

80 Charlotte Street & 65 Whitfield Street:

Minor Material Amendment – Construction Method Statement

Date
December 2015



CHARLOTTE
STREET.
W1

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1.0 Introduction

This Construction Method Statement is an updated version of that submitted in support of the application by West London & Suburban Property Investments Ltd. for planning permission and Conservation Area consent at 80 Charlotte Street and 65 Whitfield Street (The Site). It is also an update to that submitted in November 2014 in support of a minor material amendment application in accordance with the amended scope of the original application. The original application proposed the partial redevelopment and refurbishment of the site to create a mixed use office and residential scheme with some flexible units at ground and lower ground floor in either office, retail or restaurant use (the Proposed Development). The application was approved on 16 March 2012 and has since been amended .

The purpose of this updated Statement is to demonstrate that the proposals outlined within the Planning Application will have minimal impact on neighbours during construction: notably vehicular movements, noise, potential for flooding and disruption from the demolition and construction of the new buildings. Furthermore it demonstrates that the further amendments proposed still ensure that the demolition and construction process will have an acceptable impact. It takes into consideration all areas of additional demolition required following detailed structural investigations following the grant of permission in 2012.

The report also provides an introduction to the key factors which influence the site setup; such as access, egress, natural features, and adjoining properties – aiming to set out a practical approach to the site setup and implementation of the demolition and construction works, ultimately delivering the development to practical completion.

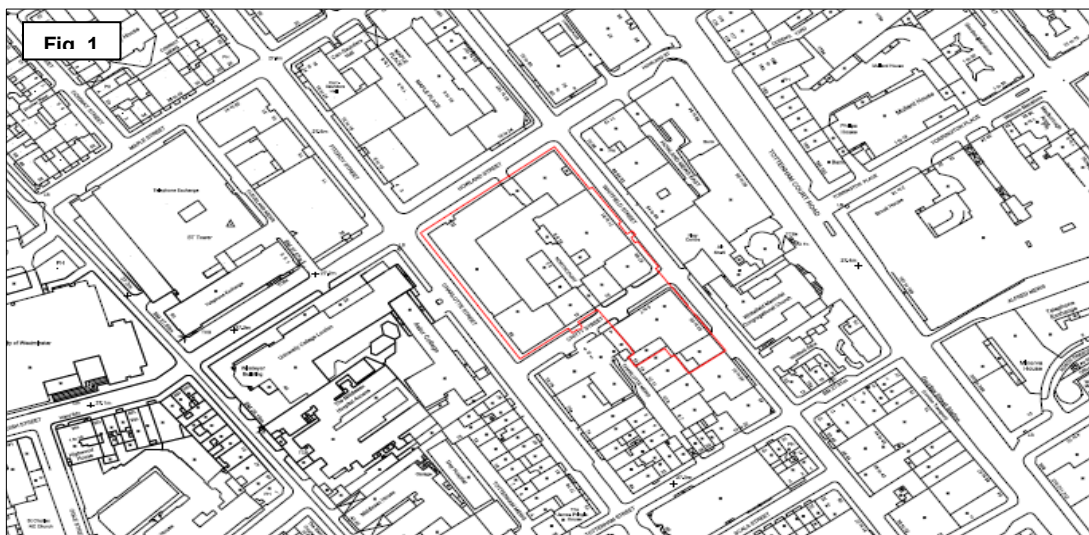
There is also a need to provide an overview of any construction issue which could affect adjoining properties – particularly in respect basement structures and ensure that there is no impact on existing / surrounding buildings.

To ensure this, the developer has appointed a full Design Team to develop the scheme which is led by a professional Project Manager who will oversee the development project as it evolves. The philosophy engendered by the developer and indeed reiterated within their existing Environmental Policy remains one of being sympathetic towards the development and the impact upon neighbours, while attempting to minimise any impact upon the surrounding neighbours within the area.

Given the advanced nature of the project, a full Construction Management Plan (CMP) has been developed and approved by the Council. This document is not intended to fulfill the role of the detailed CMP – revisions to this document will be submitted to the Council separately as required by the S106.

2.0 Site Location

The site location is defined as per Fig. 1 below.



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3.0 Proposed Development

The Proposed Development involves the redevelopment of 80 Charlotte Street and 65 Whitfield Street into a mixed use scheme as detailed in the Design and Access Statement.

The proposal is for the retention, refurbishment and extension of a significant proportion of the existing building stock. Where possible, demolition of existing structures had been minimised in order to increase the volume of refurbishment works as this approach was considered more sustainable and a less intrusive response to development. The exception to this is where extensive surveys of and investigations into the existing structures demonstrate that this would not be the most appropriate response. The general principles of the approach adopted for the proposed development approved in 2012 can be summarised by the following:

- The majority of existing buildings, where feasible, are retained and regenerated - a sustainable response
- The proposal in their current form will reduce the volume of site waste created when compared against a new build proposal
- The proposal avoids wholesale demolition, refurbishing those parts of the site where it is feasible to do so, hence reducing the use of 'new materials and 'resources' required in the construction process and the potential impact associated with full scale demolition
- Construction times for 'heavier construction' operations will therefore be shorter; this would include exposure to noise, volume of vehicle movements and other factors that could be considered disruptive.

Since the original approval further existing condition surveys have required additional demolition at the site to be sought.

4.0 Health Safety & Environment

4.1 Potential Impact on the Surrounding Areas

Although it is recognised that any development is likely to have some impact on surrounding areas, careful pre-planning and control can help to minimise its effect resulting in a successful development.

80 Charlotte Street Site Arrangement:

The proposal in its current form and the arrangement of the site presents a number of advantages in reducing the likely impact on the surrounding properties, namely:

- As the site forms a full urban block, any substructure or foundation works that may present a risk to adjoining properties is reduced. Installation of building "wraps" whilst works are being undertaken to structures will allow noise and dust to be controlled within the site.
- The existing car park area can be accessed via points off Howland Street and Chitty Street which will allow demolition and construction vehicles to enter and leave the site, avoiding the requirement for waiting and unnecessary vehicle movements in the area.
- The courtyard also provides an advantage to the site layout plan by giving a central 'processing area', away from adjoining pavements and properties, where vehicle loading and unloading can be undertaken. Measures to control dust and the spread of mud will also be implemented; refer to section 4.5.

65 Whitfield Street Site Arrangement:

Access to the building is possible through the rear of 14 Charlotte Mews, but it is envisaged that the main access will be via Chitty Street and Whitfield Street for the proposed light demolition, extension and refurbishment works currently proposed.

The Contractor:

Brookfield Multiplex (BM) is the appointed Contractor which is one of the professional leading companies within the construction field who operates within London. Control and guidance of the project is through the existing and already established project team structure, alongside BM. A condition of the appointed

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contractor is to work within the London Borough of Camden's Considerate Contractor Scheme and to liaise with the necessary statutory authorities to obtain the required requisite approvals in advance of works being carried out. BM has already worked successfully with the Council in securing approval for the detailed CMP.

BM is required to contact key neighbouring properties occupants, making them aware of the development and has provided a list of key contacts whilst the works are undertaken.

4.2 Implementation of Mitigating Factors

Traffic management will be undertaken by pre planned delivery timings which control access and egress. On site control of the physical marshalling of traffic will be supervised by project specific trained Banksman staff using site radio communication.

4.3 Liaison and Communication

Regular meetings will be set up to ensure liaison with neighbouring properties, stakeholders and the local residents. Consent from the London Borough of Camden and the highways authority will be required for operations during the construction process. Local residents and neighbouring parties will be kept informed of construction operations and interfaces that may affect the neighbouring properties via the liaison meetings and newsletters.

4.4 Initiatives and targets during the development process

The following initiatives and targets will be implemented as part of the development process:

- BREAAAM for Office
- Eco Homes
- The Considerate Contractor Scheme

In order to achieve the desired rating for BREEAM, Eco Homes and the Considerate Contractor Scheme the applicant will be implementing targets and monitoring the performance of the development team during the construction process. The development will be required to meet a number of targets in relation to waste reduction, use of materials and the management of the works during the construction.

BM is required to achieve the highest possible score under the Considerate Contractor scheme and will also be required to comply with the constraints placed upon them in relation Construction Site Impacts. Site management procedures will also be implemented to monitor CO₂ production from site activities, pollution control and use of reclaimed timber during the works with a view to minimising and controlling potential impacts.

BM will also be required to demonstrate that 'Basic Elements' (materials used in key building elements), and 'Finishing Elements' (materials used in secondary building components and finishes) are responsibly and legally sourced.

All waste produced on site will be monitored as required in the Site Waste Management Plan, with targets placed upon BM to promote resource efficiency to sort, reuse and recycle construction waste (either on site or through a licensed external contractor) and reduce waste generation on site in accordance with WRAP / Envirowise guidelines (also refer to section 4.6).

4.5 Noise Suppression & Dust Control

BM will, so far as reasonably practicable, seek to control and limit the noise and vibration arising from construction activities based on the guidance of BS 5228 and Section 60 of the Control of Pollution Act (COPA) 1974.

If the relevant environmental design criteria are not achieved, mitigation measures would be incorporated into the design in order that these design criteria can subsequently be realised.

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The following examples of general noise control measures have been identified which will assist in minimising the impact of noisy operations and procedures on the community. These examples would be integrated into a noise management plan for construction on the site.

- Site vehicles should not be over revved, or left with engines idling
- All plant and machinery to be properly maintained and silenced in accordance with manufacturer's instructions
- Auxiliary equipment to be shut down when not in use and sited with due consideration to proximity of sensitive receptors
- The use of screening, building wraps and site hoardings will be employed as appropriate
- Restriction on early deliveries, where unavoidable lorries to be held in a holding area away from site
- With regard to vibration, best practice measures should be observed. For example:
- All plant brought on to the site would be properly maintained and operated in accordance with manufacturers' recommendations.
- The contractor and their sub-contractors would at all times apply the principles of Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 and carry out all work in such a manner as to reduce any disturbance from noise and vibration to a minimum. Where flexibility exists, activities will be separated from residential neighbours by the maximum possible distances.
- Hours of working and agreements for agreeing any necessary out of hours working e.g. large concrete pour.

The resultant atmospheric emissions from construction activities will depend on the type of activities being undertaken and the effectiveness of control measures implemented. In general there are two sources of emissions that will need to be controlled to minimise any potential environmental effects:

- Exhaust emissions from site plant, equipment and vehicles; and
- Dust emissions from site activities – possibly including contaminated construction dust.

The majority of any potential for relatively noisy and dusty works will occur during the demolition and enabling works phase. Although there are currently no standards or guidelines for the nuisance of dust in the UK, the effect of noise emissions and dust will be minimised by the use of the following:

Site Planning:

- Erect solid barriers to site boundary;
- No bonfires;
- Plan site layout – machinery and dust causing activities should be located away from sensitive receptors;
- Hard surface site haul routes if;
- Identify responsible person in charge;
- All site personnel to be trained with regards to on site pollution policy;
- Trained and responsible manager on site during working times to maintain logbook and carry out site inspections;
- Use nearby rail or waterways for transportation to/from site, if practicable;
- Agree dust monitoring requirements with LBC;

Construction traffic:

- Effective vehicle cleaning and specific fixed wheel washing on leaving site;
- All loads entering and leaving site to be covered;
- No site run-off of water or mud;
- On-road vehicles to comply to set emission standards;
- All non road mobile machinery (NRMM) to use ultra low sulphur tax exempt diesel (ULSD) where available and be fitted with appropriate exhaust after-treatment from the approved list;
- On-road vehicles to comply with the requirements of the Low Emission Zone (LEZ) as a minimum;
- Minimise movement of construction traffic around site;
- Hard surfacing and effective cleaning of haul routes and appropriate speed limit around site;

Demolition Works:

- Use water as dust suppressant;
- Cutting equipment to use water as suppressant or suitable local exhaust ventilation systems;

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- Securely cover skips and minimise drop heights;
- Wrap all building(s) or parts of buildings to be demolished as necessary.

Site Activities:

- Minimise dust generating activities;
- Use water as dust suppressant where applicable;
- Enclose stockpiles or keep them securely sheeted; and
- If applicable, ensure concrete crusher or concrete batcher has a permit to operate.

For further details relating to Air Quality; refer to the updated Air Quality Assessment prepared by Arup.

4.6 Waste Management

It is a statutory obligation for the developer to create and oversee the implementation of a 'Site Waste Management Plan'. This document forms part of the developer's project delivery plan and will be produced and developed during the pre-construction and construction phases with BM. The developer has commitment to reducing the amount of waste generated and exported from the site and this will be monitored during the construction process.

4.7 Potential Flood Impact

The site is not located in an area defined as being at risk of surface water flooding. All potential sources of flooding have been assessed and are considered to pose a negligible risk even when considering the extension to the basement space. For further information relating to flooding potential of the site, refer to the Flood Statement prepared by Water Environment.

4.8 Working hours

These will be in accordance with London Borough of Camden Guide for Contractors Working in Camden which are; 8:00am – 6:00pm on Monday to Friday and 8:00am – 1:00pm on Saturdays. There is to be no noisy work undertaken on Sunday and Bank Holidays.

5.0 Construction and Methodology

5.1 General Overview

The site is located north west of central London which is accessible via a number of key routes. Careful attention with regard to planning and research consultation will be undertaken between BM, London Borough of Camden and the Metropolitan Police in determining the final strategy for the project.

Once these and any other relevant environmental issues have been agreed, an assessment of the project will be carried out to identify the potential areas of impact on surrounding buildings, highways, retail buildings and adjoining owners / neighbours. With these identified, measures will be taken to minimise the impact of the project on the surrounding environment.

This process has been completed in relation to the approved detailed CMP but will be completed again for the amended scheme.

5.2 Approaches to Site Safety

It is essential that all safety strategies, detailed plans and method statements will be managed by BM and in place and understood by the workforce prior to any work proceeding. Project risks will be recorded, assessed and minimised in undertaking the project.

5.3 Pre Construction Activities

Prior to commencement of construction activities BM will understand the constraints and challenges of the project, and will have undertaken the following to mitigate potential risks:

- Site Setup; install hoardings and security as necessary
- Establishing the necessary site welfare

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- Undertake any site investigations to inform the proposed works
- Allow engineers to establish survey control positions around the existing site.
- Prepare and issue for formal discharge the updated version of the Construction Management Plan, for consideration and approval by the London Borough of Camden
- Commence discussions to gain other necessary consents to undertake development works
- Verify and if necessary isolate utilities across the site

A list of Licenses, agreements and consents that will likely be required are considered below:

- Parking and Meter suspensions
- Skip License
- Scaffolding, Hoarding and Crane Oversailing Licenses
- F10 Notification of Works
- Insurance
- Statutory Authorities (such as the Planning Authority and Building Control)
- Footpath / Road Closure Traffic Act
- Utility providers such as Gas, Water, Electricity and Communications
- Schedule 4 Agreement between UKPN, the applicant and the London Borough of Camden

5.4 Major activities and sequence

The major activities for the proposed development have been identified and detailed below. It is envisaged that there will be an overlap between the activities identified and therefore construction relationships have not been considered at this stage. The detailed implications of each stage of works will be considered by the updated Construction Management Plan which will be prepared by BM and approved by the London Borough of Camden before demolition commences.

80 Charlotte Street - Proposed sequence:

- Mobilisation and site set up
- Removal of asbestos, soft strip and enabling works
- Installation of temporary works and façade retention schemes
- Demolition works commence first on Chitty Street to create site access routes.
- All other structural alterations to retained frames / facades will be in accordance with demolition plans.
- New foundations and substructure
- Construction of new basement areas
- New build frame components and extensions to the existing structures
- Envelope, cladding and roof works
- Building fit-out

65 Whitfield Street – Proposed sequence:

- Mobilisation and site set up
- Removal of asbestos, soft strip and enabling works
- Demolition of 14 Charlotte Mews, the existing roof slab and roof slab of the rear extension at 1st Floor level.
- Internal deconstruction works and structural alterations will also be in accordance with demolition plans
- New extension of the existing buildings (including existing cycle storage space) and construction of new roof
- Replacement windows, fenestration and roof
- Building fit-out

Key aspects of the proposed façade retention and basement works are explored further in the Façade Retention and Basement Proposals report prepared by Arup Structural Engineers. They are also detailed in the Basement Impact Assessment, also prepared by Arup. Although the excavation scope has been expanded since this report was completed, the key principles still stand. Further detail on basement

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excavation will be provided for the London Borough of Camden's consideration and approval via the updated Construction Management Plan.

6.0 Principles & Key Issues

6.1 Access, Delivery and Loading - Generally

The peak number of vehicle movements is linked to the major elements / more intensive works being carried out on site; demolition, excavation, and construction of the new structural frames as well as cladding / envelope works. This will entail the use of large vehicles with multiple visits, but for the majority of the construction period it is not anticipated that vehicular movements will exceed 40 vehicles per day, or the equivalent of approximately 5 vehicles per hour. This includes those associated with the additional demolition required since planning consent was originally granted in 2012.

The major access point to the site will be via the existing vehicular access points on Howland and 10-15 Chitty Street once demolished. It is envisaged that during the early phases of works deliveries and unloading will be primarily contained to the existing 'internal courtyard' to minimise any disruption to the surrounding properties. Loading bays will also be required on surrounding streets, the details of which will be provided in the updated CMP.

During all activities it will be necessary to maintain access to the existing pedestrian footpaths. To avoid congestion of vehicles, all materials will be booked a time slot in advance of works being carried out, majority of which will be "just in time" to minimise on site storage requirements.

6.2 Access, Delivery and Loading - During Demolition

The advantages of the site arrangement have already been highlighted above. Where possible all works including loading and unloading will be undertaken within the site curtilage; this will dramatically reduce the impact of waste material and significantly simplify operations to minimise dust and noise. Some loading bays will however, be required on surrounding streets.

Demolition access will be via the existing access crossover positions on Howland and Chitty Street. The crossover into the site will ensure that the services within the pavement will be protected from damage by heavy vehicles entering and exiting the site. In order to control vehicular and pedestrian movement, while a vehicle enters and exits the site, Banksmen will control movements at all times.

For further details relating to deliveries and construction traffic refer to the Transport Assessment prepared by Clewlow Consulting.

6.3 Façade Retention

The methodology for façade retention has been considered and amplified within the Façade Retention and Basement Proposals report prepared by Arup Structural Engineers. The report considers the process of façade retention and provides detail in relation to the proposed sequence of works, a concept of the temporary works that may be implemented and general background information that will be considered in more detail during the pre-construction stage of the project.

6.4 Use of Tower Crane(s)

During the reconstruction phase Tower Crane(s) will be required to move materials with ease and efficiency. This will be located at a predetermined position within the new structure and erected by a mobile crane which will be located either within the site's curtilage or on an adjacent road, requiring a partial road closure.

Any works which require temporary road closures are anticipated to be undertaken over a suitable weekend to minimise any disruption to the predominately commercial premises within this immediate area. It is recognised that liaison with the London Borough of Camden is required and a period of agreed notice must be given.

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Tower crane locations have not yet been selected, but will be located within the site footprint.

6.5 Piling and Excavation

Indicative details of new foundations as envisaged at the planning stage were detailed within the Arup Façade Retention and Basement Proposals report.

It should be noted that contaminated subsoil maybe encountered during the construction process. A number of soil contamination tests were completed within the 80 Charlotte Street courtyard and 65 Whitfield Street basement in order to identify the area of contamination. Additionally, soil samples will be taken as excavations proceed and a procedure on how to deal with it will be established in conjunction with the contractor prior to appointment and undertaking the works which will meet current legislation. The scheme will proceed on the basis of the controls established by Condition 6 attached to the planning permission, which is relevant to ground conditions.

6.6 Cladding & Envelope

It is likely that the cladding will arrive as an assembled modular system that will be either be craned into position, or manoeuvred into position from the floor plates and fixed back to the existing frame. Components will be off site-preassembled units to avoid time quality and logistical problems associated with onsite assembly of components and the use of a significant amount of scaffold. The Facade Retention and Basement Proposals prepared by Arup offers further detailed information relating to façade studies.

7.0 Conclusions

The proposal in its current form is feasible in terms of the general construction process and the proposed methodology. Although some demolition is unavoidable especially due to additional survey information now available, the proposals seek to retain certain elements of the existing structure and have resulted in a scheme that is sympathetic to neighbours in terms of construction noise generated from the works.

Having considered the existing site, works required to construct the development, programme and phasing, the practicality of managing the existing site and agreements necessary to effectively undertake the scheme, we consider that the following points need to be investigated / developed / discussed as being critical to the successful implementation of the strategy:

- Establish key contacts within the neighbouring properties and make contact to introduce the scheme via BM, and regular updates throughout the construction phase.
- Establish the physical characteristics of all of the retained and refurbished building elements.
- Agree any Licences, oversailing agreements and other such requirements with neighbouring properties.
- Agree access arrangements with local authorities and protect pavement at crossover locations.
- Adhere to requirements set out in the Guide for Contractors Working in Camden
- Development of clear logistics plan and sequence of works with an established Contractor

The detailed elements of each stage of demolition and construction works will be considered by the updated Construction Management Plan, to be approved by the London Borough of Camden before demolition commences.