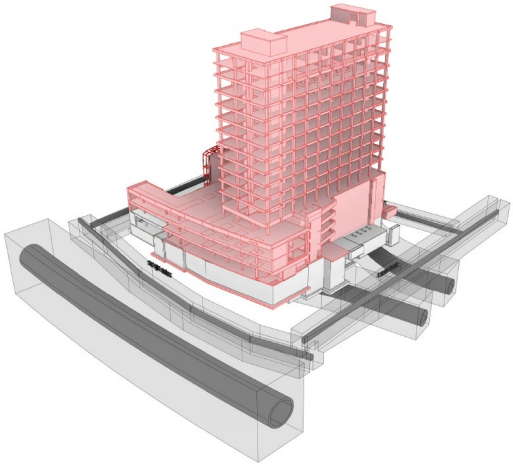
The site comprises several individual different buildings, which includes Selkirk House, 166 High Holborn and 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street, and 16A-18 West Central Street, London, WC1A 1JR. The site is bounded by High Holborn to the south, Museum Street to the east and New Oxford Street to the north, with the rear of the properties fronting Grape Street forming the western boundary. West Central Street dissects the site and separates out Selkirk House from the New Oxford Street and West Central Street block (known as the West Central Street component of the site). Selkirk House comprises a 17-storey building, which includes two basement levels, and a further partial basement level. Selkirk House is occupied by the former Travelodge hotel building and car park. At lower levels there is a car park set across basement to second floor level. The West Central Street buildings are predominantly in retail use at ground floor level fronting New Oxford Street. The basement, first and second floors of No. 39 – 41 are office uses with the upper floors of 35 – 37 being residential uses. No's 16a, 16b and 18 West Central Street were previously in use as a nightclub at basement level with offices above. The West Central Street component of the site falls within the Bloomsbury Conservation Area. There are two Grade II listed buildings within the application boundary: 10-12 Museum Street and 35-37 New Oxford Street. Additionally, Grade II listed buildings adjoin the site boundary at 43-45 New Oxford Street and 16 West Central Street. No. 33, 39 & 41 New Oxford Street and 16A-18 West Central Street are each identified as 'positive contributors' in the Conservation Area Appraisal. Selkirk House sits outside of the Conservation Area boundary which runs along West Central Street.



Approximate site boundary marked in red. Image courtesy of Google.

Scope for Selkirk House:

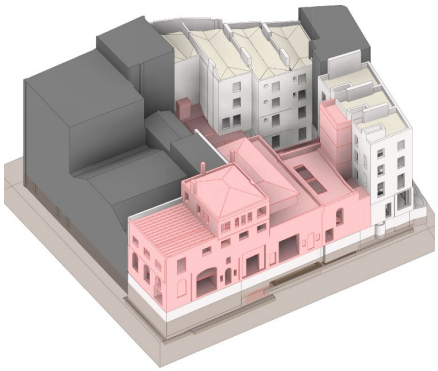
1. Installation of movement control piles
2. Demolition of the Selkirk House super-structure
3. Demolition of the intermediate basement slabs and supporting structure
4. Top of retaining walls reduced in level as required by the follow on works
5. Excavation/breaking out of existing foundations for future foundations
6. Concrete coring and pile probing for future pile installation
7. Temporary propping to basement retaining walls
8. Removal of redundant drainage



Selkirk House 3D image (demolition scope highlighted in red)

Scope for West Central Street building:

1. Demolition of 16a-18 West Central Street super-structure
2. Removal of the basement slab, dis-used foundations and any redundant drainage
3. Top of retaining walls reduced in level as required by the follow on works
4. Demolition of the rear extension to 11 Museum Street
5. Local making good of retained masonry walls/facades following removal of floor and abutting masonry walls
6. Temporary propping to Party Walls and basement retaining walls to ensure the temporary stability of the structure



8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

Site commencement date: 24/02/2025

Structural Demolition Selkirk House Q1 2025 - Q1 2026

Structural Demolition West Central Street Q2 2025 – Q4 2025

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

This is Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out, and the proposed working hours will be considered on a case-by-case basis.

If the site is within the Cumulative Impact Area (CIA), then Saturday working is not permitted, unless agreed with Camden.

We will work within these standard hours except for the exceptional circumstances within the standard period.

Monday to Friday we propose operating a standard 2hrs on / 2hrs off programme for noisy works.

No noisy works on Saturday except in exceptional circumstances, where advanced notice will be given.

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.

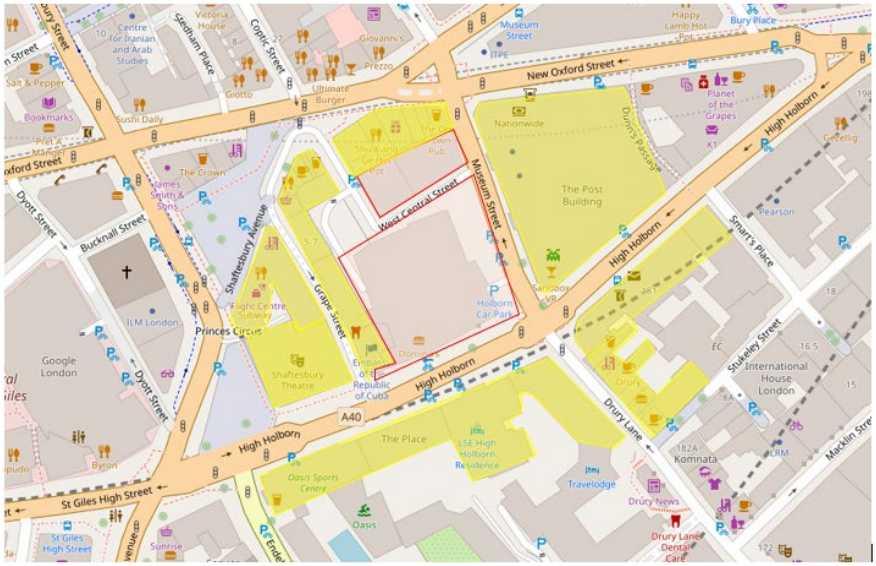
Cumulative impact

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.).



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**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highways set up plans in advance with Camden if there is any uncertainty with this.

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.**

This section of the DEWMP provides a record of the community engagement carried out prior to submission of the DEWMP. The aim of the process was to engage with local residents, staff, students, community groups, local businesses and political figures before and during drafting the DEWMP. This process included:

- Establishing a Construction Working Group (CWG) with local residents, businesses, and stakeholders represented. See below section for further information on how this group was established and work so far.
- Regular email updates and e-newsletters sent to the 100 members of the project mailing list.
- Hosting a 'meet the team' and site tour with representatives of the demolition contractors and soft-strip contractors project teams on Tuesday 5th November 2024, welcoming eleven attendees. See below section for further detail.
- Maintenance and regular updates to the community and project website - **www.museumstreetproject.info**.
- The mailing list continues to be invited to attend all CWG meetings with agendas and supporting documents circulated. have been promoted to the wider community for attendance including CWG agendas and documents.
- On Tuesday 10th December 2024, the community and project website was updated with key documents and appendices related to the Demolition and Early Works Management Plan (DEWMP) and Detailed Basement Construction Plan (DBCP)
- Also on Tuesday 10th December 2024, the key documents and appendices related to the Demolition and Early Works Management Plan (DEWMP) and Detailed Basement Construction Plan (DBCP) were shared with both the project mailing list of 100 members and to CWG members
- More detail can be found below and in the following section regarding the specific organisation of and engagement with the Construction Working Group (CWG). The Applicant and contractors remain committed to engaging with the local community and stakeholders throughout the determination process and thereafter.

Meet the team and walk around 5th November:

- The session was held early in the DEWMP drafting process and enabled the contractor JFH to meet and speak with neighbours directly to explain initial proposals and gain feedback on these.
- Invitations were sent to the project mailing list alongside door knocking of local neighbours (businesses and residents)
- Attendees included CWG members and nearby businesses who had previously not been involved. A total of 12 people attended the site tour, this included residents from West Central Street, Bedford Court Mansions, Queen Alexsandra Mansions, Drury Lane, as well as stakeholders from LSE, the Post Building, Outpost (9-13 Grape Street), Bloomsbury Association and South Bloomsbury Resident Association.
  11 guests attended alongside the Developer Simten, three representatives from JFH and two from KpH (soft-strip contractor).
  The session started with a Q&A on JFH's intended demolition approach (which had been outlined at the previous CWG).

- The group then walked the site with JFH explaining proposed locations of pit lanes and tower cranes and guests noting local sensitivities.
- As a direct result of this meeting the methodology of an element of demolition adjacent to immediate neighbours (made up of representatives of residents, businesses and other bodies or groups from the immediate locality of the site)
  was revised to top-down approach rather than the use of long reach or remote demolition technique.

The feedback captured and was responded to at the subsequent CWG meeting on 11/11/24.

The Initial draft DEWMP was shared with the CWG on 14/10/24. This session outlined the principles of the approach prior to the appointment of a demolition contractor. A further iteration of the DEWMP was shared at the CWG on 11/11/2024 along with the schedule of works.

The concerns raised within previous meetings by the CWG were addressed on question-by-question basis via a PowerPoint slide presentation. The questions related to:

1. Noisy working hours
2. Vibrations/Noise/Dust monitors
3. Means of site access for vehicles and location for vehicle stacking off
4. Consult Shaftesbury Theatre (ST) - performance and rehearsal times
5. Location of skips
6. Piling
7. Condition surveys
8. Rats/Rodents
9. Traffic management
10. Soft strip works
11. Dust & Air quality
12. Conservation of Historic Items
13. Location of welfare facilities and break-out space for site operative
14. Parking/Loading bay
15. Alternate workspace
16. Privacy for Tenants
17. Strip-out programme and management plans

CWG members circulated further questions and feedback following the meeting. The meeting on 02/12/24, comprised of discussing the updates made and responding to concerns with the intention to seek agreement on various matters for the final DEWMP prior to submission. The discussion took in the form of question-by-question basis via a PowerPoint slide presentation, further responding to the list of feedback points above and a number of the issues raised have been addressed during this process and reflected in this document. Further feedback on items was received on 13/12/14. This is detailed in a *CWG Comments and Response Tracker* in Appendix E. The below section discusses the formation, membership and participation of the CWG.

12. Construction Working Group

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

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

A Construction Working Group has been established, with the first meeting taking place in July 2024. To date four CWG meetings have been held and the volunteer community members have been appointed. A further meeting is to be held on 13th January and monthly thereafter (unless agreed by the CWG).

As set out in the S106, members of the CWG are made up of representatives of residents, businesses and organisations from the local area. The number of members is limited to 10 individuals (up to eight appointed through this process and up to two further members nominated by the council) and the meetings are open to the community to attend as observers. Nine members were formally appointed on 14/10/24 and detailed Terms of Reference (ToRs) have been developed through a series of meetings with the chair and agreed. Agendas and meeting details have been circulated to the project mailing list ahead of each meeting.

As set out in the S106 the purpose of the CWG is to represent the community's interest in the construction phase and provide a forum for discussion and feedback to seek limit the impacts of construction. For further details of the agreed objectives and roles see the ToRs at appendix X. Specifically, the CWG is required to review and provide feedback on matters relating to the construction phase of the development including following documents ahead of submission to the council:

- The Demolition and Early Works Management Plan (DEWMP)
- The Detailed Basement Construction Plans and;
- The Construction Management Plan(s) (CMP)

Establishing the CWG: In the set of the Construction Working Group, local residents and businesses were invited to participate in a CWG. To identify residents, businesses and organisations interested in the CWG a stakeholder audit was compiled and a flyer distributed to 489 addresses in the local area.

Nine members were identified after the first two meetings, in which these representatives seek to represent the interests of various residents and stakeholders including:

- St George's church
- LSE

- Shaftesbury theatre West Central Street
- Old Fire Station
- Queen Alexandra mansions
- Grape Street
- Drury Lane
- South Bloomsbury Association
- Bloomsbury Association
- Bow Place
- Russell Chambers
- Post Building

The first meeting of the CWG in July 2024 was well attended with 14 community attendees and multiple topics discussed, including mitigation measures, hours of working and a term of reference (TOR) for the CWG. **Agendas and minutes for all CWG meetings to date can be found in Appendix C and D.** These documents have been circulated amongst CWG members, with agreed documents uploaded to the consultation and project website. Prior to each meeting a Project progress report outlining key activities and the status of these is circulated.

The organisation of the CWG was managed by Kanda Consulting who established and run a community project email address – info@museumstreetproject.info – responsible for the community liaison. They widely circulated all materials to encourage feedback, queries, and project-related questions, ensuring that communications were received and addressed promptly and effectively.

Meeting notices were issued with at least 10 working days' notice; if this timeframe could not be met, members were informed of the reasons for the delay. **Ward Councillors were included in the notifications; however, they have not participated in the meetings to date.**

A community and project website was developed - www.museumstreetproject.info. The website platform hosts relevant documents to the planning permission and the CWG group as well as key announcements and current scheme updates.

Regular updates scheme announcements and CWG updates have been communicated via the website and project email address, this will continue. Regular monthly newsletters and bi-weekly updates are planned to be distributed when works commence.

Key documents and minutes of the meetings are hosted at: www.museumstreetproject.info. The CWG is set up and run in line with the Council's guidance; the CWG Terms of Reference also available on the website. The website www.museumstreetproject.info also features regular updates and announcements about the CWG and development site activities.

Separate meetings were held to agree the TOR which were ratified by the CWG in December 2024. Individual meetings have been held with key neighbours including the Shaftsbury Theatre to established concerns and potential mitigation – for example agreeing to adapt noisy hours around performances.

It was agreed that meetings would take place monthly at a community and accessible venue close to the site. Initial meetings were held at the Phoenix Gardens, at the request of the CWG members the venue moved to Covent Garden Dragon Hall.

It was agreed that meetings would take place monthly at a community and accessible venue close to the site. Initial meetings were held at the Phoenix Gardens, at the request of the CWG members the venue moved to Covent Garden Dragon Hall.

Topics for the meetings have covered and included: Construction Working Group Governance, Construction Phase programme, the Demolition and Early Works Management Plan(s), the Detailed Basement Construction Plans and the Construction Management Plan(s), Strip-out Programme and Management plan, current site activities and scheme updates. These topics have been covered as can be seen in the minutes in Appendix C.

The TOR state that a review of the meeting schedule, topics and governance will be held after 6 months, which will occur in January.

There is a separate forum, the Museum Street Construction Liaison Group, who are responsible coordinating the views of various community groups and raising them with the CWG. This approach was agreed to ensure wider participation could be facilitated whilst retaining the membership structure set out in the Camden guidance.

Overall, the group serves as a key communication channel between the community, the contractor, and developer and we will seek ensure that engagement and communication is maintained throughout the construction programme. **The next meeting has been agreed and scheduled to take place on January 13th 2025 at Dragon Hall**. The meetings will be attended by JFH, Simten and Kanda with specialist consultants attending as required.

Ahead of and once on site, JFH and the project team will communicate regularly with the CWG and wider community through the following approach:

- Attendance at the regular CWG meetings
- Project Progress report issued to the CWG and wider mailing list ahead of each meeting
- Monthly hard-copy newsletters detailing the look ahead programme and activities
- Specific notification of key activities to the mailing list and CWG e.g. proposed Tower crane dates etc
- Reporting on complaints and action taken to address these
- Reporting on monitoring
- Operating an open-door policy at the site
- Site notice board with details of the project team and upcoming programme
- Operating a 24 hour query and complaint line run by the site team with telephone numbers distributed on the newsletters, notice board, website and site office door
- Wider community engagement in developing and delivering social value outcomes including circular economy salvage and local employment.

Once on site, the key contacts for day-to-day matters will be Irfan Quraishi – Project Director (mob: 07891464547 and irfan.quraishi@johnfhunt.co.uk) and Abdul Said, Project manager (mob: 07447416996 and abdul.said@johnfhunt.co.uk)

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 for the full duration of your project. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

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.

Site has been registered with the Considerate Constructors Scheme and the ID number is 515663.

We use our own fleet of monitoring equipment to ensure we can deliver the best value for the highest quality of data capture. This data is an integral tool for managing stakeholder relationships. Build trust with the community through engagement events and open communication as early as possible (Meet the contractor events, newsletters, community boards and dedicated site contact). We have continuous high scoring Considerate Constructor Scheme Audits.

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.

We have obtained a list of significant construction sites from the council, and cumulative impacts of construction in the vicinity of the site will be mitigated, JFH will not impact the local traffic routes proposed by these sites:

1. Great Ormond Street Hospital, Great Ormond Street
2. Space House, Kemble Street, (nearly complete)
3. Tottenham Court Road, Junction Bayley Street
4. Tottenham Court Road, Junction Howland Street
5. British Museum, some works to take place on Great Russell Street
6. 100 Grays Inn Road, Junction Clerkenwell Road
7. Sicilian Avenue, Junction Southampton Row

As this requirement is relevant to sites with restricted access although the above sites are in the wider neighbourhood, these sites are not using the same access routes so the risk of cumulative effects of the construction traffic impacting the local network is LOW.

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 CLOCS monitoring visits through CCS 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.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

15. Name of Principal contractor:

JOHN F HUNT LTD

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

We will be in compliance with the CLOCS Standard through out the duration of our contract.

Operators shall:

- Only use vehicle routes agreed with the local London Borough of Camden and the CWG to service the site
- Have additional safety equipment fitted to vehicles over 3.5t.
- Only use drivers who have received additional training for CLOCS which is Safe Urban Driving, e-learning, Van Smart, on cycle awareness, vehicle safety equipment training etc
- Perform driver license checks (https://www.forsonline.org.uk/cms/licencechecking-service/)
- Record, investigate and analyse any collisions

The site shall:

- Carry out desk-based compliance checks: Check CLOCS registration or FORS Silver plus membership (https://www.fors-online.org.uk/cms/whos-on-board/)
- Have clearly marked access and egress points and, if necessary, traffic marshals to control vehicle movements in and out of site.
- Allow for loading/unloading on site where possible.
- Be suitable for a vehicle fitted with underrun bars.
- Comply with the site DEWMP

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.

We both contractor John F Hunt and our client Simten confirm that we have included the requirement to abide by the CLOCS Standard in our contracts to our contractors and suppliers:

Compliance to the CLOCS standard will be included as part of the contractor engagement process for the site. All contractors will be asked to confirm that they fully understand this requirement, and this will be managed on site throughout the duration of the project. Our sub-contractors and supply chain have had a great deal of experience working in the city centre environment and complying with the CLOCS standard is a basis requirement on all sites in the city.

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.

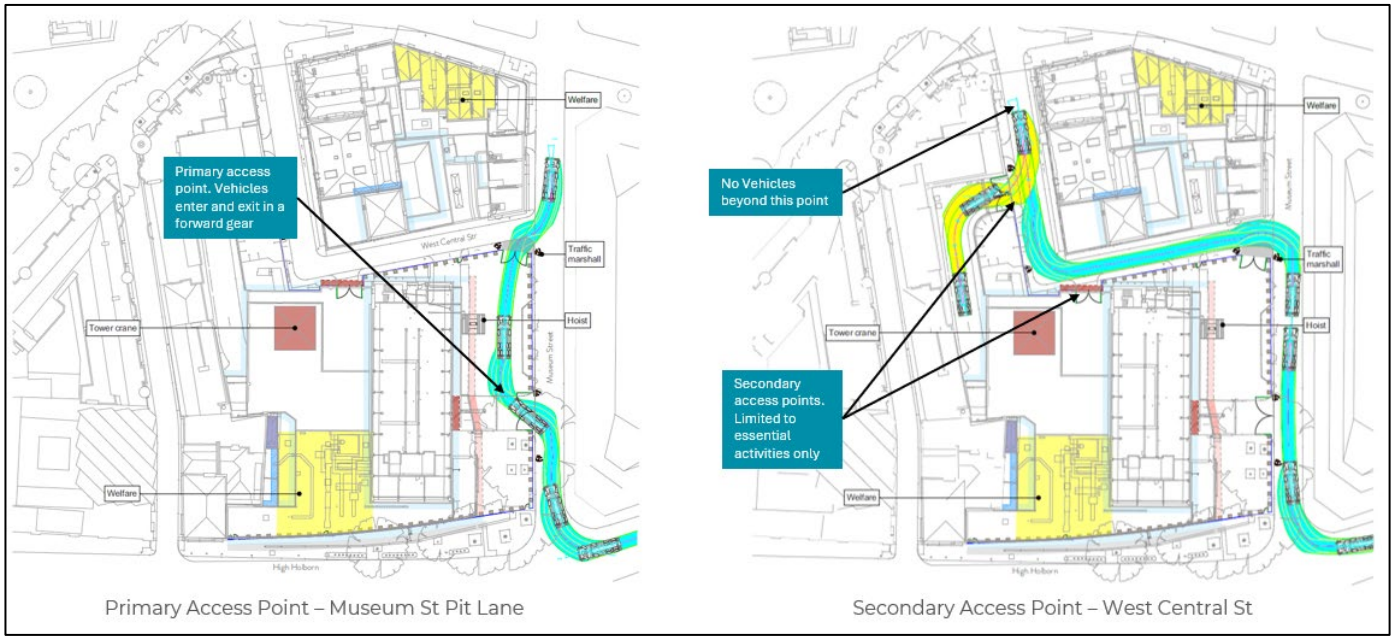
18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless 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.

a. 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.

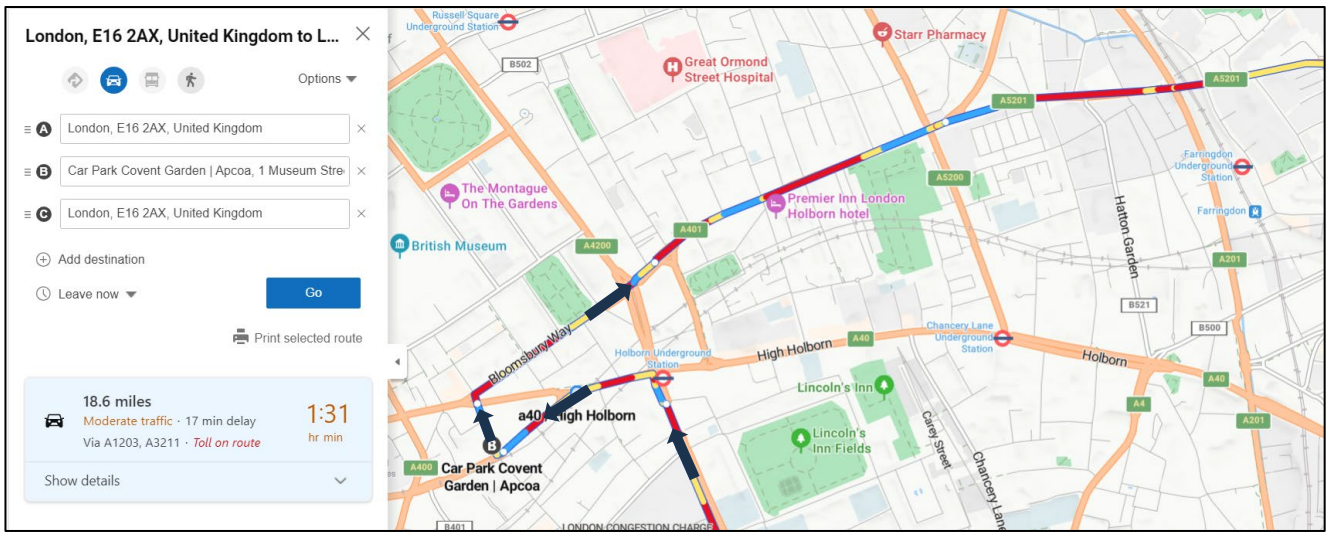


Site traffic routes with swept path analyses for Museum Street and West Central Street

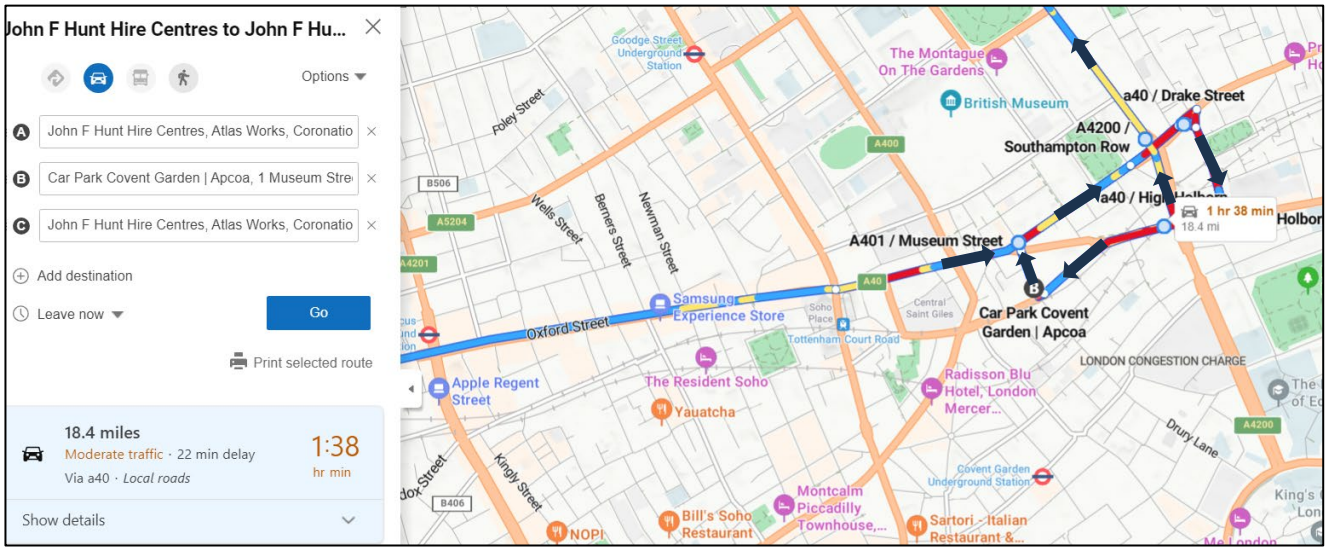
Our intention is to have a drive in/ drive out pit lane located on Museum Street. As Museum Street is a one-way street driving in and out of the site can be managed relatively easily. This will require cross over to be constructed at the corner of West Central Street and Museum Street to enable vehicles exit from the site pit lane on to Museum Street and then turning right on to Bloomsbury Way.

Lorries that need to access West Central Street will drive in and reverse through the site gates located within West Central Street. Upon exiting from the site lorries will drive back out on to West Central Street to join Museum Street. Most lorries will be travelling from the East of town. The odd vehicles that arrive from the West of town the vehicle will still need to arrive on site from High Holborn to join onto Museum Street and exit turning right on to Bloomsbury Way from Museum Street. Our proposed traffic route is highlighted below where all vehicles will enter Museum Street site via High Holborn where the experienced and trained traffic marshals will control the vehicle movements to and from the site.

We have engaged with John Chamberlain on the London Cycle Campaign who has reviewed the traffic routes for us and his comments have been accommodated. Updated plans have been shared with Mr. Chamberlain accommodating all his comments.



Vehicles arriving site from the East



Vehicles arriving site from the West

As agreed with the CWG, vehicles will not use Drury Lane and Great Russell Street / Coptic Street / Bury Place during the Demolition and Enabling Works Contract (DEWMC). Vehicles will access site from High Holborn and will leave site onto Bloomsbury Way. Vehicles will not be "stacked" off site, they will be called to site on a "Just In Time" basis, via a pre booking system. If delays on site occur there is sufficient space in the pit line, to stack multiple vehicles. Resilience has been built in in terms of stacking lorries on site, the pit lane offers to have 3x vehicles on site at once at any given time. This should avoid the need for stacking vehicles off site.

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.

All contractors will have the agreed traffic routing stipulated and included within their Sub-Contract order and they will be made aware what streets need to be avoided. Handouts highlighting the agreed routes will be issued to all vehicles that access the site.

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

Construction vehicle movements should be restricted to the hours of 8:00am to 6:00pm on weekdays and between 8:00am and 1:00pm on Saturdays. The closest school is St. Josephs on Macklin Street, London WC2B 5NA. This is not directly around the proposed access and/or egress routes, deliveries with arrives between the hours of 8:00am and 6:00pm. Direct vehicular access to the school is off Drury Lane which John F Hunt will be completely avoiding.

Vehicles may be permitted to arrive at site at 7:45am as they can be accommodated on site. Where this is the case, they must then wait with their engines switched off.

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

a. 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.

Below is a typical average weekly delivery schedule:

32t Tipper lorries: 20 deliveries/day for the duration of the demolition activities on the project
Skip lorries: 2 deliveries/day for the duration of the project
Articulated lorries: intermittent for plant and tower crane deliveries approximate 1 delivery/week during main demolition phase project
18t flatbed lorries: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

The loads highlighted above are not too dissimilar to any typical demolition project in the city centre environment. Lorry movements will be minimised as much as possible which reinforces our commitment to Net Zero by 2050.

b. Please specify the permitted delivery times.

Deliveries will be permitted between the hours of 8:00 am and 6:00 pm and 8:00 to 1:00pm on Saturdays

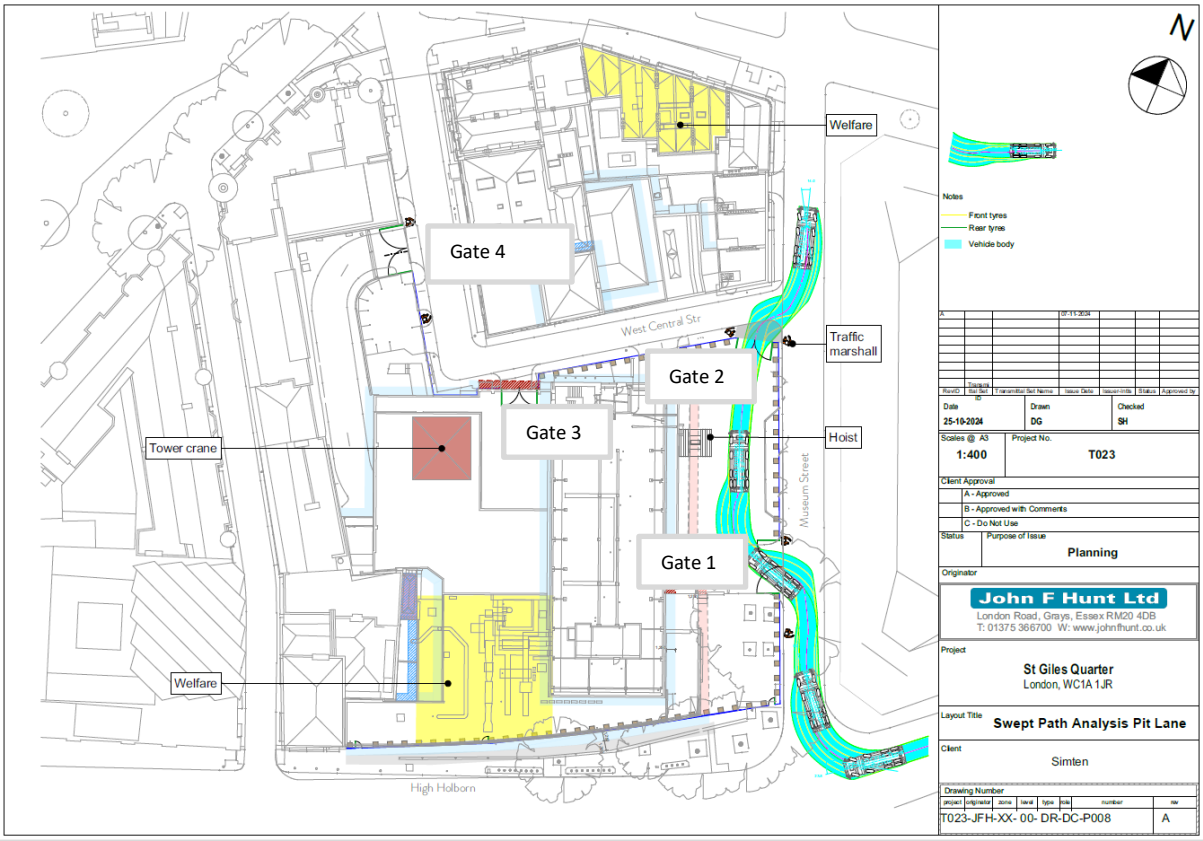
c. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very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

We have obtained a list of significant construction sites from the council, and we will seek to co-ordinate our activities with all neighbouring sites.

1. Great Ormond Street Hospital, Great Ormond Street
2. Space House, Kemble Street, (nearly complete)
3. Tottenham Court Road, Junction Bayley Street
4. Tottenham Court Road, Junction Howland Street
5. British Museum, some works to take place on Great Russell Street
6. 100 Grays Inn Road, Junction Clerkenwell Road
7. Sicilian Avenue, Junction Southampton Row

As this requirement is relevant to sites with restricted access although the above sites are in the wider neighbourhood, these sites are not using the same access routes so the risk of cumulative affects of the construction traffic impacting the local network is LOW.

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



Swept path analysis has been undertaken to inform the route of vehicles to and from site.

Constrained junctions/elements identified are:
Access into the site pit lane
Egress from the site via the new crossover

Junction of Museum St/Bloomsbury way was identified by the CWG and swept path has been carried out, we have reviewed and this is not an issue for construction traffic turning.

Traffic marshals will manage and monitor all traffic movements to and from site. As Museum Street is a one-way Street access and egress from the site can be controlled with reasonable ease. Lorries will drive straight into the site pit lane and exit via the newly constructed crossover to the corner of West Central Street and Museum Street.

Some lorries will need to access the site via the existing ramp located in West Central Street. Lorries will reverse onto the ramp and will exit back onto West Central Street back onto Museum Street.

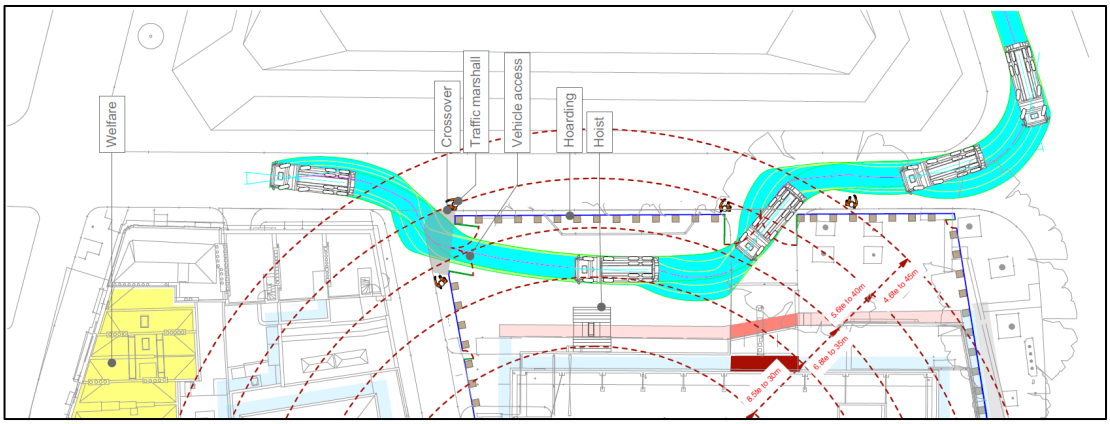
e. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive

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.

We are not expecting large amounts of lorry movements during the works, therefore we believe the site pit lane we will be more than sufficient to hold lorries should there be any delays or hold ups during the working day. The site team will be informed if a delivery driver is running late, the site team will assess if the vehicle can be accommodated at a later time – 3 vehicles can be stacked in the pitlane therefore we have adequate capacity to accommodate additional vehicles in such circumstance. If not, the delivery will be re-booked.



f. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

Deliveries and collections will only be booked when needs of the site demand that they are booked. The logistics of the site dictate that lorry movements are minimised as much as possible. Vehicular movements are planned in a way that if the same vehicle movement performing a delivery can assist with a collection from the site, then that takes precedence at every time.

g. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

As soon as the vehicle arrives on site, drivers will be instructed to turn off their engines and avoid idling while waiting to be loaded/unloaded. The traffic marshals will be responsible for policing this rule.

20. Site entry/exit: *"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)

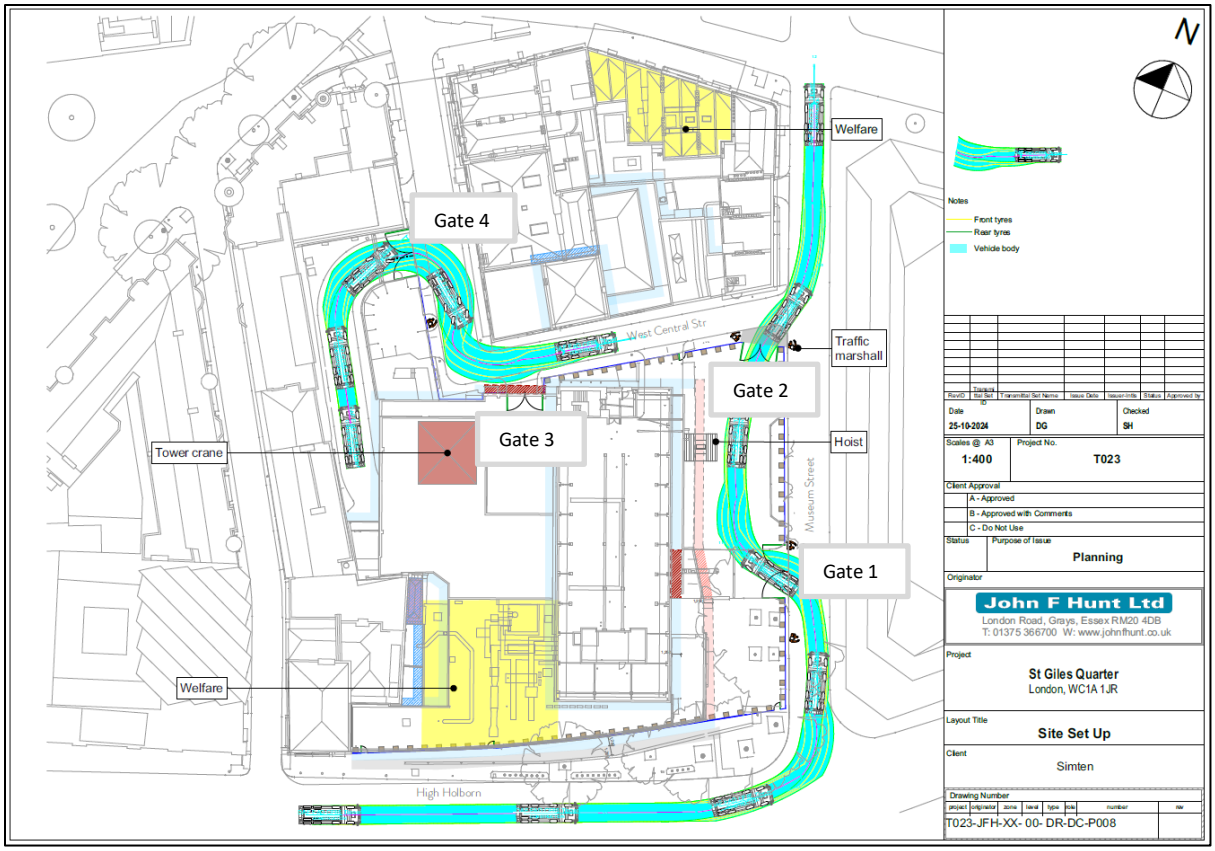
This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

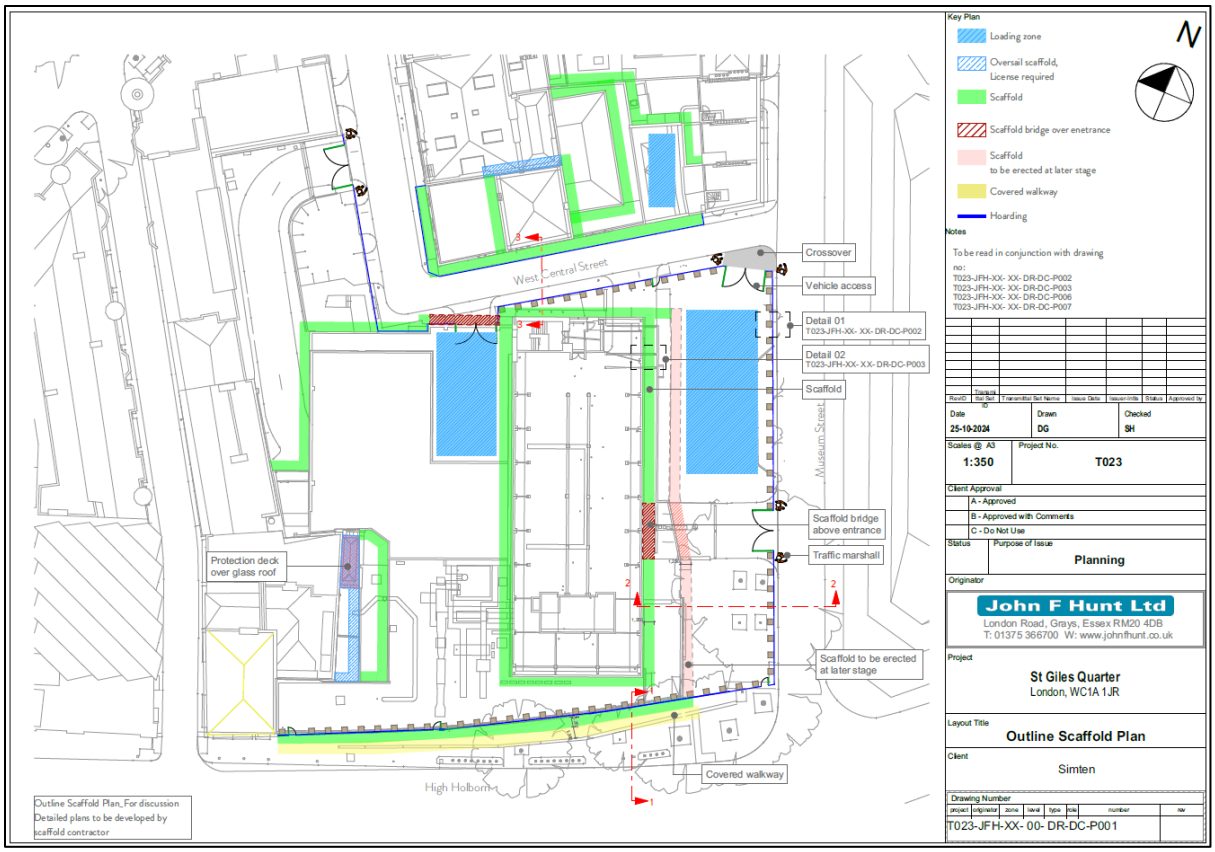
Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly 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 entry and exit points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

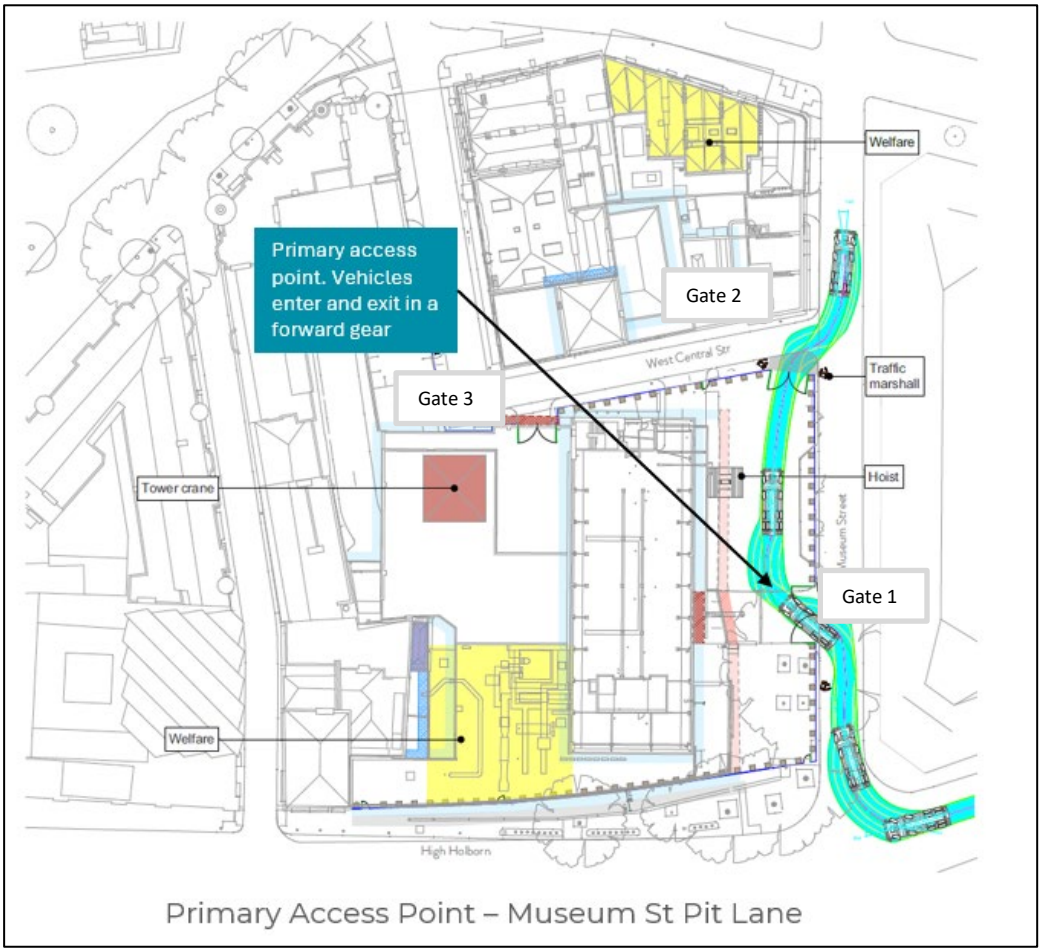
The below plan shows the utilisation of the existing crossover and the construction of the new crossover on Museum Street which will be the access and egress points onto the site with the utilisation of the pit lane. Gates in West Central Street are purely for driving in and reversing out as required but access through West Central Street which will be less frequent. The primary material loading point will be off Museum Street via the pit lane. The secondary loading area will be located within the site boundary following some early demolition via West Central Street.


Welfare
Gate 4
West Central Str
Traffic marshall
Gate 2
Gate 3
Tower crane
Hoist
Museum Street
Gate 1
Welfare
High Holborn
Notes
Front tyres
Rear tyres
Vehicle body
Date
25-10-2024
Drawn
DG
Checked
SH
Scales @ A3
1:400
Project No.
T023
Client Approval
A - Approved
B - Approved with Comments
C - Do Not Use
Status
Purpose of Issue
Planning
Originator
John F Hunt Ltd
London Road, Grays, Essex RM20 4DB
T: 01375 366700 W: www.johnfhunt.co.uk
Project
St Giles Quarter
London, WC1A 1JR
Layout Title
Site Set Up
Client
Simten
Drawing Number
T023-JFH-XX- 00- DR-DC-P008


Key Plan
Loading zone
Oversail scaffold, License required
Scaffold
Scaffold bridge over enetrance
Scaffold to be erected at later stage
Covered walkway
Hoarding
Notes
To be read in conjunction with drawing no:
T023-JFH-XX- XX- DR-DC-P002
T023-JFH-XX- XX- DR-DC-P003
T023-JFH-XX- XX- DR-DC-P006
T023-JFH-XX- XX- DR-DC-P007
West Central Street
Crossover
Vehicle access
Detail 01
T023-JFH-XX- XX- DR-DC-P002
Detail 02
T023-JFH-XX- XX- DR-DC-P003
Scaffold
Museum Street
Scaffold bridge above entrance
Traffic marshall
Protection deck over glass roof
Scaffold to be erected at later stage
Covered walkway
High Holborn
Outline Scaffold Plan_For discussion
Detailed plans to be developed by scaffold contractor
Date
25-10-2024
Drawn
DG
Checked
SH
Scales @ A3
1:350
Project No.
T023
Client Approval
A - Approved
B - Approved with Comments
C - Do Not Use
Status
Purpose of Issue
Planning
Originator
John F Hunt Ltd
London Road, Grays, Essex RM20 4DB
T: 01375 366700 W: www.johnfhunt.co.uk
Project
St Giles Quarter
London, WC1A 1JR
Layout Title
Outline Scaffold Plan
Client
Simten
Drawing Number
T023-JFH-XX- 00- DR-DC-P001

b. Please describe how the entry and exit 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.

Traffic Marshalls will be strategically placed upon entry and exit 2 no. each on each of the three gates identified below



Primary Access Point – Museum St Pit Lane

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

Please see drawings above in section 20 a and b

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.

As this scope is limited to demolition activities only, therefore lorries will only be loaded from hard standing areas and wheel washing will not be required. The hard standings will be kept free from debris to ensure the wheels of the vehicles do not carry loose material onto the surrounding carriageways. Clean and stable surfaces will be provided for loading areas within the main pit lane and the West Central Street ramp access area.

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 on the public highway and it has been agreed with Camden that a dedicated pit lane is not viable/necessary. If loading is taking place on site, or in a dedicated pit lane, please skip this section.

a. Please provide the location where vehicles will stop to unload. 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 loading will be carried out from within the site boundary so there will be no interface with the public highway.

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. Please note that deliveries should pause where possible to allow passage to pedestrians.

The site Traffic Marshals first duty is to assist with safe passage of pedestrians, cyclists and motor traffic at all times. There will be two traffic marshals each stationed on each gate. Pedestrian access will be maintained on the footpath opposite to the site on Museum Street. Also, one footpath will always remain accessible along West Central Street however this footpath will not be suitable for wheelchair or pram users similar to the existing condition. Signage will be posted on the hoarding highlighting this.

Site set up

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 Restrictions (TTRs) 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 four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

If the site is on or adjacent to the TLRN (red route), please provide details of preliminary discussions with Transport for London (TfL) in the relevant sections below. Please note that TfL are the highways authority for such routes and all permits will be issued by them.

Consultation with TfL will be necessary if the site requires the use of temporary signals on the Strategic Road Network (SRN), or impacts on bus movement, then TfL will need to be consulted.

Consultation with TfL will be necessary if the site directly conflicts with a bus lane or bus stop.

22. Site set-up and occupation of the public highway

Please provide detail drawings of the site up on the public highway. This should be presented as 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 all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays, hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised.

Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

The required information is contained in the drawings and sketches detailed previously above. Additional drawings in relation to the scaffolding and hoarding on the footway are being included within the appendices of this submission.

b. Please provide details and associated drawings/diagrams showing any temporary traffic management measures needed as part of the above site set up. Alternatively this can be shown as part of the above drawings if preferred. Please note that this must conform to the Safety at Street Works and Road Works Code of Practice.

All relevant drawings and sketches are highlighted in Section 20 a & b.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are allowed for a maximum period of 6 months only. Information regarding parking suspensions can be found here. For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a Temporary Traffic Restriction (TTR) will be required for which there is a separate cost. Please note that any temporary changes to parking and loading to be delivered using a TTR need to be consulted upon as part of our legal obligations as a highways authority. Camden may require separate consultation to take place specifically around such changes if these have not been adequately reflected in any prior consultation as part of the CMP process.

A space cannot be suspended for convenience parking, a trade permit is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

Please provide details of any proposed such changes on the public highway which are necessary to facilitate the construction works. Where these changes apply to parking bays, please specify the type of bays that are to be impacted and the anticipated timeframes.

No parking bays will be suspended during the duration of the works however there will be a need to apply for a Temporary traffic Restriction for West Central Street for the following activities:

1. Tower Crane Erection
2. Tower Crane Dismantle

The application process for a Temporary Traffic Restriction takes 12 weeks. All neighbours around the site will be informed well in advance as part of the application process through CWG.

24. Motor vehicle/cyclist diversions/pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users must be considered as part of this. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind/partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar temporary facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide 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 and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

Signage will be placed at the entrance to West Central Street highlighting that the footpaths are not suitable for wheelchair users or prams.

Traffic Marshals will assist where necessary in directing those in need.

25. 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.

Options will be explored for utility companies to share excavations where possible. Various statutory services disconnections will be required to facilitate the redevelopment. These will be carried out by the service providers as required, details of which will be shared once the extent of the works are ascertained. The list of services to be disconnected include but are not limited to UKPN, Gas, Thames Water and various Telecoms.

There is also a requirement to temporary locate 3 no UKPN enclosures located on the existing footpath on High Holborn.

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 operation_ and the construction methods used, and provide details of the times that each of these are due to be carried out.

The demolition of the structure will be carried out using top down floor by floor demolition methods using various excavators fitted with hydraulic breaker's working 2hr on and 2hrs off i.e. 8am to 10am/ 12pm to 2pm/ 4pm to 6pm. The resulting arisings will be transferred via the tower crane to awaiting tipper lorries for disposal off site. No noisy works on Saturday except in exceptional circumstances, where advanced notice will be given.

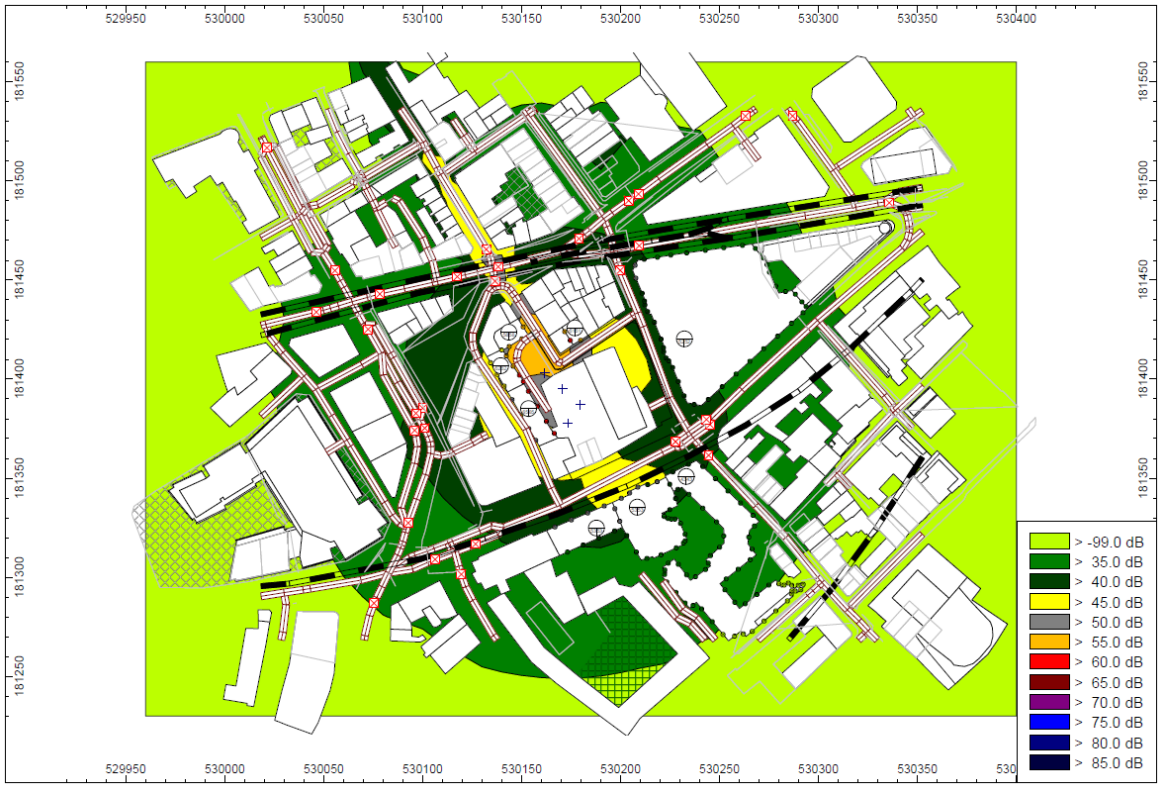
All Pilling operations will be carried out during normal site working hours using rotary bore piling rigs. Refer to table in BS:5228 D7 and D8, these highlight the noise limits of each item of plant 10m from source which is recorded as continuous noise however noise generated from the site will include various pauses therefore an average equivalent over the course of the working day is used to measure against the noise threshold of 75dB.

29. Please confirm when the most recent pre-construction noise survey was carried out and provide a copy. If a noise survey has not taken place, and it has been requested by the local authority, please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A full background noise survey was carried out by John F Hunt on 05.11.24. The noise survey took place in the local area and was carried out by a trained professional in line with current guidelines. The full report is attached to this document at appendix

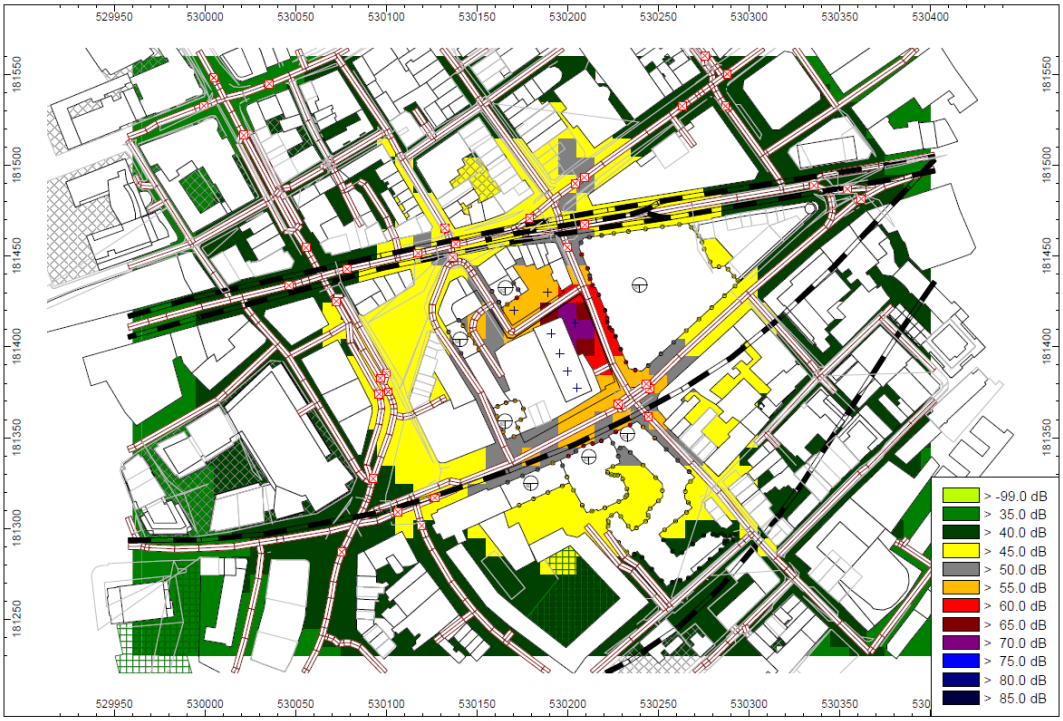
30. Please provide predictions for noise levels throughout the proposed works.

Noise predictions are highlighted below



Phase 1 – Rear Car Park Demolition Selkirk House

- 1 x 13t Excavator with pulveriser and hydraulic breaker
- Demo ops with breakers

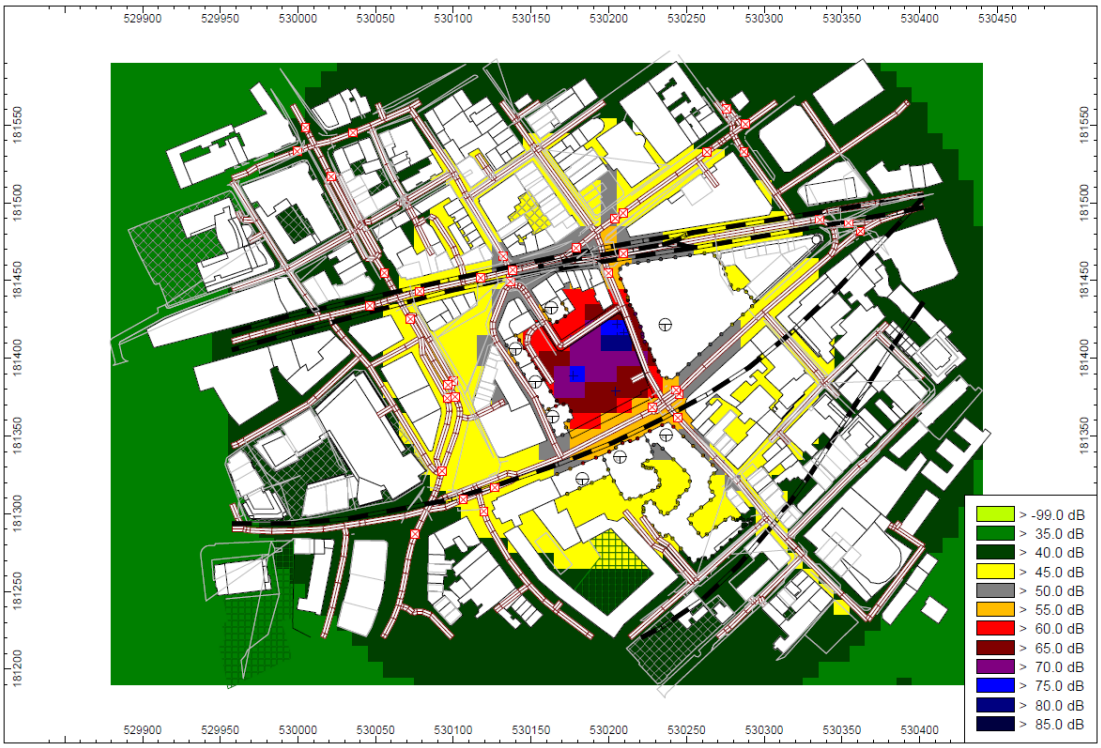


Phase 2 – WCS Demolition and Main Block Demolition Selkirk House

- 2 x 8t excavators + pulverisers
- 2 x skid steer loader
- Loading lorries on Museum Street
- Hand demolition of West Central Street buildings

Phase 3 – 4F Demolition Selkirk House (relates to 1mt thick slab)

- 1 x long reach 870 excavator with Pulveriser
- 1 x 20t excavator loading



Phase 4 – 3F to B3 Selkirk House

- 1 x 20 tonne excavator with breaker
- 1 x 47 tonne excavator with pulveriser
- Loading lorries

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.

Noise Management Plan

To ensure the previously described impacts are kept to a minimum the following control measures will be implemented for the duration of the project:

- Noise aspects have been subject to significant discussion with the CWG and proposals amended in response to consultation. John F Hunt are committed to minimising impacts of demolition and proposed and updated methodology has been developed in full consideration of site context and sensitive neighbours.
- The rear demolition of the car park to Selkirk House has now been planned to be completed top-down floor by floor basis as opposed to long reach open face demolition to reduce the impact on neighbours due to their proximity to the site.

Each section of the project will be planned to ensure all noisy working requirements are identified along with the timescales so such information can be advised to all concerned

parties. There will be no site working outside the Camden approved working hours. Additionally, we have offered to restrict the noisy working hours between 8:00 to 10:00, 12:00 to 2:00 and 4:00 to 6pm. No noisy works on Saturday except in exceptional circumstances, where advanced notice will be given.

- Saturday working is still to be agreed.
- The use of fully serviced plant with fully operational exhaust systems
- Ensuring all plant engine covers are kept closed at all times
- All site plant not in use will be shut down and not left idling on site
- If required any site generator requirements plant will be of the new 'whisper' operational type
- The shouting out of instructions on site will be strictly forbidden, all site management and supervisors will be issued with site communication radios
- There will be no noisy working during outside the permissible working hours agreed with Camden Council determined by the DEWMP.
- The playing of radios etc on site will be strictly forbidden at all times
- The sounding of vehicle hooters on site or in any adjacent street will be strictly forbidden at all times
- No commercial vehicles will be allowed to park in the adjacent streets waiting for access to the site, particularly with engines left 'ticking over'
- Where possible all site plant will be effectively silenced and located in such areas of the site so as to cause the minimum amount of noise migration to areas beyond the site boundary.
- Maximum noise generation levels will be determined for each major item of plant from such information as supplied by manufacturers or company noise monitoring records. This will enable the potential level of noise generation to be anticipated.
- Where appropriate to minimise noise emissions from within the building areas, all glazing will remain in place for as long as possible
- There will be no site activities including plant engines started or lorry movements to and from the site prior to 8:00am and after 6:00pm
- All plant deliveries and collections plus all waste management requirements will be coordinated to ensure the noise impact from all such vehicle's movements on the community is kept to a minimum and is within agreed times. This will be particularly relevant to the unloading and collection heavy plant.

Vibration Management Plan

To ensure these impacts are kept to a minimum, the following control measures will be implemented for the duration of this demolition project:

- Vibration aspects have also been subject to significant discussion with the CWG and proposals amended in response to consultation. John F Hunt are committed to minimising impacts of proposed demolition methodology and the updated methodology has been developed in full consideration of site context and sensitive neighbours.
- Again highlighting the rear demolition of the car park to Selkirk House has now been planned to be completed top-down floor by floor basis as opposed to long reach open face demolition to reduce the impact of vibration to neighbours due to their proximity to the site.
- Prior to the demolition commencing, where required debris pads can be constructed around the work areas to enable rubble to drop onto the pad, and not onto any slab which will act as a conductor of vibration to many adjacent areas.
- All demolition works will be undertaken by plant using 'quiet' hydraulic powered demolition pulverising attachments thus minimising the use of percussive impact breakers
- Where achievable all operating demolition plant e.g. excavators will operate standing on constructed debris pads
- All waste lorries will be loaded by excavators operated by competent plant operators with the debris placed into the vehicle and not dropped in.
- Vibration will be monitored around the site and real time information will be logged to ensure works are not exceeding the trigger levels.

Actions to be taken following Site Action Level Exceedance:

Amber Exceedance:

Where an Amber exceedance occurs due to site activity, the site management will monitor site emissions relevant to the alert and where necessary review methods of working. The site management will also assess whether remaining work could continue to exceed the Amber threshold and if so, modify working methods, where practicable.

Red Exceedance

Where a Red exceedance occurs due to site activity, the site management will stop the relevant activity whilst alternative construction methodology options are investigated, and where practicable adopted. If effective remedial action is not obvious, the site will consider an alternative technique or additional mitigation measures.

Complaints

Where a complaint is received, an investigation will be undertaken to establish whether the exceedance is due to site activity. Where this is established, the site manager will adopt the process set out above for the receipt of an Amber or Red exceedance. Where a complaint is received, details of the complaint, measured PPV mms/dB/ug m^3 levels, the source and remedial action taken will be logged. All monitoring and measurement units will be calibrated and serviced in line with their manufactured guidelines.

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

Institute of Acoustics

Institute of Acoustics Limited
Silbury Court, 406 Silbury Boulevard
Milton Keynes MK9 2AF
Email: ioa@ioa.org.uk
Tel: +44 (0)300 999 9675
www.ioa.org.uk

Gravesend
Kent
DA12 1JZ

Dear Thomas

Certificate of Competence in Environmental Noise Measurement

On behalf of the Education Committee of the Institute of Acoustics, I am pleased to advise you that following your attendance on a course at the Centre below, you have satisfied the examiners that you have attained the required standard in the written examination and practical test.

Your certificate is enclosed.

Yours sincerely

Prof. Keith Attenborough, HonFIOA
Education Manager

Candidate Nº: ENM062
Centre: London South Bank University
Exam Date: 14 May 2021

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.

Air Quality Management Plan

As part of this assessment, specific measures to Demolition have been identified to implement, which are detailed below and have been built into the methodology. Dust monitors have also been installed around the site to monitor the air borne dust in the environment.

- Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
- Ensure water suppression is used during demolition operations.
- Avoid explosive blasting, using appropriate manual or mechanical alternatives; and
- Bag and remove any biological debris or damp down such material before demolition.

A construction/ demolition site where is no mitigation in place, dust from demolition and construction activities within the urban environment generally does not arise at distances beyond approximately 200m from the works, and the majority of any deposition that might give rise to significant soiling tends to occur within 50 to 100m. Receptors that are downwind of a construction site are at more risk of dust effects than those that are upwind. The occupiers of residential properties tend to be more sensitive to dust than occupiers of commercial properties. In addition, in built up areas, neighbouring buildings would limit the movement of dust by acting as a 'screen'.

We will put mitigation in place to ensure the previously described impacts are minimised the following control measures will be implemented in addition to the above during the demolition project:

- Those demolition work areas generating dust will be liberally damped down by the controlled use of fire hose supplied fine water sprays
- All demolition waste lorries will be sheeted over prior to leaving site
- Any demolition waste stockpiles will be damped down during any dry dusty days
- Where required site routes around the demolition areas and traffic routes that become dusty will be damped down by water sprays supplied from towed water bowsers.
- All site plant and waste collection lorries engines will be maintained in a fully serviced condition to ensure there are no smoke emitting exhaust pipes
- To minimise the emission of exhaust particulates all site plant will operate on Low Sulphur diesel fuel, and all diesel-powered road vehicles and waste lorries will be required to provide confirmation of the use of commercially available Low Sulphur diesel and be fitted with catalytic converters and are fitted with Euro Group 5/6 classification diesel engines

- The movement of all commercial vehicles particularly waste lorries to and from the site will be pre- planned to prevent unnecessary vehicle movements
- All contained refrigerant gases or other hazardous substances having an adverse impact will be removed by a specialist licensed sub-contractor for disposal in accordance with the hazardous waste regulations, at no time will venting to atmosphere of such materials be allowed
- At no time will substances or chemicals be used on site which are likely to produce offensive odours
- At no time will the burning of any demolition materials be allowed on site
- Prior to JFH taking possession of the site, all Fibrous asbestos containing materials will be removed under fully controlled conditions within constructed containments by a licensed asbestos removal contractor
- All Firmly Bonded asbestos containing materials including asbestos cement products will be removed in accordance with the HSE Asbestos Essentials Tasks Manual. The Asbestos Cement Sheeting removal will also be in accordance with HSE Guidance HSG 189/2 Working with Asbestos Cement

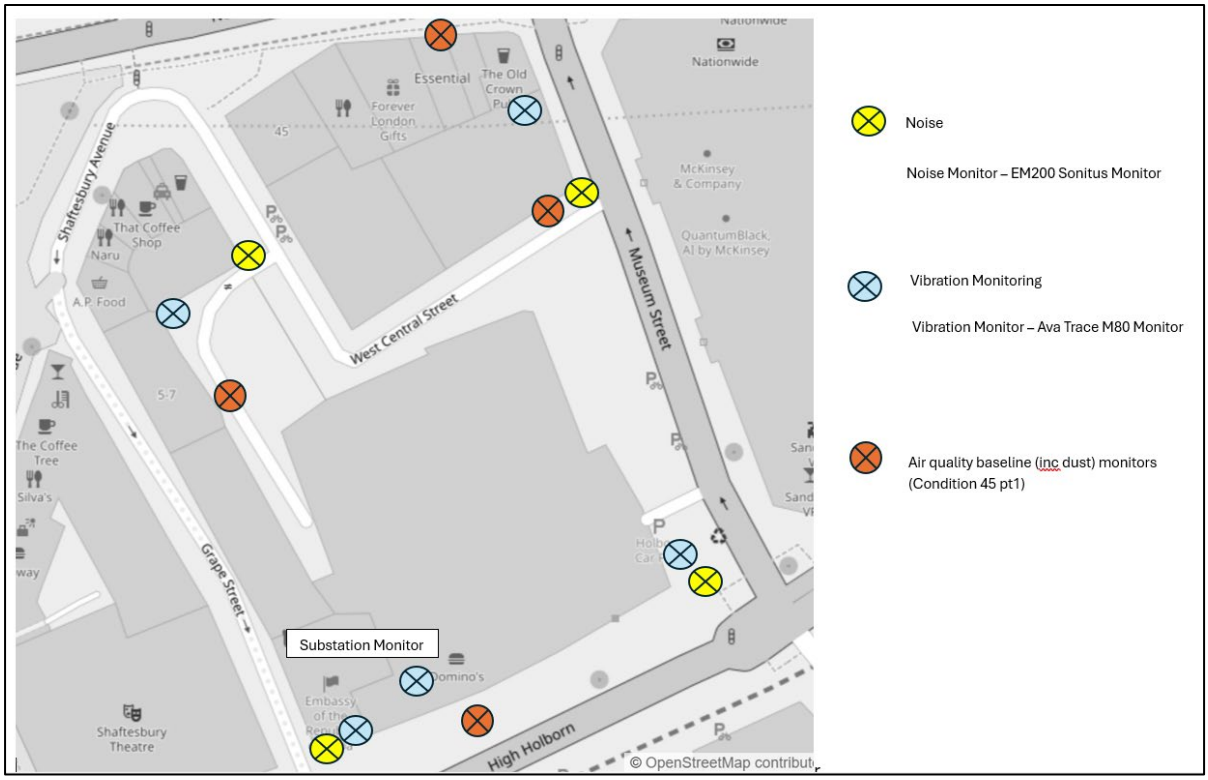
To establish any potential asbestos fibres in air release during the asbestos removal works a UKAS accredited laboratory (Asbestos Consultants Europe Ltd) will be employed to carry out regular spot check background and personnel asbestos fibre in air monitoring with all readings recorded.

All asbestos containing materials will be removed in accordance with developed Method Statements and Risk Assessments which is part of the earlier scope of works currently.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

- All demolition waste lorries will be securely sheeted over prior to leaving site
- All site plant and waste collection lorries engines will be maintained in a fully serviced condition to ensure there are no smoke emitting exhaust pipes, when drivers notify an issue this is dealt with by the sub-contractor as soon as possible.

35. For medium or high impact risk level sites, please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.



Parameter	Trigger (Amber)	Action (Red)
Noise Level	70 dB (A) Laeq (8:00 – 18:00)	75 dB (A) Laeq (8:00 – 18:00)

Parameter Vibration Level	Receptor	Trigger (Amber)	Action (Red)
	Boundary - Occupied Residential / Educational	3mm/s PVV	5mm/s PPV
	Boundary - Occupied Commercial	3mm/s PPV	5mm/s PPV

Parameter	Trigger (Amber)	Action (Red)
Environmental Dust Units PM2.5	190ug/m3 15 min average	200ug/m3 15 min average

The monitors have been strategically chosen to ensure all elevations are covered. The locations and the quantity of the monitors are typical to a project of this nature and magnitude. All noise and vibration monitoring systems are all linked with the same online software for ease of use and continuity, all data is automatically sent to the online server (https://app.sonitussystems.com/) , and can be accessed at any time by any of the project team. The trigger levels, that will be agreed with Camden Council through the Section 61 Agreement will also be controlled from this system. This allows for a two-tier alert system (Amber and Red Exceedance) to be automatically sent to the John F Hunt site team via SMS or email to warn of any potential breaches in these limits. This will then prompt an investigation into the source of the exceedance and identify any necessary mitigating actions.

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**.

Air quality baseline (inc dust) monitors (Condition 45 pt1)- Dust Mitigation

Below highlight the results of the Air Quality Dust Risk Assessment without Mitigation:

	Demolition Risk
Dust Soiling	High
Human Health	High
Ecological	Low

Overall Risk: High Risk

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.)

Yes the GLA mitigation measured checklist has been filled out

Mitigation Method	**John F Hunt Comment**
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	John F Hunt and the Museum Street project team have carried out community engagement in advance of commencement through establishing a Construction Working Group. JFH will continue to develop a Community engagement plan via the CWG which will focus on engagement and communication with local stakeholders.
Develop a Dust Management Plan	A Dust Management Plan is implemented and included within this document
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	All contact details will be displayed externally on the site boundary and in addition provided to neighbours via CWG, newsletters etc.
Display the head or regional office contact information.	All contact details will be displayed externally on the site boundary.

Mitigation Method	Mitigation Method	John F Hunt
Record and respond to all dust and air quality pollutant emissions complaints.	All complaints will be logged and compared to real time air quality data on site. Response will issued depending on the nature of the complaint.	
Make a complaints log available to the local authority when asked.	All complaints will be logged and compared to real time air quality data on site. This will be shared with the local authority upon request. S106 requires us to log and response to all complaints and report to the CWG on the complaint and action taken.	
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	Regular Environmental Inspections will cover all aspects of the methodology is being followed including maintenance and data collection of all monitoring equipment on site to ensure compliance. The results of these inspections will be made available upon request.	
Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions	Regular Environmental Inspections will occur, at times of potentially hazardous works these inspections will be increased in frequency.	
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	All monitoring data will be logged and reported on. Reports will be made available upon request. Any exceptional incidents will also be logged and reported on for eg high winds etc.	
Plan site layout: machinery and dust causing activities should be located away from receptors.	Machinery and methodology will be adapted to mitigate risks from dust emissions where methodology of the rear car park has been changed to a top down controlled approach	
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	Any stockpiles will be managed and not exceed solid boundary height.	
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	The project will be fully enclosed throughout operation.	

Mitigation Method	John F Hunt Comment
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.	Green walls will be explored in line with conversations with the local authority and client.
Avoid site runoff of water or mud.	This will be mitigated through keeping the loading area clean at all times so vehicles are being loaded from a clean standing area so the run off are not on the public carriageway.
Keep site fencing, barriers and scaffolding clean using wet methods.	All fencing and barriers will be regularly washed and kept clean.
Remove materials from site as soon as possible	All waste will be removed from site as soon as possible in line with transport programme.
Cover, seed or fence stockpiles to prevent wind whipping	No stockpiles will be made near to the boundary, they will be created within sheltered or sheeted areas to prevent airborne wind whipping effect
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.	Regular qualitative walk rounds will occur in order to monitor dust soiling.
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.	Boot washing will be provided. All operatives will be required to change when leaving the site.
Agree monitoring locations with the Local Authority.	Air Quality baseline monitoring locations have been agreed with the LA (condition 45 pt1). Noise and vibration monitor locations are proposed within this DEWMP to be agreed with the local authority.
Where possible, commence baseline monitoring at least three months before phase begins.	Baseline monitoring has been installed.
Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.	All vehicles will comply with air quality regulations.
Ensure all vehicles switch off engines when stationary – no idling vehicles	The site will employ a No Idling policy.
Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.	Generators will be only used if Main Power is not available.

Mitigation Method	John F Hunt Comment
Impose and signpost a maximum-speed-limit of 10mph on surfaced haul routes and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).	A 10mph will be enforced on site.
Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	A DEWMP, SWMP and TMP has be developed and submitted as part of this document
Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).	Travel suggestions will be documented in the Environmental Management Plan and will be reiterated in Toolbox Talks
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	All plant will have dust mitigation systems attached or used with operations e.g damping down.
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible)	Water will be drawn from local sources and supply for dust mitigation methods.
Use enclosed chutes, conveyors and covered skips.	No chutes or conveyors will be used on this project.
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	All plant will have dust mitigation systems attached or used with operations e.g damping down.
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	Spill kits and Drip Trays will be available on site at regular intervals.
Avoid bonfires and burning of waste materials.	No burning will occur on site.
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	Soft strip has already occurred in the building in some areas. All areas will be soft stripped prior to full demolition.

Mitigation Method	John F Hunt Comment
Ensure water suppression is used during demolition operations.	All plant will have dust mitigation systems attached or used with operations e.g damping down.
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	No explosive blasting will occur.
Bag and remove any biological debris or damp down such material before demolition.	All biological debris will be removed using these methods and in line with Arboriculturists instructions.

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

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

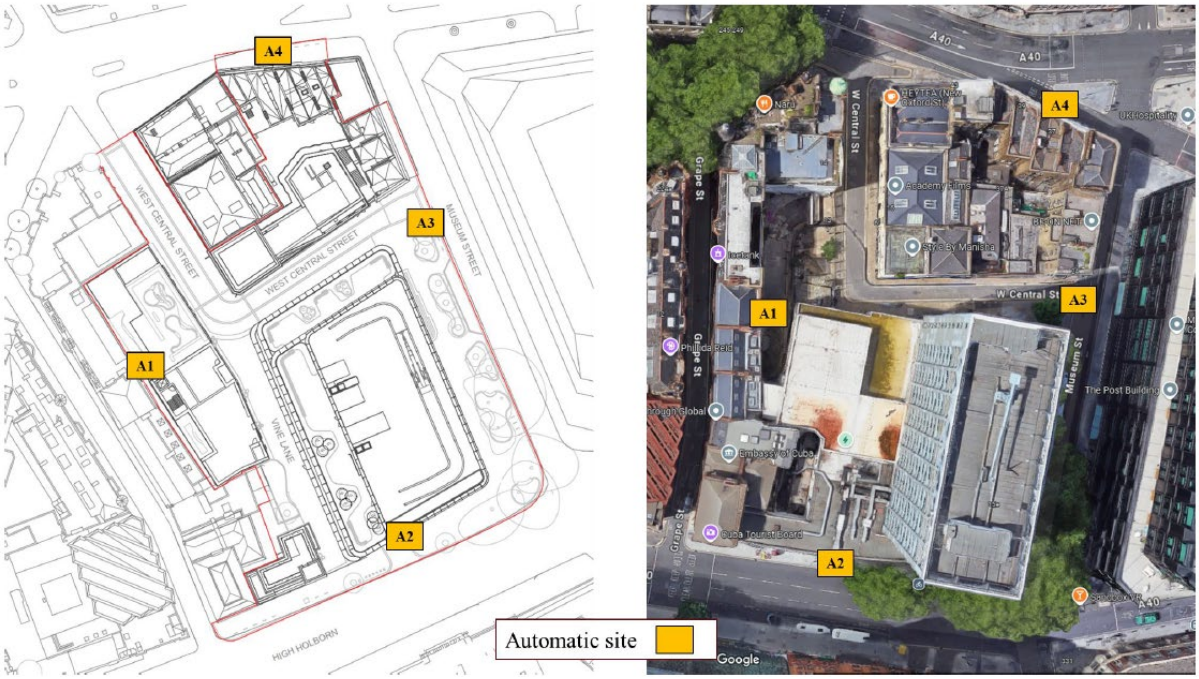
The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration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

Baseline Air Quality Monitoring:

Note: Dust monitoring equipment locations have been approved under approval of details ref: 2024/4505/P, dated 25 Nov 2024 in respect of planning condition 45(1)

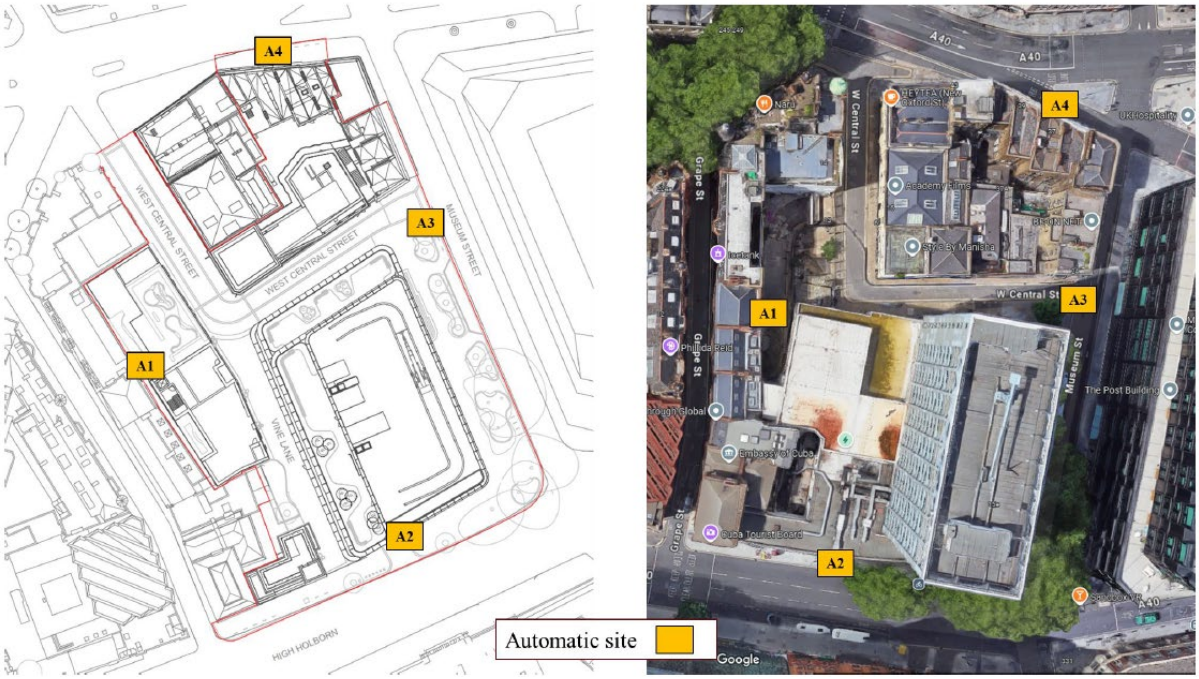


Automatic sensors will be used to collect real-time data, and to facilitate the monitoring of PM10. Air quality sensors are suitable for monitoring short-term or long-term pollution hotspots. The proposed automatic monitors being used are Zephyr manufactured by EarthSense Systems Ltd, which are certified against the Environment Agency's MCERTS Scheme for indicative ambient particulate monitoring. The Zephyr will actively sample air through the optical sensor for particulates and electrochemical sensor for NO2. The sensor performance will also be tested and calibrated against reference standard analysers prior to dispatch. In addition to PM10 monitoring, the sensors will also be used to collect NO2 and PM2.5 concentrations.

The proposed monitoring will be undertaken following industry's best practice in accordance with GLA's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance3 and the Institute of Air Quality Management (IAQM) guidance on monitoring in the vicinity of demolition and construction sites4.

The concentrations for NO2, PM10 and PM2.5 will be determined for chosen averaging periods, and the collected data is sent to a web-based location. This is considered to be an efficient method to manage any exceedances and ongoing data analysis for reporting purposes. The monitors can be housed in a lamp post box powered by mains electricity or powered by battery or solar power.

Demolition/Construction Air Quality Monitoring:



All monitors will be calibrated and have MCERTs in accordance with Air Quality guidelines.

Actions to be taken following Site Action Level Exceedance:

Amber Exceedance:

Where an Amber exceedance occurs due to site activity, the site manager will monitor site emissions relevant to the alert and where necessary review methods of working. The site manager will also assess whether remaining work could continue to exceed the Amber threshold and if so, modify working methods, where practicable.

Red Exceedance

Where a Red exceedance occurs due to site activity, the site manager will stop the relevant activity whilst alternative construction methodology options are investigated, and where practicable adopted. If effective remedial action is not obvious, the site will consider an alternative technique or additional mitigation measures.

Complaints

Where a complaint is received, an investigation will be undertaken to establish whether the exceedance is due to site activity. Where this is established, the site manager will adopt the process set out above for the receipt of an Amber or Red exceedance. Where a complaint is received, details of the complaint, measured ug m^3 levels, the source and remedial action

taken will be logged. All monitoring and measurement units will be calibrated and serviced in line with their manufactured guidelines.

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).

A mitigation strategy has been prepared and this is currently being actioned by a specialist pest control company. By the time John F Hunt commence on site the infestation identified will have been arrested. During the induction operatives will be briefed on housekeeping rules and the dangers that may arise from poor housekeeping. If necessary, rat/rodent traps will be laid across site and housekeeping inspected weekly at a minimum. Further toolbox talks on the importance of reducing the spreading of rodents will be carried out when necessary.

A specialist contractor will be approached to lay strategically placed traps around the perimeter of the site. These traps will be monitored and emptied as required. The presence of rodents can cause a health hazard to workers. Leptospirosis is a disease that is closely linked to rats. Gloves are to be worn at all times whilst on site. Strict hygiene must be adopted by everyone on site with hands being thoroughly washed prior to eating, drinking and smoking. If anyone becomes ill with flu like symptoms it is extremely important that you go to the doctors and mention you may have been in contact with rodent waste.

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

Asbestos surveys have been carried out in July 2020 and all ACMs will have been removed prior to John F Hunt taking possession of the site by KPH (Strip out Contractor).

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.

John F Hunt Ltd will ensure a level of courtesy is maintained by all site personnel at all times to all local residents, site visitors and the passing public. This will also relate to any member of the ethnic communities as any form of racial discrimination, verbal abuse, or incitement will be viewed as a serious breach of our company's policies. The company will ensure that at no time will any site personnel will be allowed in any public area wearing clothing which

members of the public find offensive. At no time will any site personnel be allowed to sit outside the site in any public area during working hours whilst wearing site clothing. The company will ensure that no site personnel will be allowed to leave site and in particular travel on public transport wearing site clothing. All site clothing shall be changed to domestic clothing prior to leaving site. All site team members are instructed to refrain from loud conversations when walking between the site office and site. This will be policed by site management.

Any site person receiving a concern or complaint from adjacent properties or passing pedestrians shall refer the matter immediately to the site demolition manager who will record the fact and refer the matter to the management team who will then carry out an investigation. The site project management will oversee all complaint investigation and the end results shall be recorded in the site complaints log.

The site will have a smoking area within site boundary. Operatives will have a fully kitted site canteen which will be the place for site operatives to have their break and relax.

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):
   02/2025 – 02/2026
b) Is the development within the CAZ? (Y/N):
   Y
c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
   Y
d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
   Yes
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:
   Yes
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:
   Yes

The full demolition term is planned for Feb 2025-Feb 2026. The site will be registered with the NRMM website and will register all NRMM plant used on the development which is between a net power of 37kW and 560kW. The project lies within the Central Activity Zone. All NRMM and registration details will be kept on site in a specific NRMM register.

- TFL (LEZ) LOW EMISSIONS ZONE HGV (>7.5T GVW) COMPLIANCE REGISTER

John F Hunt Ltd

Contractor / Operator	Own fleet or 3rd party owned	Vehicle Registration No. (VRN)	Vehicle Description from DVLA service	Anticipated load type	Year of Manufacture from DVLA service	Weight of vehicle (Kg) from DVLA service	TFL Low emissions zone (LEZ) compliance check (minimum accepted compliance level)	TFL Ultra low emissions zone (ULEZ) compliance check (preferred compliance level)	Notes / additional information
			DVLA vehicle details		DVLA vehicle details	DVLA vehicle details	TFL LEZ check	TFL ULEZ check	
John F Hunt	own	LN17EJF	MITSUBISHI FUSO 2-AXLE-RIGID BODY	plant	2017	7490	pass	pass	(EXAMPLE DATA)
Kent/JFH	3rd party	KGZ6060	Volvo White 3 Axle Artic	Delivery of 20 tonne excavator	2018	42000	pass	pass	
RMS/JFH	3rd party	EY15BVL	Scania Red Multi Axle Rigid	Demo rubble collection	2015	32000	pass	Pass	
RMS/JFH	3rd party	EJ65TLY	Scania Red Multi Axle Rigid	Demo rubble collection	2016	32000	pass	pass	
RMS/JFH	3rd party	EJ68TGK	Scania Red Multi Axle Rigid	Demo rubble collection	2018	32000	pass	pass	
RMS/JFH	3rd party	EY15BVJ	Scania Red Multi Axle Rigid	Demo rubble collection	2015	32000	pass	pass	
RMS/JFH	3rd party	EU65KLK	Fiat Green 2 Axle Rigid	Demo rubble collection	2015		pass	pass	
RMS/JFH	3rd party	EK18CCK	Scania Red Multi Axle Rigid	Demo rubble collection	2018	32000	pass	Pass	

A full register will be kept on site with all photographic evidence attached as well as being uploaded to the online NRMM system.

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.

The company will achieve Stage IIIA of EU Directive 97/68/EC for Major Development Site within Greater London and Stage IIIB of EU Directive 97/68/EC for any site within the Central Activity Zone or Canary Wharf. This is set to change in September 2020 to Stage IIIB in Greater London and Stage IV in the Central Activity Zone and Canary Wharf.

In addition, the company will implement further measure to mitigate emissions such as:

- All site plant, company vehicles and waste collection lorries engines will be maintained in a fully serviced condition to ensure there are no smoke emitting exhaust pipes;
- To minimise the emission of exhaust particulates all site plant will operate on Low Sulphur Red diesel fuel, and all diesel-powered road vehicles and lorries will be required to provide confirmation of commercially available Low Sulphur diesel is being used;
- All company vehicles and plant shall be fitted with the appropriate category of catalytic converter to the exhaust system;
- The movement of all commercial vehicles particularly waste lorries to and from the site will be pre-planned to prevent unnecessary vehicle movements and distances involved;
- Planning material movements from a designated resource centre organising multi load deliveries to demolition sites and head office consequently reducing vehicle movements with all such loads being bulk orders;

- The planning of waste lorry movements to and from site and disposal points are as near as possible to the site from which the materials are leaving;
- Not allowing any vehicle or plant to be left with engine idling;
- All site plant and waste lorries will be in fully serviced conditions to ensure they do not emit smoky exhausts

The project will sign up to the Engines Off Pledge and comply with all air quality controls whilst in the area. Toolbox Talks will occur in order to educate staff on this matter.

Mental Health Training

44. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the "Building Mental Health" charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining Mates In Mind, which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

John F hunt have signed up to the Building Mental Health Charter and joined Mates in Mind in our effort in tackling mental health issues within our workforce within the industry. We also confirm that appropriate number of mental health first aiders have been trained and will be present on site.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……Irfan Ahmed Quraishi……

Position: ……Project Director……

Please submit to: planningobligations@camden.gov.uk

Appendices

1. Community engagement / CWG materials
    a. Initial DEWMP presentation (Project team)– 14/10/2024
    b. Second DEWMP presentation (JFH)- 11/10/2024
    c. Minutes of CWG meetings – July / October / November 2024
    d. Agendas of CWG meeting - October / November / December 2024
    e. CWG Comments and Responses Tracker- December 2024
    f. CWG Terms of Reference
2. Cumulative Impact Assessment Form
3. Background Noise Monitoring Report
4. Traffic Management Plan
5. Site Waste Management Plan
6. Drawings

End of form.

V2.9