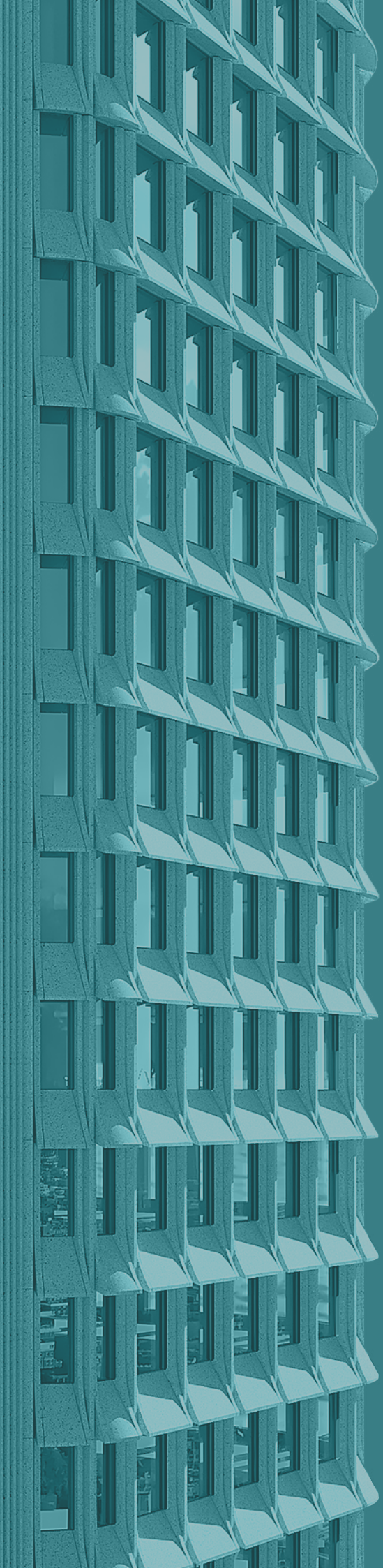


EUSTON TOWER

Draft Construction Management Plan (including Demolition) Addendum

December 2024

British Land

Construction Management Plan
Euston Tower, Regent's Place

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
19/10/2023	First Draft	Velocity Transport Planning
28/11/2024	Scheme Update	Velocity Transport Planning

Additional sheets

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

Date	Version	Produced by
28/11/2023	Appendices	

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.

This CMP follows the best practice guidelines as described in the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

Camden charges a fee for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

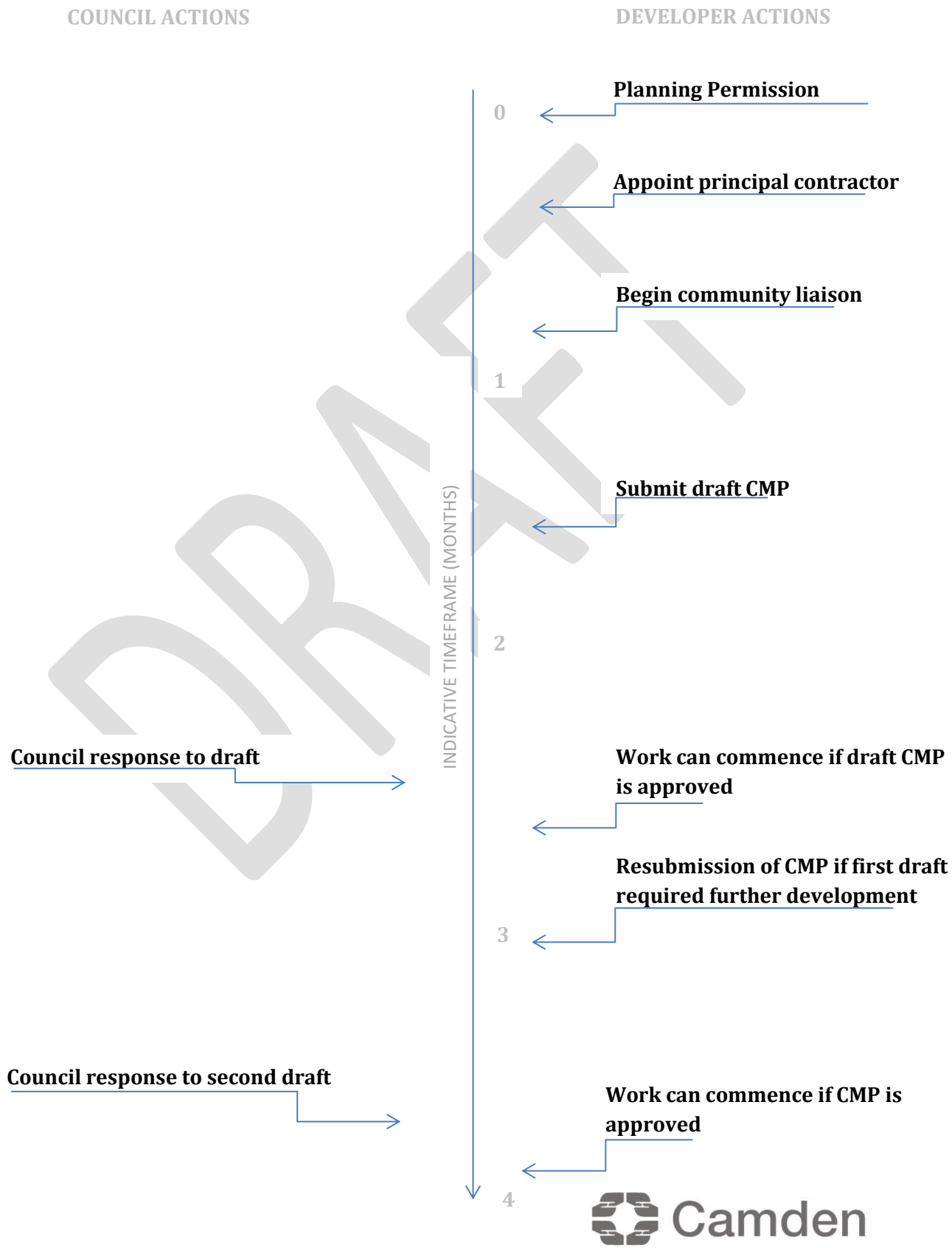
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

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

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: Euston Tower, 286 Euston Rd, London NW1 3DP

Planning reference number to which the CMP applies:

Pre-Application Reference Number - 2022/3091/PRE

Planning Application Reference - 2023/5240/P

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

Principal Contractor yet to be appointed.

Draft CMP has been submitted by:

Name: Matthew Penn on behalf of Velocity Transport Planning

Address: 4th Floor, Nutmeg House, 60 Gainsford Street, London. SE1 2NY

Email: mpenn@velocity-tp.com

Phone: N/A

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.

Principal Contractor yet to be appointed.

The Principal Contractor will be updated within the final version on the CMP.

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

Principal Contractor yet to be appointed.

The Principal Contractor will be updated within the final version on the CMP.

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.

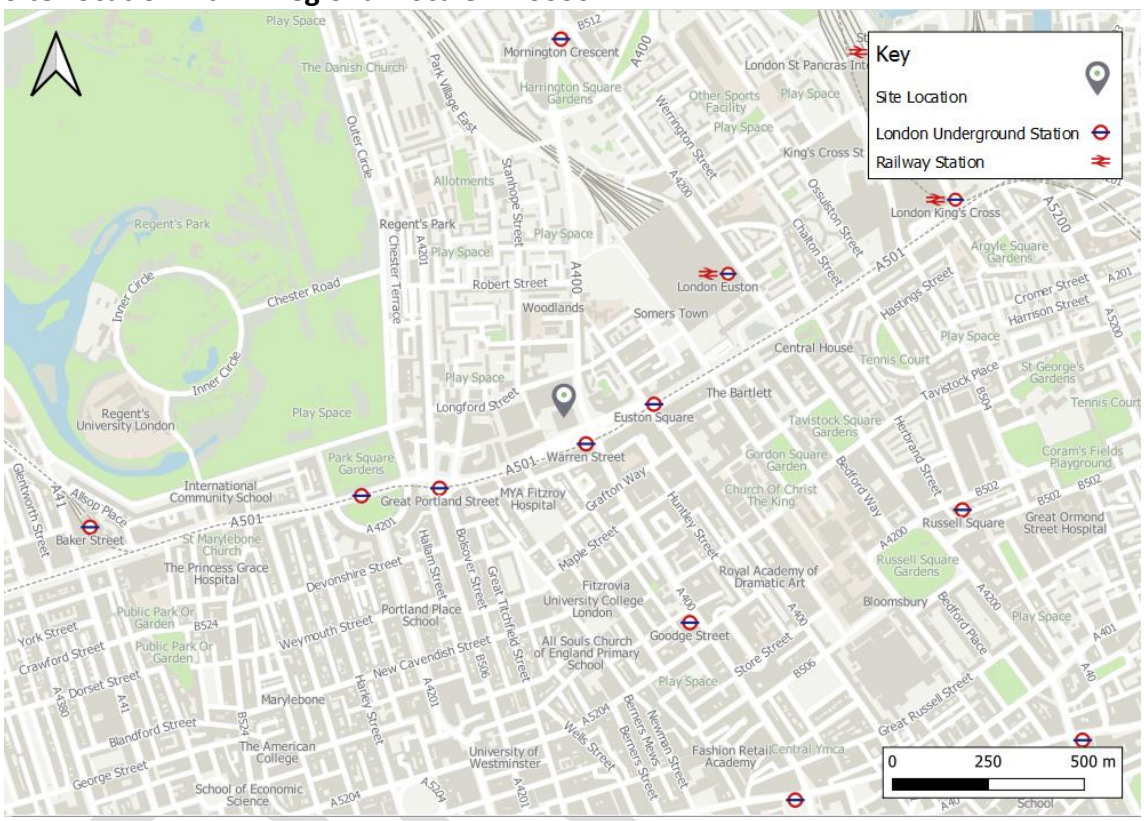
Principal Contractor yet to be appointed.

The Principal Contractor will be updated within the final version on the CMP.

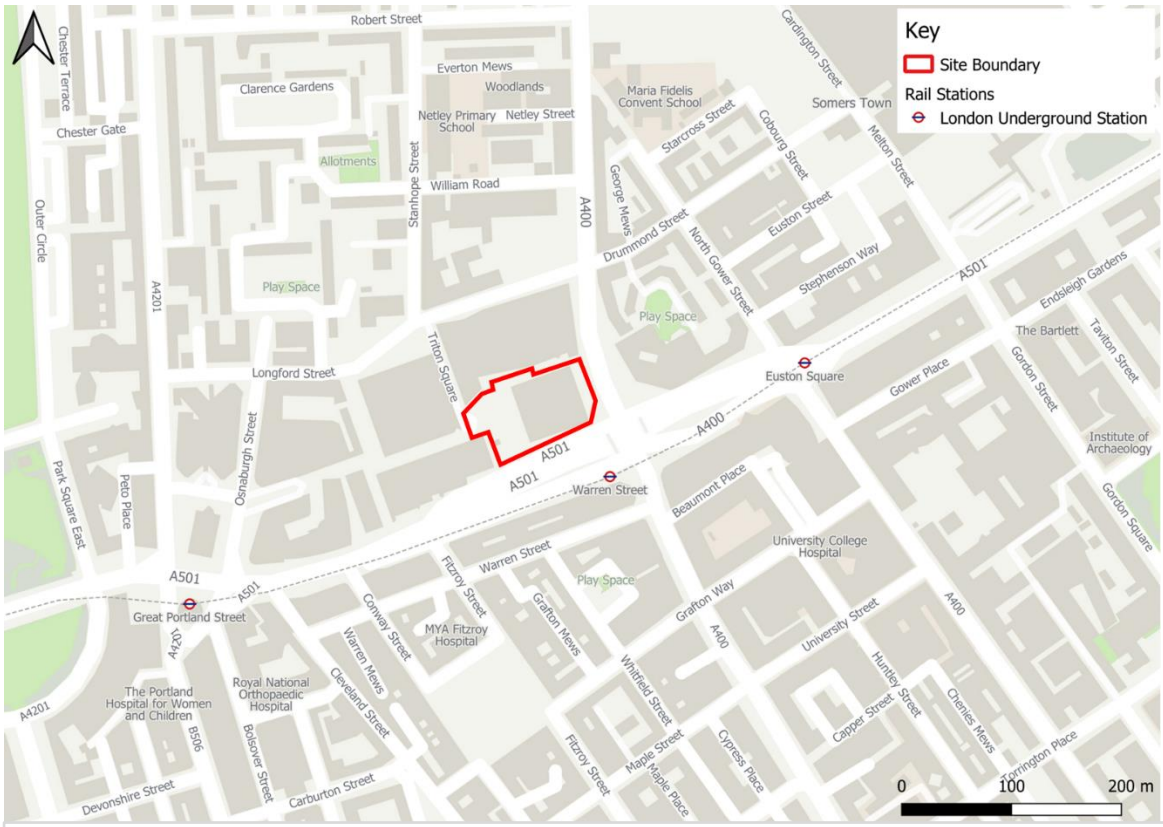
Site

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

Site Location Plan – Regional - Scale 1:10000



Site Location Plan – Local - Scale 1:3000



Euston Tower is located in Regent's Place in the London Borough of Camden (LBC).

The existing Euston Tower is a 36-storey tall building standing on the northern edge of central London, situated in the south-west of the London Borough of Camden. It provides office floor space with ancillary retail at ground level.

Euston Tower is bounded north by Brock Street, a private pedestrianised area within Regent's Place; to the east, the site is bounded by Hampstead Road (A400) and to the south by Euston Road (A501), both form part of the Transport for London Road Network (TLRN); and west by Regent's Place Plaza, which is also a private pedestrianised area within Regent's Place.

Considering the 2024 application, the full revised planning permission description is sought for the following:

> *"Redevelopment of Euston Tower comprising retention of parts of the existing building (including central core, basement and foundations) and erection of a new building incorporating these retained elements, to provide a 32-storey mixed-use building providing offices and research and development floorspace (Class E(g)) and office, retail, café and restaurant space (Class E) and Enterprise space (Class E/F) at ground and first floors, and associated external terraces; public realm enhancements, including new landscaping and provision of new publicly accessible steps and ramp; short and long stay cycle storage; servicing; refuse storage; plant and other ancillary and associated work."*

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).

Deconstruction of the existing Euston Tower building, including deconstruction of the ground floor slab. The central structural core shall be retained, along with the basement perimeter walls, pile cap and foundations.

The development will be delivered over three main phases:

- Phase 0 – Enabling Works and UKPN substation construction
- Phase 1 – Site set up and Deconstruction
- Phase 2 – Construction

The Site is bounded by mainly commercial properties but there is a residential presence to the north of Brock Street and the east of Hampstead Road as well as the adjacent roads. The A501 Euston Road and A400 Hampstead Road form part of the London Strategic Road Network. These considerations will provide logistical challenges in terms of vehicle access during the deconstruction and construction phases.

Due to the restricted nature of the site access and local road layouts, it is proposed that Euston Road will provide the primary vehicle access to the project. A key challenge will be providing safe access onto the TLRN to enable construction vehicles to enter and exit the site. Both roads have frequent bus routes, and the TfL bus stop located the western side of Hampstead Road may need to be temporarily relocated or closed to facilitate construction egress.

Additionally, in order to dissipate the load of deconstruction and construction vehicles on the local environment, it is also anticipated that the Regent's Place basement will be used throughout the deconstruction period and construction period for vehicular access and maximised where possible. There are restrictions on the type of vehicle as vehicle length and height restriction limit access for larger vehicles.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Construction Task/Activity	Start Date (Quarter and Year)	Completion Date (Quarter and Year)	Duration
Site Set-up and Demolition Works	Q4 2025	Q3 2027	24 months
Substructure – Piling and Basement Walls	Q4 2026	Q1 2028	14 months
Superstructure (slabs and steelworks)	Q1 2028	Q3 2029	22 months
Cladding	Q4 2028	Q3 2030	23 months
Finishes and Fitout	Q4 2028	Q4 2030	32 months
Testing and Commissioning	Q3 2029	Q1 2031	18 months
External Works (Landscaping and public realm)	Q4 2029	Q3 2030	10 months

Overall programme = Circa 65 months

An indicative construction programme is provided in **APPENDIX A**

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The standard working hours for the site will comply with the requirements of 'Guide for Contractors in Camden' which are as follows;

- 8.00am to 6.00pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

There may be a requirement for work outside these hours for activities such as:

- Tower crane erection/dismantling works,
- Mechanical Plant delivery,
- Utilities/Statutory Connections,
- Services shut down and emergency repairs.

These activities may require working outside the standard working hours and should the need arise, prior communication with sufficient notice and suitable application for extension of working hours will be provided to local stakeholders and LB Camden.

Community Liaison

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

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

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

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

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

Cumulative impact

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

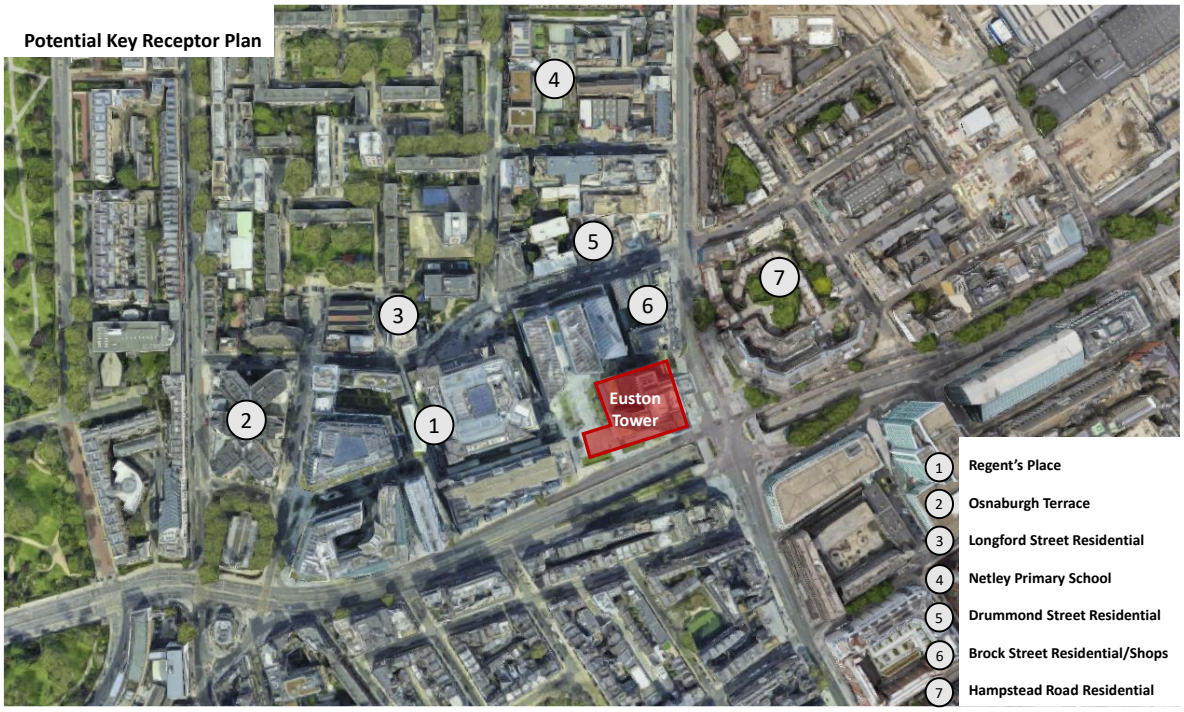
The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The Figure below identifies potential receptors that are likely to be affected by the deconstruction and construction works. These are also tabulated to provide a summary of the receptor and likely impacts.

Potential Key Receptor Plan



Receptor Type	Receptor	Potential Impacts from Construction Works
Offices	[1] Regents Place	1m from the nearest potential noise/dust source at the northern and western boundary. There is the potential impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic.
Education	[4] Netley Primary School and Centre for Autism	250m from the nearest potential noise/dust source at the northern boundary. There is little potential impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic.
	[3] Capital City College Training	140m from the nearest potential noise/dust source at the northern and western boundary. There is some potential impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic.
Residential	[6] Brock Street	5m from the nearest potential noise/dust source at the northern boundary. There is potential impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic
	[2] Melia White house Hotel	240m from the nearest potential noise/dust source at the western boundary. There is little potential impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic
	[5] Drummond Street – Residential and Hotels (Schafer House and Britannia Warren Street)	80m from the nearest potential noise/dust source at the northern boundary. There is some potential impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic.
	[3[Longford Street	200m from the nearest potential noise/dust source at the northern and western boundary. There is some potential impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic.
	[7] Hampstead Road – Tolmers Square	50m from the nearest potential noise/dust source at the eastern boundary. There is potential impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic.
Restaurants/Shops	[1] Regent's Place	20m from the nearest potential noise/dust source at the northern and western boundary. There is the potential impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic.

11. Consultation

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

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

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

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

Extensive consultation on the development proposals have been held with stakeholders, the local community and neighbours. A summary is included below.

Consultation on the detail of the CMP will take place post-planning, but all engagements so far have covered construction matters and feedback from local residents have helped shape the CMP with regard to retaining public spaces during construction where possible.

The co-design workshops and panel events have involved over 200 people.

The story so far | Euston Tower (euston-tower.co.uk)

Pre-application consultation carried out to-date on the development proposals includes:

- Street interviews (Jan 2023)
- Design Workshops (March and May 2023)
- Panel Events (April, May and July 2023)
- Public Exhibitions (October 2023)
- Pre-Application Meetings
- On-going liaison with TfL including x4 meetings
- Public Exhibition (November 2024)

Consultees include:

- TfL including London Underground and Crossrail 2;
- LB Camden;
- Designing Out Crime Officer (DOCO)
- Residents and community groups
- Local businesses
- Environmental Health Officers

A number of one-on-one meetings have been held with community representatives and groups.

In addition, consultation will take place with the tenants of the surrounding properties within Regents Place prior to the commencement of any works.

Further details of community engagement, comments and actions arising will be provided going forward.

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.

Principal Contractor yet to be appointed.

It is expected that the Developer will employ a Community Liaison Relationship Manager to liaise with the local community on a regular basis but be available as and when required.

They will offer drop-in sessions, monthly newsletter, community meetings and in time update of any major disruptions.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

Principal Contractor yet to be appointed.

At this stage it is not possible to provide Considerate Constructors Scheme (CCS) registration, but this will be provided on appointment of the Principal Contractor.

It will be a requirement that the appointed Contractor enrols the project in the "Considerate Contractors Scheme" (CCS) and that the project will be managed in a manner to achieve a high score of 40/45 or higher.

The name and contact details of the Principal Contractors Project Manager will be provided on appointment and always be displayed on the CCS poster located at the entrance of the site.

We can confirm the documents 'Guide for Contractors Working in Camden' has been read and understood and that the appointed contractors will be required to abide by its requirements.

14. Neighbouring sites

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

The project is located outside the Central London Cumulative Impact Area and as such a Cumulative Impact Assessment is not required for this CMP and therefore has not been prepared.

The Cumulative Schemes that were agreed as part of the Environmental Statement have been reviewed to understand the impacts in the vicinity of the site. Construction has started or has been completed on five of the seven site sites (Central Somers Town, Eastman Dental Hospital, Royal National Throat, Nose and Ear Hospital, 247 Tottenham Court Road, and 95-100 Tottenham Court Road) identified with the expected completion date to be before construction commences on the Proposed Development.

The latest publicly available information (September 2024 *Euston Approaches Construction Update*) sets out that that HS2 will remobilise in April 2025 and has re-phased the construction works in the Euston area

It is expected that the HS2 works will generate a reasonable level of construction vehicle traffic over the construction programme. At this stage the level of construction vehicles using the agreed HS2 routes is unknown but through the development of the Euston Tower Construction Logistics Plan (CLP) and Construction Management Plan (CMP) and regular consultation with HS2 both developments would work together to minimise impact and disruption.

As part of each HS2 application Schedule 17 of the HS2 Act requires approval of routes where there are more than 24 two-way HGV movements to and from a worksite. As part of these applications a Local Traffic Management Plan (LTMP) is produced and is included in the planning approval process.

As with all major construction projects, there are peaks and troughs of construction vehicle trips, and as further information becomes available on the construction programme and vehicle routing, and through the development of the CLP and CMP, the cumulative effects of HS2 can be considered in more detail.

The Cumulative Schemes are reviewed in Table 7.20, Chapter 7 of the Environmental Statement. A map of the Cumulative Schemes is included in **Appendix B**

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

CLOCS Contractual Considerations

15. Name of Principal contractor:

The Principal Contractors details will be confirmed when appointed.

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document and Q18 example response).

The appointed Principal Contractor and all Subcontractors will have the requirement to abide by, comply and adhere to the CLOCS Standards for construction logistics throughout the duration of the contract. This sets out a set of standards for items such as traffic routing; warning signage; side underrun protection; blind-spot minimisation; vehicle manoeuvring warnings; driver training, development and licensing; collision reporting; control of site access and egress; vehicle loading and unloading on site.

The Principal Contractor will use Subcontractors and Suppliers that are members of the Fleet Operator Recognition Scheme (FORS) and accredited with a minimum of Sliver standard (Target Gold). By only using such sub-contractors and suppliers we will be working with organisations that are CLOCS compliant.

All deliveries will be made to the site using vehicles and hauliers with FORS accreditation (Target Gold) and compliant with the requirements of the CLOCS standards.

In addition to the requirements of FORS and CLOCS schemes, contractors must operate DVS (Direct Vision Standard) to a minimum of three stars.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

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

On behalf of the Client/Development Team we confirm that ALL Contractors and suppliers engaged on this Development will abide by the specific requirements of the latest CLOCS Standard.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

The contractor will use designated construction traffic routes for deliveries to the Site, waste removal, etc.

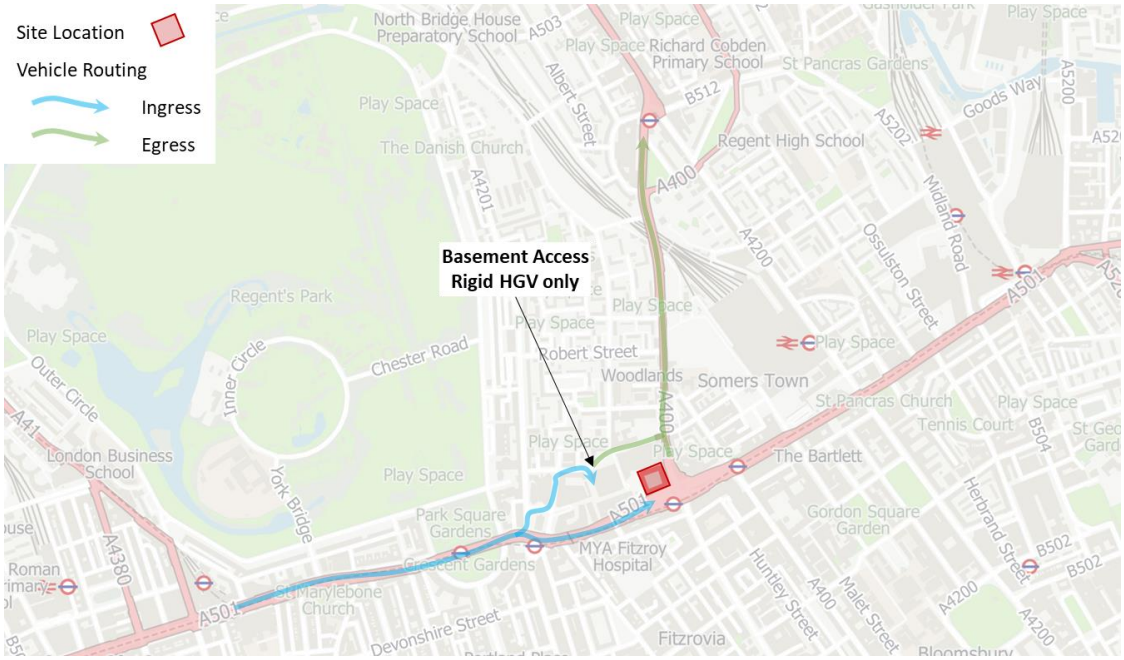
Access routes to and from the Site to be used by HGVs will be agreed upon with LBC and TfL before the initiation of the construction programme via the detailed CLP/CMP to minimise disruption to the road and pedestrian network. The strategic road network will be used as far as possible to reach the Site.

During all phases, access to the Site will be from Longford Street (Rigid HGV basement access only), Euston Road and Hampstead Road.

It is anticipated that the primary routes for construction traffic will be Euston Road and Hampstead Road.

Once the main contractor is appointed, the construction traffic routes will be confirmed.

All delivery vehicles to the Site will be informed by the principal contractor (once appointed) of the access strategy and requested to follow these routes (rather than other local residential roads) depending on the direction in which the respective deliveries originate.



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.

As part of the contractor procurement process all contractors, subcontractors and suppliers will be informed of the routes to and from site in the tender enquiry, at pre order meeting and prestart meetings to reinforce the need to use the prescribed routes.

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

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

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

Deliveries to site will occur within the standard working hours (8am until 6pm Monday to Friday and 8am until 1pm on Saturday).

Vehicles can be accommodated within the site boundaries and access is directly to and from the Transport for London Road Network (TLRN).

It is not currently envisaged that there will be specific restrictions to vehicle movements, however, there will be abnormal deliveries that, by their nature, are required to be on site before 7am or cannot leave site until after 7pm as their routing is controlled by the Metropolitan Police and TfL.

All vehicle movements to site will be controlled by an electronic delivery management system (EDMS) where vehicles will be booked into pit lanes or entry gates as necessary to ensure that all arrivals are known and controlled, and materials management spaces are not double booked.

Deliveries to external pick-up points, vehicles will be directed to enter the pick point in a controlled manner by a traffic marshal. Once past the entry way, a barrier will be closed behind the vehicle to restrict access to authorised personnel only. When offload is completed, vehicles will be directed to exit the pit lane in a controlled manner and enter the stream of traffic to leave the site.

Access to internal pick points or offload areas will be carried out in a similar manner, however, prior to crossing the footway, qualified traffic marshals will stop pedestrians by use of barriers to allow the vehicle to safely cross the foot path. Once clear, the footpath will be reopened, and gates closed.

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

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

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

Construction Vehicles Type	Frequency	Comments
Tipper Lorry	Approximately 20 daily	Peaking for limited periods during deconstruction, and sub-structure works
Vans	Approximately 10 daily	Delivery of smaller materials and plant
Low Loader	Occasional	Delivery and collection of larger items of plant
Mobile Crane	Occasional	Visits for erection and dismantle of tower cranes
Articulated Lorry (enclosed trailer)	Approximately 2 – 5 per week	Will be used for delivery of some materials
Flat Bed Articulated Lorry (open trailer)	Approximately 2 – 4 per day	Delivery and removal of plant and materials, peaking in superstructure works.
Grab Lorry	Occasional	Collection from excavations where a tipper cannot be used
Concrete Pump	Approximately 2 per week	Will be used where static umps are not practicable
Concrete Lorry	Approximately 2 – 4 per day but not every day	During sub and super structure works
Skip Lorry	Approximately 2 - 4 per week	Waste removal

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

The latest publicly available information (September 2024 *Euston Approaches Construction Update*) sets out that that HS2 will remobilise in April 2025 and has re-phased the construction works in the Euston area.

There are a number of approved routes for HS2 construction traffic which are set out within the Local Traffic Management Plan which is submitted with any applications that trigger the Schedule 17 requirements. At the time of writing the latest LTMP has not been published but Hampstead Road and Euston Road are approved construction route.

It is expected that liaison and coordination with the surrounding HS2 construction activities will be required, however, at this stage the HS2 programme and timescales are unknown. As more information is known and the various construction works and programmes are fixed, ongoing discussions with HS2 are anticipated to ensure that the cumulative effects of construction traffic is minimised.

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

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

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

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

Due to the site's location and proposed routing, off-site vehicle holding areas are not being considered at this stage. The initial strategy allows more than one vehicle to be accommodated on the site.

The Contractor will have a delivery booking system to allocate time slots to all supply chain and suppliers. This will prevent any unwanted build up or queuing on the public highways. The Contractor is also considering the use of a pit lane strategy to accommodate several vehicles.

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

Although not currently planned; To assist managing the various deliveries to Site, the use of a centralised material consolidation centre will be investigated which will the allow materials required throughout the construction process to be delivered to a centralised location or locations for onward transportation to Site.

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

All delivery drivers will receive an induction as they enter site from the traffic marshal(s) explaining all site rules. All vehicles that do not require the engine running to function will be required to turn off engines.

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

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

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

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

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

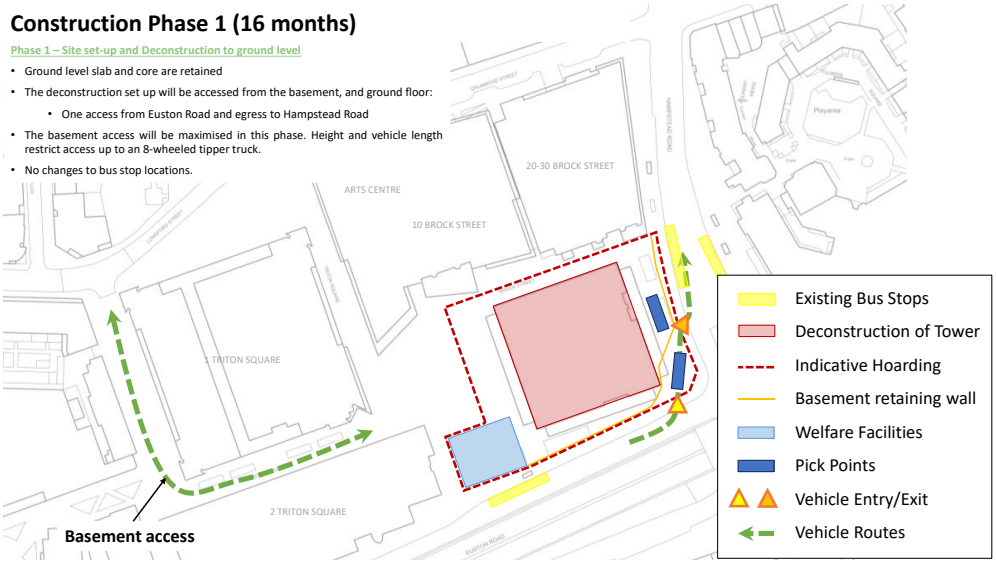
Subject to confirmation on the final selection of main contractor.

The main access points for construction vehicles will be:

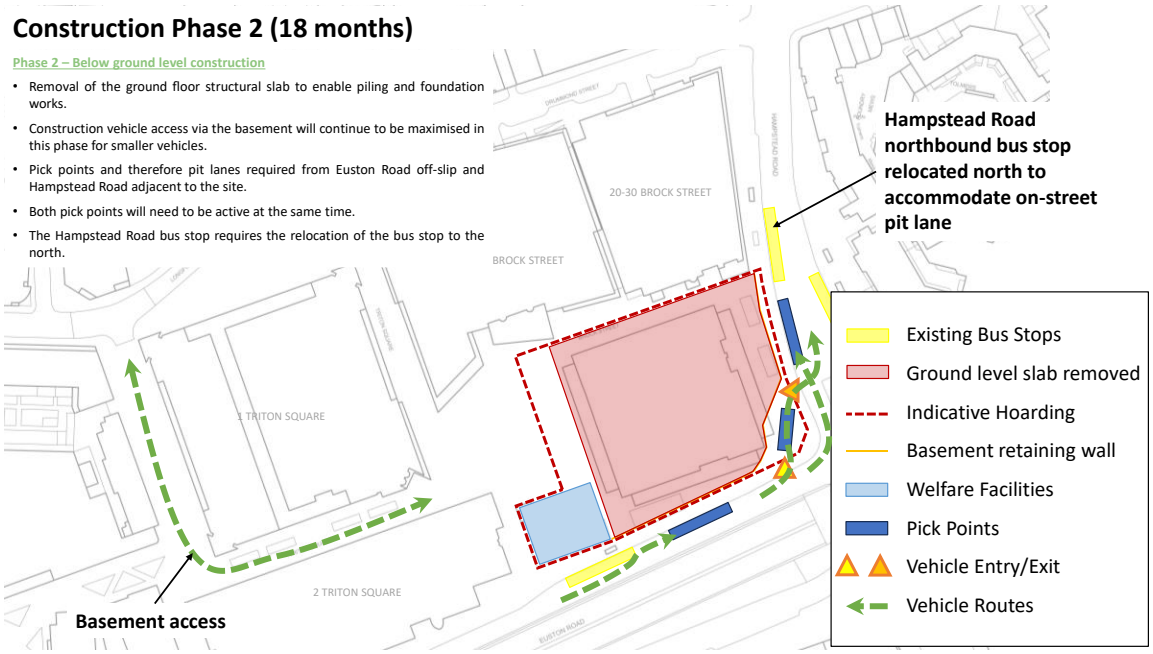
- via the existing Longford Street basement access, which cannot accommodate articulated vehicles;
- from the Euston Road off slip and exiting the site onto Hampstead Road; or
- via proposed pit lanes on Euston Road off slip and Hampstead Road for part of Construction Phase 2.

Phase 0 (Enabling Works) UKPN Substation Construction - Along with the existing basement access for rigid HGVs, construction vehicle access is gained from Euston Road off slip

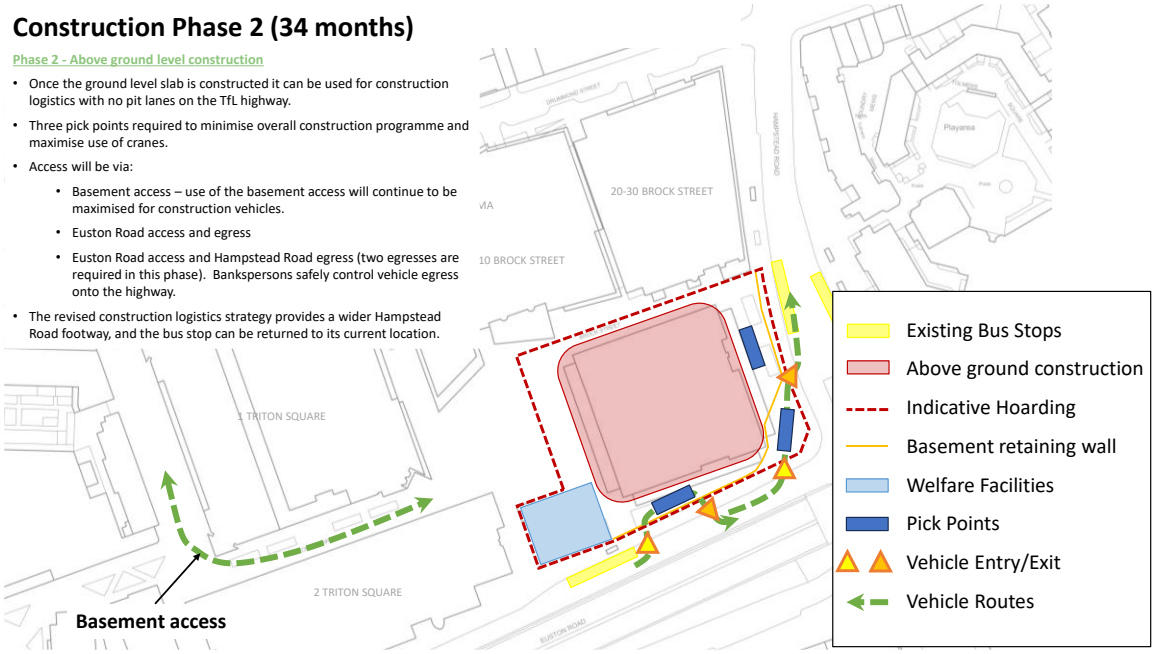
Phase 1 (Deconstruction to Ground Level) – Along with the existing basement access for rigid HGVs, construction vehicle access is gained from Euston Road off slip, and vehicles exit northbound onto Hampstead Road.



Phase 2 (Deconstruction of ground level slab and return to ground level) - As the ground level slab is removed during Phase 2, pit lanes are to be provided on both Euston Road off-slip and Hampstead Road. The existing basement will be used for access for rigid HGVs



Phase 2 (Above ground construction) – Along with the existing basement access for rigid HGVs, construction vehicle access is gained from two locations on the Euston Road off slip, and vehicles exit northbound onto Hampstead Road.



Where traffic marshals are to be used, they will hold the relevant qualifications.

Larger versions of these plans are contained in **APPEXDIX C.**

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

Subject to confirmation on the final selection of main contractor.

Deliveries to external pick-up points, vehicles will be directed to enter the pick point in a controlled manner by a qualified traffic marshal. Once past the entry way, a barrier will be closed behind the vehicle to restrict access to authorised personnel only. When offload is completed, vehicles will be directed to exit the pit lane in a controlled manner and enter the stream of traffic to leave the site.

Access to internal pick points of offload areas will be carried out in a similar manner, however, prior to crossing the footway, qualified traffic marshals will stop pedestrians by use of concertina barriers to allow the vehicle to safely cross the foot path. Once clear, the footpath will be reopened, and gates closed.

The traffic marshals will be equipped with CCTV Body mounted cameras and there will be 24/7 CCTV surveillance covering all access and egress vehicle routes.

- All vehicles will be required to be booked into the online booking system by the specific contractor
- All drivers must wear the correct (5 point) PPE if/when they leave their vehicles
- Vehicles will only unload if they arrive on site with necessary edge protection
- Approaching vehicles will be advised of the loading area/pick up location by the logistics contractor
- All Vehicles will be 100% segregated from All pedestrians, cyclists and vulnerable road users
- All approaching vehicles shall slow upon the approach to the site along Euston Road from the west (there will be signage in place)
- Traffic marshal operatives are required to stop any pedestrian movements across the junction points by using “STOP WORKS” signboards
- Traffic management operatives are required to stop any pedestrian movements across the respective junctions by utilising retractable tension barriers/and or pedestrian safety barriers, closing pedestrian gates (where required) and asking the pedestrian to stop in a clear and direct instruction.
- Once the vehicle is moved to the correct position and the traffic marshal has moved to a safe position onto the pavement, the pitlane/gate is opened, and the vehicles are reversed into site, under direction of a qualified vehicle banksman.
- The traffic operatives may lower the ‘STOP WORKS’ board and allow the traffic to continue
- Traffic team shall thank the pedestrians for waiting and allow them to continue
- Safety instructions and site rules will then be handed to the driver, who must read and sign to confirm they have understood the requirements of the project.

To ensure that all vehicles leaving the Site are suitably cleaned at the key demolition and sub-structure stages of the programme, a dedicated logistics team will be in place to ensure vehicles are clean prior to re-entry to the highway.

There will be regular road sweeper visits to sweep and wash the primary egress route local to the Site if required.

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

Based on the initial constriction strategy and phasing, indicative swept path analysis has been undertaken at the vehicle access points and are included in **APPENDIX C.**

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.

The majority of construction vehicles will be at-grade or through the existing basement and therefore a suitable surface for loading and unloading is provided.

Wheel washing facilities will be used where necessary to prevent mud from construction operations being transported on to adjacent public roads.

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

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

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

During Phases 0, 1 and part of 2, all loading/unloading will take place on-site.

Construction Phase 0

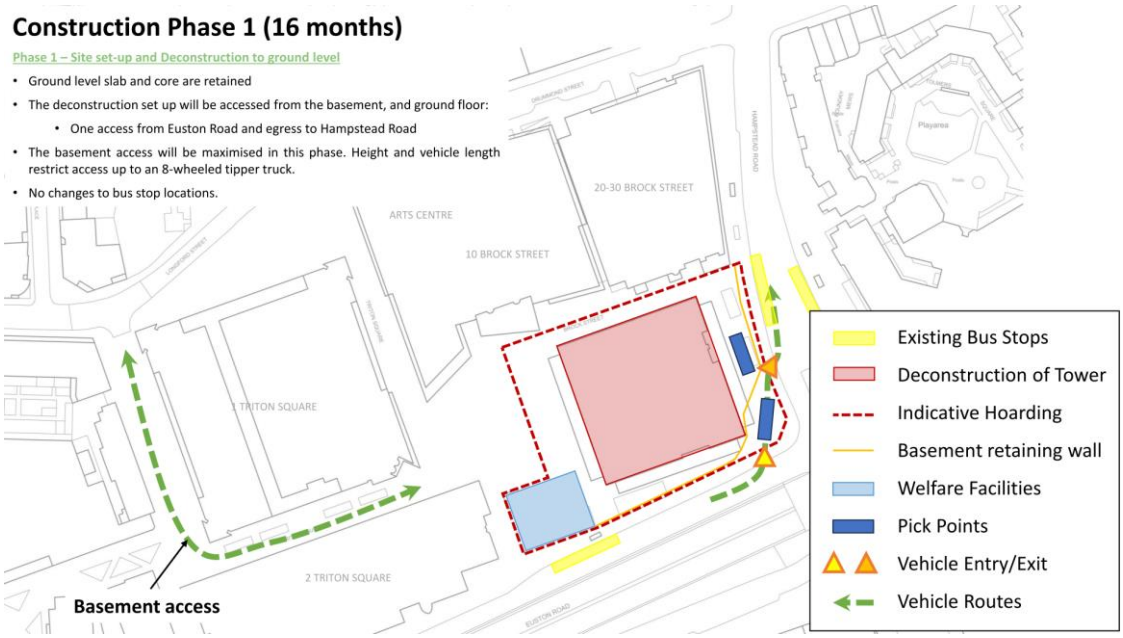
Phase 0 – Enabling Works

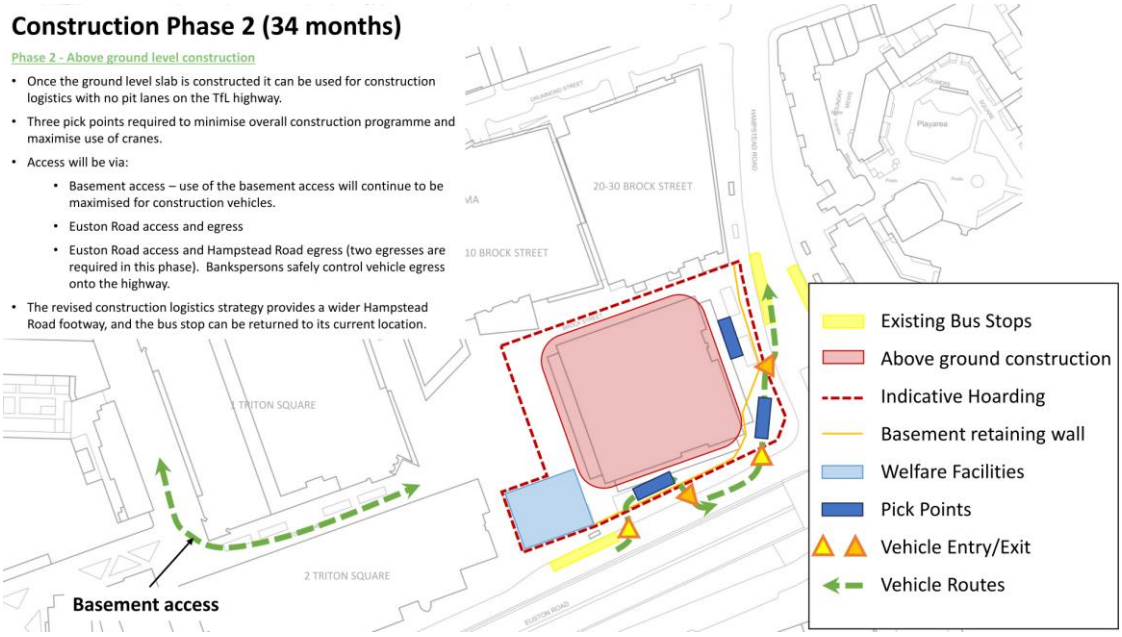
- UKPN substation works
- The enabling works will be accessed from the basement, and ground floor:
  - One access/egress on Euston Road
- The basement access will be maximised in this phase. Height and vehicle length restrict access up to an 8-wheeled tipper truck.
- No changes to bus stop locations.

Construction Phase 1 (16 months)

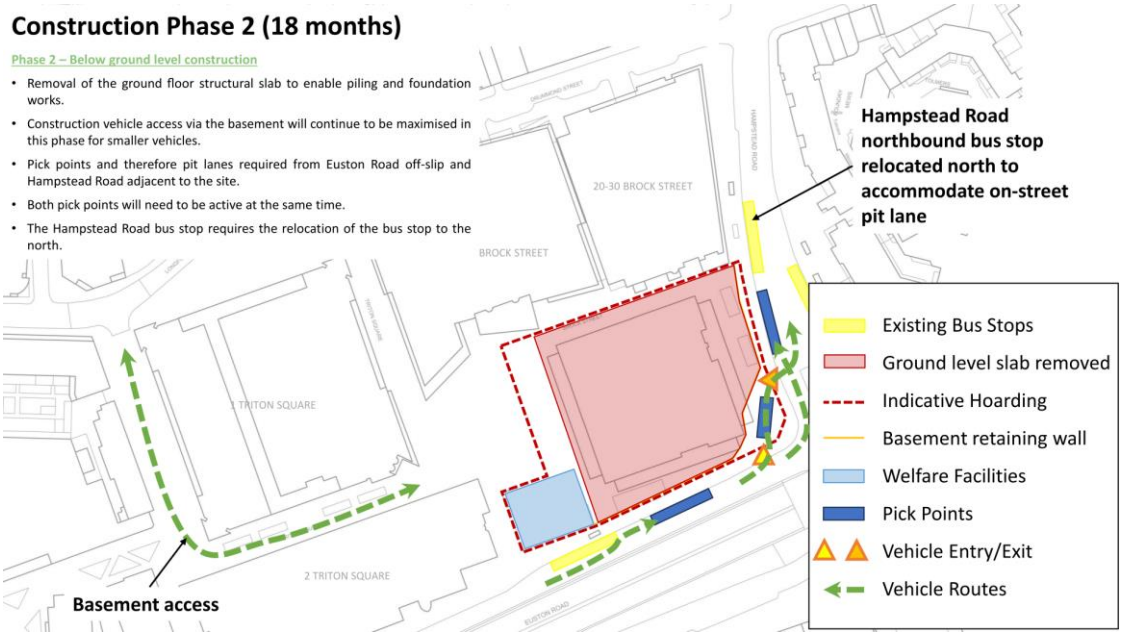
Phase 1 – Site set-up and Deconstruction to ground level

- Ground level slab and core are retained
- The deconstruction set up will be accessed from the basement, and ground floor:
  - One access from Euston Road and egress to Hampstead Road
- The basement access will be maximised in this phase. Height and vehicle length restrict access up to an 8-wheeled tipper truck.
- No changes to bus stop locations.





During Phase 2 of construction where the ground floor slab is removed. It is proposed that pit lanes are provided on both Euston Road off slip and Hampstead Road. Phase 2 is shown in the image below.



More detailed plans are included in **APPENDIX D.**

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

Accredited traffic marshals will be employed to stand watch and direct vehicles entering and exiting the site as well as pedestrians and cyclists during these vehicle movements.

All deliveries will be timed and booked to ensure that the site and thus marshals are aware of when they will be required.

Street Works

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

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

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

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

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

22. Site set-up

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

Indicative site set-up drawings are contained in **APPENDIX E.**

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in

months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

No parking bay suspensions are required.

24. Occupation of the public highway

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

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

It is not proposed to locate any welfare or accommodation on the public highway, these will be located within the curtilage of the site.

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

Initial access strategy plans are contained in **APPENDIX D.**

Construction of temporary vehicular access points will be required on Euston Road off-slip and Hampstead Road.

Once the construction logistics strategy is agreed and a principal contractor is appointed. Accurate scaled drawings and further details can be provided.

25. Motor vehicle and/or cyclist diversions

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

We do not envisage other than for vehicle accessing the site that diversions or use of the public highways is required.

26. Scaffolding, hoarding, and associated pedestrian diversions

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

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

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Indicative access strategy plans are contained in **APPENDIX E** and show possible locations of hoardings, vehicle gates and tower cranes.

Hoarding on the public highway will be required. Secure hoarding will be provided and minimum 2.5m clear width footways will be maintained. No pedestrian diversion routes are proposed.

Once the construction logistics strategy is agreed and a principal contractor is appointed, accurate scaled drawings and further details can be provided.

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

Tower cranes would be used for general unloading and hoisting during the structural and envelope works. Unloading over the public highway will be avoided where possible, unless specific provisions are made with LBC and the Police. It is envisaged that the Phase 2 works will require a 'pit lane' set up on both the A501 Euston Road exit slip road and the A400 Hampstead Road with materials being lifted over pedestrians only where a suitably engineered protection gantry has been installed.

Once the construction logistics strategy is agreed and a principal contractor is appointed. Accurate scaled drawings and further details can be provided.

27. Services

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

Provision of new infrastructure for the redevelopment is necessary but is limited to localised connections. Some off-site reinforcement may be necessary for vehicle crossovers, but the scale is not known at this time and as such, this is not considered in this CMP.

There may be some new services to be brough to the site, but these will be subject to a separate planning submission.

Where additional or separate utilities connection are required for the works, these will be commenced early to provide the necessary period to design and procure any plant and equipment. Ideally, the proposed connection works would be undertaken during the demolition and enabling works periods in the programme, to minimise disruption to the works.

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC).**

28. Please list all noisy operations and the construction method used, and provide details of the times that each of these are due to be carried out.

Deconstruction, Piling, excavations and foundation construction will be among the most significant noise generating activities. There will be a number of plant items and vehicles on the site undertaking construction activity that will generate noise.

The equipment could operate at any time within the permitted construction hours (0800-1800 hrs weekdays and 0800-1300 hrs on Saturdays).

As construction commences above ground, there will be noise from works support elements such as scaffolding and steelwork erection but the majority of activities and plant (e.g. concrete pumping and crane movement) are considered to generate low noise levels.

On occasions it may prove necessary to carry out noisy activities outside of normal working hours. In such instances prior consultation and agreement will be requested from Camden Council, with works only commencing once approval received.

Where work outside of agreed hours is required, this shall only proceed subject to notification to Camden Council Environmental Health Officer and approval.

Once the principal contractor is appointed, further details can be provided.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

The most recent noise survey was undertaken in November 2022, to inform the noise assessment for the Environmental Statement.

The methodology of the noise survey and the findings are reported in Appendix 2, Volume 3, of the Environmental Statement.

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

Once the principal contractor is appointed, further details can be provided.

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.

In a project of this scale and nature, it is recognised that noise, vibration and dust could give rise to local disturbance. These impacts are an inevitable consequence of the HGV traffic, and other heavy construction activities. All available measures will be implemented to reduce noise, vibration and dust emissions from construction activities wherever reasonably achievable. These measures have been developed in line with the guidance given in BS5228:2009 and 'Camden's Minimum Requirements for Building / Construction / Demolition Sites' Document and are considered to represent the Best Practical Means (as defined in Section 72 of the Control of Pollution Act 1974 and BS5228):

These measures may include but are not limited to:

- Appropriate and well-maintained hoardings constructed on the boundaries of adjacent noise-sensitive premises, which may include sound absorbing materials.
- Noise, vibration and dust emissions onsite will be carefully managed via real-time continuous monitoring systems throughout the works until otherwise agreed with the Local Planning Authority
- Careful selection of construction methods and plant, including its location.
- Switching off plant when not in use.
- Regular maintenance and servicing of vehicles, equipment and plant.
- Operational hours will be 0800 – 1800 Monday to Friday and 0800 – 1300 hrs on Saturdays with no working on Sundays or Bank Holidays. Additional working hours, where necessary, will be agreed in the Section 61 agreement.
- The use of temporary acoustic barriers where appropriate and the use of enclosures and screens around noisy fixed plant where practicable.
- Appropriate handling and storage of materials.
- Adherence to relevant British standards.
- There are various vibration sensitive buildings in the vicinity of the works, such, but not limited to, the headquarters of Santander Bank, University College Hospital and residential dwellings, therefore, an appropriate choice of plant will be obligated to ensure compliance with the vibration targets agreed with Camden Council.

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

Evidence to be provided by Principal Contractor when appointed.

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Control measures will be implemented to prevent the release of potentially contaminated dust entering the atmosphere and/or being deposited on nearby receptors. These will include the use of water sprayers and hoarding, dust covers, the restriction of drop heights onto lorries and appropriate storage locations of dusty materials.

- Dust control will be best achieved at source, and if possible, activities will be carried out in a manner so as to preclude dust generation.
- Dust levels will be controlled and, if required, consent sought from Camden Council under the Control of Pollution Act 1974, Environmental Protection Act 1990 and local policy guidelines, to ensure that the Development is operated in a way which is not detrimental to the amenity of local residents.
- If dust is generated, it will, if possible, be contained in the location in which it is generated and be controlled and managed therein. Dust suppression measures will be carried out to ensure that dust nuisance affecting neighbouring properties is minimised.

- Dust emissions from construction will be controlled through careful pre-project planning and effective site management. The following control measures and good management practices, will be employed:
    - Site operations will be planned to take into account local topography, prevailing wind patterns and local sensitive receptors e.g. schools, residences and ecological designated sites. Please refer to the environmental impact assessment for the development, along with the Third-Party Impact Assessment, for further details.
    - Burning of materials on site will be prohibited for safety reasons as well as reducing particulate emissions.
    - Loading and unloading will only be permitted in designated areas identified in the construction logistics plan.
    - Provision of water sprays and wind/dust fences where possible, particularly in dust sensitive locations during high dust generating activities such as deconstruction.
    - Stockpiles of soil, arising or other granular material will be sheeted and/or damped down using to prevent dust raising that may cause risk to health or nuisance to the public through windblown dust

- During construction works that are well-known to cause excessive dust the project team will monitor Air Quality. This will be undertaken in line with IAQM Guidance on Air Quality.
- If there are a series of dry and windy days which cause significant dust arising's from the site works will be ceased until the dust can be reduced to a manageable level.

Once the principal contractor is appointed, further details can be provided.

The proximity of sensitive receptors and their orientation in relation to the prevailing wind, in addition to the scale and duration of demolition and construction activities, will have a bearing on potential dust nuisance effects.

The works due to its size and construction duration may be classified as a Major Development and as a "High Risk" by the GLA "Control of Dust and Emissions from Construction and Demolition, Best Practice Guidance".

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

Vehicles whilst on the site will predominately be restricted to concrete hardstanding. Vehicle movements off these areas may result in dust emissions (by re-suspending dust from the road or from spilling dusty loads) and exhaust emissions. However, a number of control measures can be adopted to eliminate or minimise such emissions:

- Wheel washing facilities on site to prevent mud from construction operations being transported on to adjacent public roads until such time as the site roads are metaled.
- Damping down of site haul roads by water bowser during prolonged dry periods.
- Regular wet cleaning of hard-surfaced roads used to enter site.
- Ensuring that dusty materials are transported appropriately (e.g. sheeting of vehicles carrying spoil and other dusty materials).
- Confinement of vehicles to designated haul routes within the site.
- Restricting vehicle speeds on haul roads and other unsurfaced areas on the site.
- Hoarding and gates to prevent dust breakout.
- Appropriate dust site monitoring will be included within the site management practices informing site management of the success of dust control measures used.
- Covering the load bed on vehicles when entering and leaving site

Once the principal contractor is appointed, further details can be provided.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Noise, dust and vibrations monitoring will be undertaken prior to and during all the demolition and construction phases. A safety method statement will outline the control measures necessary to minimise the risks to acceptable agreed levels, and all statutory notices will be placed with the Health and Safety Executive (HSE).

The location of monitoring stations has not yet been defined. The number and location of monitoring stations will be confirmed once a technical assessment has been undertaken.

Once the principal contractor is appointed, further details can be provided.

36. Please confirm that a 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 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

An air quality assessment was undertaken for the Proposed Development and is reported in the Environmental Statement.

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

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

The GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8' recommended mitigation measures will be implemented and delivered on this site as described above. 60% of construction vehicles will be at least Euro compliant and where applicable LEV will be implemented.

ES Volume 1, Chapter 8: Air Quality and proposed mitigation for dust is set out in ES Volume 3, Appendix: Air Quality – Annex 11

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist.

The GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8' recommended mitigation measures will be implemented and delivered on this site.

The Construction Dust Mitigation measures are set out in ES Volume 3, Appendix: Air Quality – Annex 11.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Once the principal contractor is appointed, further details can be provided.

It is also understood the monitoring period will be minimum of three months and this will be confirmed with Camden before implementation. In addition, the number of dust monitors will also be agreed with Camden in advance; with the site likely to be classified as medium or high risk (to be confirmed) and a minimum number of 2 monitors will be required, with the locations of these to be consistent before and during construction.

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

Real time noise, dust and vibration monitoring will be undertaken during all the construction phases.

A safety method statement will outline the control measures necessary to minimise the risks to an acceptable level, and all statutory notices will be placed with the Health and Safety Executive (HSE).

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).

Prior to occupation of the site, it is proposed that a rodent/pest survey is carried out to establish the presence of any rodents such that appropriate action can be implemented

Control of pests (rats, pigeons, etc.) will be carried out using a professional pest control company. All products used will not be harmful to wildlife.

Once the principal contractor is appointed, further details can be provided.

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

An asbestos survey was undertaken by William Martin in July 2022. The key findings were:

William Martin Compliance
MARLOWE Critical Services

The summary tables below have been collated to give a brief overview of findings for this site and are for reference purposes only. It must be ensured that **this report is read in its entirety.**

1.1 – Asbestos Findings Summary

The following number of ACMs remain in situ at this site:

Total ACMs	High Risk ACMs	Medium Risk ACMS	Low Risk ACMs	Very Low Risk ACMs	Removed ACMs
58	0	19	9	30	18

1.2 – Recommended Actions Summary

The following summary table has been collated to give a brief overview of the ACMs which require **remedial actions**. Refer to the Asbestos Register and Asbestos Sample Records for further information regarding these ACMs:

Location	ACM	Description	Risk Category	Recommended Action
1st to 8th Floors, East Lift Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
9th to 16th Floors, East Lift Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
17th to 24th Floors, East Lift Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
25th to 33rd Floors, East Lift Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
1st to 8th Floors, West Lift Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
9th to 16th Floors, West Lift Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
17th to 24th Floors, West Lift Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
25th to 33rd Floors, West Lift Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
2nd to 8th Floors, South Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
9th to 16th Floors, South Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
17th to 24th Floors, South Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
25th to 33rd Floors, South Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
2nd to 8th Floors, North Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
9th to 16th Floors, North Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
17th to 24th Floors, North Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
25th to 33rd Floors, North Lobby Riser	Insulating Board	Insulating board debris throughout riser	Medium	Remove
Ground Floor, R.16 Riser	Insulating Board	Insulating board debris to floor	Medium	Remove
34th Floor, R.02 Riser Adjacent South Stairs	Insulating Board	Insulating board debris to floor	Medium	Remove
26th Floor, East Lift Lobby Riser	Cement Product	Cement debris on floor	Very Low	Remove

William Martin Compliance
Reg. Office: 85 Gresham Street, London, EC2V 7NQ
W: wmcompliance.co.uk | T: 020 3819 8829

All ACM's will be removed as part of the enabling/deconstruction works

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

Smoking and/or vaping will not be permitted on the work site or within the welfare facilities.

A suitable area/shelter will therefore be set up in the open adjacent the site boundary for smokers. This will be screened from neighbours and regularly cleaned.

Given the location of the site and surrounding commercial neighbours, the site induction will cover behavioural issues such bad language, shouting etc. and these will not be tolerated on site.

A complaints log will be kept and contractors who violate the established rules will be removed from the site.

Once the principal contractor is appointed, further details can be provided.

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.

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):

Expected Start Date: 02/2025
Expected Completion Date: 06/2030

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

Yes

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

The project will ensure, as a minimum, NRMM with a net power between 37kW and 560kW in use on site meets EU Stage IIIB of EU Directive 97/68/EC.

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

Yes. We can confirm that the Contractor will ensure that all relevant machinery will be registered on the online NRMM register.

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:

Yes. We confirm that the Contractor will ensure that all NRMM will be kept on site and that all machinery will be regularly serviced, and service logs kept on site for inspection.

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

Yes. In accordance with requirements of NRMM we confirm that the Contractor will keep the records required.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

APPENDIX A

MILESTONE/ACTIVITY	Dates			2025				2026				2027				2028				2029				2030				2031
	Start	Completion	Duration	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Site Set Up & Deconstruction Works	29-Oct-25	01-Sep-27	24 months																									
Substructure - Piling & Basement Wal	10-Dec-26	04-Feb-28	14 months																									
Superstructure (metal deck & steelwo	07-Feb-28	03-Nov-29	22 months																									
Cladding	10-Oct-28	01-Sep-30	23 months																									
Landscape (public realm)	01-Oct-29	25-Jul-30	10 months																									
Finishes & fitout	31-Mar-28	17-Nov-30	32 months																									
Testing and commissioning	21-Aug-29	28-Feb-31	18 months																									
MILESTONE/ACTIVITY	Start	Completion		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
	Dates			2025				2026				2027				2028				2029				2030				2031

Construction Task/ Activity	PREVIOUS Start Date (Quarter and Year)	PREVIOUS Completion Date (Quarter and Year)	Start Date (Quarter and Year)	Completion Date (Quarter and Year)	PREVIOUS Duration	Duration
Site Set up & Deconstruction Works	Q1 2025	Q4 2026	Q4 2025	Q3 2027	24 months	24 months
Substructure - Piling & Basement Walls	Q1 2026	Q2 2027	Q4 2026	Q1 2028	14 months	14 months
Superstructure (slabs & steelwork)	Q3 2027	Q3 2029	Q1 2028	Q4 2029	27 months	22 months
Cladding	Q3 2027	Q2 2030	Q3 2028	Q3 2030	31 months	23 months
Landscape (public realm)	Q2 2029	Q4 2029	Q4 2029	Q3 2030	8 months	10 months
Finishes & fitout	Q2 2027	Q1 2030	Q1 2028	Q4 2030	36 months	32 months
Testing & Commissioning	Q3 2029	Q2 2030	Q3 2029	Q1 2031	11 months	18 months

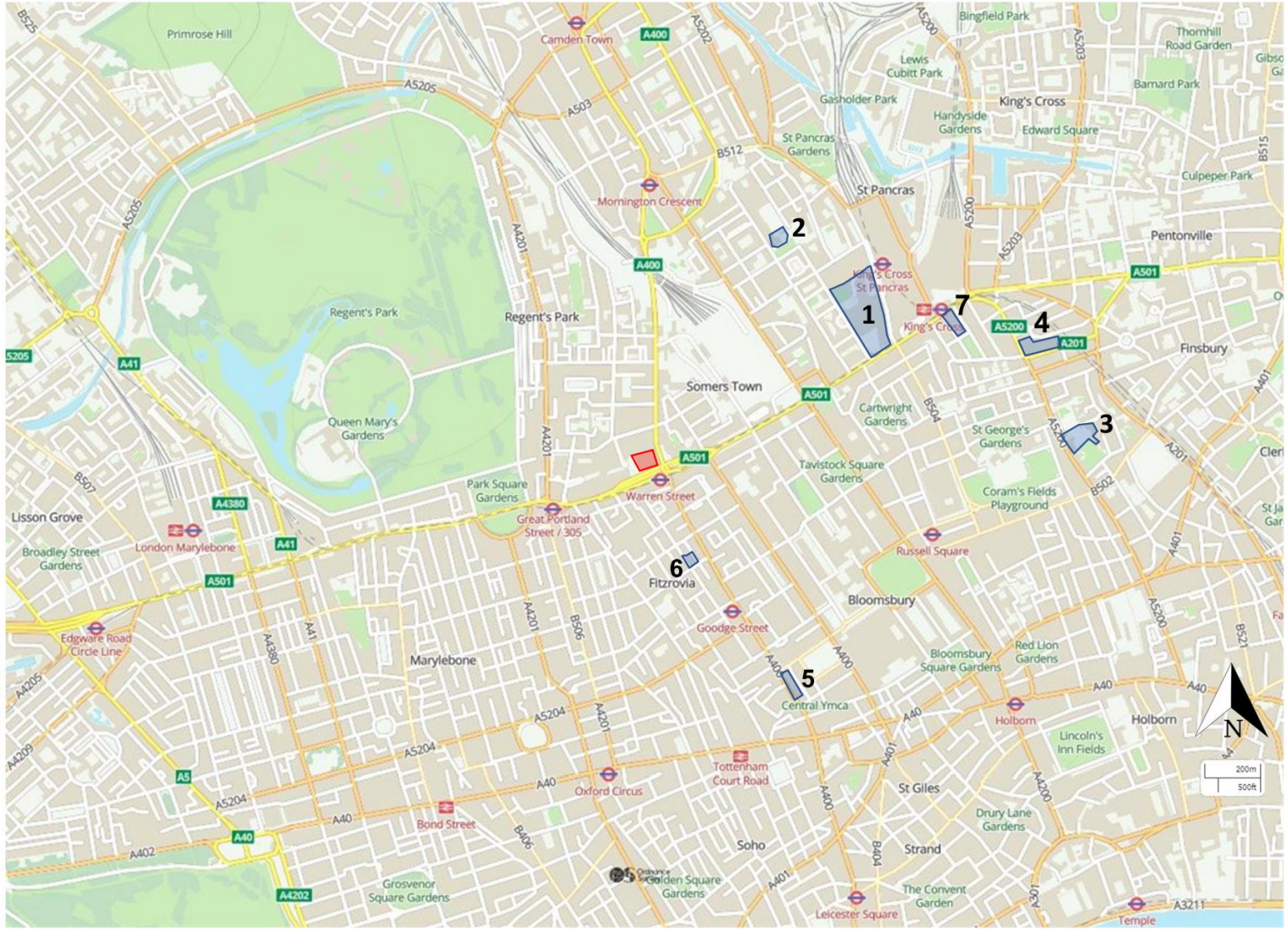
APPENDIX B

Euston Tower
Cumulative Schemes

London Borough of Camden

1. Land to the North of the British Library
2. Central Somers Town
3. Eastman Dental Hospital
4. Royal National Throat, Nose And Ear Hospital
5. 247 Tottenham Court Road
6. Network Building
7. Belgrove House

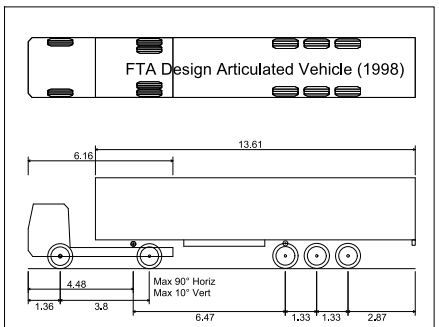
Key:
- The Site
- Cumulative Schemes



APPENDIX C

PHASE 0 - ENABLING WORKS

HOARDING LINE



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

N

Gate 5

Gate 4

EUSTON ROAD

HAMPSTEAD ROAD

BUS STOP

BUS LANE

529300 E

529250 E

1:500

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drn	Chk	App
A	02/10/24	FIRST ISSUE	GSF	MP	MP

General Notes:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. THIS DRAWING IS TO BE PRINTED IN COLOUR.
4. THE TOPOGRAPHICAL SURVEY INFORMATION HAS BEEN PROVIDED BY PLOWMAN CRAVEN (DRAWING NO 34979T-01-1-4) AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.
5. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.

VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect

Project Title: EUSTON TOWER

Drawing Title: CONSTRUCTION VEHICLE ACCESS PHASE 0

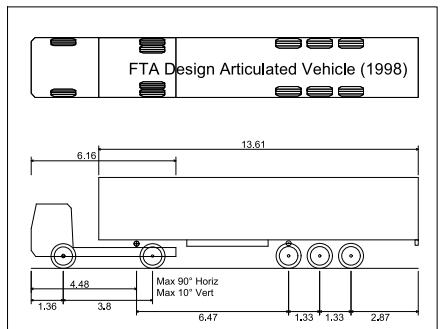
Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	02/10/24	GSF	MP	MP

Project Ref	Drawing Number	Rev
22-181	22-181-T-023	A

P:\0-22\22-181 Euston Tower Regents Place\02 TECHNICAL\B DWGS\I. CAD\DWGS\22-181-T-023-A - Phase 0.dwg (023) Plotted on: Oct 02, 2024 - 12:41pm by HCuthbert

PHASE 1 - CIRCA 16 MONTHS

- DECONSTRUCTION OF TOWER TO GROUND LEVEL
- WELFARE FACILITIES
- PEDESTRIAN GANTRY
- HOARDING LINE



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

1:500

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drn	Chk	App
A	02/10/24	FIRST ISSUE	GSF	MP	MP

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VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect

Project Title: EUSTON TOWER

Drawing Title: CONSTRUCTION VEHICLE ACCESS PHASE 1

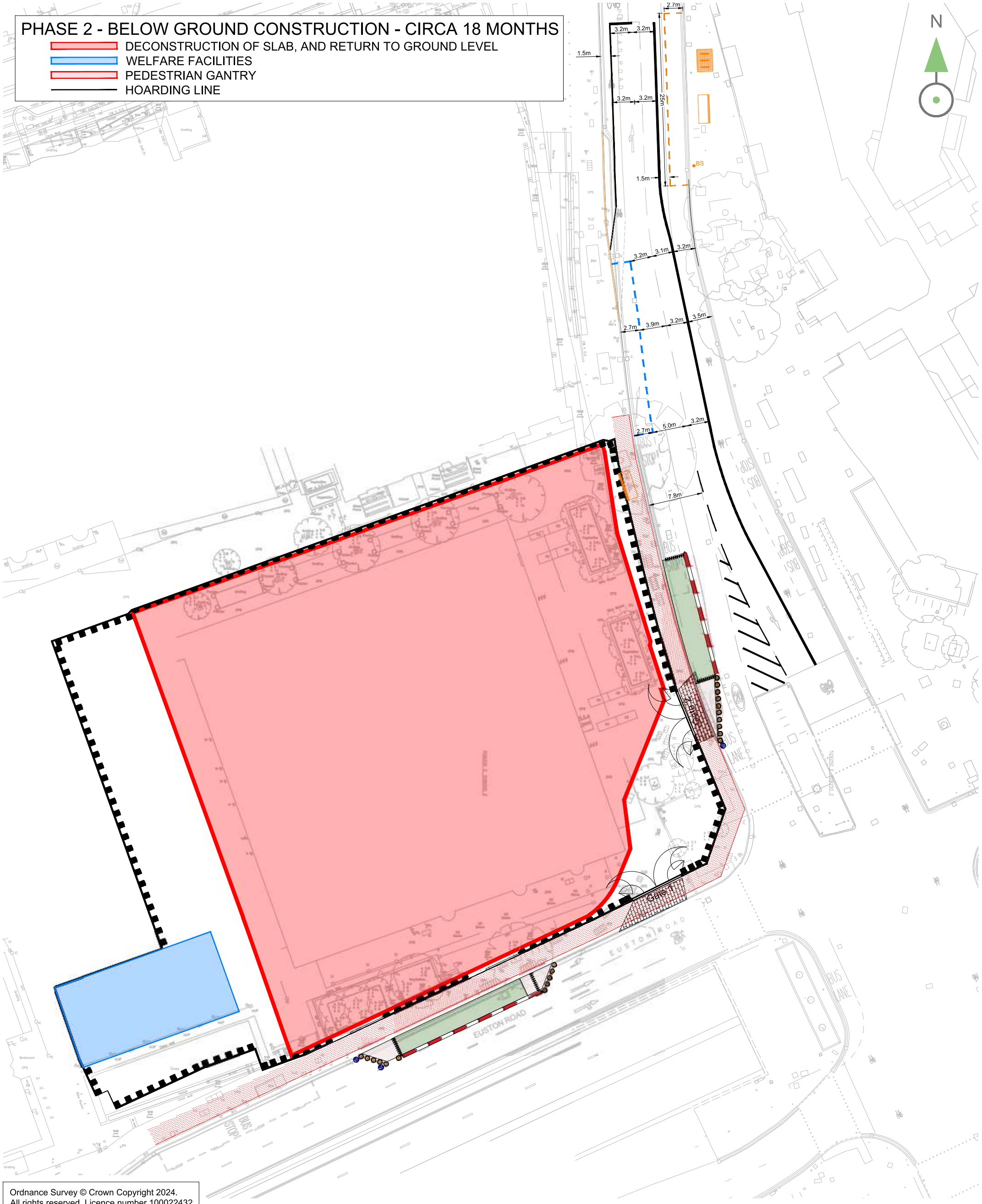
Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	02/10/24	GSF	MP	MP

Project Ref	Drawing Number	Rev
22-181	22-181-T-024	A

P:\0-22\22-181 Euston Tower Regents Place\02 TECHNICAL\B DWGS\I. CAD\DWGS\22-181-T-024-A - Phase 1.dwg (024) Plotted on: Dec 09, 2024 - 12:47pm by HCuthbert

PHASE 2 - BELOW GROUND CONSTRUCTION - CIRCA 18 MONTHS

- DECONSTRUCTION OF SLAB, AND RETURN TO GROUND LEVEL
- WELFARE FACILITIES
- PEDESTRIAN GANTRY
- HOARDING LINE



1:500

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drn	Chk	App
A	10/10/24	FIRST ISSUE	GSF	MP	MP

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VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect

Project Title: EUSTON TOWER

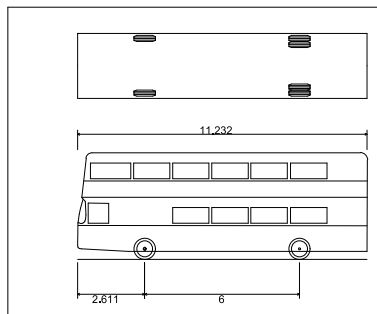
Drawing Title: CONSTRUCTION VEHICLE ACCESS
PHASE 2 - BELOW GROUND CONSTRUCTION

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	10/10/24	GSF	MP	MP

Project Ref	Drawing Number	Rev
22-181	22-181-T-026	A

PHASE 2 - BELOW GROUND CONSTRUCTION - CIRCA 18 MONTHS

- DECONSTRUCTION OF SLAB, AND RETURN TO GROUND LEVEL
- WELFARE FACILITIES
- PEDESTRIAN GANTRY
- HOARDING LINE



TfL New Routemaster without Mirrors	
Overall Length	11.232m
Overall Width	2.520m
Overall Body Height	4.138m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	6.00s
Max Steering Angle (Virtual)	46.00°

1:500

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drn	Chk	App
A	10/10/24	FIRST ISSUE	GSF	MP	MP

General Notes:

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VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect

Project Title: EUSTON TOWER

Drawing Title: CONSTRUCTION VEHICLE ACCESS
PHASE 2 - BELOW GROUND CONSTRUCTION
SWEPT PATH ANALYSIS OF TfL ROUTEMASTER

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	10/10/24	GSF	MP	MP

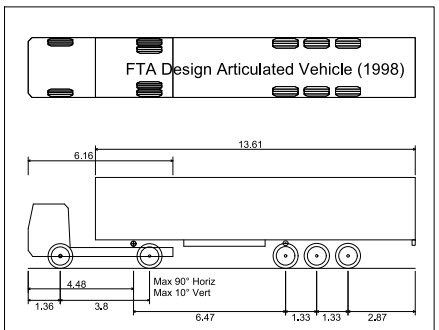
Project Ref	Drawing Number	Rev
22-181	22-181-T-031	A

P:\0-22\22-181 Euston Tower Regents Place\02 TECHNICAL\B DWGS\. CAD\DWGS\22-181-T-030-031-A - Phase 2-Opt 2-Swept path analysis.dwg (031) Plotted on: Dec 09, 2024 - 12:57pm by HCuthbert

PHASE 2 - ABOVE GROUND CONSTRUCTION - CIRCA 34 MONTHS

- CONSTRUCTION OF TOWER
- WELFARE FACILITIES
- PEDESTRIAN GANTRY

N



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

HOARDING LINE REVISED DURING PHASE 3

Gate 3

Gate 2

Gate 1

EUSTON ROAD

BUS STOP

BUS LANE

1:500

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drn	Chk	App
A	02/10/24	FIRST ISSUE	GSF	MP	MP

General Notes:

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VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect

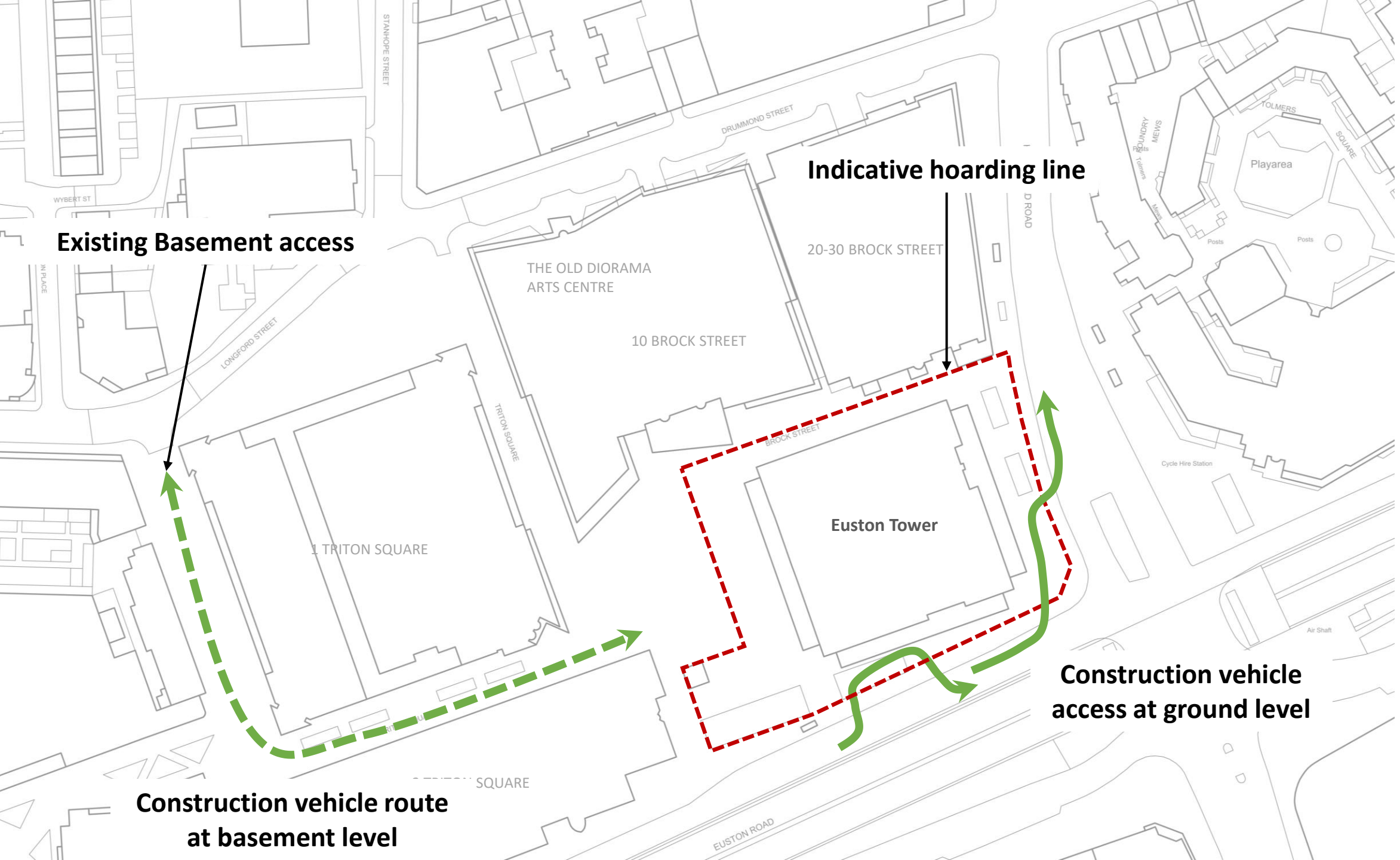
Project Title: EUSTON TOWER

Drawing Title: CONSTRUCTION VEHICLE ACCESS
PHASE 2 - ABOVE GROUND CONSTRUCTION

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	02/10/24	GSF	MP	MP

Project Ref	Drawing Number	Rev
22-181	22-181-T-027	A

APPENDIX D


Existing Basement access
Indicative hoarding line
Construction vehicle route at basement level
Construction vehicle access at ground level
Euston Tower
THE OLD DIORAMA ARTS CENTRE
10 BROCK STREET
20-30 BROCK STREET
1 TRITON SQUARE
TRITON SQUARE
LONGFORD STREET
STANHOPE STREET
DRUMMOND STREET
EUSTON ROAD
BROCK STREET
Playarea
TOLMERS SQUARE
FOUNDRY MEWS
Cycle Hire Station
Air Shaft

Construction Phase 0

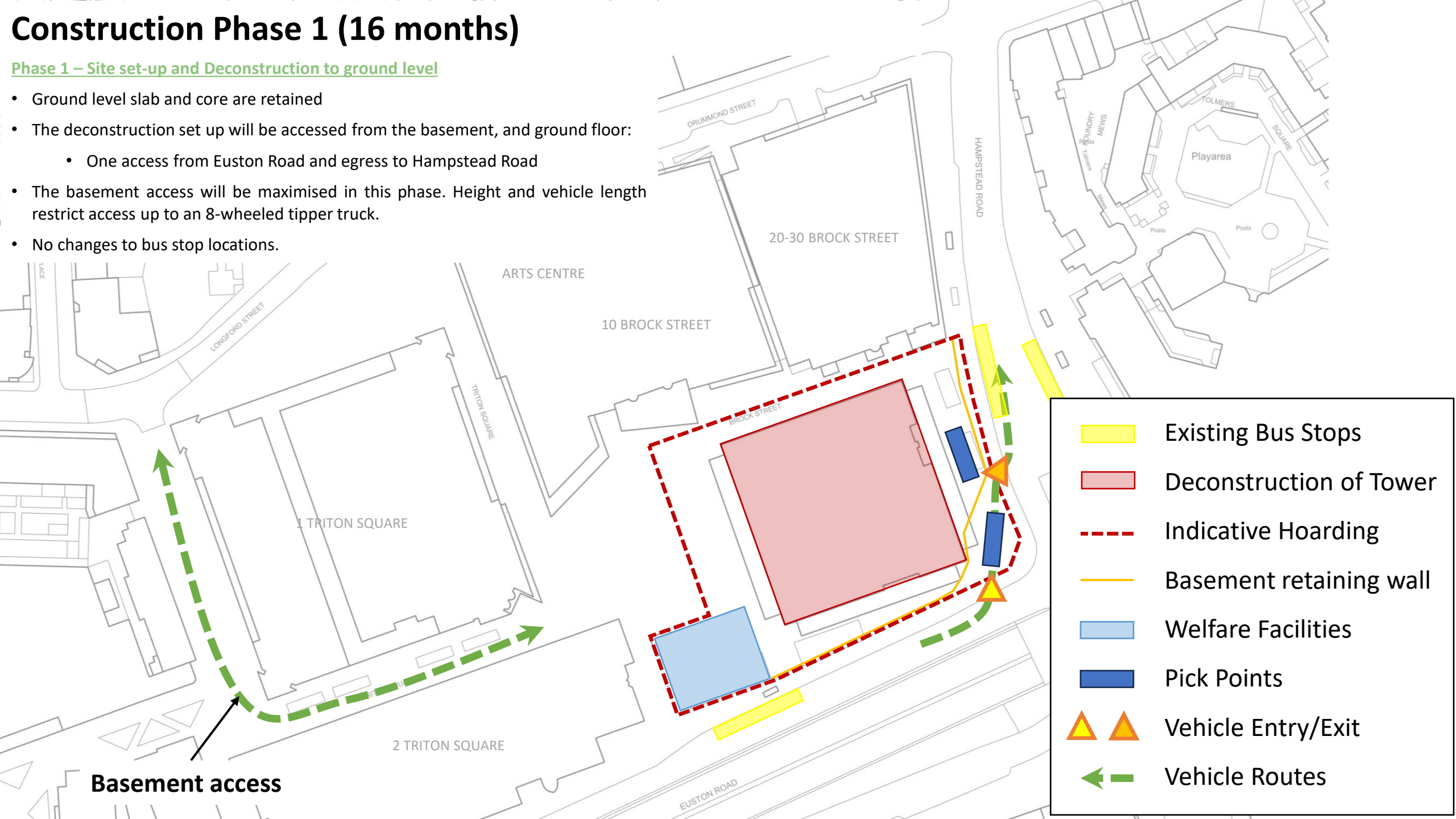
Phase 0 – Enabling Works

- UKPN substation works
- The enabling works will be accessed from the basement, and ground floor:
    - One access/egress on Euston Road
- The basement access will be maximised in this phase. Height and vehicle length restrict access up to an 8-wheeled tipper truck.
- No changes to bus stop locations.

Construction Phase 1 (16 months)

Phase 1 – Site set-up and Deconstruction to ground level

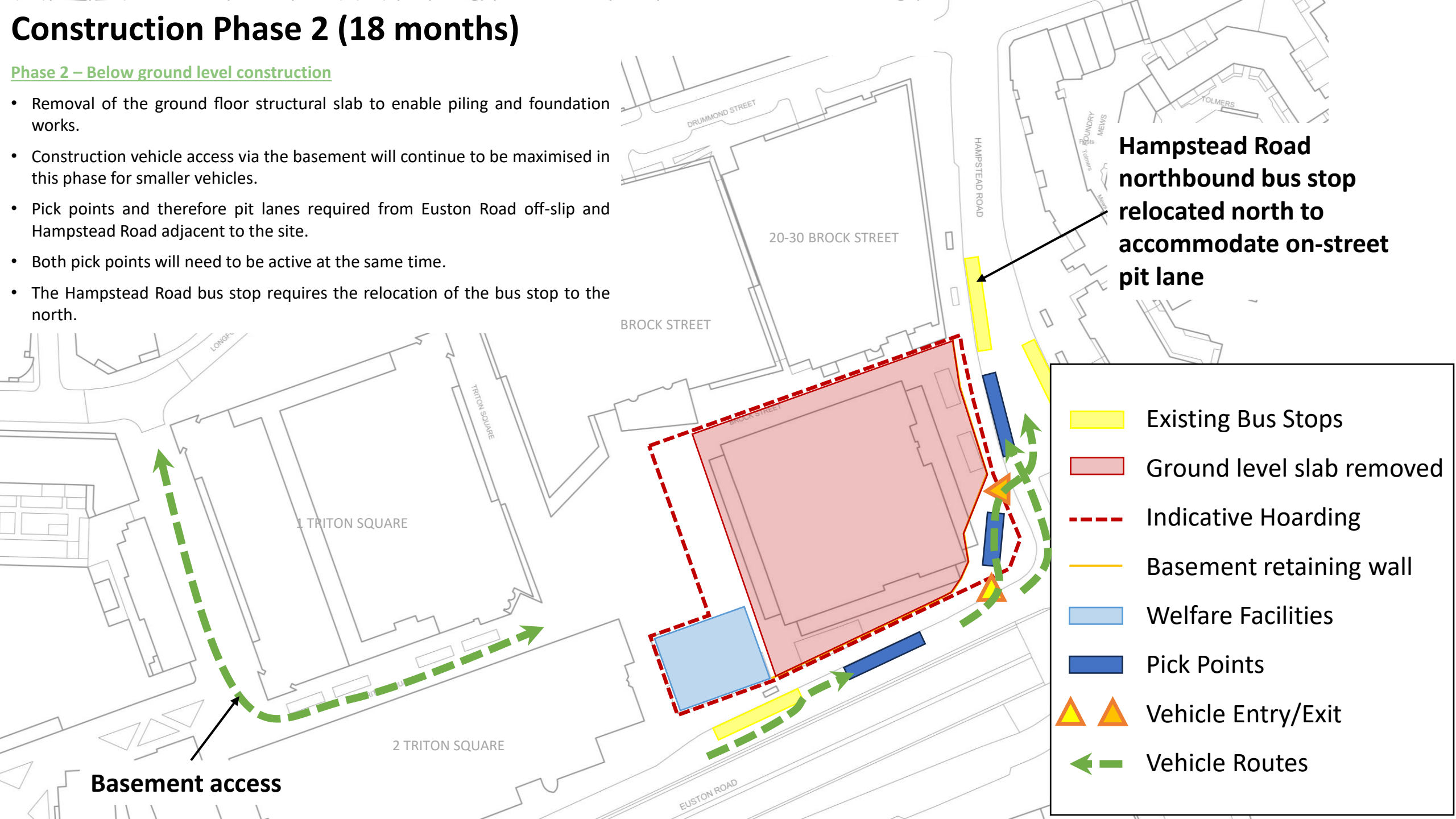
- Ground level slab and core are retained
- The deconstruction set up will be accessed from the basement, and ground floor:
    - One access from Euston Road and egress to Hampstead Road
- The basement access will be maximised in this phase. Height and vehicle length restrict access up to an 8-wheeled tipper truck.
- No changes to bus stop locations.



Construction Phase 2 (18 months)

Phase 2 – Below ground level construction

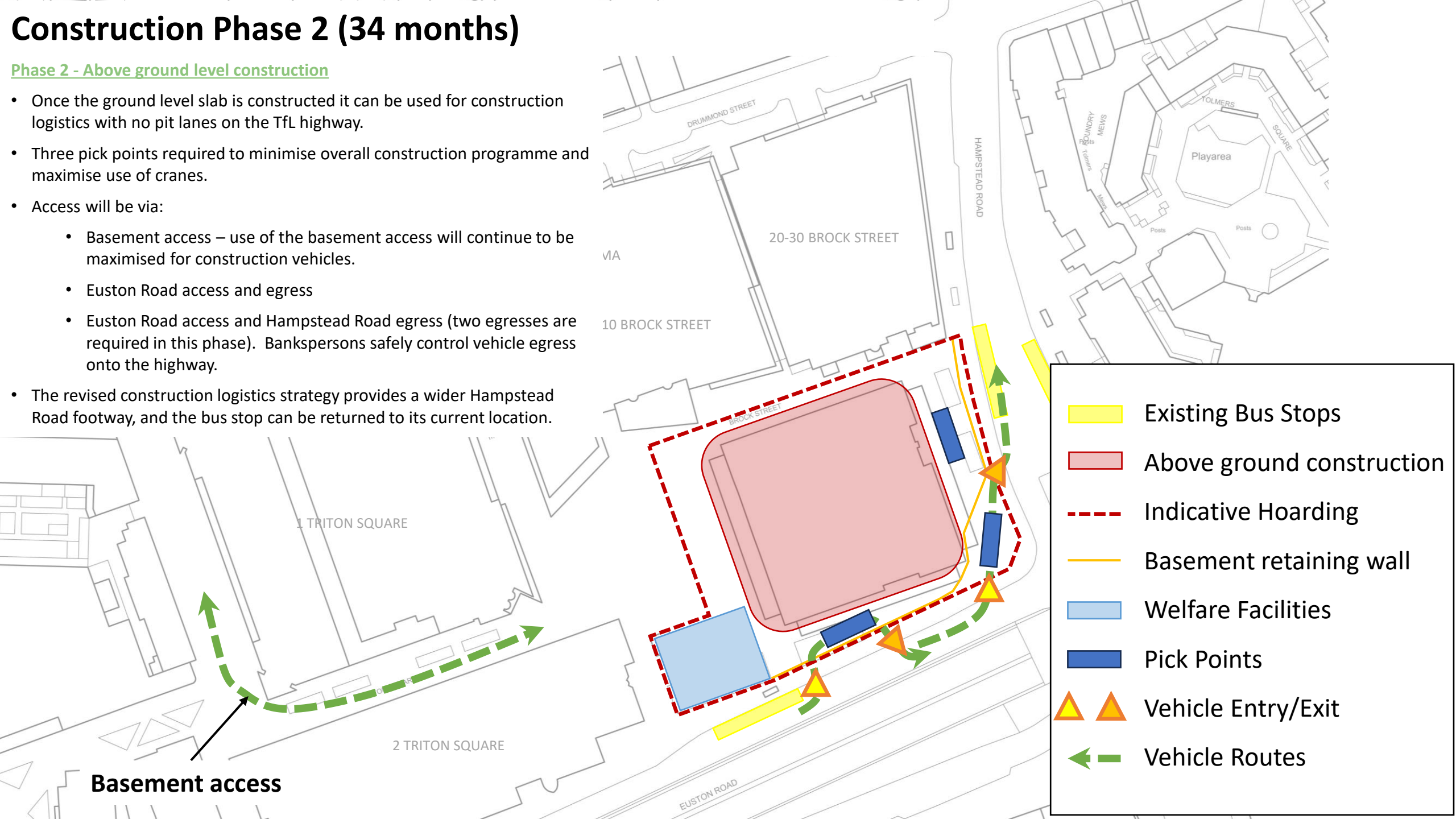
- Removal of the ground floor structural slab to enable piling and foundation works.
- Construction vehicle access via the basement will continue to be maximised in this phase for smaller vehicles.
- Pick points and therefore pit lanes required from Euston Road off-slip and Hampstead Road adjacent to the site.
- Both pick points will need to be active at the same time.
- The Hampstead Road bus stop requires the relocation of the bus stop to the north.



Construction Phase 2 (34 months)

Phase 2 - Above ground level construction

- Once the ground level slab is constructed it can be used for construction logistics with no pit lanes on the TfL highway.
- Three pick points required to minimise overall construction programme and maximise use of cranes.
- Access will be via:
    - Basement access – use of the basement access will continue to be maximised for construction vehicles.
    - Euston Road access and egress
    - Euston Road access and Hampstead Road egress (two egresses are required in this phase). Bankspersons safely control vehicle egress onto the highway.
- The revised construction logistics strategy provides a wider Hampstead Road footway, and the bus stop can be returned to its current location.

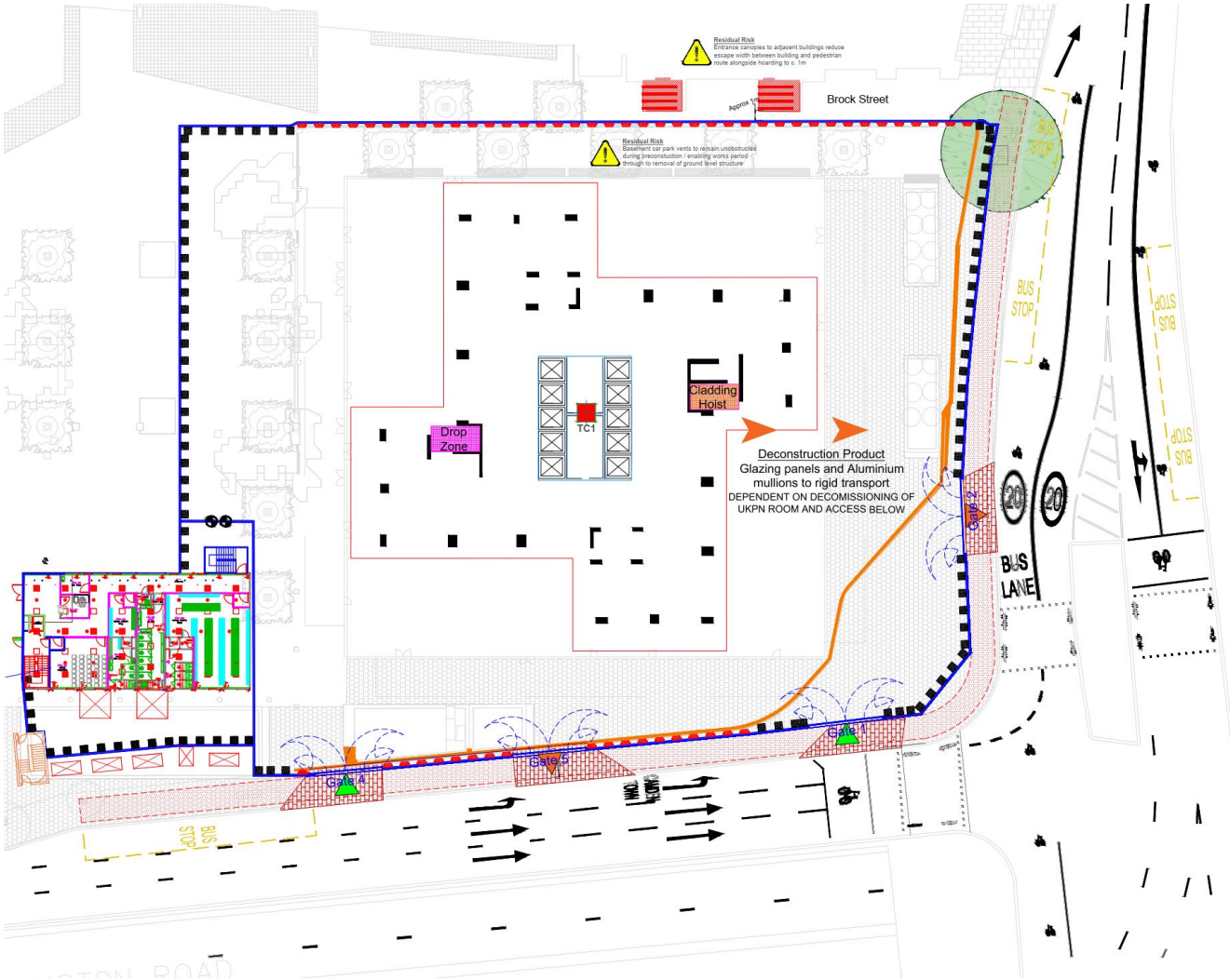


APPENDIX E

Construction Access – Phase 1

Deconstruction to ground level

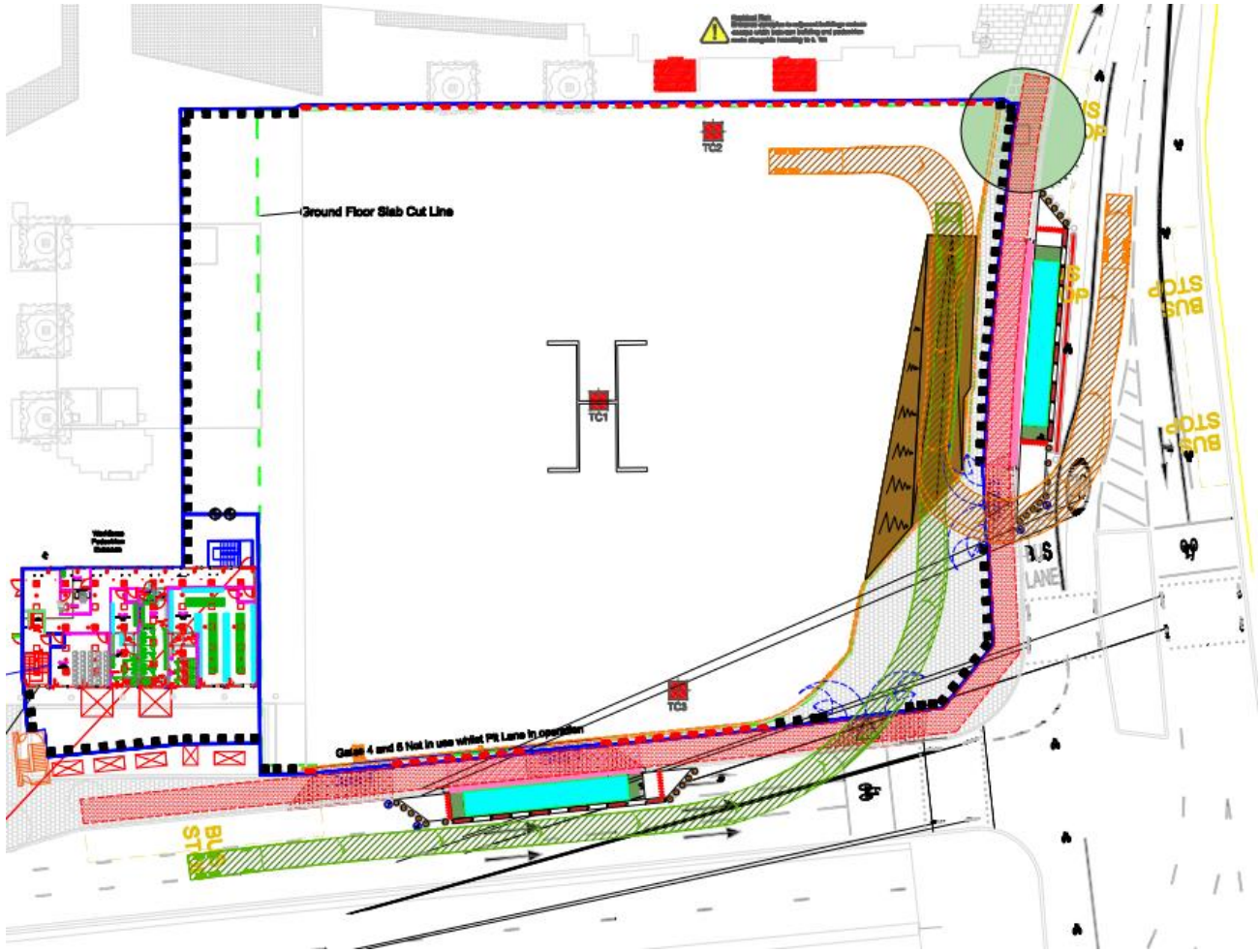
- Ground level slab and core are retained
- The deconstruction set up will be accessed from the basement, and ground floor:
  - One access/egress on Euston Road
  - One access from Euston Road and egress to Hampstead Road
- The basement access will be maximised in this phase. Height and vehicle length restrict access up to an 8-wheeled tipper truck.
- No changes to bus stop locations.



Construction Access – Phase 2

Below ground level construction

- Removal of the ground floor structural slab to enable piling and foundation works.
- Construction vehicle access via the basement will continue to be maximised in this phase for smaller vehicles.
- Pick points and therefore pit lanes required from Euston Road off-slip and Hampstead Road adjacent to the site.
- Both pick points will need to be active at the same time.
- The Hampstead Road bus stop requires the relocation of the bus stop to the north.



Construction Access – Phase 2

Above ground level construction

- Once the ground level slab is constructed it can be used for construction logistics with no pit lanes on the TfL highway.
- Three pick points required to minimise overall construction programme and maximise use of cranes.
- Access will be via:
    - Basement access – use of the basement access will continue to be maximised for construction vehicles.
    - Euston Road access and egress
    - Euston Road access and Hampstead Road egress (two egresses are required in this phase). Bankspersons safely control vehicle egress onto the highway.
- The revised construction logistics strategy provides a wider Hampstead Road footway, and the bus stop can be returned to its current location.