

Construction Management Plan For Euston Tower



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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
06/03/2025	Rev 00	Andy Vytheeswaran
18/03/2026	Rev 01	Andy Vytheeswaran
02/04/2026	Rev 02	Andy Vytheeswaran
10/04/2026	Rev 03	Andy Vytheeswaran
15/04/2026	Rev 04	Andy Vytheeswaran
12/05/2026	Rev 05	Andy Vytheeswaran

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of a 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.

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

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

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

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

Please complete the questions below with additional sheets, drawings and plans where requested. Please only provide detail that is relevant to the question and provide responses that are as brief as possible.

Additional material may be appended to the main document, however large standalone files such as environmental reports must be submitted as separate files. These should be clearly referenced/linked to from the CMP.

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 Road, NW1 3DP
Planning reference number to which the CMP applies: 2023/5240/P

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

Name: Patrick O'Connor- John F Hunt Ltd
Address: Europa Park, Grays, Essex, RM20 4DB
Email: Patrick.oconnor@johnfhunt.co.uk
Phone: 07525888493

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. hoarding

Name: Patrick O'Connor- John F Hunt Ltd
Address: Europa Park, Grays, Essex, RM20 4DB
Email: Patrick.oconnor@johnfhunt.co.uk
Phone: 07525888493

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

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

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

Name: Patrick O'Connor- John F Hunt Ltd
Address: Europa Park, Grays, Essex, RM20 4DB
Email: patrick.oconnor@johnfhunt.co.uk
Phone: 07525888493

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.

Euston Tower is late 1960s office tower which fronts Euston Road at the intersection of Tottenham Court Road and Hampstead Road, forming part of Regent's Place Campus and lies in Camden council. The existing building consists of large basement, a two-storey podium and then a 35-storey cruciform shaped building above ground. The frame is made of reinforced concrete.

The site is located at Euston Tower, 286, Euston Road, NW1 3DP with an approximate grid reference Easting 529192, Northing 182354. It lies approximately 100m Northwest of Warren Street underground station and 250m West of Euston Square station.

The site covers an area of approximately 90m by 65m and is bounded by:

- Euston Road to the South.
- Hamstead Road to the East.
- Brock Street to the North.
- Regent Place Plaza to the West.

The 0.58ha site is not located within a Conservation Area.

The site is currently un-occupied. It was designed by architects Sidney Kaye, Eric Firmin & Partners with construction completed in 1969. Developed by Joe Levy was built by contractor George Wimpey.

While it became home to Thames Television and Capital Radio shortly after completion, in its early days, the building served as a Government Office Block.

The building is predominantly at the end of its design life, but the ambitions of the project are much greater. British Land have owned the building for over 30 years and intend to redevelop it into a commercial office with lab enabled floors which is driven by a flexible, a highly sustainable design approach to design and community.

The project is looking to establish this building as a beacon of sustainability in its truest sense – environmental performance, social inclusion and diversity and economic balance. It should be a leader and the embodiment of reduce, reuse and recycle and any design path must engage the wider community and be Net Zero Embodied Carbon ambitious.

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

The construction work involves the following. (Soft strip already completed in 2022)

Enabling Works

- Establishing logistic route around the site in a one-way system.
- Establishing site welfare.
- Installation of hoarding and gates around the site.
- Installation of demolition screens.
- Constructing temporary piles for tower crane base, ground floor support plunge columns and attenuation tank excavation support using restricted headroom piling rig.
- Tower crane erection.
- Tree preservation and removal
- Erection of temporary works and additional strengthening of existing core that will be retained.
- Separating the shared basement from other users.
- Establishing emergency access to live UKPN sub-station located in the basement on the Eastern side.
- Setting up movement monitoring.

Demolition and basement construction.

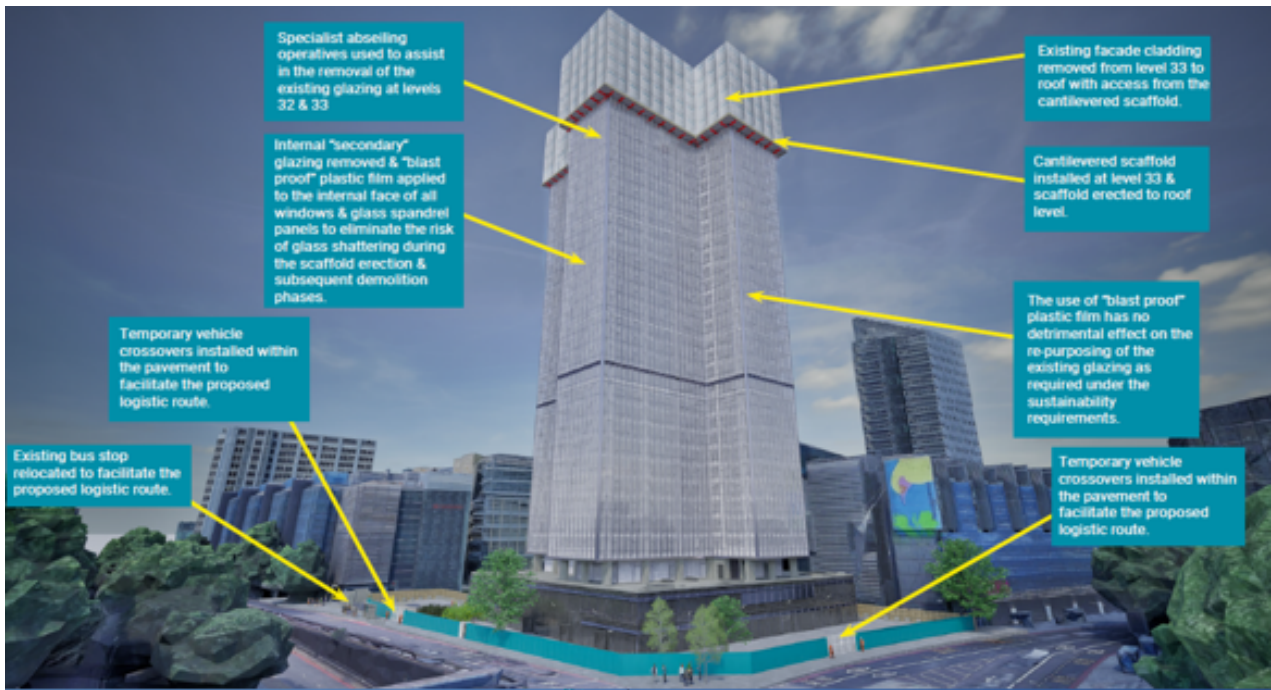
- Removal of cladding and recycling the glass.
- Demolition of superstructure slabs, core stairs & landings. Harvesting and storing slab sections for use in the new superstructure.
- Central core and piled raft foundation retained and strengthened with bracings and props.
- Locally removing existing B1 slab and construction permanent piles in the basement using restricted headroom piling rig.
- Demolition of B1 slab with retaining wall on the East and South side propped and retained.
- Demolition of existing UKPN sub-station once the switch to the new sub-station currently being built by others.
- Construction of attenuation tank and B1 slab
- Demolition of Ground floor slab.
- Construction of ground floor slab.
- Removal of tower crane and handing over new and retained structures to the follow-on principal contractor.

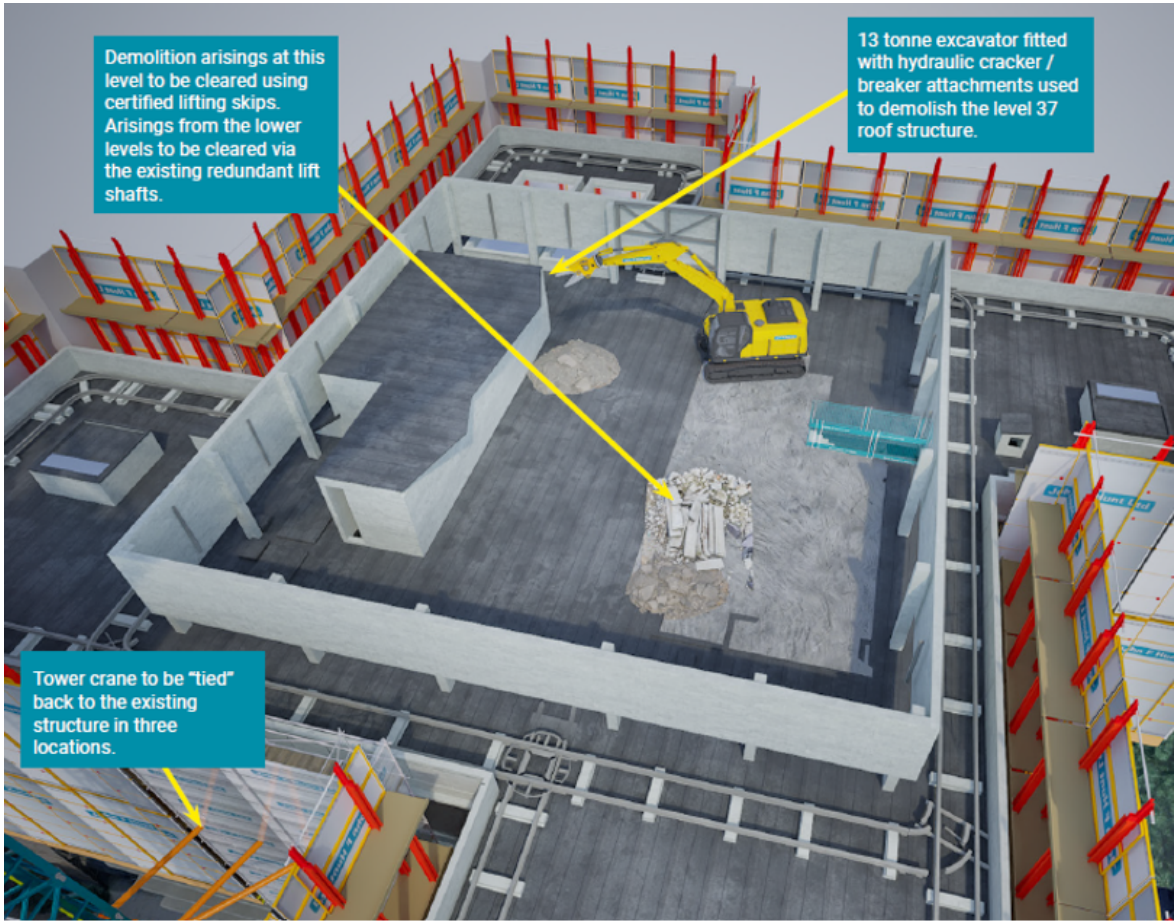
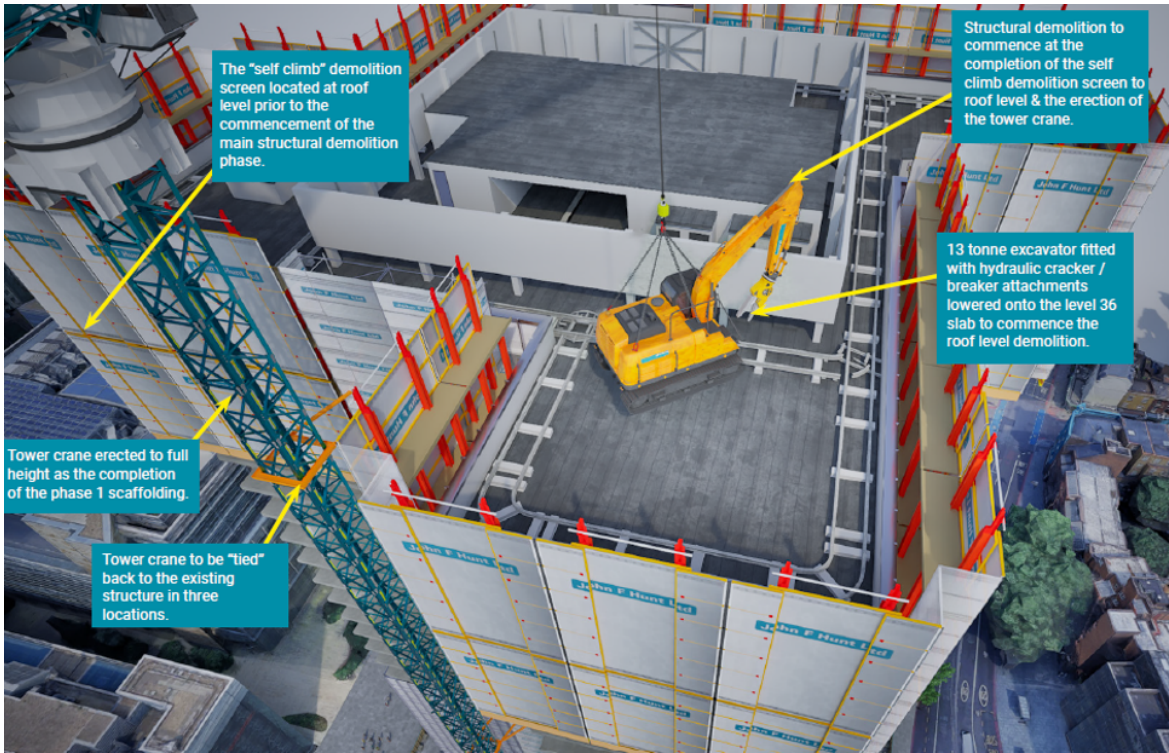
The new structure will be 32 storied office development with some floors occupied by laboratories.

The primary challenges are:

- Proximity of busy roads to the South and East of the site.
- Shared basement with other buildings.
- Proximity of residential apartments in Triton Building in 20, Brock Street.
- Near by HS2 works and associated site traffic.

An addendum to the CMP will be submitted for separate approval and discharge by Camden prior to the next phase of works commencing on site.







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

Start on site – Q3–Q4 2026

Site welfare establishment – Q3–Q4 2026

Establishing site logistic routes – Q3–Q4 2026

Hoarding commencement – Q3–Q4 2026

De-clad structure – Q3–Q4 2026

Slab demolition – Q4 2026–Q1 2027

B1 slab demolition – Q4 2026–Q1 2027

B1 Slab construction – Q3 2027–Q4 2027

Ground floor slab demolition – Q4 2027–Q1 2028

Ground floor slab construction – Q1 2028–Q2 2028

Removal of Tower crane – Q2 2028–Q3 2028

Completion of this phase of works – Q2 2028–Q3 2028

The dates for construction Activities to follow-on to be confirmed.

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows. Please note that permitted delivery times differ from this as per section 19.

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays subject to agreement with Camden
- No working on Sundays or public holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

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

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

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

Out of Hour's requests (OOH) which may be required for specific tower crane erection works using mobile crane on the Highway will be applied for. As per the requirements below.

- Email OOH request form OOHNoiseNotification@Camden.gov.uk
- 28 Days before any works carried out
- Adherence to conditions of Permit once granted

Community Liaison

Consultation is an important part of the CMP process. Camden requires the process to:

- Be separate to any previous engagement that may have taken place during the planning process and is specifically around construction impacts
- Take place before the submission of the first draft
- Provide a copy or link to the draft CMP
- Allow a response time of 14 days
- To be followed up with newsletters, email updates etc
- To take into consideration other sites in the immediate area and how cumulative impacts with those sites will be minimised
- To demonstrate any changes to the proposed approach based on feedback
- To outline a construction working group where necessary

The Council can advise on this where necessary. Please contact the Council if there is uncertainty over the need for highways changes to deliver the site before any engagement work is undertaken.

10. Consultation process

Letters introducing the contractor and outlining the works should be sent to affected parties. Please use the letter template which is provided in the Transport guidance section. Please ensure that ward councillors are emailed a copy of the letter. Ward councillor contact details can be found on the Camden website.

Where relevant/applicable, please ensure that letters are also sent to:

- Residents
- Businesses
- Neighbouring or nearby construction sites
- Resident groups or similar
- Neighbouring planning authorities where applicable
- Transport for London if the site impacts on bus movement/infrastructure, is located on the Strategic Route Network (SRN) or Transport for London Route Network (TLRN)
- Network Rail and/or London Underground where applicable
- High Speed 2 where applicable
- Emergency service where applicable

The Council can advise on the above if needed.

Please provide the following as part of the CMP submission in the appendices:

- A copy of the letter
- An address list or map showing the letter distribution area
- A summary of any responses received and any aspects of the proposed approach that has been modified to accommodate feedback.
- If a meeting has taken place to discuss construction impacts, please provide a list of attendees and minutes for the meeting.

Please provide a summary of the consultation process here ie. Dates of meetings, dates of letter distribution, whether any responses were received and a brief summary of these, other construction sites in the immediate vicinity, and where the relevant material has been appended.

The consultation process has been led by British Land and London Communications Agency throughout the planning submission process and is appended. The most recent communication was issued 9th January 2026 via a letter and website update for the power upgrade works on site, copies of this letter are located in the appendices which includes a map of the distribution radius.

One responses was received 15th January :

Adrian Hogan “Hello, I am a local resident. I received a letter stating that enabling works will commence shortly. Do you know when the main redevelopment works on the tower will commence, and when they are expected to be completed?” Response provided by the British Land team “Thank you for getting in touch regarding the Euston Tower project. BL is still in the early stages of the development process. We have not yet committed beyond an initial phase of enabling works but anticipate that demolition will start on site later in 2026 from which point the project would take around four and half years to complete. We will continue to keep local people informed as we progress the development. If you have any further questions, please do not hesitate to contact info@eustontower.uk.”

Letters introducing the contractor and works have been issued to local stakeholders in April 2026 and a copy has been appended to the CMP draft.

HS2 have been engaged by Mace and the CMP has been shared.

Evidence of the consultations taken place to date at included in [Appendix H](#).

11. Construction Working Group

For large/high impact/particularly sensitive or contentious sites, 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. Please ensure that adjacent or neighbouring construction sites are included as part of this.

Mace will initially chair the CWG with John F Hunt in support. The team are committed to participation in the CWG, with other projects within the area including but not limited to the Stakeholders listed below.

- 10 Brock Street, commercial office building Santander Management at 2, Triton Square
- The Triton Building, 26-storey residential tower 1, Triton Square
- Commercial units with residential properties above on Hampstead Road Sainsbury's Local, 21, Hampstead Road
- 44–66 Hampstead Road, commercial and residential properties
- 250 Euston Road, university and commercial office building
- The Podium, 235 Euston Road, University College Hospital
- Commercial and residential properties on Euston Road
- 1 Triton Square, commercial office building
- 130 Tottenham Court Road, retail outlets and Radisson Hotel
- 50 Triton Square, commercial office building
- HS2

In letter to residents issued as part of the CMP engagement contact details set out as sarah.wright@macegroup.com requesting for any interested parties to contact if they would like to join the group. The first meeting will be schedule in due course and then held monthly. These meetings will be advertised via a weekly newsletter.

12. Schemes

Camden requires that all sites with CMPs are registered with the Considerate Constructors Scheme (CCS). Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#) for the full duration of your project. The number of CLOCS visits should be based on your project duration and should continue throughout. A CCS site ID number must be provided rather than a company registration number.

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

Please provide your site CCS registration number.

The Site will be registered with the Considerate Constructors Scheme, and the ID number will be advised in due course. We plan to make the registration in the 1st week of July 2026.

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

13. Complaints

Please agree to maintain a complaints log which must be made available for inspection.

John F Hunt will maintain a complaints log for the duration of the project. contact numbers for complaints will be included in the periodical newsletters and posted on the hoarding notice boards. The logs will be available for inspection by LBC

Transport

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.

Please note that any off-site loading areas that need to obstruct a dedicated cycle facility – ie. cycle track/lane are likely to be required to maintain access to this between the hours of 08.00 – 09.30 and 4.30pm as a minimum.

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 both by Camden compliance monitoring officers and also CCS monitors as part of your CLOCS monitoring visits through CCS to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

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

CLOCS Contractual Considerations

14. Name of Principal contractor:

John F Hunt Group Ltd.

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

We will comply with the CLOCS Standard throughout the duration of our contract.

Operators shall:

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

The site shall:

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

16. 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, and that all drivers of vehicles over 3.5t will have undertaken safe urban driver training, and that all such vehicles will be fitted with additional driver vision aids and audible left turn alerts.

I also confirm that all suppliers will be made aware of agreed vehicle routing and delivery times as provided below.

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

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

Site Traffic

17. Construction traffic routing

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes, schools/nurseries, and areas which attract high concentrations of pedestrians.

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

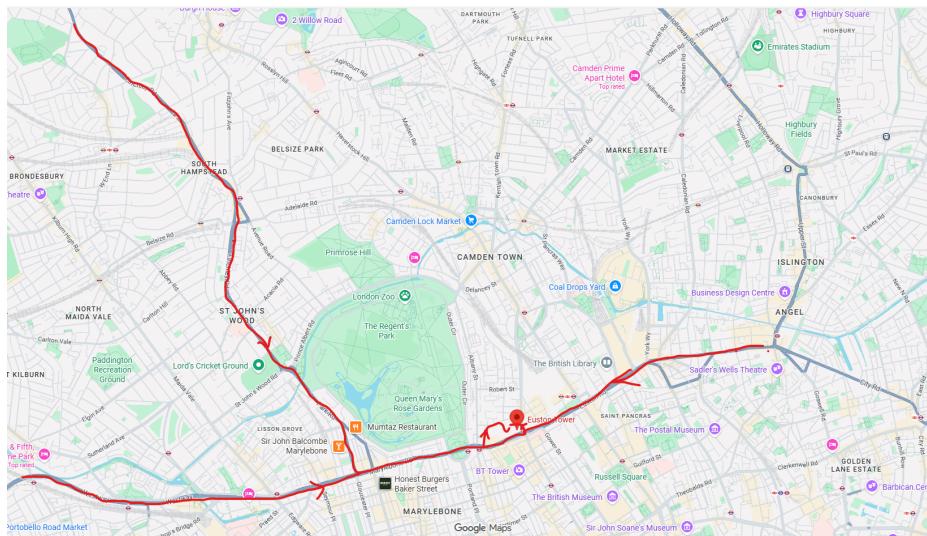
Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

The strategic routes proposed for during construction follow the Transport for London Road

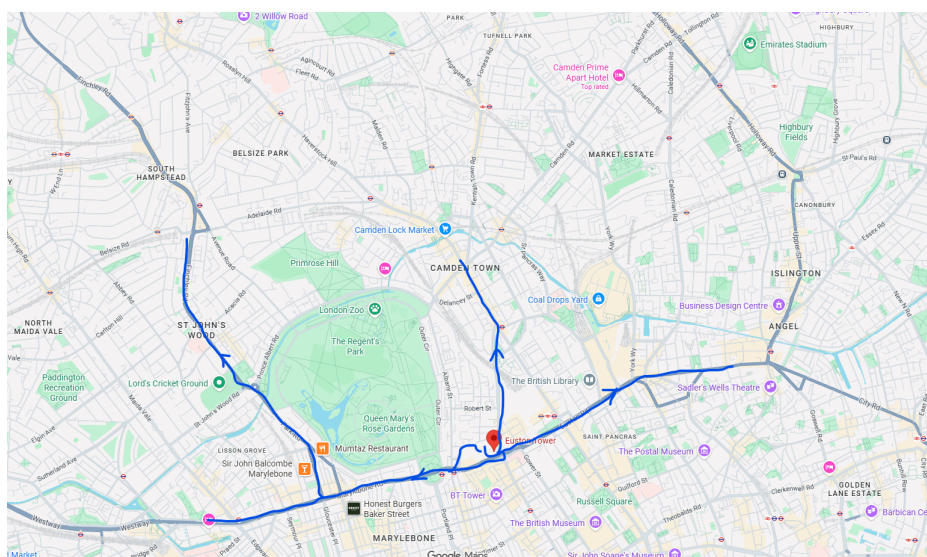
The road network (M25, A1 and A41) from the wider area will be used to reach A501 (Euston Road) and then turn into Hamstead road. Site traffic will enter the site using gates 2 or 3 on the Eastern side of the site. The exit to site will be via gate 1 in the Southwest corner of the site.

There will be occasions where the basement loading bay will be used for delivery and removing material from site. Site vehicles will access the shared basement via the ramp on Longford Street.

When leaving site, the construction traffic will head Eastbound on Euston Road and then turn North, South or West as necessary on the major junction next to the Warren Street underground station.



Vehicles to site

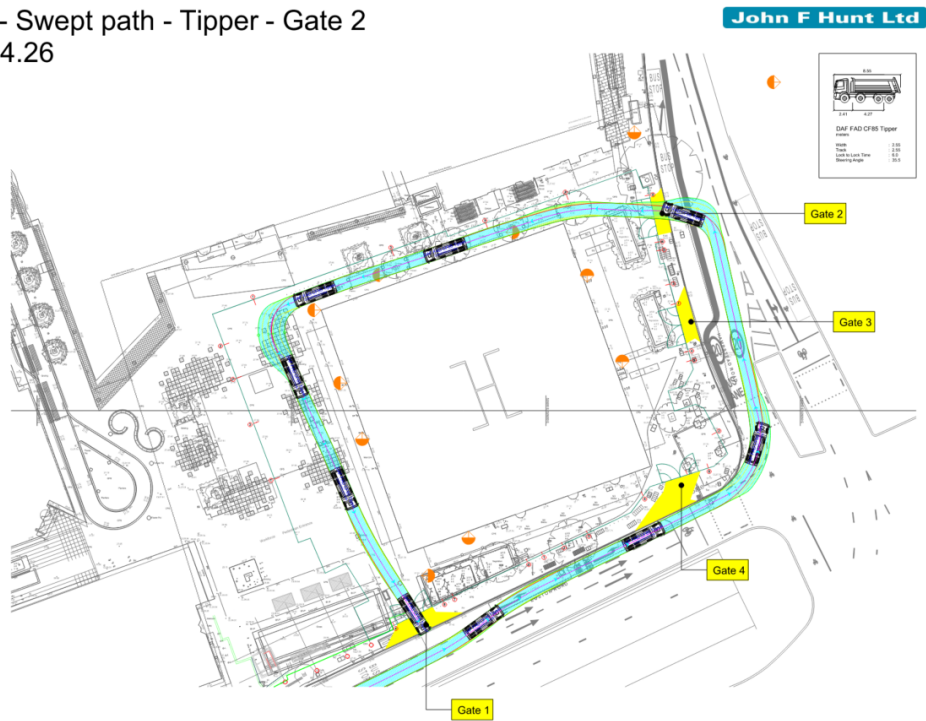


Vehicles away from site

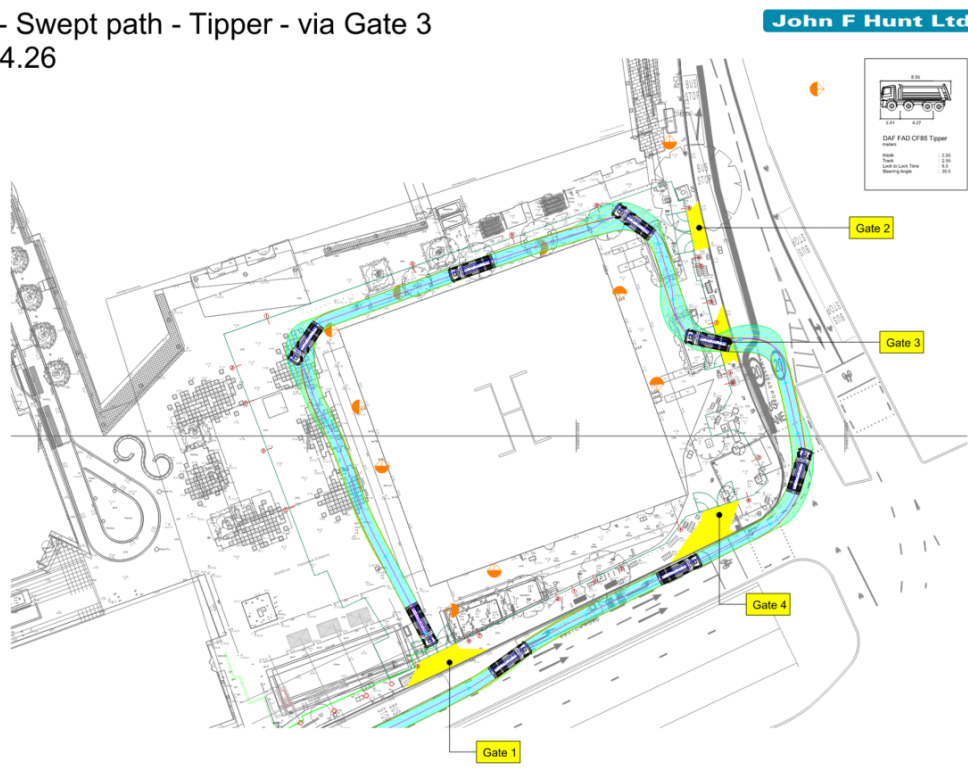
b. Please provide tracking/swept path drawings for constrained manoeuvres on both approach and departure routes.

Swept Path Analysis for entering via gate 2 and exiting via gate 1 in Phase 1

Phase 1 - Swept path - Tipper - Gate 2
Rev 14.04.26



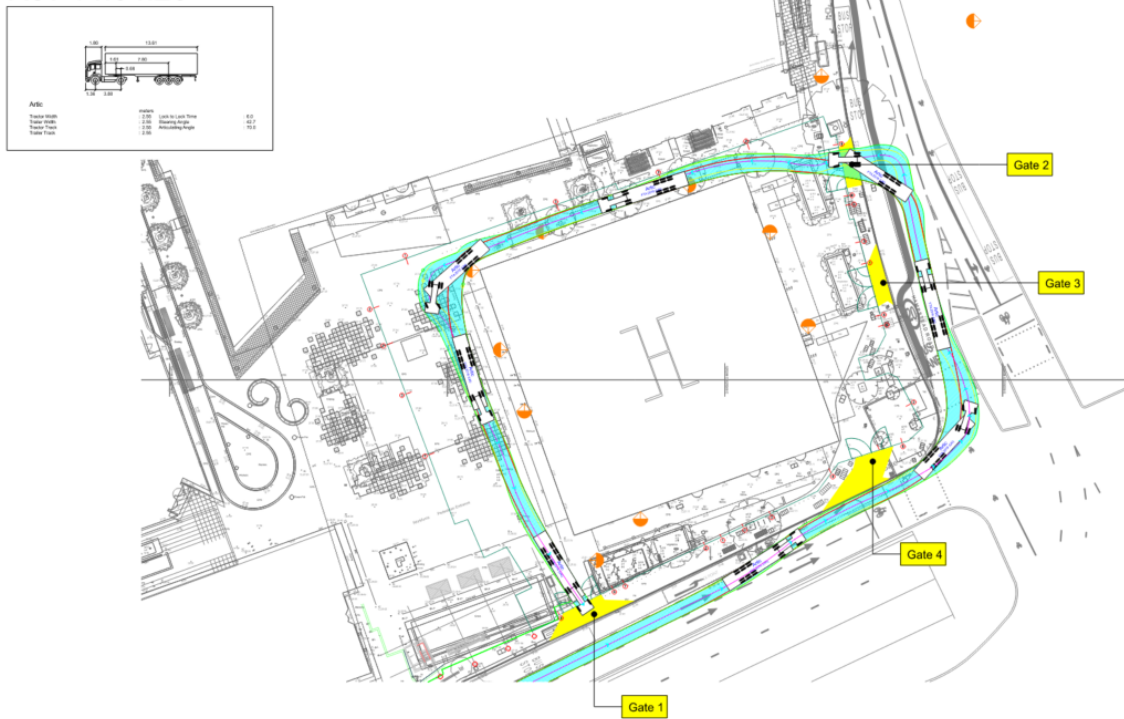
Phase 1 - Swept path - Tipper - via Gate 3
Rev 15.04.26



Swept Path Analysis for entering via gate 3 and exiting via gate 1 in Phase 1

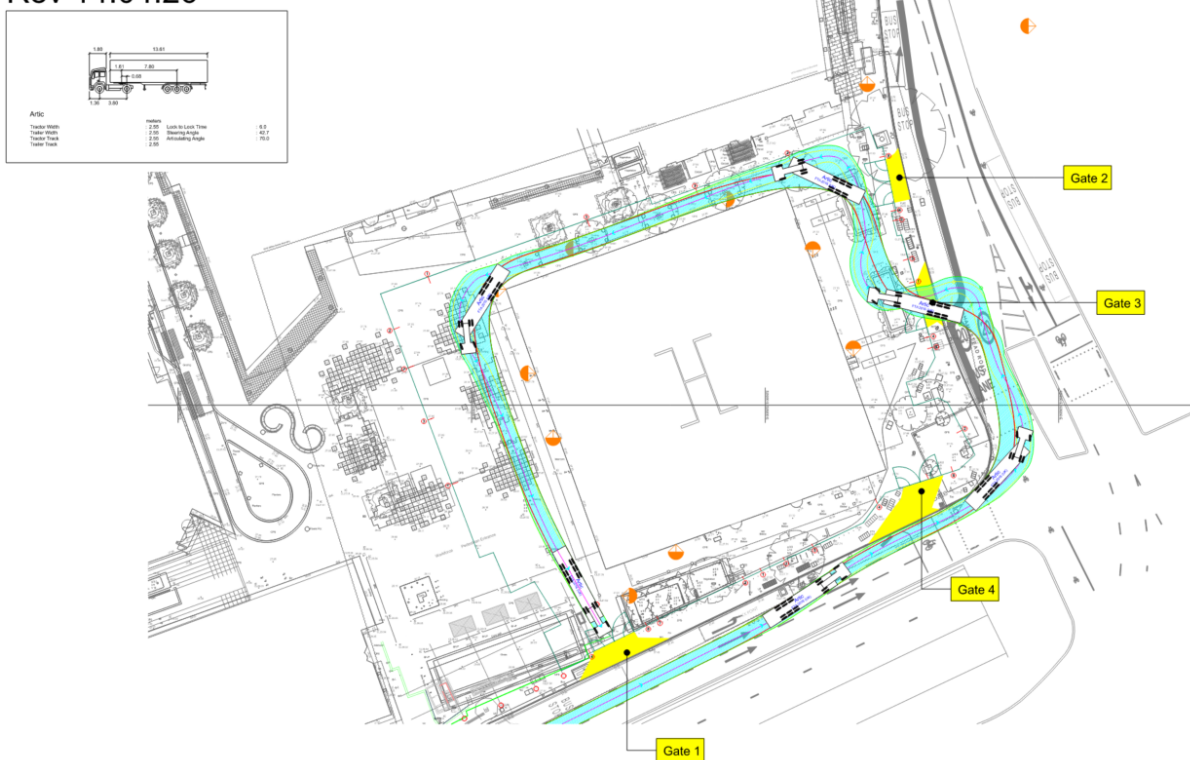
Phase 1 - Swept path - Artic - Gate 2
Rev 14.04.26

John F Hunt Ltd



Phase 1 - Swept path - Artic - Gate 3
Rev 14.04.26

John F Hunt Ltd



Swept Path Analysis for entering via gate 4 and exiting via gate 3 in during the ground floor demolition and reconstruction - Phase 2

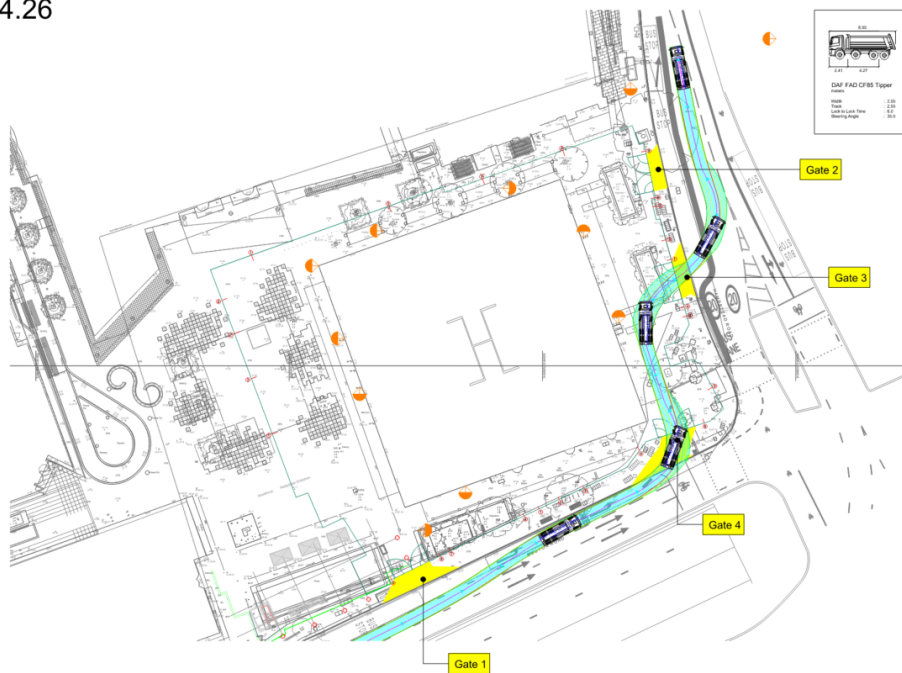
Phase 2 - Swept path - Artic - IN via Gate 4 - OUT via Gate 3
Rev 14.04.26

John F Hunt Ltd



Phase 2 - Swept path - Tipper - IN via Gate 4 - OUT via Gate 3
Rev 14.04.26

John F Hunt Ltd



Please see [Appendix A](#) for all swept path analyses.

18. Construction traffic vehicle types and delivery times

Construction vehicle movements should be restricted during the hours of 9.30am to 4.30pm on weekdays. If there is a school in the vicinity of the site or on the proposed approach and/or departure routes, then deliveries must also be restricted during the hours of 3pm and 3.30pm on weekdays during term time.

Vehicles may be permitted to arrive at site between 07.30 and 08.00 subject to agreement with Camden. Where this is not possible, vehicles should arrive at 8.00am whereby they must be immediately admitted to site. Vehicles should then be held until 09.30 before being allowed to depart. If vehicles need to wait outside the site before 08.00 then they should only do so with prior agreement with Camden. Engines must be switched off during any agreed queuing/waiting on the highway.

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

Below is a typical average weekly delivery schedule:

32t Tipper: 12 deliveries/day during for Demolition phase

Skip loader: 12 deliveries/week during Duration

Artics: Hoist / Piling plant and tower crane deliveries 2/3 deliveries per day

Artics for recycled slab removal – 2 deliveries/ week during superstructure demolition

18t flatbed: 6 deliveries/week for duration of project

3.5t van: 4 deliveries/day for duration of project

Abnormal loads: Crane / Piling rig, will be managed through usual, separate process.

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

b. 18 b: Please agree to restrict any HGV movements taking place between 08.00 - 09.30, and after 4.30 where possible. If this isn't possible please provide a reason here. Please note that if the site is in the vicinity of a school, then deliveries should also not be permitted during school pick-up times, which are generally 3.00 – 3.30/4.00pm.

Construction vehicle movements will be restricted where possible during 08.00 – 09.30 to minimise potential conflict with peak time cycle commuter traffic. To aid this, vehicles will be permitted to arrive at site at 7:45am as they can be accommodated on site. Where this is the case, they must then wait with their engines switched off.

There are no primary or secondary schools in the immediate vicinity of the site.

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

We are aware of the following neighbouring sites; engagement has commenced, and will continue throughout the works

Reach Active works on Euston Road and Hampstead Road.

- Service diversion, cross over construction for Euston tower site entry, Bus shelter movement, street furniture movement / rearrangement.

This work is part of Euston tower development.

Initial meeting will be setup with Reach Active and G&T at least a month prior to John F Hunt mobilising work at site in Early August.

HS2 Euston station Project on Hampstead Road opposite to Robert Street.

- Construction of new HS2 Euston station.

The site is located around 300m from Euston tower.

MACE is the main contractor for this project. MACE is also engaged as the PCSA partner for the Euston Tower project. As such we are expecting close corporation with HS2 station project. Contact to be made with HS2 Euston Station project team for initial meeting.

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.

Please identify the locations of any off-site holding areas or waiting points on approach to site.

Please refer to question 21 if any parking bay suspensions will be required to provide a holding area.

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

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres or reusing materials on site.

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

19. Construction vehicle loading

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked. Traffic marshals must oversee all vehicle movements during site entry and exit. Marshals must control/stop all general traffic to permit this when necessary, particularly if the vehicle is reversing.

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

a. Please state whether vehicles will load from within the site boundary or from the public highway, or a combination of both.

Construction vehicle movements will be restricted where possible during 08.00 – 09.30 to minimise potential conflict with peak time cycle commuter traffic. To aid this, vehicles will be permitted to arrive at site at 7:45am as they can be accommodated on site. Where this is the case, they must then wait with their engines switched off.

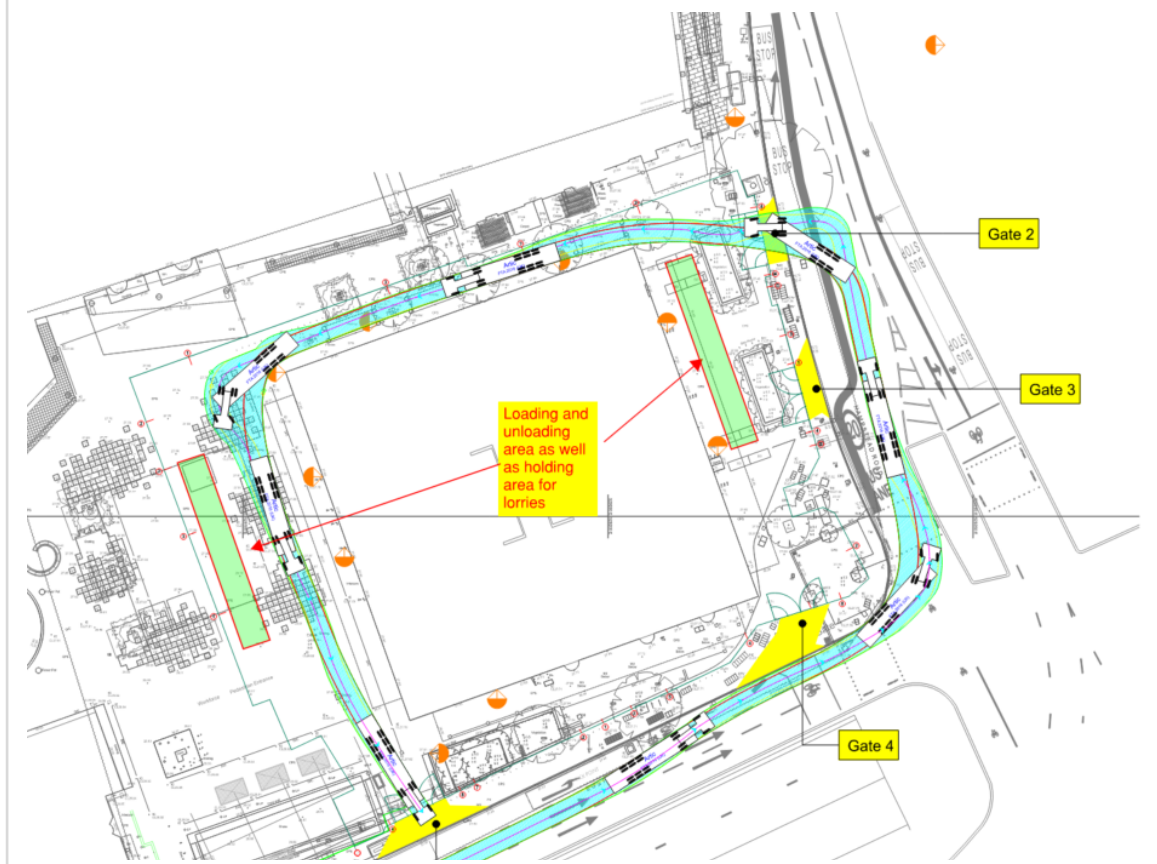
A delivery plan will ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan will be sent to all suppliers and contractors. Avoidance of peak time vehicle movement will be promoted and avoided as much as possible.

During tower crane erection and dismantling we will require lane closure on Euston Road for unloading and loading crane components. A lane closure permit will be obtained for these two occasions. All other loading and unloading will be within the curtilage of the site boundary.

b. Please identify the locations of site access gates/vehicle loading areas.

There are 4 numbers of gates for the scheme two on Euston Road and two on Hampstead Road. Gates 2 and 3 will be used for entering the site. Gate 1 will be for exiting the site. Gate 4 will be installed as an additional gate that will be used during the ground floor demolition and reconstruction phase in the last two months of John F Hunt portion of works.

Tower crane will be used for loading unloading trucks.



c. Where applicable, please provide tracking/swept path drawings either for vehicles entering/departing from the site/off-site loading area, or for general traffic passing the stationary vehicle whilst it is stopped in the designated loading area.

Please see swept path analysis drawings within [Appendix A](#)

d. Please describe how site entry/exit or loading from the highway will be managed/overseen by traffic marshals, stating the number of marshals that will be required. If marshals need to be stationed away from site to manage vehicles on approach/departure, please also detail this here.

The site Traffic Marshals first duty is to assist with safe passage of pedestrians, cyclists and motor traffic at all times. There will be two traffic marshals each stationed on each gate. Pedestrian access will be maintained around. Signage will be posted on the hoarding highlighting this.

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 site traffic will always run on solid ground floor slab. Any excavated muck from the basement B1 level will be loaded in to muck away wagons using 21-ton excavators standing on ground floor slab. We also have the option to remove muck using the basement loading bay. There may be some spilled soil on the ground floor slab which will be cleaned using a jet wash. We see no requirement for wheel wash at any stage of our scope of works.

Site set up

20. Site set-up and temporary highways changes

Please detail all temporary highways changes that will be required as part of the site set up – eg. Parking bay suspensions/changes to kerbside loading, temporary crossovers, lighting column relocation, gantry over the footway etc. Any accompanying drawings should be provided in the appendix. Please note that the impact on the public highway must be minimised as far as possible.

As part of the above, any detail drawings of the site up on the public highway should be presented as a scaled plan and must:

- Use the latest highways layout
- Show vehicle loading areas/vehicle site access points
- Show any structures that are to be located on the highway
- Show all parking/kerbside impacts
- Show all street furniture that is to be impacted/relocated
- Show all relevant dimensions including footway and carriageway widths
- Show any relevant temporary pedestrian or cycle facilities such as temporary crossings

The following - where applicable - can be shown as part of the above or separately if preferred:

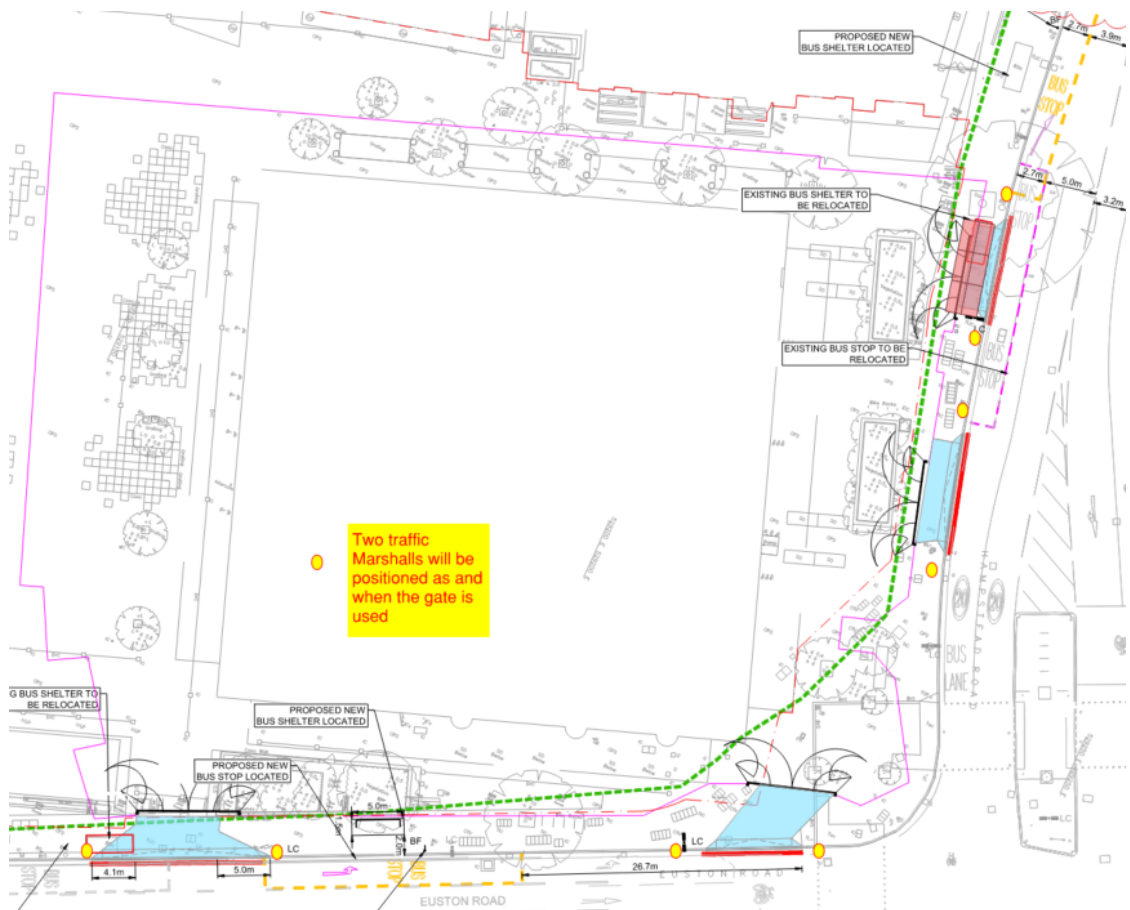
- Vehicle tracking into and out of site
- The site set up and any associated temporary traffic management measures must conform to the [Safety at Street Works and Road Works Code of Practice](#).
- Numbers and locations of traffic marshals
- Scaffolding plans

Please note that any load-bearing gantries located on the highway may be subject to a separate assessment by our structures team. This will be advised upon when the CMP is reviewed by Camden.

a. Please list all relevant changes below and/or reference drawings in the appendix.

Following changes will be made to the adjacent highway and associated foot path.

- Both Euston Road and Hampstead Road are red routes with no loading bays in the vicinity of site. As such no parking suspensions are required.
- Four numbers of cross overs required for all gates and any road furniture require moving to facilitate the cross over installation identified in Velocity drawing in [Appendix B](#).
- The bus shelter on Euston Road will be moved Eastward as shown in the Velocity drawing.
- The bus shelter on Hampstead Road will be moved Northward as shown in the Velocity drawing.
- There will be no requirement for any scaffolding or temporary structures on foot paths.



Please see [Appendix B](#) for the cross over drawing.

b. Please confirm whether or not the footway will remain accessible to pedestrians during installation of temporary structures on the highway. If this is not possible then please state how pedestrian safety will be maintained during this period, providing details of any associated traffic/pedestrian management, including provision of safe crossing points.

There will be no requirement for any scaffolding or temporary structures on foot paths.

21. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and can be provided using individual bay suspensions for up to 6 months, or a temporary traffic restriction (TTR) for periods exceeding 6 months. Information regarding parking suspensions can be found [here](#). For periods greater than 6 months, or for any other changes to existing parking/loading/traffic restrictions on the highway, a [Temporary Traffic Restriction \(TTR\)](#) will be required. Please refer to the CMP guidance document which outlines the TTR process.

Please state clearly the number and type(s) of bays that will require individual suspension or removal using a TTR.

Please also state whether separate, short-term closures are anticipated for crane operations, utilities works etc.

This information can be presented as a drawing if preferred.

There are no parking bays in the vicinity of site. As such we don't require any parking suspension.

22. Motor vehicle/cyclist/pedestrian diversions

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

Please provide details of any diversion routes here, or present these in a drawing if preferred. All motor vehicle diversion routes should be presented in the form of a drawing showing the relevant signage.

We don't envisage any diversion to motor vehicles, cyclists or pedestrians.

23. Services

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

Currently underground utility diversions are being carried out by Reach Active who are directly employed by the client. The cross overs required for the vehicles to enter the site will also be built by others.

Any utility works and diversions we may carryout will share the same excavations and traffic management wherever possible.

Please see [Appendix G](#) for the details of diversion works currently being carried out by ReachActive.

Environment

24. 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 subject to agreement with Camden
- No working on Sundays or Public Holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

Where noise or vibration from the construction of the proposed development exceed the significant observed adverse effect levels or at the reasonable request of the council, works (where reasonably practicable) shall take place on a 2 hours on/off basis. For example:

- ON - Monday to Friday 08:00 - 10:00, 12:00 - 14:00 & 16:00 - 18:00
- ON - Saturdays 11:00 - 13:00.

Where quiet periods are not practical due to engineering reasons the contractor will consider the provision of alternative quiet spaces.

John F Hunt will liaise with LBC if the 2 hours on/off cannot be achieved to discuss alternative quiet spaces.

25. Please include a site plan detailing the location of the works and any nearby sensitive receptors.



Sensitive Receptors

Ref	Type	Description	Sensitivity
A	Existing Commercial	10 Brock Street, commercial office building	Low
B	Existing Residential	The Triton Building, 26-storey residential tower	High
C	Existing Mixed-use	Commercial units with residential properties above on Hampstead Road	High
D	Existing Mixed-use	44–66 Hampstead Road, commercial and residential properties	High
E	Existing Commercial	250 Euston Road, university and commercial office building	Low
F	Existing Commercial	The Podium, 235 Euston Road, University College Hospital	Medium
G	Existing Mixed-use	Commercial and residential properties on Euston Road	High
H	Existing Commercial	1 Triton Square, commercial office building	Medium
I	Existing Mixed-use	130 Tottenham Court Road, retail outlets and Radisson Hotel	High
J	Existing Commercial	50 Triton Square, commercial office building	Low

26. Where applicable, please describe the methods to be used for the demolition, ground works and piling phases. Include the type of plant likely to be used onsite

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

Following Window and façade removal we will be breaking and pulverising components on the floor plate.

Refer to table in BS:5228 D7, this highlights the noise limits of each item of plant 10m from source which is recorded as continuous noise however noise generated from the site will include various pauses therefore an average equivalent over the course of the working day is used to measure against the noise threshold of 75dB.

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

Following plants and machinery will be used at site.

Excavator, Martello 4000 restricted headroom piling rig, 2T dump trucks, skid steer loaders, visiting mobile cranes of various sizes, various concrete cutting and drilling equipment, tower crane, passenger hoist, mobile concrete pumps, hydraulic demolition screen and static concrete pump

27. Please describe the mitigation measures to be incorporated during the demolition and construction works to prevent noise and vibration disturbances from the activities on the site.

Noise Management Plan

To ensure the noise and vibration impacts are kept to a minimum the following control measures will be implemented for the duration of the demolition works

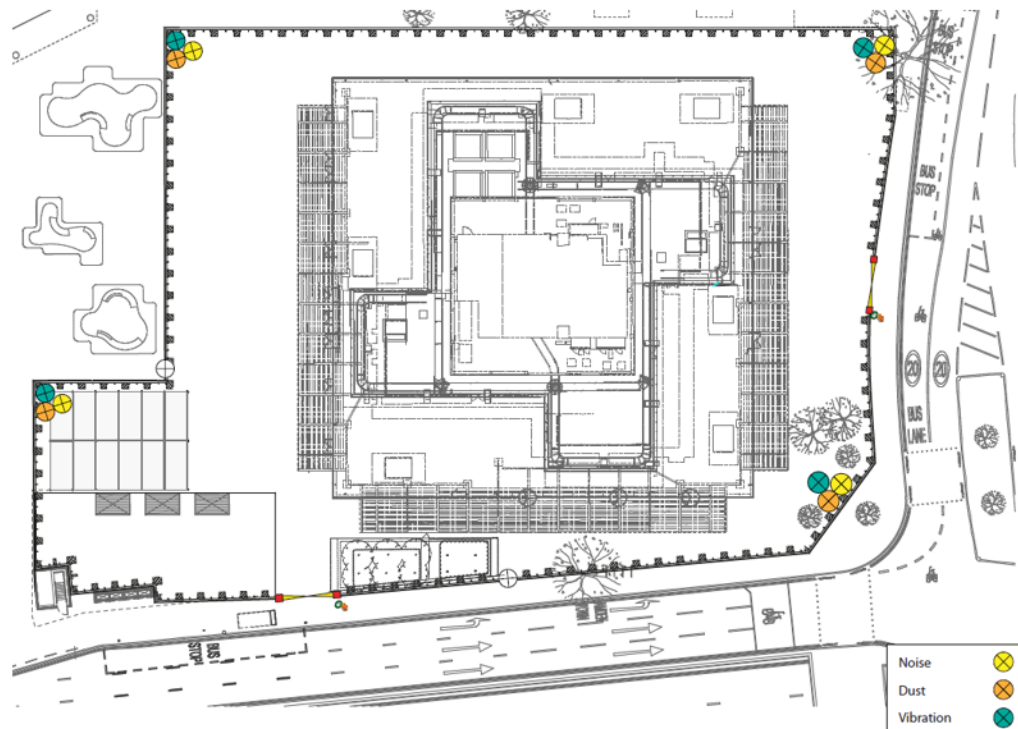
Noise impacts will be discussed in CWG. John F Hunt are committed to minimising impacts of demolition and proposed and updated methodology has been developed in full consideration of site context and sensitive neighbours.

The demolition of Euston Tower has been planned to be completed top-down floor basis.

Each section of the project will be planned to ensure all noisy working requirements are identified along with the timescales so such information can be advised to all concerned parties. There will be no site working outside the Camden approved working hours. Additionally, we have offered to restrict the noisy working hours between 8:00 to 10:00, 12:00 to 2:00 and 4:00 to 6pm. These hours will be confirmed following consultation with CWG (Construction Working Group). **No noisy works on Saturday except in exceptional circumstances, where advanced notice will be given.**

Saturday working is still to be agreed in line with CIA (Cumulative Impact Area) and agreed Camden procedures required for out of hours working.

Automated Noise, Dust and Vibration monitoring will be carried out for the full duration of works with baseline readings taken for one month period prior to starting works at site. Monitoring locations on the hoarding are indicated in the plan below.



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

Please see [Appendix E](#) for the noise assessment plan at various stages of demolition works.

Vibration Management Plan

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

- Vibration impacts will be discussed in CWG. John F Hunt are committed to minimising impacts of proposed demolition methodology, and the updated methodology has been developed in full consideration of site context and sensitive neighbours.
- Prior to the demolition commencing, where required debris pads can be constructed around the work areas to enable rubble to drop onto the pad, and not onto any slab which will act as a conductor of vibration to many adjacent areas.
- All demolition works will be undertaken by plant using 'quiet' hydraulic powered demolition pulverising attachments thus minimising the use of percussive impact breakers
- Where achievable all operating demolition plant e.g. excavators will operate standing on constructed debris pads
- All waste lorries will be loaded by excavators operated by competent plant operators with the debris placed into the vehicle and not dropped in.

Vibration will be monitored around the site and real time information will be logged to ensure works are not exceeding the trigger levels.

Actions to be taken following Site Action Level Exceedance:

Amber Exceedance:

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

Red Exceedance

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

Noise, Dust and Vibration Complaints

Where a complaint is received, an investigation will be undertaken to establish whether the exceedance is due to site activity. Where this is established, the site manager will adopt the process set out above for the receipt of an Amber or Red exceedance. Where a complaint is received, details of the complaint, measured PPV (Peak Particle Velocity) mms/dB/ug m³ levels, the source and remedial action taken will be logged. All monitoring and measurement units will be calibrated and serviced in line with their manufactured guidelines.

28. Please confirm that the works will follow the guidance included in 'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction.

The works will follow the guidance included in the London Good Practice Guide: Noise & Vibration Control for Demolition and Construction

29. For medium or large developments, please provide details describing arrangements for the monitoring of noise and vibration levels, including instrumentation, locations of monitors and trigger levels where appropriate. Small sites can be asked to implement a monitoring strategy due to the sensitivity of the local environment.

Contractor shall ensure that all monitoring data is available for inspection and review by the council and should include noise, vibration and dust monitoring data.

We may request to provide a real-time monitoring data to be published if requested by the community working group.

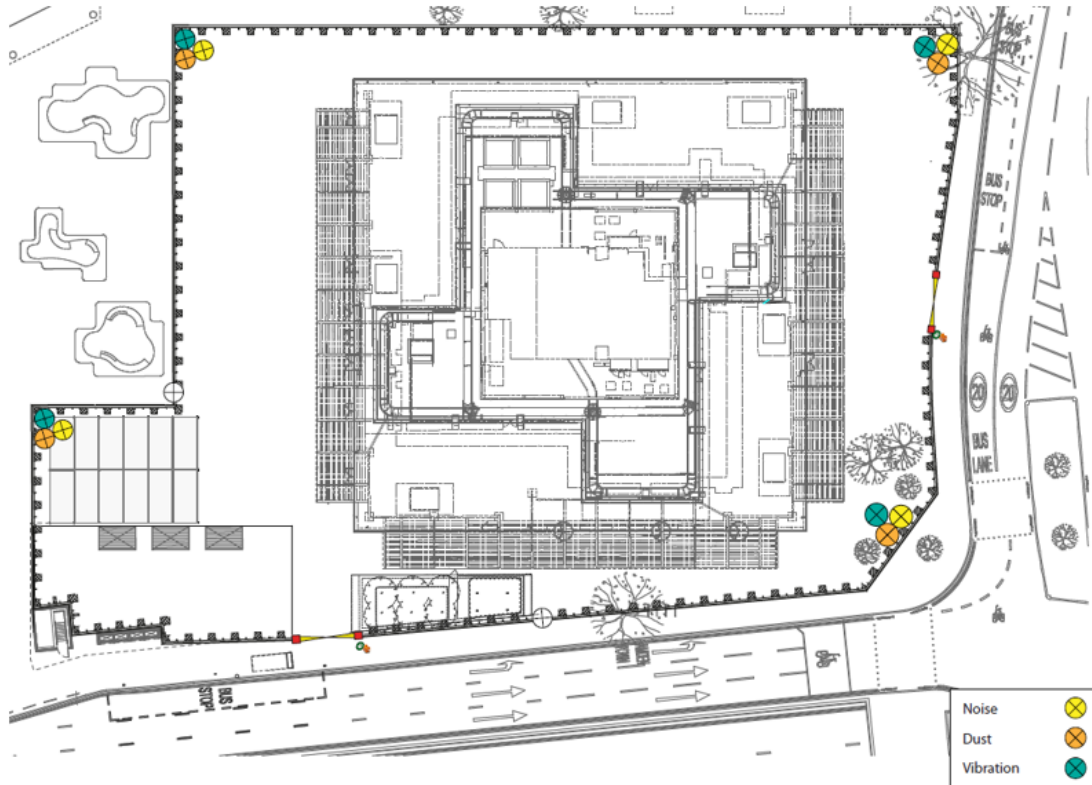
Please refer to the Camden Guidance for additional information on monitoring requirements.

Ramboll have undertaken a 3-month baseline dust monitoring.

John F Hunt will commence our own noise, dust and vibration (NDV) monitoring at least a month prior to mobilising at site in early August.

The base line dust monitoring report produced by Ramboll is attached in [Appendix C](#).

Please see the drawing below showing the locations of proposed NDV monitoring along the hoarding line.



Following are the trigger levels for noise, vibration and dust.

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

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

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

30. For large developments, please confirm if a S61 application will be submitted once the contractor has been appointed. Please see the Camden guidance for information on how to apply for extended working hours.

An S61 application will be made once John F Hunt have been appointed as Principal Contractor.

31. If required, please provide an Air Quality Assessment (AQA) and/or Dust Risk Assessment (DRA).

To establish if an AQA is required, please refer to Camden’s [Air Quality Planning Guidance](#) document (section 3) and the Council’s ‘Air quality assessments in planning applications’ [webpage](#).

Please attach the AQA and/or DRA as an appendix to this proforma.

Air Quality baseline monitoring for 3 months was undertaken by Ramboll.

Please see the report attached [Appendix C](#).

Also see JFH Air Quality Dust Management Plan in [Appendix D](#).

AQAs and/or Dust Risk Assessments (DRA) should be undertaken at planning application stage for all major developments and follow the methodology outlined in the GLA’s [The Control of Dust and Emissions During Demolition and Construction SPG](#). This may not be required for smaller developments, but a DRA will be as part of the CMP assessment. The risk assessment must take into account the proximity of all human and sensitive local receptors (e.g. schools, care homes, health centres etc.) relative to the site boundary, as detailed in the [SPG](#).

Please attach the AQA and DRA as an appendix to this proforma.

Air Quality baseline monitoring for 3 months was undertaken by Ramboll.

Please see the report attached [Appendix C](#).

Also see the Air Quality Dust Management Plan in [Appendix D](#).

32. Please confirm that all of the GLA’s ‘highly recommended’ measures from the SPG document relative to the level of dust impact risk identified in the AQA have been addressed by completing the GLA mitigation measures checklist. (See [Appendix 7 of the SPG document](#).)

We can confirm that all of the GLA highly recommended measures will be implemented – details are in the AQ Dust Management Plan in [Appendix D](#).

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

Air Quality Management Plan

As part of this assessment, specific measures to Demolition have been identified to implement, which are detailed below and have been built into the methodology.

Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).

Ensure water suppression is used during demolition operations.

Avoid explosive blasting, using appropriate manual or mechanical alternatives; and

Bag and remove any biological debris or damp down such material before demolition.

Dust from demolition and construction activities within the urban environment generally does not arise at distances beyond approximately 200m from the works (in the absence of mitigation), and the majority of any deposition that might give rise to significant soiling tends to occur within 50 to 100m. Receptors that are downwind of a construction site are at more risk of dust effects than those that are upwind. The occupiers of residential properties tend to be more sensitive to dust than occupiers of commercial properties. In addition, in built up areas, neighbouring buildings would limit the movement of dust by acting as a 'screen'.

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

- Those demolition work areas generating dust will be liberally damped down by the controlled use of fire hose supplied fine water sprays
- All demolition waste lorries will be sheeted over prior to leaving site
- Any demolition waste stockpiles will be damped down during any dry dusty days
- Where required site routes around the demolition areas and traffic routes that become dusty will be damped down by water sprays supplied from towed water bowsers.
- Wheel washing facilities will be fitted by the site exit to reduce the dirt and dust from leaving site.
- All site plant and waste collection lorries engines will be maintained in a fully serviced condition to ensure there are no smoke emitting exhaust pipes

- To minimise the emission of exhaust particulates all site plant will operate on Low Sulphur diesel fuel, and all diesel-powered road vehicles and waste lorries will be required to provide confirmation of the use of commercially available Low Sulphur diesel and be fitted with catalytic converters and are fitted with Euro Group 5/6 classification diesel engines
- The movement of all commercial vehicles particularly waste lorries to and from the site will be pre-planned to prevent unnecessary vehicle movements
- All contained refrigerant gases or other hazardous substances having an adverse impact will be removed by a specialist licensed sub-contractor for disposal in accordance with the hazardous waste regulations, at no time will venting to atmosphere of such materials be allowed
- At no time will substances or chemicals be used on site which are likely to produce offensive odours
- At no time will the burning of any demolition materials be allowed on site
- All Fibrous asbestos containing materials will be removed under fully controlled conditions within constructed containments by a licensed asbestos removal contractor
- All Firmly Bonded asbestos containing materials including asbestos cement products will be removed in accordance with the HSE Asbestos Essentials Tasks Manual. The Asbestos Cement Sheeting removal will also be in accordance with HSE Guidance HSG 189/2 Working with Asbestos Cement

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

The loading of waste vehicles will be carried out on hardstands/concrete slabs. These areas will be kept free from debris by regular sweeping and jet washing. If required, vehicle wheels will be cleaned and checked prior to exiting site. The local infrastructure will be monitored throughout the working day for signs of dirt migration onto the surrounding footpaths/highways. If there is evidence of dirt/material migration John F Hunt will utilise a mechanical road sweeper.

35. Air quality monitoring requirements.

Real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' sensors will be required for all sites with a high OR medium dust impact risk level, as established by the air quality assessment. If the site is a 'high risk site, **four** real time dust monitors will be required. If the site is a 'medium risk site', **two** real time dust monitors will be required.

The dust monitoring must be utilised in accordance with the GLA's [SPG](#) and [IAQM guidance](#), and **the proposed dust monitoring regime (including number of sensors, monitoring locations, equipment specification, and trigger levels) must be submitted to the Council for approval during the CMP process.** Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site.** The Council encourage proactive planning when strategizing the dust monitoring regime to reduce unwanted delays.

A minimum of three-months of baseline air quality monitoring data must be collected prior to the commencement of works on site. A summary report must be provided to AirQuality@Camden.gov.uk, following the baseline monitoring period.

Monthly dust monitoring reports must also be provided to the Council detailing: onsite activities during each monthly monitoring period, dust mitigation measures utilised, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to the mitigation measures implemented to rectify these.

In accordance with Camden's [Clean Air Action Plan](#), the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management, and will lead to enforcement action.

Using the above information, please provide details on the air quality monitoring strategy for the proposed development

The development will implement a real-time dust monitoring strategy in accordance with the GLA Control of Dust and Emissions During Construction and Demolition SPG, IAQM Guidance, and Camden Council's Clean Air Action Plan.

Based on the site's dust risk classification, MCERTS 'Indicative' PM10 monitors will be installed around the site boundary. In line with Camden requirements, four monitors will be installed for a high-risk site (or two monitors if classified as medium risk). The final number, specification, trigger levels and monitoring locations will be agreed with Camden Council during the Construction Management Plan (CMP) approval process. Monitoring locations will be selected to represent sensitive receptors and prevailing wind directions.

The monitors will provide continuous real-time PM10 data via a cloud-based monitoring platform, allowing the project team to remotely access live data. Site-specific trigger levels will be configured with a two-tier alert system (Amber and Red) which automatically notifies the site team via SMS or email if elevated dust levels are detected.

Actions following trigger level exceedances:

- Amber Alert: The Site Manager will investigate the cause and review site activities. Additional mitigation measures (e.g. increased damping down or changes to working methods) will be implemented where necessary.
- Red Alert: The relevant activity will be temporarily stopped while the source of emissions is investigated and additional mitigation measures are implemented.

Baseline air quality monitoring is currently being undertaken using MCERTS indicative PM10 monitors to establish the required three-month background dataset prior to works commencing, with the monitoring period due to complete on 16 March. A summary baseline monitoring report will be submitted to AirQuality@Camden.gov.uk following completion.

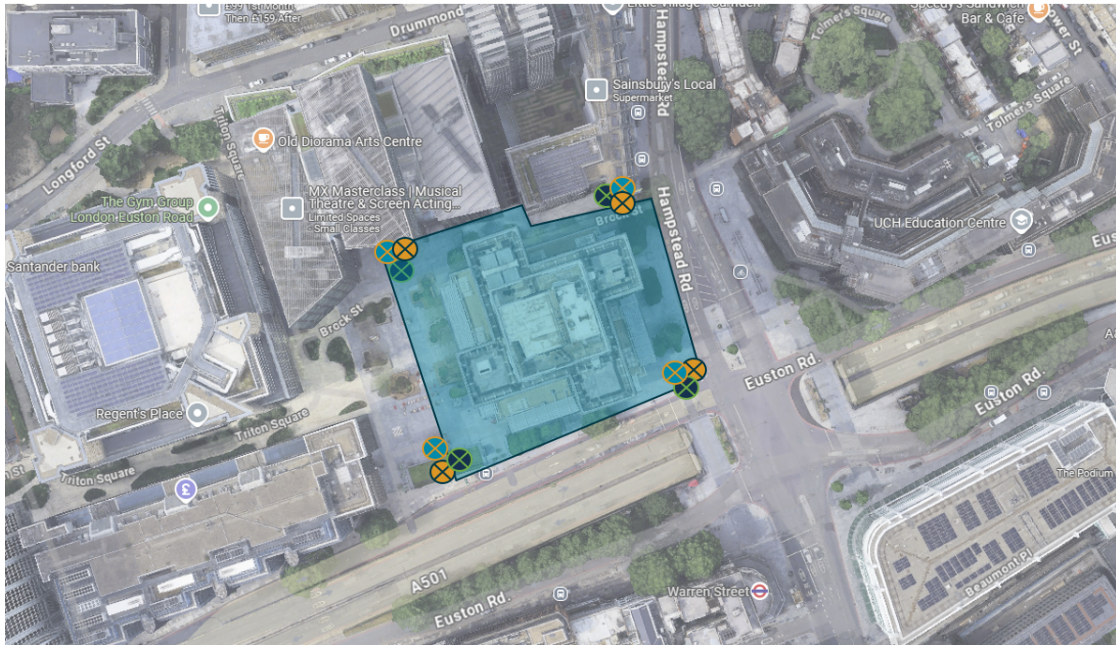
Dust monitoring will remain operational for the entire duration of the development.

Monthly dust monitoring reports will be submitted to Camden Council and will include a summary of site activities, mitigation measures, monitoring coverage, PM10 data trends, and details of any trigger level exceedances and corrective actions. In line with Camden's Clean Air Action Plan, these reports will also be made publicly available online, with information displayed on the site hoarding explaining how the local community can access them.

All monitoring equipment will be maintained and calibrated in accordance with manufacturer guidance to ensure reliable monitoring throughout the project.

Please see [Appendix D](#) for the Air Quality Dust Management Plan giving details of Air Quality Monitoring strategy.

The drawing below shows the proposed locations of the NDV (Noise, Dust & Vibration) monitor locations on the hoarding in 4 corners of the site.



36. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" ([SPG](#)), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of Camden Council. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at:

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

Direct link to NRMM Practical Guide (V6):

<https://www.london.gov.uk/sites/default/files/2024-05/NRMM-Practical-Guide-Accessible-May2024.pdf>

Current requirements (as of 01/01/2025):

(i) All development sites in Greater London required to meet Stage IV - The CAZ, Opportunity Areas and Greater London zones will no longer have different emission standards. All NRMM on all sites within Greater London will be required to meet Stage IV as a minimum. Generators will continue to be required to meet Stage V.

(ii) NRMM register - The site and all in-scope machinery (37-560kW) must be registered on the [GLA's NRMM Website](#).

(iii) Generators - Generators are required to meet Emission Stage V across the whole of London. When bringing a generator to site, you must ask your supplier for a Stage V generator. If a suitable Stage V solution is not available for the site, you will need to apply for an exemption.

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

- a) Construction time period (08/26 - 06/28):
- b) Is the development within the CAZ? **(Yes):**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? **(Yes):**
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **All qualifying site machinery will be NRMM registered prior to delivery to site**
- 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: **All qualifying Plant and machinery will be serviced regularly, and records will be made available to LBC**
- 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: **Confirmed**

37. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: <https://idlingaction.london/resources-1>

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

The company will comply to the regulation change on 1st January 2025 for NRMM in Greater London with Stage IV required (and Stage V for generators). In addition, the company will implement further measure to mitigate emissions such as:

- All site plant, company vehicles and waste collection lorries engines will be maintained in a fully serviced condition to ensure there are no smoke emitting exhaust pipes.
- To minimise the emission of exhaust particulates all site plant will operate on HVO fuel, and all diesel-powered road vehicles and lorries will be required to provide confirmation of commercially available Low Sulphur diesel is being used.
- All company vehicles and plant shall be fitted with the appropriate category of catalytic converter to the exhaust system.
- The movement of all commercial vehicles particularly waste lorries to and from the site will be pre-planned to prevent unnecessary vehicle movements and distances involved.
- Planning material movements from a designated resource centre organising multi load deliveries to demolition sites and head office consequently reducing vehicle movements with all such loads being bulk orders.
- The planning of waste lorry movements to and from site and disposal points are as near as possible to the site from which the materials are leaving.
- Not allowing any vehicle or plant to be left with engine idling.
- All site plant and waste lorries will be in fully serviced conditions to ensure they do not emit smoky exhausts

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

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

Asbestos Inspection report -18th Jul 2022 by William Martin Compliance Limited.

Asbestos Reinspection report – 16th May 2025 by Vantify Consultancy.

Please see the reports attached in [Appendix F](#).

Following is the summary of finding in the 18th Jul 2022 report by William Martin Compliance Limited.

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

Following is the summary of finding in the 16th May 2025 report by Vantify Consultancy.

Section 1.1 – Reinspection Findings Summary

ACMs	Total
Total Number of ACMs	6
Total Number of HIGH RISK ACMs	0
Total Number of MEDIUM RISK ACMs	1
Total Number of LOW RISK ACMs	2
Total Number of VERY LOW RISK ACMs	3
Total Number of REMOVED ACMs	2

Section 1.2 – Remedial Actions Summary

The table below has been collated to give a brief overview of the ACMs which require **remedial action**. Refer to the [Asbestos Register](#) and [Asbestos Material Assessments](#) for further information regarding these ACMs:

Euston Tower					
Ref	Floor	Room/Area	Material	Risk	Action
F971/S041	Ground Floor	R.16 Riser	Insulating Board	Medium	Remove

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

John F Hunt Ltd will ensure a level of courtesy is maintained by all site personnel at all times to all local residents, site visitors and the passing public. This will also relate to any member of the ethnic communities as any form of racial discrimination, verbal abuse, or incitement will be viewed as a serious breach of our company's policies. The company will ensure that at no time will any site personnel will be allowed in any public area wearing clothing which members of the public find offensive. At no time will any site personnel be allowed to sit outside the site in any public area during working hours whilst wearing site clothing. The company will ensure that no site personnel will be allowed to leave site and in particular travel on public transport wearing site clothing. All site clothing shall be changed to domestic clothing prior to leaving site. All site team members are instructed to refrain from loud conversations when walking between the site office and site. This will be policed by site management.

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

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

40. The CMP Planning Site Inspector conduct site inspections, which may be scheduled (planned) or unscheduled (unplanned) visits. Ensure the site accessible and available for these inspections. Non-compliance with the agreed CMP plan or failure to meet CMP requirements may result in a deduction from the bond payment, please confirm that you understand these requirements.

We confirm that we understand these requirements

Mental Health Training

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

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

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

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

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

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 the failure to ensure compliance with the CMP will be taken very seriously by the Council including draw down of funds from the construction management bond payment and possible formal enforcement in line with the CMP Guidance.

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.

Print name ...Patrick O'Connor

Position...Project Manager

Date ...06/03/2026

Please submit to: planningobligations@camden.gov.uk

End of form.

Updated 09/02/2026 V3.2