Construction Management Plan

Edge Shaftesbury

Contents

Revisions	3
Introduction	4
Contact	5
Site	7
Community liaison	9
Transport	12
Environment	21
Agreement	30

Revisions & additional material

Please list all iterations here:

Date	Revision	Produced by
12.01.26	01	Tom Hirsch (Sir Robert McAlpine)
19.01.26	02	Tom Hirsch (Sir Robert McAlpine)

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: 125 Shaftesbury Avenue London WC2H 8AD

Planning reference number to which the CMP applies: 2025/4421/P

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

Name: Tom Hirsch (Project Director)

Address: 6-9 Eldon Street, London, EC2M 7LS (address will be updated)

Email: t.hirsch@srm.com

Phone: +447825846697

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.

Name: Tom Hirsch (Project Director)

Address: 6-9 Eldon Street, London, EC2M 7LS (address will be updated)

Email: t.hirsch@srm.com

Phone: +447825846697

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: Lucy Palfrey

Address: 6-9 Eldon Street, London, EC2M 7LS (address will be updated)

Email: lucy.palfrey@srm.com

Phone: tel: +447503633105

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: Mark Andrews

Address: Concept House, Home Park Mill Link, Kings Langley, Hertfordshire, United Kingdom, WD4 8UD

Email: m.andrews@srm.com

Phone: 0333 566 3444

Site

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

The site is located at 125 Shaftesbury Avenue, London, WC2H with an approximate grid reference E529955 N181103. It lies approximately 100m south of St Giles in-the-fields Church, 250m south of Centre Point / Tottenham Court Road Station (Central and Northern lines and Crossrail) and 250m north of Leicester Square Station (Northern and Piccadilly lines). The site covers an area of approximately 61m by 52m and is bounded by:

- Charing Cross Road to the southwest.
- Shaftesbury Avenue to the southeast.
- Stacey Street to the northeast and
- Phoenix Street to the northwest.

The 0.354ha site lies within the London Borough of Camden and sits between the distinct character areas of Soho, Covent Garden, Seven Dials and Bloomsbury. It is not located within a Conservation Area, but is part of a small urban pocket surrounded by the Soho, Denmark Street and Seven Dials Conservation Areas.

The site is currently occupied by a basement, ground plus 10-storey building designed by Ian Fraser, John Roberts and Partners and completed in 1982. When the building was first completed, a retail arcade occupied much of the ground floor, providing a pedestrian route through the building. This was later closed after it failed economically and was replaced by a single large retail unit. The site adjoins Trentishoe Mansions on Caxton Walk/Charing Cross Road and 119 Shaftesbury Avenue. The site also shares a light well with 24 Cambridge Circus and 84-86 Charing Cross Road (currently occupied by McDonalds).

Tenants of these adjoining buildings currently enjoy rights of escape through the basement of 125 Shaftesbury Avenue. The landmarks near the site include St Giles in-the fields Church, Centre Point, Seven Dials and Central St Giles. Tottenham Court, Road Station, the West End Project and Crossrail have transformed this West End location and attracted further significant investment in the area.

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

The development proposals include the remodelling, refurbishment and extension of the existing building. The permitted description of development is as follows:

“Remodelling, refurbishment and extension of the existing building to provide Use Class E commercial and retail space, amenity terraces, a new public route, relocated entrances, cycle parking, servicing and rooftop plant along with associated highway, landscaping and public realm improvements and other associated works.”

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 main works consists of :-

- Demolition of the North and South cores down to basement level.
- New piled foundations and pile caps
- Lowering part of the existing basement slab
- Construction of a new reinforced concrete basement
- Construction of two new reinforced concrete cores from basement to roof level
- Adding new mass to the building with a new steel frame and concrete infills
- Adding 3 new storeys
- Precast cladding from level 1 – 8
- New unitised cladding from 2 – 12 plus new plant screens at level 12
- Landscaped terraces
- New basement including bicycle parking and showering facilities
- Main reception and satellite reception areas
- Office floors form level 1 – 12
- Retail and affordable workspace at ground floor
- Little Compton Street will be a new pedestrianised walkway linking Charing Cross with Stacey Street

The new building will create circa 250,000 square feet of sustainable commercial and retail space. The main issues surrounding the site include the adjacent buildings, residents, businesses and some very congested logistics. The site is surrounded by trees and Shaftesbury Avenue and Charing Cross road. The area has a high footfall of pedestrians as we are located in the middle of 'Theatre land'. There are two other buildings on Shaftesbury Avenue which will be redeveloped during the period 135 Shaftesbury and 151 Shaftesbury Avenue.

See attached sequence of works in Appendix 01

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

Demolition	June 2026 – January 2027
Sub & Superstructure works	September 2026 – March 2027
Cladding	June 2026 – March 2028
Internal fit out including MEP and commissioning	April 2027 – July 2028

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.

All works have been scheduled around Camden Councils standard construction working hours.

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.

We have carried out a Construction Working Group with the residents and stakeholders on 20th January 2026.

10. Consultation

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
- 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 here ie. Dates of meetings, letter drops, whether any responses were received, and where relevant material is appended.

We have held our first consultation taking place on 20th January 2026.

See attached in Appendix 02

julian.fulbrook@camden.gov.uk has been emailed a copy of the letter and consultation.

11. Construction Working Group

For particularly sensitive/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.

Our proposed list for the construction working group would include: -

- Phoenix Garden
- Phoenix Theatre
- Phoenix Arts Club
- Covent Garden Community Association
- Trentishoe Mansions Residents Association
- Holborn & Covent Garden Ward Councillors

We have sought regular engagement from 135 and 151 Shaftesbury Avenue throughout the process.

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 CCS during the preconstruction phase.

We have our own monitoring system, but we welcome CLOCS monitoring throughout the project. We are used to achieving top scores with the Considerate Contractors Scheme.

13. Complaints

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

We will log and register any complaints made against the projects and this register will be readily available for inspection.

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.

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:

Sir Robert McAlpine

Concept House, Home Park Mill Link
Kings Langley
Hertfordshire
WD4 8UD

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

As a CLOCS Champion Member we will maintain full compliance with the CLOCS Standard through a structured programme of vehicle, driver and operational monitoring.

Vehicle compliance will be assured through pre-contract verification of all CLOCS-required safety equipment, daily driver walk-around checks, scheduled monthly inspections, and quarterly independent audits. Telematics and camera systems will support ongoing monitoring.

Driver compliance will be maintained through rigorous pre-engagement vetting, mandatory CLOCS/FORS-aligned induction training, six-monthly refresher sessions, monthly toolbox talks, and routine behaviour monitoring using telematics, assessments and incident reviews.

Operational compliance will be controlled through CLOCS-compliant site access procedures, secure load checks, adherence to approved routes, and a structured incident and near-miss reporting process. All events will be investigated promptly and reviewed monthly.

Subcontractors will only be engaged following full compliance checks and will be subject to regular audits and random spot inspections throughout the contract.

All records—including audits, inspections, training and incident data—will be maintained in a central digital compliance system. Formal performance reports will be issued to the client monthly. Continuous improvement measures and periodic procedural reviews will ensure standards remain consistently high.

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.

We can confirm we have included CLOCS within our standard contract documentation. All trusted supply chain our all members of CLOCS and it has now become and minimum standard.

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.

See attached in Appendix 03 which shows the proposed routes to and from 125 Shaftesbury Avenue.

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

See attached in Appendix 04 the swept paths for both approach and departure routes

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 be 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.

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

See attached in appendix 05 the TFL planning tool demonstrating the estimated vehicle numbers.

b. 18 b: Please agree to restrict all HGV movements between 07.30 - 08.00, 09.30 - 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.

There is no school close by to the site that would be impacted by the construction traffic. We would ask that deliveries are not restricted and can operate between 07:30 – 4:30pm. There are other developments within the area and restricting deliveries will cause more of a condensed impact on the local environment.

c. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route

that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

We have started coordinating with 135 Shaftesbury Avenue however we do not have a combined schedule of vehicles currently. This can be updated once known.

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 have not requested any parking bay suspensions to be used as holding bays.

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

This has been investigated but due to the size of the project this was not considered feasible. We will ensure a 'delivery management system' is used to control the amount of vehicles during the construction works.

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.

The vehicles will be loaded and unloaded from within the site boundary.

See attached in appendix 06 the site set up

b. Please describe how the above – either 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.

Our main logistics bays are located within our site boundary off Stacey Street. Our vehicles will approach the site from St Giles High street (A40) via New Compton Street before turning left onto Stacey Street. We will locate traffic at 1) Phoenix Street/ Stacey Street junction 2) New Compton Street/ Stacey Steet junction and 3) Stacey Street/ Shaftsbury Avenue Junction. Once in position on Stacey Street the vehicle will be reversed (banked) into place. All traffic marshals will be equipped with 'STOP – WORKS' signs.

See attached in appendix 07 traffic marshal locations

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.

See appendix 04

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.

Lorries will only be loaded from hard standing areas and wheel washing will not be required. The hard standings will be kept free from debris to ensure the wheels of the vehicles do not carry loose material onto the surrounding carriageways. Clean and stable surfaces will be provided for loading areas within the Site. We will set up a jet wash facility and have that provision on site should the need arise for washing the wheels within the site boundary. Regular road sweeping will take place throughout the structural 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

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.

Temporary scaffold gantries on Charing Cross and Shaftesbury Avenue will be installed for the works and will be in place until all external works are complete (cladding and terrace works). A full height encapsulating demolition scaffold will be erected for the demolition works and struck as it progresses towards ground floor.

See attached in appendix 08

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.

During any tower crane erection, we will divert pedestrians away from the erection zone. The drawing attached shows the Stacey Street and New Compton Street will be closed for vehicles and pedestrians during the works.

See attached in appendix 09

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.

We are anticipating short term road closures for the Tower crane 1 and 2 erection. We will need to suspend Stacey Street and New Compton Street for TC1 erection, this will include suspending parking bays due to the one-way nature. Phoenix Street will either need closing or made two way during the suspension.

Dismantle of Tower crane 1 and Tower 2 will require short term road closures. Tower crane 1 dismantle we will need to suspend Stacey Street and New Compton Street. Phoenix Street will either need closing or made two ways during the suspension. Tower crane 2 will require Stacey Street and Shaftsbury Avenue to be suspended for the works.

Dates will be shared via the specific applications.

There may be short term pavement closures for some utility diversions but these are not known yet as details are still be developed.

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 controlled crossing points in the event of any footway closures.

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.

On the corner of Stacey Street and Phoenix Street there is a corner of the pavement we wish to close it beneath the trees. This will make the junction safer for any pedestrians and stop any current fly-tipping which seems to happen regularly.

See attached in appendix 06

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.

There will be some works to divert the UKPN supply in two locations during the main works. This is currently under design and will be shared once the details are known. Other connections include re connection of communications links which again are being designed and once known will be shared.

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:

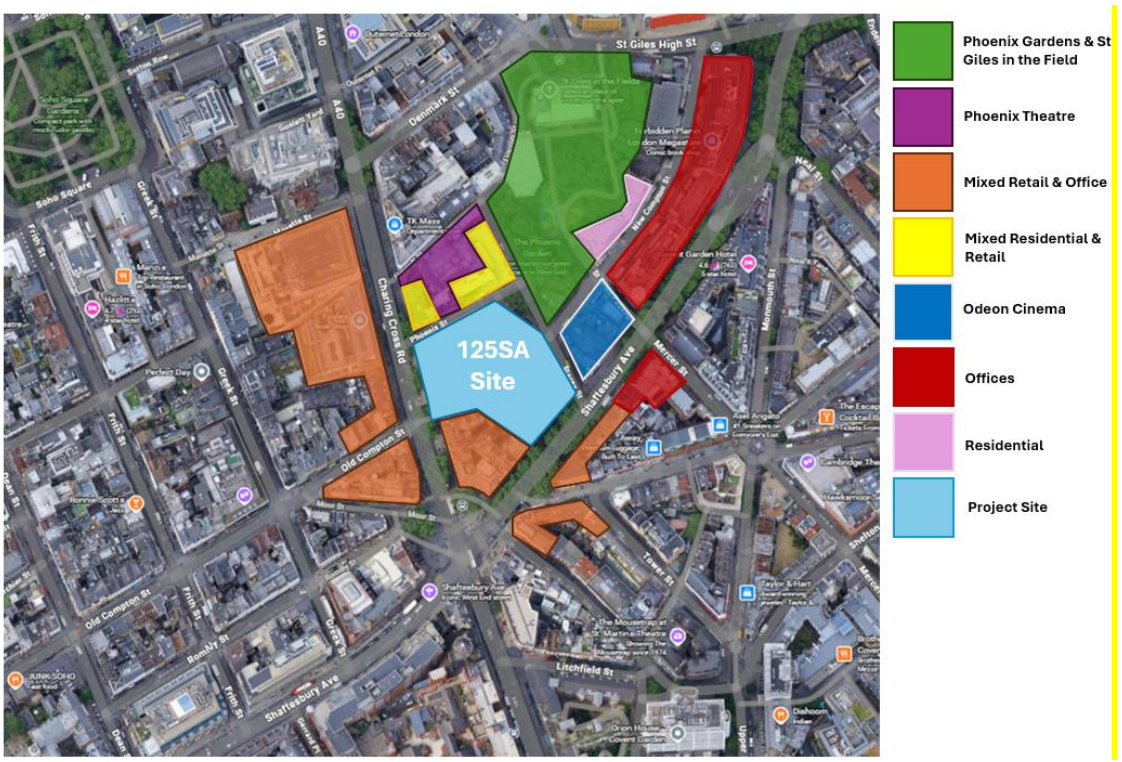
- ON - Monday to Friday 08:00 - 10:00, 12:00 - 14:00 & 16:00 - 18:00
- ON - Saturdays 11:00 - 13:00.

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

We will be discussing working hours with the Phoenix Theatre to ensure that project management is adequately considering the requirements of their business, most importantly limiting noise during key time-periods, for example matinee performances on Friday's.

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

Below is the site plan of the 125 Shaftesbury Avenue project and it's sensitive local receptors.



For further information please see appendix 10 – Project Sustainability Plan

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 basement for disposal off site. No noisy works on Saturday except in exceptional circumstances, where advanced notice will be given**.**

The tower crane will be utilised to lower skips of materials to the ground floor area for processing.

The piling will be carried out by small Klemn or Martello piling rig which will operate beneath the ground floor structure, this will minimise the impact to the adjacent stakeholders. These are both rotary rigs.

The ground works will be carried out using hydraulic breakers and excavactors.

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.

See attached in appendix 11 estimated plant list.

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.

We will use the 2 hour ON/ OFF method and install acoustic blankets to hoarding and scaffold for sensitive areas. The scaffold will be fully encapsulated with nonreflex throughout the works. Electric plant and machinery will be considered where feasible throughout the supply chain in order to minimise noise associated with their use.

Noisy activities will be co-ordinated with local stakeholders to the best of our ability and clearly communicated to try and minimise impact at important times.

A noise monitoring regime will be implemented through a specialist third party contractor including between 4 and 6 monitors located at the site perimeter near sensitive receptors. These monitors will establish a noise baseline for the area and then monitor hourly and 10hourly average noise against agreed action and exceedance threshold limits. The consultancy is expected to provide a live-data portal allowing review of monitor status and live data as well as email/text notifications to nominated members of the project team whenever a threshold or action level breach occurs. The project team's approach to managing these breaches and issues will be proactive and considered to ensure that mitigation methods are appropriate and methods of work are considered that may reduce noise generation.

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

We can confirm that the works will follow the 'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction." This will focus on:

- Early Planning During the Design Phase
- Controlling Noise and Vibration on Site in line with BS5288, CIRIA guidance & Control of Pollution Act 1974
- Undertaking adequate Risk Assessment based on Locality / Site Information & Working Hours
- Planning mitigations with a 'no surprise' approach
- Planning Prior to the Start of the Works
- Clearly Communicating to stakeholders & neighbours

See appendix 10 – Project Sustainability Plan

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.

This project will implement a comprehensive monitoring strategy to control and assess environmental impacts associated with construction activities. Continuous noise, vibration, and dust monitoring will be undertaken in accordance with the *Camden Guidance for Construction Management Plans*, BS 5228, and other relevant standards. Monitoring arrangements apply to medium and large development sites and may also be required for smaller sites located within sensitive environments.

The Contractor will ensure all monitoring data is available for inspection or audit by the London Borough of Camden at any time. Real-time public access to monitoring data will be provided upon request from the Community Working Group or the council.

Monitoring equipment will be placed at locations agreed with Camden Council before works commence. Placement will consider proximity to sensitive receptors, predicted dust/noise paths, demolition or piling zones, and prevailing wind direction.

Typical arrangements include:

- 4 - 6 noise monitors positioned at key site boundaries or nearest noise-sensitive façades
- At least 1 vibration monitor installed at the closest vibration-sensitive building or structure.
- 1–2 dust monitors positioned at downwind boundaries or areas most susceptible to dust dispersion.

See appendix 10 – Project Sustainability Plan for monitoring locations.

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.

A section 61 (S61) Prior Consent application will be submitted to the London Borough of Camden once the principal contractor has been formally appointed. The application will cover all proposed construction activities that may generate noise and vibration, including any works outside standard hours or requiring specific methodologies.

If extended or out-of-hours working is required, the contractor will apply for this through the Section 61 process.

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.

An Air Quality Assessment was undertaken in November 2024, as part of the planning submission – see planning application 2025/4421/P

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.

See appendix 12.

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.)

Site management

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site
- Develop a Dust Management Plan
- Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary
- Display the head or regional office contact information.
- Record and respond to all dust and air quality pollutant emissions complaints.
- Make a complaints log available to the local authority when asked.
- Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.
- Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.
- Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.
- Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.

Preparing and maintaining the site

- Plan site layout: machinery and dust causing activities should be located away from receptors
- Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.
- Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.
- Avoid site runoff of water or mud.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials from site as soon as possible.
- Cover, seed or fence stockpiles to prevent wind whipping.
- Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.
- Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust

- Agree monitoring locations with the Local Authority.
- Where possible, commence baseline monitoring at least three months before phase begins.
- Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.

Operating vehicle/machinery and sustainable travel

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.
- Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.
- Ensure all vehicles switch off engines when stationary – no idling vehicles.
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.
- Impose and signpost a maximum-speed-limit of 10mph on surfaced haul routes and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.
- Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
- Use enclosed chutes, conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Waste management

- Reuse and recycle waste to reduce dust from waste materials
- Avoid bonfires and burning of waste materials.

Measures specific to Demolition

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

Measures Specific to Earthworks

- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.
- Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.
- Only remove secure covers in small areas during work and not all at once.

Measures Specific to Construction

- Avoid scabbling (roughening of concrete surfaces) if possible
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
- For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.

Measures Specific to Trackout

- Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.
- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.
- Record all inspections of haul routes and any subsequent action in a site log book.
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.
- Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).
- Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.
- Access gates to be located at least 10m from receptors where possible.
- Apply dust suppressants to locations where a large volume of vehicles enter and exit the

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.

The risk of dust and air pollutant arisings from operations will be considered as part of Risk Assessment & Method Statement development for all activities. Where risk is deemed to be significant consideration will be given to alternative methodologies that result in less dust.

Standard procedure for dusty works will be to undertake damping down operations, in particular when operations occur on particularly dry days.

An air quality monitoring regime will be implemented through a specialist third party contractor including 2 monitors located at the site perimeter near sensitive receptors. These monitors will establish a baseline for the area and then monitor 15 minute average air particulate concentrations against agreed action and exceedance threshold limits. The consultancy is expected to provide a live-data portal allowing review of monitor status and live data as well as email/text notifications to nominated members of the project team whenever a threshold or action level breach occurs. The project team's approach to managing these breaches and issues will be proactive and considered to ensure that mitigation methods are appropriate and methods of work are considered that may reduce dust generation.

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 and unloading compound located adjacent to Stacey Street will be cleaned and maintained through the works. Any debris will be swept up and cleaned immediately. We will have access to a wheel wash hose. A road sweeper will be hired to clean the local streets on a regular basis.

35. Air quality monitoring requirements.

Real-time dust (PM_{10}) 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 (PM_{10}) 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

We will be procuring a noise, dust and vibration monitoring consultancy to design and implement adequate monitoring across the project. The initial scope of works will be undertaking a 3 month baselining exercise for the project to establish baseline levels and appropriate threshold levels for monitoring. This report will be shared with the council.

The monitoring regime for the project will be established by the consultancy and is expected to include an expected 2 monitors, set to relevant threshold and action levels, that capture data across adequate timeframes (usually 15 minute averages for air quality) at locations around the site boarder located near to sensitive receptor. The consultancy is expected to provide a live-data portal allowing review of monitor status and live data as well as email/text notifications to nominated members of the project team whenever a threshold or action level breach occurs.

A monthly report of air quality will be compiled based on the data collected and circulated to the council and relevant stakeholders. This report will be made available digitally to members of the public with information on accessing this data displayed on project hoarding noticeboards.

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 (June 2026 – July 2028):

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

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes requirement to comply is established within site management documentation and subcontractor contracts

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes NRMM register will be managed centrally with a requirement for subcontractors to upload and maintain relevant records on appropriate equipment included in contracts.

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 the inventory will be maintained by subcontractors and regularly reviewed in Monthly Progress Meetings.

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 NRMM complaince information is requirement for plant acceptance onto the project site. These records will be kept and maintained for review.

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 project will operate a “Just-In-Time” deliveries policy including a booking system operated by our logistics management. This will ensure that any vehicles attending the project are expected and accounted for with sufficient space for them to park in the off-road delivery point. This will support the fluidity of public traffic minimising congestion and idling, as well as providing delivery drivers a space to park and turn-off their vehicles during deliveries.

The project will operate a “No Idling” policy for all vehicles, as is standard across our projects, and will support the **Engines Off pledge** for both delivery vehicles and site plant & machinery. Through this management we will ensure that vehicles are not polluting unnecessarily and not sat idling whilst not in use.

Where possible we will select for electric or alternative fuel (HVO) vehicles in order to further support reduction in emissions associated with combustion engines and idling machinery.

See attached in appendix 10 – Project Sustainability Plan

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

Asbestos (refurbishment and demolition) survey was undertaken by demolition contractor JF Hunt prior to commencement of the demolition works in October 2025.

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.

- Members of the Considerate Constructors Scheme
    - Scores of 40+
- Smoking area
- Dedicated on-site welfare
- Off-street parking of deliveries
- Project Site Induction
- Code of Conduct - Commitment to culture of consideration
- Become a valued member of the local community
- Stakeholder engagement
- Accountability to Project Leadership

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 compliance with the agreed remit and requirements of the CMP is an essential aspect of our delivery and that the CMP Planning Site Inspector may conduct site inspections both planned and unplanned which we will facilitate.

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.

As a business SRM are used to signing up to 'Building Mental Health'. We will sign up to this prior to the works commencing 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 Tom Hirsch

Position Project Director

Date 5th January 2026

Please submit to: planningobligations@camden.gov.uk

End of form.

Updated 02/06/2025 V3.1