

D Advanced Ltd



OUTLINE CONSTRUCTION MANAGEMENT PLAN

September 2024

Construction/**Demolition** Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
20-10-2023	1	D-Advanced
23/01/2024	2	D-Advanced
05/06/2024	3	Make One Group
22/07/2024	4	Make One Group

Additional sheets

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

Document	Date	Version	Produced by
A-Site Location	22/02/2023	1	D-Advanced
B-CIA Statement and Checklist.	14/03/2023	1	D-Advanced
C-Consultation Letter	31/10/2023	1	Kanda Consulting
D-Vehicle Routing	02/03/2023	1	D-Advanced
E-Vehicle Swept Paths	08/03/2023	1	D-Advanced
F-Vehicle Swept Paths	08/03/2023	1	D-Advanced
G-Vehicle Swept Paths	08/03/2023	1	D-Advanced
H-Site Setup Plan	27/03/2023	1	D-Advanced
I-Proposed Scaffold Drawing	05/06/2024	1	Make One Group
J-Temporary Highway Changes Letter to Residents	05/06/2024	1	Make One Group
K-Parking Bay Suspension	05/06/2024	1	Make One Group
L-Temporary Highway Changes Email to Councillors	05/06/2024	1	Make One Group
M-Temporary Highway Changes Distribution Route	05/06/2024	1	Make One Group

Introduction

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

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

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

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

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

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

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

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

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

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

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

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (CIA) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

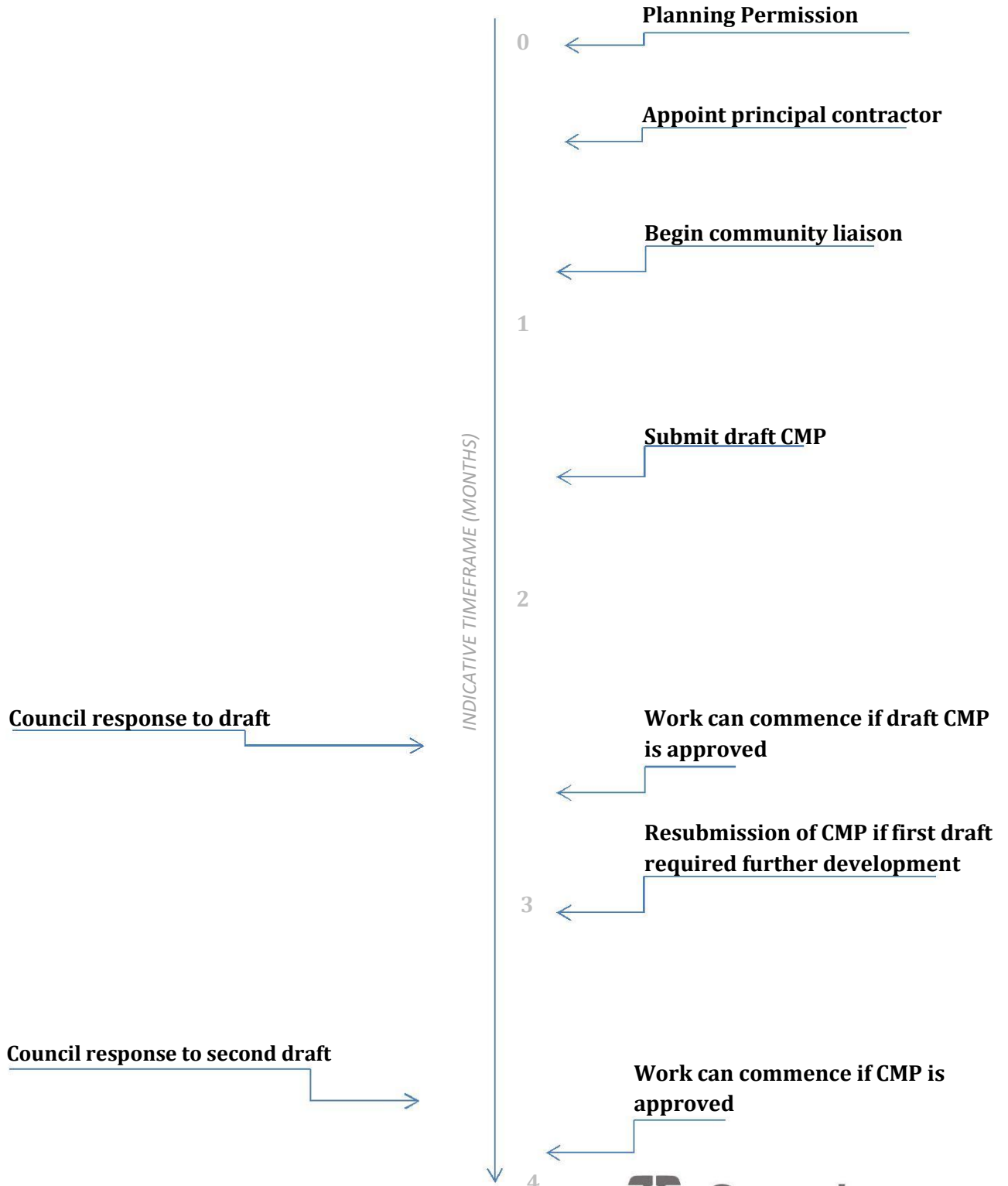
The CIA Checklist (editable pdf) can be found at
<https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 16-24 Whitfield Street, London, W1T 2RA

Planning reference number to which the CMP applies: 2023/3808/P

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

Name: Daniel Watton

Address: Global Holdings Management Group (UK) LTD, 7th Floor, Portman House, 2 Portman Street, W1H 6DU, London.

Email: daniel.watton@gh-mgmt.com

Phone: +44 7880 656 097

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

Name: S Marsden (Senior Project Manager)

Address 1 Barbon Close, Great Ormond Street, London, WC1N 3JX

Email: scott.marsden@makeonegroup.com

Phone: 07442 317218

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: S Marsden (Senior Project Manager)

Address | Barbon Close, Great Ormond Street, London, WC1N 3JX

Email: scott.marsden@makeonegroup.com

Phone: 07442 317218

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: California Perriton

Address: | Barbon Close, Great Ormond Street, London, WC1N 3JX

Email: cali.perriton@makeonegroup.com

Phone: 07814 055257

Site

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

The site is located between the west side of Tottenham Court Road and the east side of Whitfield Street in Fitzrovia, within the Charlotte Street Conservation Area. The area surrounding the site is a mix of retail, office, service and residential uses. Crabtree Fields is located directly opposite the site on Whitfield Street.

The building was previously occupied by the British Transport Police on the Whitfield Street frontage, however is now vacant. Marks and Spencer retain occupation of part of the basement, ground and first floors to the frontage on Tottenham Court Road.

The site is located within the Charlotte Street Conservation Area. The site location is shown in Appendix A of this report.

The site is also within the Cumulative Impact Area (CIA), therefore a Cumulative Impact Area Statement and Checklist has been included in Appendix B of this report.

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 proposals comprise a comprehensive CAT-A refurbishment of the property and extensions to the existing building on both the second floor and fourth floor levels. In addition to this, the existing basement car park will be converted into office space, along with cycle parking storage for the development.

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

The table below sets out the approximate timeframes for each phase of the construction. The total construction timeframe is to be approximately 52 weeks.

Construction Stage:	Approx. Duration	Start	End
Site Set-up	5 weeks	May 2024	June 2024
Demolition	12 weeks	June 2024	September 2024
Sub-Structure	3 weeks	September 2024	September 2024
Super-Structure	31 weeks	July 2024	February 2025
Fit-Out	44 weeks	June 2024	May 2025
Close-Out, Testing & Commissioning	13 weeks	February 2025	June 2025

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

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

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

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

Owing to the site's location within the Cumulative Impact Area (CIA), the working hours for the site will be 8am-6pm, Monday to Friday. No work will be permitted on Saturdays, Sundays or Public Holidays.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

Kirkman House neighbours the site on Whitfield Street to the south and contains both office and residential units. Crabtree Fields is located directly opposite the site to the west and contains a children's play area amongst green, recreational space.

11. Consultation

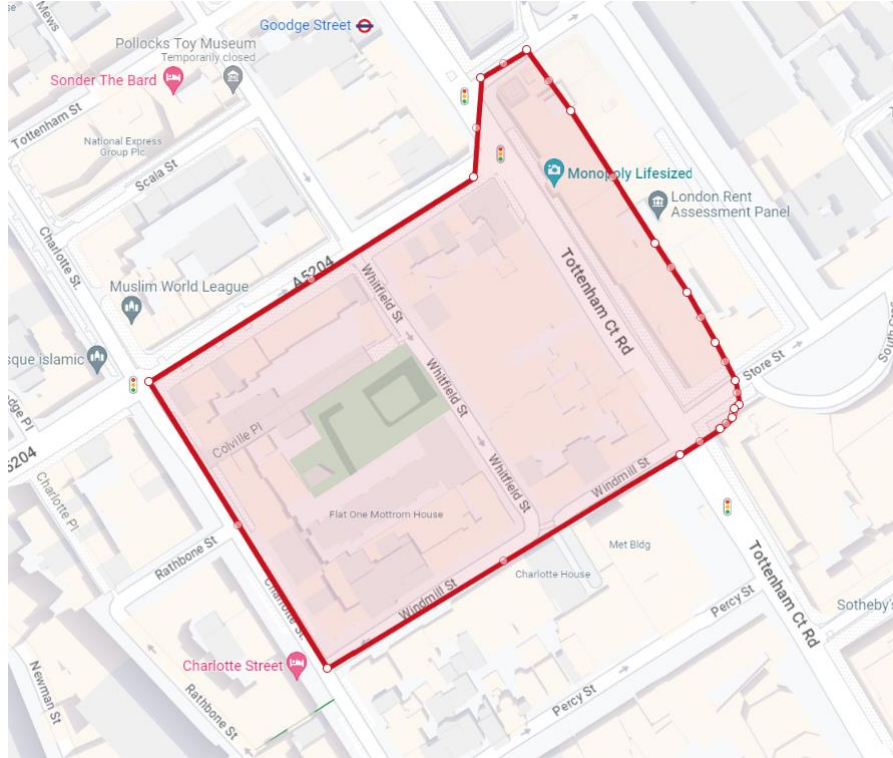
The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highways set up plans in advance with Camden if there is any uncertainty with this.

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

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

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

Neighbourhood Consultation took place on 15th January 2024. Minutes of the first Construction Working Group meeting are available upon request. Consultation was invited from all addresses within the below distribution area. This covers c. 274 addresses close to the site. A copy of the letter which will be distributed is available in Appendix C.



A letter has been delivered to the local residents and councillors regarding the temporary traffic restrictions required for the project. A copy of this letter has been attached in appendix J, with appendix M showing the distribution route. No responses have been received at time of writing, however a tracker will be updated and available for review should it be required.

12. Construction Working Group

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

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

A construction working group has been established and the first meeting was held on 15th January 2024. Copy of minutes are available upon request..

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#) for the full duration of your project. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

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

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

Site ID: 513630

The contractor shall follow the Guide for Contractors Working in Camden.

The contractor will agree to abide by it.

14. Neighbouring sites

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

The most recent, relevant granted applications on Whitfield Street have been copied herein:

15-17 Goodge Street London W1T 2PQ
2024/0250/P

Removal of existing roof extension and erection of replacement single-storey roof extension. Provision of roof terrace, access structure, and plant at roof level. Alterations to ground-floor entrance, replacement of windows on all elevations, and associated works.

2024/0040/P

31-37 Whitfield Street London W1T 2SF

Amendments to planning permission 2022/5256/P, which itself was an amendment to permission 2020/3798/P dated 29/10/2020 and 2019/6274/P dated 06/03/2020 (for External alterations to existing office building including reconfiguration of front and rear entrances, additional plant at roof level and creation of terrace areas to the rear at second floor level and to the front at fourth floor level), namely to install a secondary inner gate within the private demise of the site .

The CMP has taken into consideration both applications and has mitigated the cumulative impacts of construction.

Transport

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

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

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

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

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

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

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

The site will have a delivery booking system which will require vehicles to meet the CLOCS requirements. It is a prerequisite within the procurement of the supply chain to ensure a minimum of FORS Bronze standard is provided.

Desktop checks:

Where doubt exists, desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide.

Site checks:

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

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

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

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

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

The client/developer and principal contractor have read and understood the CLOCS Standard, and it has been included in contracts.

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

Site Traffic

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

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

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

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

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

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

Vehicle routing has been carefully considered to avoid major cycle routes and trip generators as much as possible.

The proposed vehicle routing can be found within Appendix D of this report.

In summary, vehicles will approach from the A501 Marylebone Road, turning left or right onto the A4201 Portland Place. Vehicles will travel south, before turning left onto the A5204 and traveling east then performing a right-hand turn onto Whitfield Street and continuing south, pulling into a suspended parking bay adjacent to the site, on the vehicle's left-hand side.

When exiting, vehicles will continue along Whitfield Street southbound, following the one-way system onto Windmill Street then performing consecutive left-hand turns onto Charlotte Street, then Percy Street. Vehicles will then turn left onto Tottenham Court Road, then right onto Store Street and turning left onto Gower Street headed northbound to follow the road left and heading straight on to Euston Road. They can rejoin the A501 Marylebone Road to continue their onwards journey here to head West/South, otherwise they will come off at Great Portland Street, following the road round to the right and then straight on to Albany Street. A right-hand turn onto the A4201 and following the one-way system onto Osnaburgh Street will allow them to rejoin the A501 Marylebone Road headed West/North. The most constrained manoeuvres on this described route are shown in Appendix E of this report.

- b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

To minimise the risk of congestion, the route map will be issued to all subcontractors and suppliers and vigorously enforced. It will form part of the Contractual Conditions, and deviance will result in exclusion from the site or placement of orders for materials being cancelled and another supplier sought.

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

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

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

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

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

A delivery plan will be in place to ensure deliveries arrive at the correct time. Instructions will be provided to suppliers and contractors.

The following number of vehicles are estimated to arrive at the site per week during each phase:

- ☐ Site setup and demolition – 2 to 3 movements per day
- ☐ Sub-structural works – 2 to 3 movements per day
- ☐ Super-structural works – 2 to 3 movements per day
- ☐ Cladding- 2 to 3 movements per day
- ☐ Fit-out, testing and commissioning- 2 to 3 movements per day

The largest vehicle which will access the site will be a 10m rigid as per the tracking drawings shown in appendix J .

b. Please specify the permitted delivery times.

Deliveries will be permitted between the hours of 9.30am to 4.30pm on weekdays. There will be no deliveries permitted on weekends, owing to the site's location within the CIA.

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.

It is unlikely that two builds will be taking place at the same time within close proximity, however all endeavours will be made to reduce this impact if it occurs.

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

A swept path analysis showing the most constrained manoeuvres along the proposed route is shown in Appendix E(i). The locations of these turns are shown in Appendix E(ii).

The three manoeuvres shown are as follows:

- ☐ Turning left onto Charlotte Street from Windmill Street.
- ☐ Turning right onto Whitfield Street from Goodge Street.
- ☐ Turning left onto Tottenham Court Road from Percy Street.

These manoeuvres are shown with a 7.5-tonne box van, the largest vehicle expected during the development.

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

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

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

The two parking bays outside of the site on Whitfield Street, currently marked as 'police' parking bays will be required to be suspended throughout the duration of the development.

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

Delivery numbers are as low as possible for the development.

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

Deliveries and clearances from site will be booked in with careful considerations so they arrive when required to avoid waiting time and congestion to local roads and surroundings. Site will adopt a no-idling policy and no vehicles shall be permitted to idle whilst at the site.

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

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

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

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

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

Vehicles will not leave the carriage way and logistics and banksman teams will be in place to Marshall all deliveries and collections.

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

Access and egress arrangements will initially be managed by a timed and agreed delivery and works schedule whereby the use of the designated areas is determined daily. The team will be made up of trained road marshals and banks-men, backed up by a specified manager and assisted by operatives of the relevant subcontractors for unloading and transportation duties onto the project.

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

Document D- Vehicle Routing
Document E – Vehicle Swept Paths
Document F – Vehicle Swept Paths
Document G – Vehicle Swept Paths

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 Project will not require a wheel washing station on this project. However, after collections and deliveries we will have operatives sweep / clear the area as required

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

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

a. Please provide the location where vehicles will stop to unload. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Two parking bays on Whitfield Street will be suspended in order to provide access for vehicles. The extent of the parking bay suspension required is approximately ten metres, equivalent to two parking spaces, as indicated on the site set-up plan. All material and demolition material will be stored within the basement of the site. All loading and unloading will take place from within the loading area.

Scaffold vehicles will use the loading bay on TCR for all scaffold deliveries during the scaffold installation on the TCR elevation. These vehicles will arrive before the traffic restriction takes effect at 08.00am

The loading bay will be suspended for general loading during the installation period from 07.00 – 7.00pm Mon – Fri to ensure that this is kept clear for this purpose.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process. Please note that deliveries should pause where possible to allow passage to pedestrians.

When vehicles are reversing into the suspended parking bay, a traffic marshal will ensure the safe passage of passing pedestrians. Deliveries will be coordinated to ensure that a traffic marshal is always present to greet a vehicle.

Site set up

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

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

Please note that there is a four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

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

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

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

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

Please provide detail drawings of the site up on the public highway. This should be presented as a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

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

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

A site set-up plan is shown in Appendix H of this report.

As demonstrated in the figure, spoil and material storage is to be within the basement of the existing building. A scaffold gantry is to be erected enabling a retractable conveyer belt for muck-away and a materials hoist and loading bay for deliveries. Scaffolding will be installed to all elevations with a temporary roof to provide weather protection to the building.

A traffic marshal will be present to ensure that any disruption caused by loading/unloading is kept to a minimum.

Spoil removal is to be carried out via a wait and load method. Spoil and material waste will be transferred from the basement to a waiting skip lorry at street level.

Welfare facilities are to be provided within the existing building.

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

Scaffold on the Tottenham Court Road Elevation has been designed to ensure a minimum footpath width of 1890mm between the outside standard and the loading bay is maintained at even when the loading bay is occupied.

23. Parking bay suspensions and temporary traffic orders

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

A space cannot be suspended for convenience parking, a [trade permit](#) is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the



highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

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

As the two parking bays outside of the development currently marked as 'police bays' are required to be suspended for the duration of the development, which exceeds the maximum period of six months; a Temporary Traffic Restriction (TTR) application has been made. See appendix J – Temporary Highway Changes Letter, appendix K – Parking Bay Suspension Plan Drawing, appendix L – Temporary Highway Changes Email to Local Councillors and appendix M – Temporary Highway Changes Letter Distribution Route.

24. Motor vehicle/cyclist diversions/pedestrian diversions

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

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

Please provide details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

The gantry system which will be erected on the east side of Whitfield Street will ensure that no footway closures are necessary during the development.

A traffic marshal will be present during loading and unloading of vehicles to ensure pedestrian safety.

25. Services

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

N/A

Environment

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

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

Due to the large amount of the existing structure which is to be maintained, demolition will be fairly limited. Demolition will be undertaken mostly by hand tools and low vibration drills. Noisy work will be minimized as much as possible.

Noise from construction will be limited to:

- ☐ 8am – 6pm, Monday to Friday

No noisy work will take place on weekends or bank holidays. Exceptional work may be allowed outside of these times, when there is:

- ☐ An emergency
- ☐ A risk to public safety.

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

A noise survey was completed in September 2023.

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

Noise created during the works will be within the allowable times and noise restrictions. All methods of noise reduction will be utilised to minimise disruption by use of best practice guidance and noise monitoring to ensure the levels are not exceeded.

Once investigation works and methodology have been carried out a more specific list and RAMS will be issued.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Mitigation includes using cutters, low vibration drills and hand tools to reduce noise and vibration. Noise and vibration will be measured and if there are cases that exceed the predicted levels other than mitigation will take place and an alternative found.

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

It is anticipated that staff will have been trained on BS 5228:2009. Along with this staff members are aware of the requirements to control noise and vibration arising from construction works. All site staff and contractors will be the subject of a specific briefing as part of site induction.

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.

No vehicles will enter the site, therefore dirt or dust will not be transferred onto the highway through movement of vehicles.

Secure hoarding will be provided around the site boundary which will significantly aid the reduction of dust spreading onto the highway.

Water suppression will be used to reduce the amount of dust going onto the Highway if / where needed.

All demolition works shall be carried out in accordance with British Standard 6187: Code of Practice for Demolition. All demolition and construction works shall be in accordance with 'The Control of Dust & Emissions from Construction and Demolition Best Practice Guidance'.

Dampening down will take place during all site activities that have the potential to create dust and during windy or dry weather, damping sprays will be used to prevent dust from causing nuisance to neighbouring premises. All mechanical cutting and grinding will be done in conjunction with a water.

Where there is visual evidence of airborne dust from the activities on the site, the contractor shall carry out an assessment and where necessary undertake ambient monitoring to identify those activities creating dust above acceptable levels.

Work areas shall be suitably and sufficiently enclosed using temporary screens to prevent transition of dust to other areas. Tasks producing dust will be identified and control measures included within task specific risk and method statements. Before works commence we shall look at ways to reduce the amount of dust created; this will include reducing cutting of materials, using a less powerful tool or a different method of work when possible.

Dust monitoring will take place throughout the build, providing alerts when the dust reaches a certain level which will be investigated and mitigated.

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.

No vehicles will enter the site, therefore dirt or dust will not be transferred onto the highway through movement of vehicles.

Secure hoarding will be provided around the site boundary which will significantly aid the reduction of spread of dust onto the highway.

Water suppression will be used to reduce the amount of dust going onto the Highway if / where needed.

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

Noise, Dust and Vibration will be monitored by a Monitoring Contractor.

Two vibration monitors, two noise monitors and two dust monitors will be provided within the site.

The vibration, noise and dust equipment will be pre-programmed with event alarm warning levels if breached. Monitoring Services will continuously monitor the alarm levels and will report any breached alarms to the Site Manager to all works to be stopped and re-assessed.

Instrumentation will be the following:

Vibration Monitoring:

Data acquisition	Direction	XYZ
	Range frequency	0.5 - 250 Hz
	Range velocity	0.2 - 50.0 mm/s (0.00787 - 1.9685 in/sec)
	Resolution	0.01 mm/s (0.00039 in/sec)
	Dominant frequency determination	FFT
GPS location	Sensor type	GPS receiver
	Accuracy	10 meter CEP
Sensor tilt	Maximum velocity level	50 mm/s (1.9685 in/sec)

Logging interval time	Range	2 - 6000 s
Trigger level (minimum logging level)		0.2 - 50.0 mm/s (0.00787 - 1.9685 in/sec)
Applicable standards		SBR-A DIN 150-3 BS7385
Alarm settings	Alarm level curve	SBR curve, DR curve, Straight Line
	Type of message	E-mail, SMS and personal dashboard



Dust Monitoring:

MetOne ES-642 Specification	
Measurement Principles	Particulate concentration by forward light scatter laser Nephelometer.
Compatible Cut Points	PM ₁₀ , PM _{2.5} or TSP
Measurement Range	0 to 100,000 µg/m ³
Measurement Sensitivity	1 µg/m ³
Nephelometer Accuracy	± 5% traceable standard with 0.6µm PSL
Particle Size Sensitivity	0.1 to 100 micron. Optimal sensitivity 0.5 to 10 micron particles
Zero Calibration	Automatic Zero Calibration every 1-2 hours
Flow Rate	20 litres/minute ± 0.1 lpm
Factory Service Interval	24 Months typical, under continuous use in normal ambient air



Noise Monitoring:

Environmental Noise Monitor Remote Noise Monitoring System for Demolition Monitoring



The Environmental Noise Monitor is a completely self powered, remote, GSM based noise monitoring system for Demolition site use. This unit is ideal for any noise monitoring applications that demand a unit that meets IEC 61672-1:2002.

Noise during Demolition and building work can be a nuisance to local residents or business. Restrictions may be put in place by a local authority to help control the noise levels emitting from the demolition site. The Environmental Noise Monitor will provide you with the measurements and reports that you need.

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at planning application stage in line with the GLA policy [The Control of Dust and Emissions During Demolition and Construction 2014 \(SPG\)](#) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](#). **Please attach the risk assessment and mitigation checklist as an appendix.**

Due to the scale of the development, an air quality assessment is not required.

Dust will be continuously monitored and if alerted, preventative measures will take place in order to ensure that the build is in line with GLA policy.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

All of the highly recommended measures from the SPG document within the low-risk column have been / will be addressed. These include the following:

- 1) Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.
- 2) Display the head or regional office contact information.
- 3) Record and respond to all dust and air quality pollutant emissions complaints.
- 4) Make a complaints log available to the local authority when asked.
- 5) 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.
- 6) 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 are being carried out, and during prolonged dry or windy conditions.
- 7) 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.
- 8) Plan site layout: machinery and dust causing activities should be located away from receptors.
- 9) Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as stockpiles on site.
- 10) Avoid site runoff of water or mud.
- 11) Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.
- 12) Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.
- 13) Ensure all vehicles switch off engines when stationary – no idling vehicles.
- 14) Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where possible.
- 15) Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).
- 16) 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.
- 17) Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
- 18) Use enclosed chutes, conveyors and covered skips.
- 19) Minimise drop heights from conveyors, loading shovels hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- 20) Reuse and recycle waste to reduce dust from waste materials.

- 21) Avoid bonfires and burning of waste materials.
- 22) Ensure water suppression is used during demolition operations.
- 23) Avoid explosive blasting, using appropriate manual or mechanical alternatives.
- 24) Bag and remove any biological debris or damp down such material before demolition.

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

Note: **real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level.** If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval.** Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site.** Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

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

As stated previously, two dust monitors, two noise monitors and two vibration monitors will be used. These will be monitored for the duration of the build, starting a week before the build to produce background monitoring and reports. These initial reports will be provided to the Council which will include trigger levels. Ongoing monthly reports will be provided to the Council thereafter. These will be made readily available online also.

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Appropriate mitigation measures will take place throughout the site in order for this to be prevented, welfare facilities will be kept in a clean and clear state for the duration of the works and facilities regularly cleaned. Where required, site inspections will be undertaken and receipts will be provided.

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

A type two asbestos survey was carried out at 16-24 Whitfield Street, with the final issue date on 06/03/2009. The survey number is 'SUR 1821/E' and the survey concluded that no asbestos materials were detected within the site.

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

An induction process will give a clear message to all operatives that unacceptable behaviour, both on or off site, is not tolerated. Operatives wishing to leave the site are required to remove their P.P.E. and leave it in an area adjacent the exit. Shouting will be discouraged, with the provision of radios where communication at distance is required. Bad language will also be monitored, and action taken when necessary. Road marshals will ensure that operatives do not congregate outside the confines of the site and any lewd behaviour will result in instant dismissal from site. The approach is targeted at leaving a positive impression on those that our works might affect.

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

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

Direct link to NRMM Practical Guide (V4):

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

From 1st September 2015

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

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



From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy): October 2023 – December 2024.
- b) Is the development within the CAZ? (Y/N): Yes
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Confirmed
- 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: Confirmed
- 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

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

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

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

Vehicles will only arrive one at a time, manoeuvring into the designated loading/unloading parking bay and then turning engines off whenever possible in order to avoid idling. The contractor will be committed to 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.

Mental Health Training

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

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

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

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

The scheme will be signed up to the Building Mental Health Charter, and an appropriate number of trained Mental Health First Aiders will be available on-site during construction hours.



SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:

Date:

Print Name:

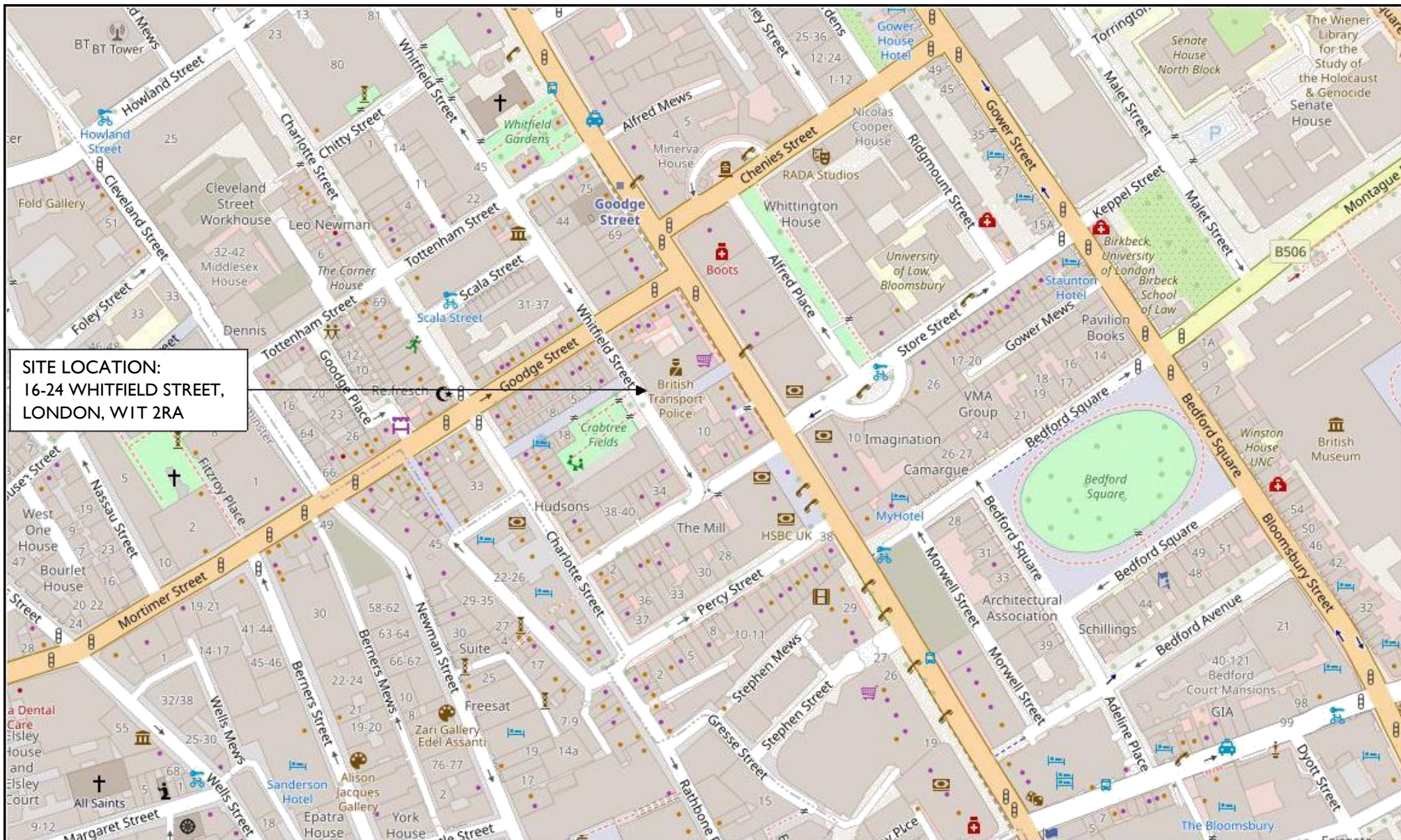
Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9

APPENDIX A
Site Location



Date: 22-February-2023
 Scale: NTS
 Source: OpenStreetMap
 Drawing No: P2829/CMP/A



P2829: 16-24 WHITFIELD STREET, LONDON, W1T 2RA

Appendix A
 Site Location

APPENDIX B
Cumulative Impact Area Statement & Checklist

Cumulative Impact Area Central London

Statement & Checklist

Planning Reference 2022/2626/P

Site Address 16 Whitfield Street
London, W1T 2RA

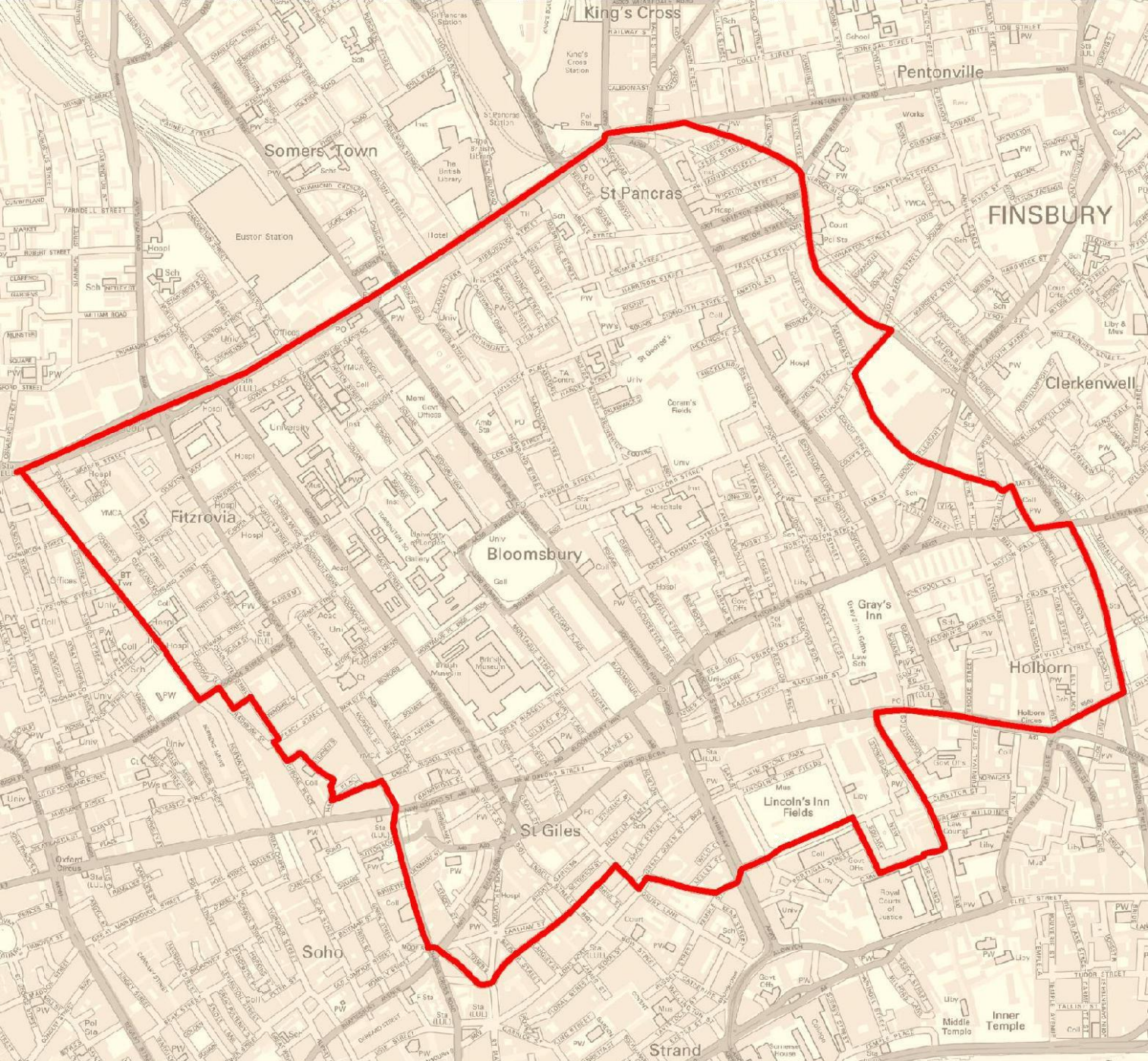


Camden

The Central London area represents just under a quarter of the total planned development activity in the borough despite only representing 13% of the geographical area. In addition to activity related to the redevelopment of sites, there is a significant amount of commercial buildings that undertake refurbishment works that have similar impacts but are not controlled by planning consents. The interaction of high levels of construction and construction traffic with established business/residential travel patterns is giving rise to heightened community concerns and mean that there is an increased need for careful management of construction activities and their potential impacts

The area is characterised by historic buildings with narrow streets alongside high density modern developments, with residential and commercial operations sitting side by side - the area also attract a lot of tourism, and as such the movement of people is much greater than just residents and employees. The busy nature of this area means that even the smallest redevelopment may give rise to complications with traffic and reports of public nuisance.

Noise and vibration from construction sites has the potential to give rise to significant adverse effects on health and quality of life. Based on our experience we know that some of these impacts can be effectively managed. However, this potential is affected by the challenges posed by Cumulative Impacts where the impacts of various construction sites create effects of greater significance than or different to that of each individual construction site. Managing the impacts of various sites in one area and ensuring a consistent approach to noise and vibration mitigation can be a major challenge in its own right.



Redevelopment proposals need think carefully how a site will be delivered, considering issues well beyond the site boundary, in particular:

- The proximity of properties, in particular the potential for structure borne noise and dust control
- Co-ordination with neighbouring sites, considering both construction traffic and business that require deliveries
- Communication and availability of data to a wider audience who may not be in close proximity to the development but nonetheless will be impacted, such as those who work in the area.
- The area is a designated Air Quality Management Area (AQMA) and the Council has made a commitment to reduce particulate air pollution to levels recommended by the World Health Organisation. In response, all sites in the Central London area will be required to undertake the following additional obligations as part of their Construction Management Plan. Developers/ Contractors will be required to justify (and for such justification to be made public) why any of the following elements cannot be achieved:-

WORKS

- Assumption of no working at weekends – any proposals for weekend working will be considered on a case by case basis and communicated to local residents 14 days in advance of works
- Prior to proposing any road closures, weekend working or oversize deliveries (to which all require express approval from the Council) the contractor must provide evidence that they have approached neighbouring sites and attempted to coordinate any proposals with those of the neighbouring site.
- Prior to connecting a site to utilities (Gas, Water, Electric, Telecoms) the contractor must provide evidence that they have approached neighbouring sites (and the utilities providers) and attempted to coordinate connection between neighbouring sites and the various utilities.

COMMUNICATION

- CMPs will be made available online (both prior to approval and post approval) such as on a dedicated webpage
- All logs (accident, complaint) will be made available online and a physical copy made available for residents to use and view
- Where there are neighbouring site or sites in close proximity that effect the local highway network, joint communication (i.e. Newsletters) will be required.
- Construction Working Groups will be conducted jointly with neighbouring sites
- All environmental monitoring data to be made available on-line and on site boards

DELIVERIES

- A delivery log, specifying the type of vehicle, its purpose, registration number and time on site must be maintained online and updated at least on a weekly basis.
- Contractors will be required to provide evidence that they have communicated their proposed deliveries with neighbouring construction sites and any other business, and have coordinated the deliveries where possible.
- No deliveries shall be scheduled that will require the driver to wait outside the site before 8.00am (and vehicles will not be permitted to circulate the highway to avoid this requirement)
- A pre-booking system for managing deliveries must be operated. All deliveries must contact site at least 20min before arrival to allow the necessary checks to be undertaken

MITIGATION AND RESPITE

- Adoption of localised mitigation measures such as washing the windows of neighbouring properties.
- Developments will be required to pay a Construction Impacts Bond to the Council to support the cost of Council officers addressing matters that should have been addressed by the contractor
- Dedicated wheel washing with rumble grids must be utilised unless agreed otherwise by the Council
- Green infrastructure, such as green screens/hoarding, should be utilised. Installation of filtration units, particularly where the site is near (within 250m) vulnerable receptor facilities (such as schools, nursing homes and hospitals)

SITE CONDUCT

- A firm disciplinary policy, such as a two strike warning before removal from site must be operated
- Contractors must attain the Considerate Contractors Scheme 'Exceptional' score

- Contractor must employ an enforcement process to ensure that contractors vehicles do not idle
- A plan and process to encourage site operatives to arrive at the site by sustainable methods (including car sharing / pooling) must be presented and communicated
- CLOCS compliance monitoring results need to be reported to council
- All sites must ensure that Traffic Marshalls /Banksman are appropriately trained, and that there is at least one operative on duty at any given time that has at least 1+ year of experience in that role.
- The site must be kept damp at all times, proposed equipment for this purpose must first be agreed to by the local authority.
- Weekly 'toolbox talks' should be conducted with all site operatives to advise of the requirements expected by the Council.
- Site operatives should be identifiable by the public to the site, such as using a uniformed colour of work jackets or branding.

MACHINERY AND EQUIPMENT

- All heavy goods vehicles (HGVs) are required to be Euro VI standard or better, and light duty vehicles (LDVs) are required to be Euro 4 petrol or Euro 6 for diesel, or better. Preference should be for zero to low emission equipment
- NRMM should be to stage IV of EU Directive 97/68/EC as a minimum, and an up-to-date NRMM log must be kept on-site and shared with Camden officers
- The site must connect to mains prior to works commencing to remove the need for diesel generators
- At least four real-time PM10 monitors (certified to MCERTS standard) must be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the Council. Camden officers must be provided access to the raw data via an online platform, and automated exceedance alerts should be sent to AirQuality@camden.gov.uk in addition to the contractor/developer on-site representatives
- Web-enabled monitoring equipment, allowing real time information accessible by the public should be deployed – including the use of emerging technologies.
- Environmental monitoring summary reports should be sent to Camden officers on a monthly basis

CHECKLIST



All development sites in the Cumulative Impact Area which are required to submit a Construction Management Plan (CMP) or Demolition Management Plan (DMP) are required to complete this checklist.

The checklist will need to be presented for comment to the local community as part of the pre-submission CMP/DMP. The Council will not accept the submission of the CMP/DMP unless it receives both the completed CIA checklist . If a particular requirement cannot be met, stipulate the reason why and propose an alternative solution to achieve the objective

		Requirement	Response
WORKS		No noisy working at weekends – any proposals for weekend working will be considered on a case by case basis and communicated to local residents 14 days in advance of works	Agreed
		Prior to proposing any road closures, weekend working or oversize deliveries (to which all require express approval from the Council) the contractor must provide evidence that they have approached neighbouring sites and attempted to coordinate any proposals with those of the neighbouring site	Agreed
		Prior to connecting a site to utilities (Gas, Water, Electric, Telecoms) the contractor must provide evidence that they have approached neighbouring sites (and the utilities providers) and attempted to coordinate connection between neighbouring sites and the various utilities	Agreed
		CMPs will be made available online (both prior to approval and post approval) such as on a dedicated webpage	Agreed
COMMUNICATION		All logs (accident, complaint) will be made available online and a physical copy made available for residents to use and view	Agreed
		Where there are neighbouring site or sites in close proximity that effect the local highway network, joint communication (i.e. Newsletters) will be required	Agreed
		Construction Working Groups will be conducted jointly with neighbouring sites	Agreed
		All environmental monitoring data to be made available on-line and on site boards	Agreed

		Requirement	Response
DELIVERIES	S	A delivery log, specifying the type of vehicle, its purpose, registration number and time on site must be maintained online and updated at least on a weekly basis	Agreed
		Contractors will be required to provide evidence that they have communicated their proposed deliveries with neighbouring construction sites and any other business, and have coordinated the deliveries where possible	Agreed
		No deliveries shall be scheduled that will require the driver to wait outside the site before 8.00am (and Vehicles will not be permitted to circulate the highway to avoid this requirement)	Agreed
		A pre-booking system for managing deliveries must be operated. All deliveries must contact site at least 20min before arrival to allow the necessary checks to be undertaken	Agreed
		Adoption of localised mitigation measures such as washing the windows of neighbouring properties	Agreed
MITIGATION AND RESPITE	D	Developments will be required to pay a Construction Impacts Bond to the Council to support the cost of Council officers addressing matters that should have been addressed by the contractor	Agreed
		Dedicated wheel washing with rumble grids must be utilised unless agreed otherwise by the Council	Agreed
		Green infrastructure, such as green screens/hoarding, should be utilised. Installation of filtration units, particularly where the site is near (within 250m) vulnerable receptor facilities (such as schools, nursing homes and hospitals)	Agreed

		Requirement	Response
CONDUCT SITE		A firm disciplinary policy, such as a two strike warning before removal from site must be operated	Agreed
		Contractors must attain the Considerate Contractors Scheme 'Exceptional' score	Agreed
		Contractor must employ an enforcement process to ensure that contractors vehicles do not idle	Agreed
		A plan and process to encourage site operatives to arrive at the site by sustainable methods (including car sharing / pooling) must be presented and communicated	Agreed
		CLOCS compliance monitoring results need to be reported to council	Agreed
		All sites must ensure that Traffic Marshalls / Banksmen are appropriately trained, and that there is at least one operative on duty at any given time that has at least has 1+ year of experience in that role.	Agreed
		The site must be kept damp at all times, proposed equipment for this purpose must first be agreed to by the local authority.	Agreed
		Weekly 'toolbox talks' should be conducted with all site operatives to advise of the requirements expected by the Council.	Agreed
		Site operatives should be identifiable by the public to the site, such as using a uniformed colour of work jackets or branding.	Agreed

Requirement		Response
All heavy goods vehicles (HGVs) are required to be Euro VI standard or better, and light duty vehicles (LDVs) are required to be Euro 4 petrol or Euro 6 for diesel, or better. Preference should be for zero to low emission equipment	Agreed	
NRMM should be to stage IV of EU Directive 97/68/EC as a minimum, and an up-to-date NRMM log must be kept on-site and shared with Camden officers	Agreed	
The site must connect to mains prior to works commencing to remove the need for diesel generators	Agreed	
At least four real-time PM10 monitors (certified to MCERTS standard) must be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the Council. Camden officers must be provided access to the raw data via an online platform, and automated exceedance alerts should be sent to AirQuality@camden.gov.uk in addition to the contractor/developer on-site representatives	Agreed	
Web-enabled monitoring equipment, allowing real time information accessible by the public should be deployed – including the use of emerging technologies	Agreed	
Environmental monitoring summary reports should be sent to Camden officers on a monthly basis	Agreed	
The use of powered, percussive breaking equipment should be avoided. Where this is considered not possible early discussions with the Council.	Agreed	

APPENDIX C
Copy of Neighbour Consultation Letter

31 October 2023

Dear Neighbour,

RE: Construction works to begin at 55 Tottenham Court Road and 16 Whitfield Street

I am writing on behalf of Global Holdings, the owners of the site at 55 Tottenham Court Road and 16 Whitfield Street, to inform you of construction works which are due to start, including extensions to the existing building on both the second and fourth floor levels. In addition to this, the existing basement car park will be converted into office space, along with cycle parking storage for the development.

As you may be aware, Global Holdings have brought forward new proposals for the site, which have now been submitted to Camden Council (planning reference 2023/3808/P). The site also has an existing consent (planning reference 2022/2626/P). Global Holdings intend to implement this existing consent to allow them to start various construction works at the building, allowing for an earlier completion date, should they be granted planning consent for their new planning application (2023/3808/P).

Global Holdings' intention is to immediately begin construction of the existing consent, and then switch to constructing the new application if it is granted planning permission by Camden Council. If the new application is not approved, then they will continue with the construction of the existing consent (2022/2626/P).

We understand that construction of this nature can be disruptive if not managed correctly and considerately by the contractor. It is also a requirement of Camden Council that all works of this nature are accompanied by a Construction Management Plan (CMP).

A CMP has therefore been prepared for the development which will be submitted as part of a formal application. The following points are a summary of the main recommendations included in the Plan:

- As the site is located within Camden's prescribed Cumulative Impact Area (CIA), the working hours for the site will be limited to 8am-6pm, Monday to Friday. No work will be permitted on Saturdays, Sundays or Public Holidays.
- Deliveries will be restricted to 9.30am-4:30pm on weekdays Monday to Friday. There will be no deliveries scheduled on Saturdays, Sundays or Public Holidays.
- Delivery vehicles will not be allowed to block the flow of traffic through the street. Due to the nature of the street, vehicles will be able to pass the loading / unloading vehicle when in place. Two street parking bays for police vehicles will need to be suspended during periods of the construction build.

- Hoarding will be implemented at the Whitfield Street frontage of the building. A secure gantry system will pass over the footpath, which will therefore remain open to public use.
- No road traffic diversions will be implemented. No footpath closures will be implemented.
- Delivery lorries are expected to take around 30 minutes to load / unload each time.
- At its most intensive phase the site is expected to generate demand for around two to three movements per day.

The draft CMP can be viewed on our website: <https://16whitfieldstreet.co.uk>. If you have any questions, comments, or need the CMP in a different format, please contact us by emailing 16whitfieldstreet@kandaconsulting.co.uk or calling **020 3900 3676**. If you would like to find out more about the proposals for the site, please visit <https://16whitfieldstreet.co.uk>.

Yours sincerely,

16 Whitfield Street Consultation Team

Email: 16whitfieldstreet@kandaconsulting.co.uk
Phone: 020 3900 3676

APPENDIX D
Proposed Vehicle Routing Plan



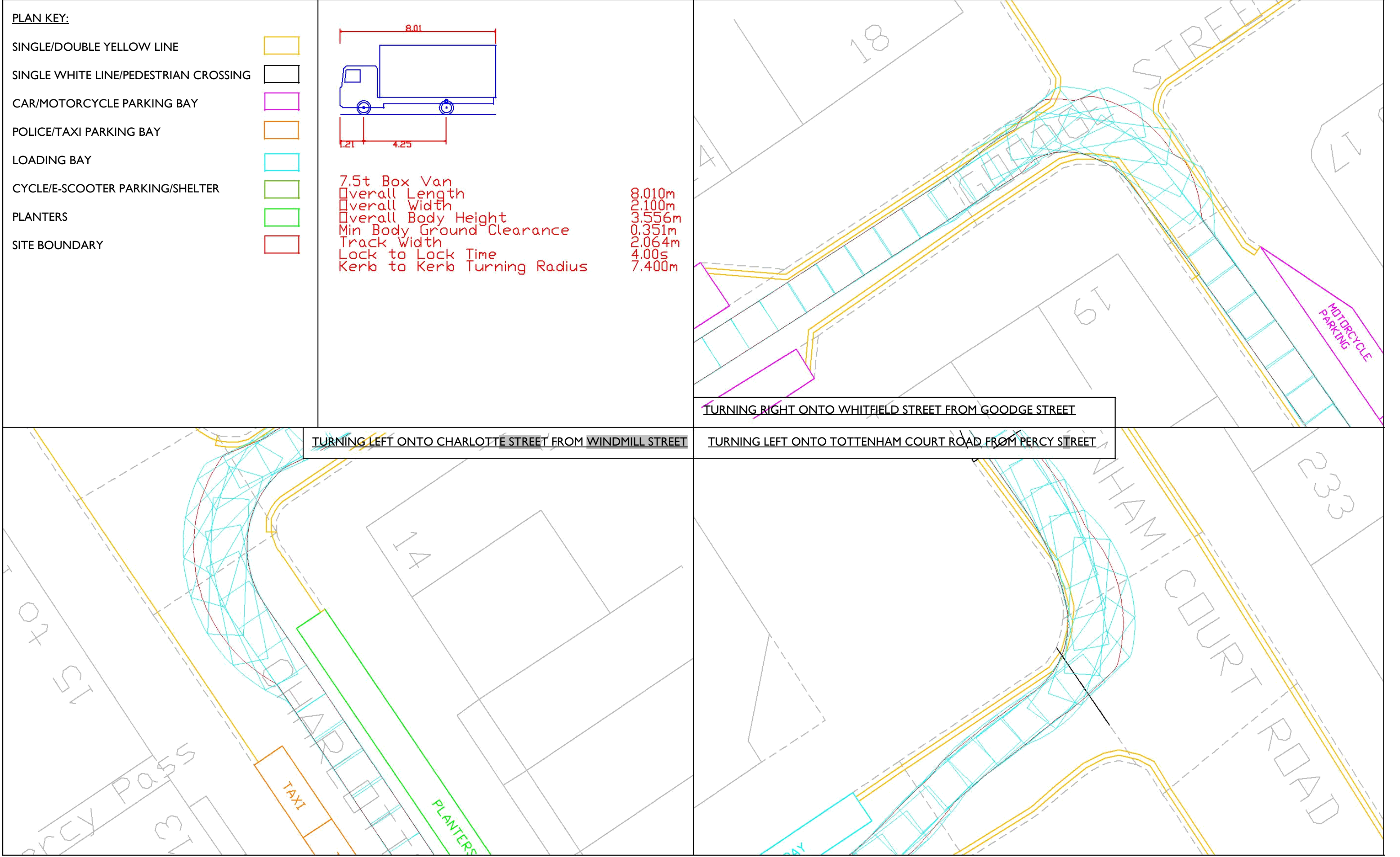
Date: 2-March-2023
Scale: NTS
Source: OpenStreetMap
Drawing No: P2829/CMP/D

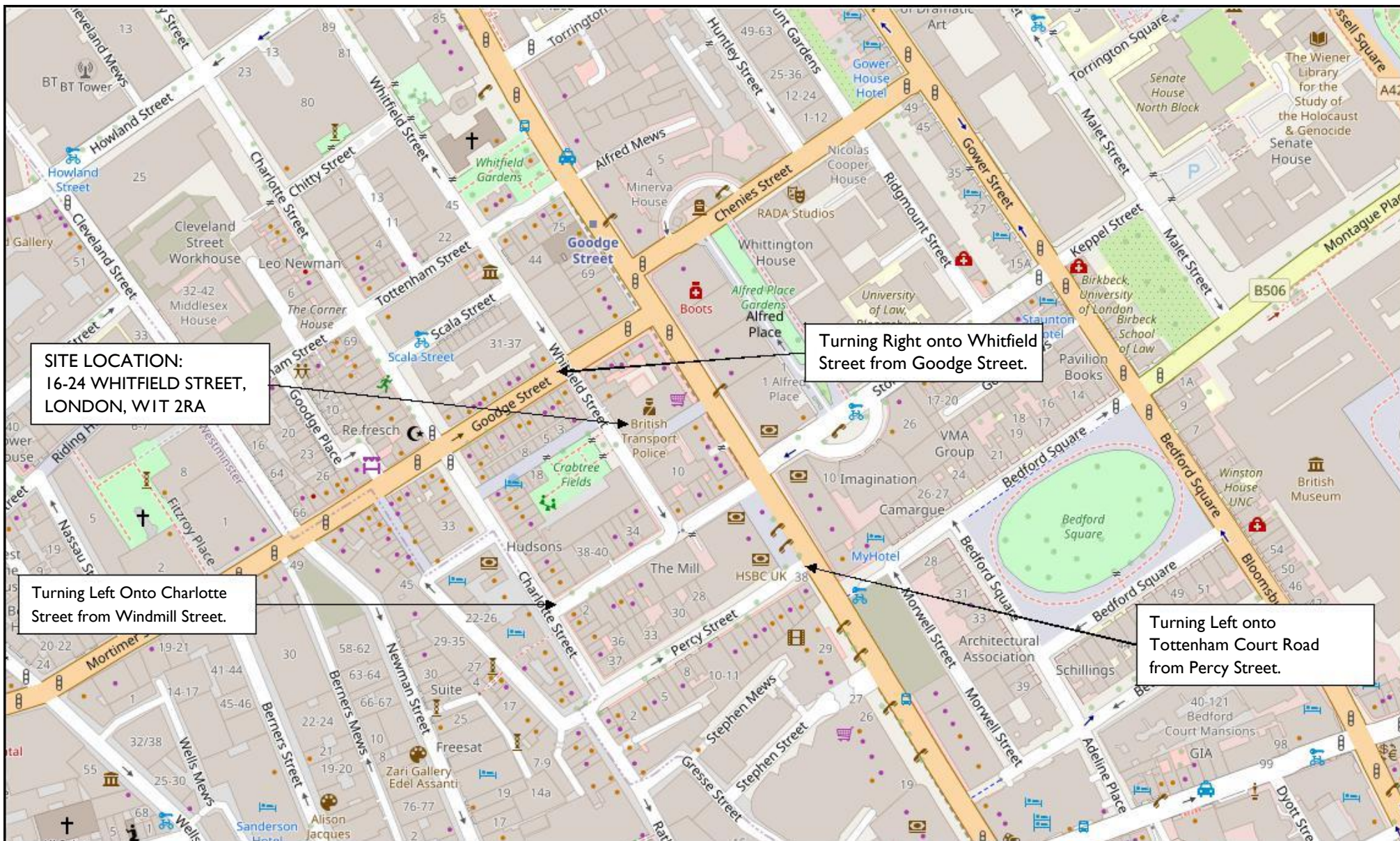


P2829: 16-24 WHITFIELD STREET, LONDON, W1T 2RA
Appendix D
Vehicle Routing Plan

APPENDIX E

Swept Path Analysis of the Constrained Manoeuvres



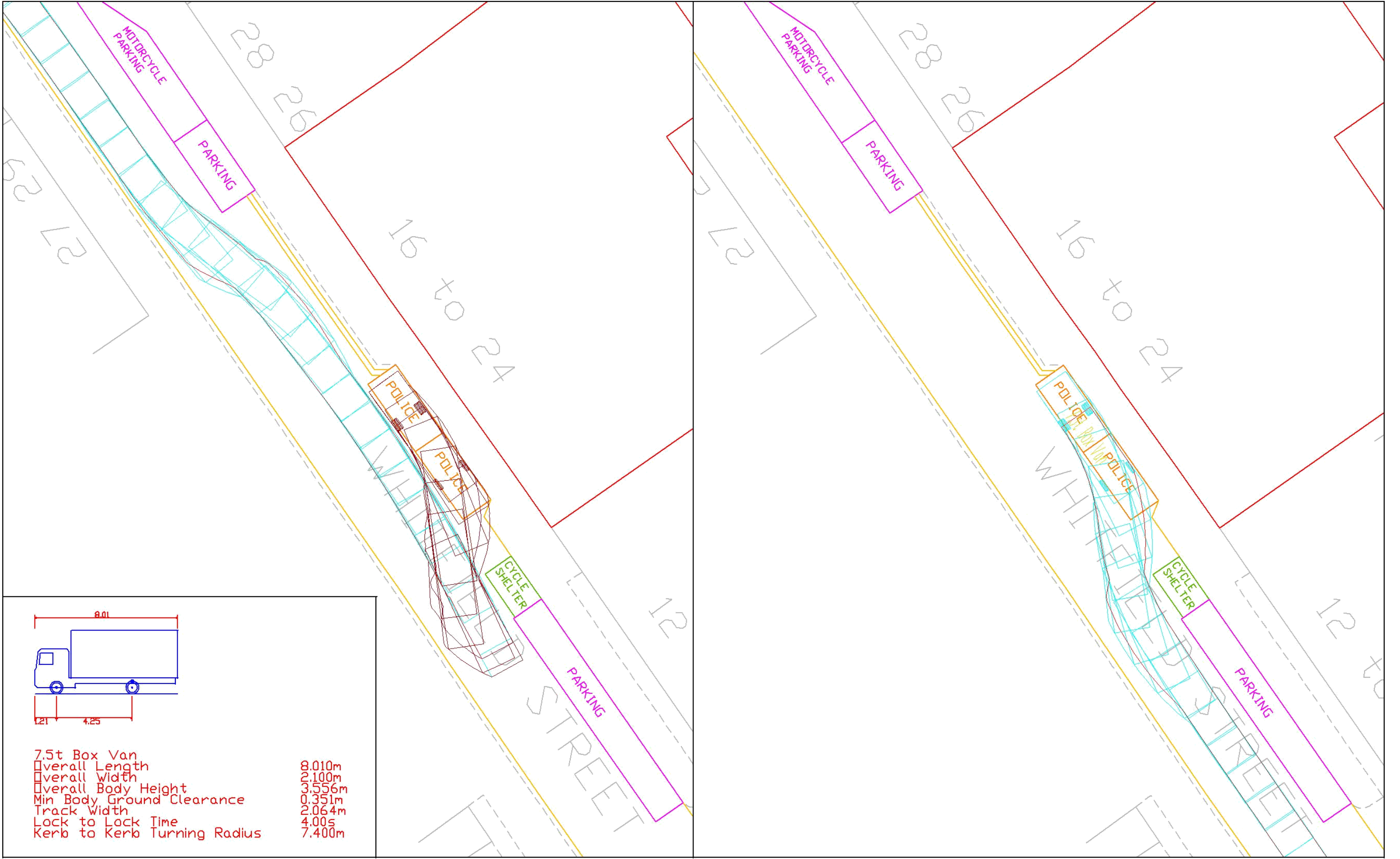


Date: 27-March-2023
 Scale: NTS
 Source: OpenStreetMap
 Drawing No: P2829/CMP/Eii

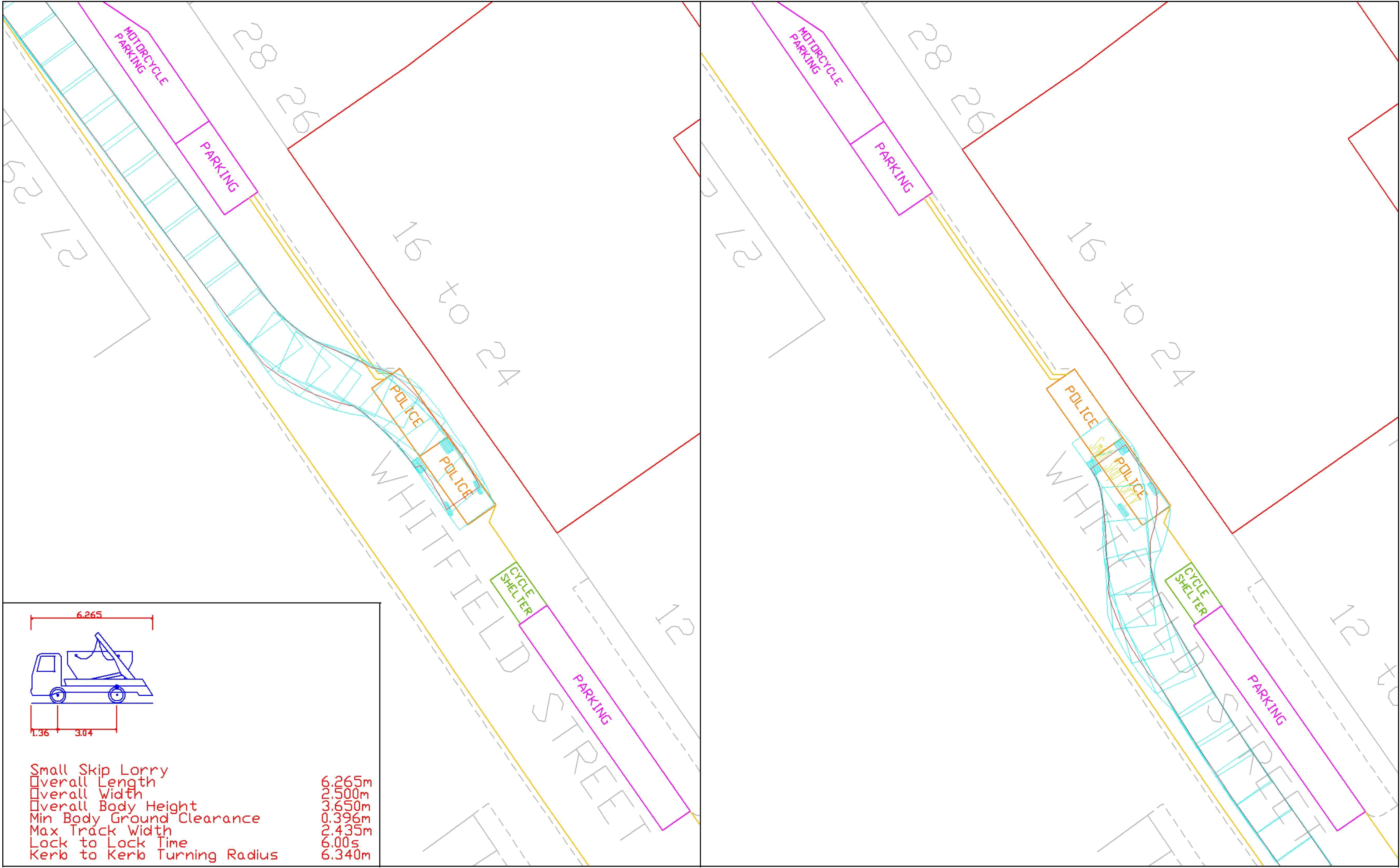


P2829: 16-24 WHITFIELD STREET, LONDON, W1T 2RA
 Appendix E (ii).
 Location of Constrained Manoeuvres on the Route

APPENDIX F
Swept Path Analysis – 7.5-Tonne Box Van

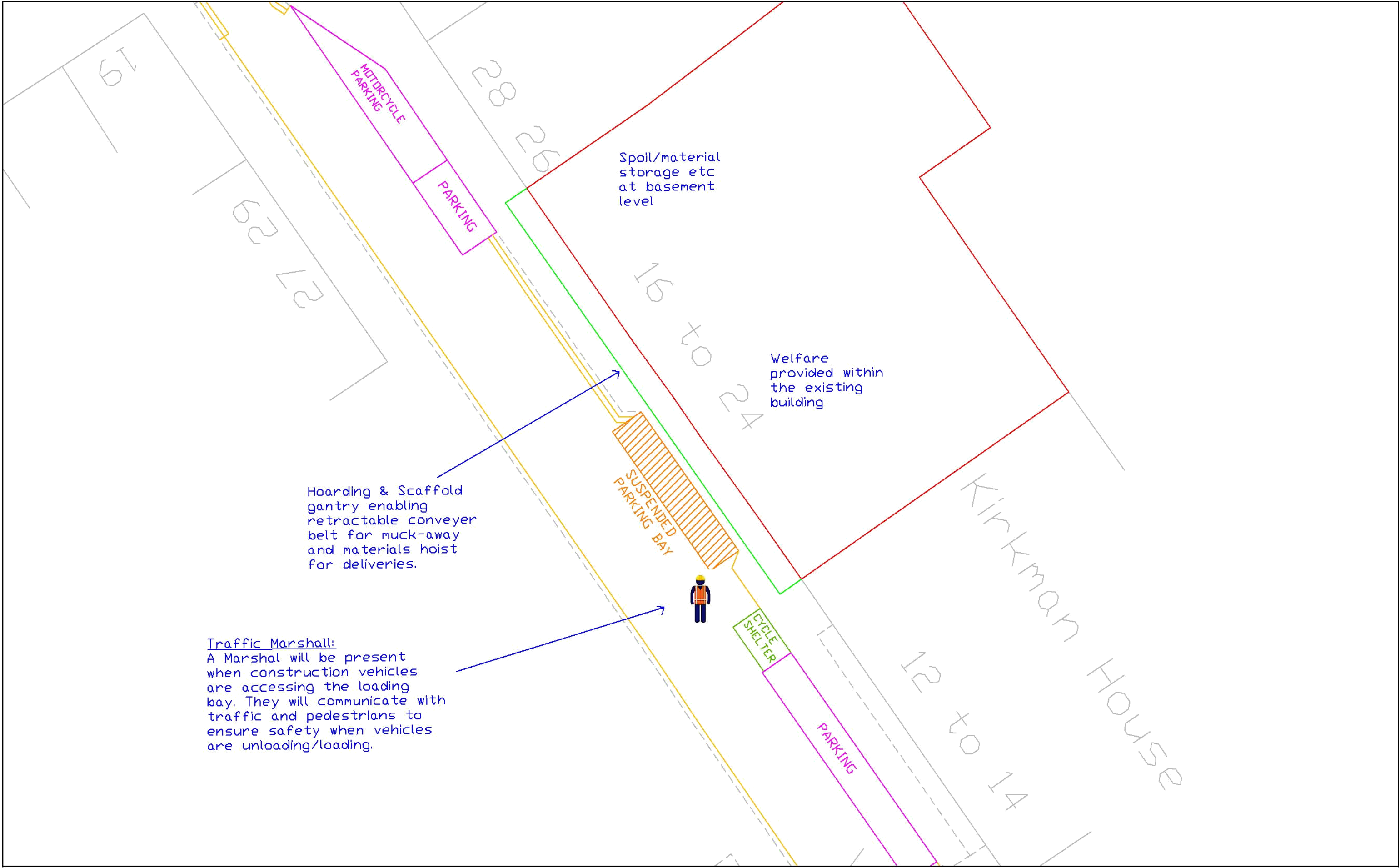


APPENDIX G
Swept Path Analysis – Small Skip Lorry

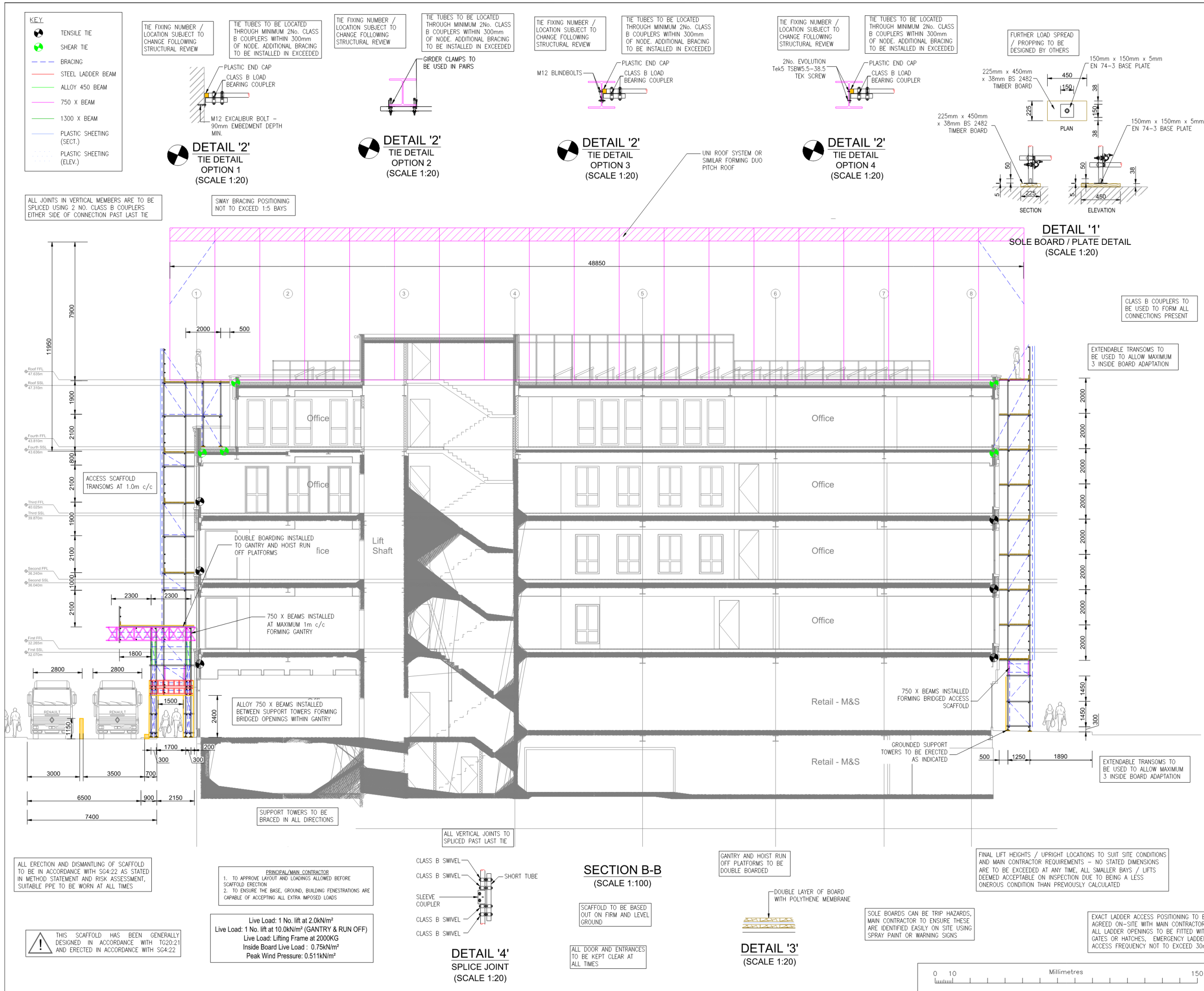


APPENDIX H

Site Set Up Plan



APPENDIX I
Proposed Scaffold Drawing
Whitfield Street and Tottenham Court Road





APPENDIX J & K
Temporary Highway Changes – Letter to Local Residents
Parking Bay Suspension Plan Drawing



Make One Group
1 Barbon Close
Great Ormond Street
London WC1N 3JX
020 3161 3334
www.makeonegroup.com

4th June 2024

Dear Neighbour

Re: Temporary highways changes

As principal contractor working on behalf of Global Holdings Management Group on the site at 16 Whitfield Street, we write to inform you of the above which will be necessary to deliver the works associated with permission 2022/2626/P. This will require a segregated loading area on Whitfield Street to allow the site to be serviced using a goods hoist.

The loading area will occupy the section of kerbside adjacent to the site which is currently double yellow lines and police parking bays. In addition to this it will also be necessary to temporarily relocate the motorcycle parking bay to the immediate north of the site to Windmill Street, and to remove the adjoining paid for bay. This is to permit vehicles access into the loading area. These will be replaced with a full-time loading restriction.

It will also be necessary to temporarily introduce a full-time loading restriction on the western kerb line on Whitfield Street opposite the loading area from a point 10m to the south of the Goodge Street junction extending to a point 65m to the south. This is to ensure that general traffic access is maintained past the loading area, and also to allow HGVs to depart from the loading area.

The total impact of the proposed temporary changes will therefore be the loss of one paid for parking bay on Whitfield Street, the loss of 65 meters of single yellow line provision on Whitfield Street, and 10 meters of single yellow line provision on Windmill Street adjacent to Fowlers hairdressers.

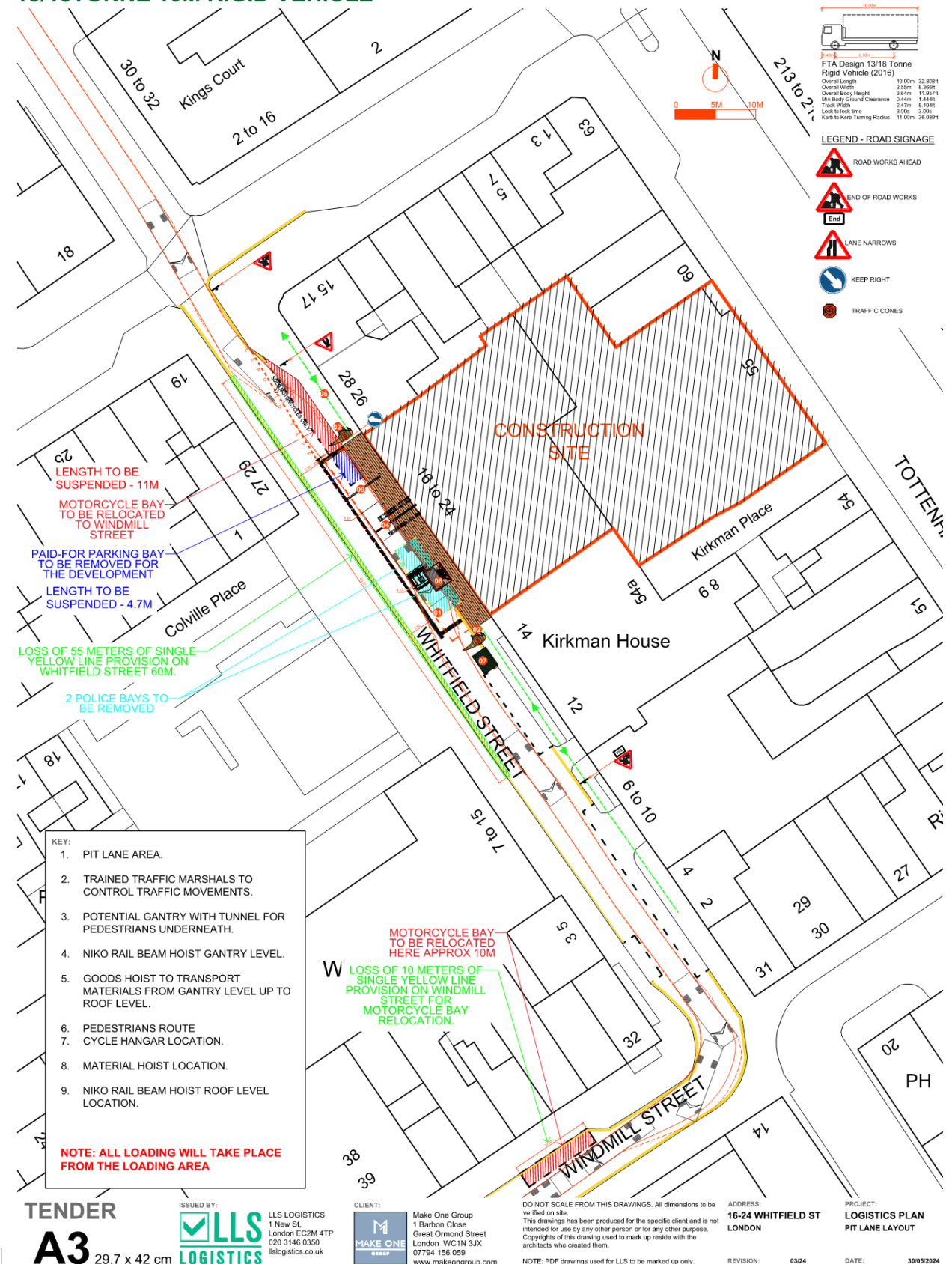
These changes will be delivered using a temporary traffic restriction (TTR) and are expected to take effect from July 10th and to be in place for 12 months.

Please provide any comments on the above proposals within 14 days of the above date by writing to me at either the above address or by using John.Rafferty@makeonegroup.com. A copy of the drawing showing the proposed temporary highways layout can also be requested from this address.

Kind regards

John Rafferty
Project Director

SWEPT PATH ANALYSIS 13/18 TONNE 10M RIGID VEHICLE



APPENDIX L & M
Temporary Highway Changes – Email to Local Councillors
Temporary Highway Changes Letter – Distribution Route



John Rafferty
Project Director
0203 161 3334
07788541020

Make One Group
1 Barbon Close, Great Ormond Street, London, WC1N 3JX
john.rafferty@makeonegroup.com
www.makeonegroup.com

From: John Rafferty
Sent: Tuesday, June 4, 2024 4:11 PM
To: sabrina.francis@camden.gov.uk; adam.harrison@camden.gov.uk; rishi.madlani@camden.gov.uk
Cc: John Rafferty <John.Rafferty@makeonegroup.com>
Subject: 16 Whitfield Street - Camden - Temporary highways change - letter

Good Afternoon All

Please find attached TTR Letter and supporting drawing for planned works at 16 Whitfield Street.

The letter has this afternoon been hand delivered to all businesses and residences in the vicinity of the affected works.

Please do not hesitate to contact me should you require any further information.

Regards

