# Construction Management Plan

pro forma

Camden

# Contents

# Revisions & additional material

Please list all iterations here:

| Date | Version | Produced by |
|---|---|---|
| 10/10/2019 | REV B | NRG Consulting |

**Additional sheets**

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

| Date | Version | Produced by |
|---|---|---|
| | | |

# Introduction

The purpose of 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.

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

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

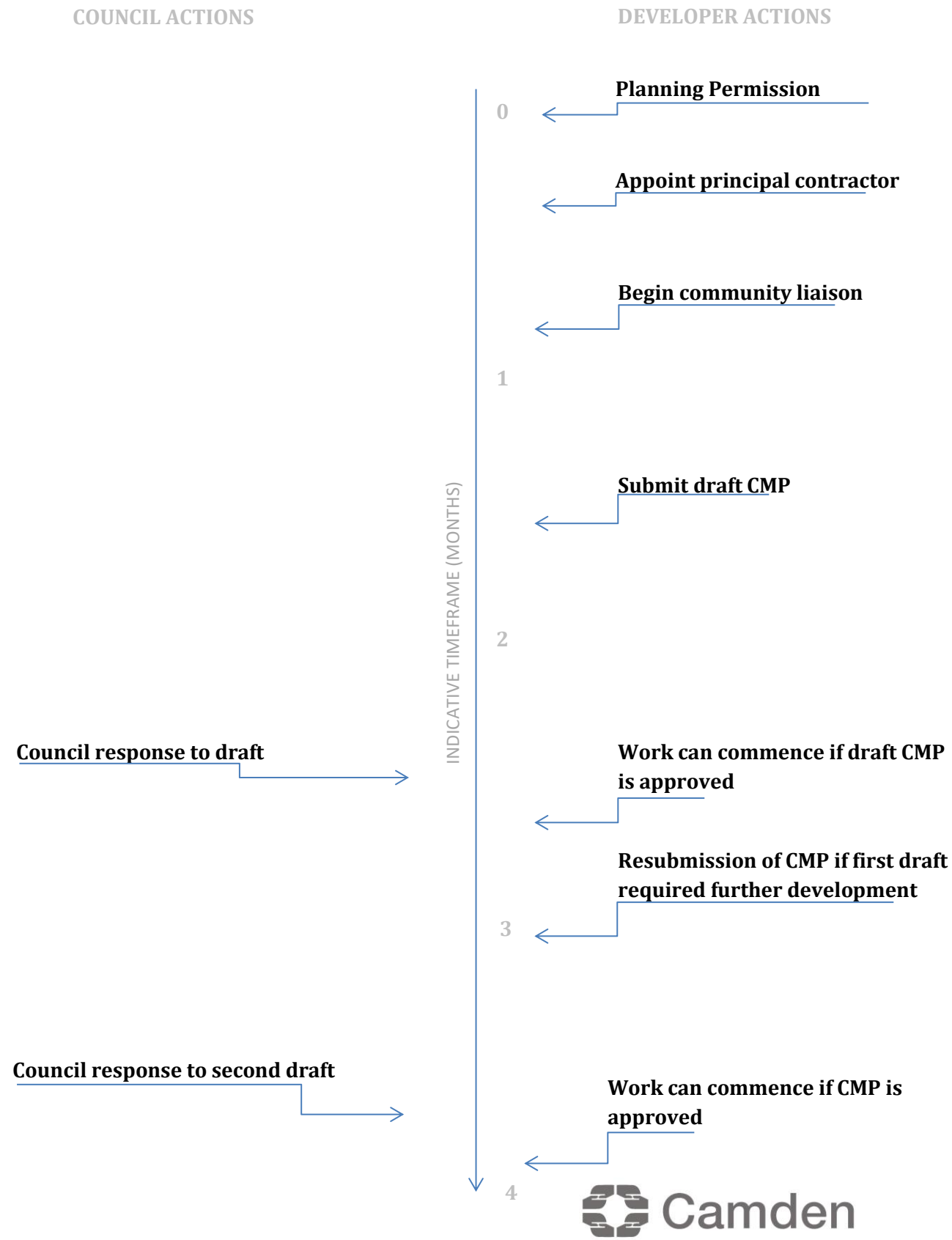
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

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

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

Revisions to this document may take place periodically.

# Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

# Contact

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

Address: 9 Goodge Street London W1T 2PE

Planning reference number to which the CMP applies: 2016/3708/P

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

Name: Ryan Thrower

Address: Studio 219, The Pill Box, 115 Coventry Road, London, E2 6GG

Email: ryan@nrgconsulting.org

Phone: 02037358169

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: Brian Talbot

Address: 9 Goodge Street London W1T 2PE

Email: post@barneswebster.co.uk

Phone:

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

Name: Paul Barnes

Address:

Unit 4 Everik Business Centre

Prospect Way

Hutton

Essex

CM13 1XA

Email: pbarnes@barneswebster.co.uk

Phone:

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: Barnes Webster & Sons Ltd

Address:

Unit 4 Everik Business Centre

Prospect Way

Hutton

Essex

CM13 1XA

Email: post@barneswebster.co.uk

Phone:


JENNINGSbet
COFFEE
JENNINGSbet

# Site

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


The site is located within a busy, high-density area in Central London occupied predominately with commercial units with some residential developments. Oxford Circus, Piccadilly Circus and Leicester Square are all within 1 mile of the site.

There are very good transport links in the area, Goodge Street station (Northern Line) is a 1-minute walk away from the site and the PTAL is rating is 6b.

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 site currently consists of a commercial unit housed within a four-storey building with a basement. The development proposes demolition at the rear, retention of the front elevation, erection of mansard roof extension and alterations to the upper floors to form 1x2 bedroom and 2x1 bedroom flat to building.

Main foreseeable issues:

- The commercial unit located on-site will remain open throughout the demolition and development
- The property sits within close proximity to other buildings
- The surrounding roads are very busy

However, with careful consideration and management the above issues can be mitigated during the development.

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

See Appendix 1 for a copy of the Contract Programme.

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

Confirmed.

Delivery hours will be restricted to 9:30-16:40 Monday-Friday. The Contractor will be required to provide written justifications to Camden Council if any deviation from the above working hours is proposed. The works outside normal hours will not commence until Camden Council confirms all agreed variations in writing, and further mitigation measures may be required for out-of-hours noise control.

All suppliers will be informed of the site's hours of operation and any contractor's arriving after the identified deadlines will be turned away.

# 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.

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**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.).

**Dust**

Guidance on the assessment of dust from demolition and construction via IAQM. Defines receptors as:

**"A location that may be affected by dust emissions during demolition and construction. Humans receptors include locations where people spend time and where property may be impacted by dust. Ecological receptors are habitats that might be sensitive to dust.**

Further guidance was provided by the Mayor of London SPG 'The Control of Dust and Emissions during Construction and Demolition' July 2014.

The construction dust risk assessment considers the potential for dust soiling (nuisance) and PM10 (human health) impacts within 350 m of the site boundary; or within 50 m of roads used by construction vehicles.

Relative to the site located at W1t 2PE, due to the dense urban location, there are >100 dwellings within a 100m radius of the site location. Dwellings are classified by the IAQM as high sensitivity human receptors. There are also several businesses located within 25-50m of the site including M&S Tottenham Court due South, and Tesco Metro due North. There are also restaurants including those along Goodge Street, Tottenham Court Road to the East and Whitfield St South and West. There is also a small green, Crabtree Fields, due South-West.

Relative to the site located at W1t 2PE there are no ecological receptors of any determination high, medium, or low. Indicative examples of these include SACs, SSSIs, and local Nature Reserves respectively.

There are no hospitals or care homes within 350m of the site, but there are several schools just within this 350m limit, however, as these are placed at a lower designation than >100 dwellings within 100m then this does not take precedence. The location of the site within this dense urban setting, including dwellings and businesses, noted as high sensitivity receptors the dust soiling, can be seen within Figure 1, within demarcated boundaries of 20, 50, and 100 metres.

**Noise**

According to the Mayor of London SPG, construction sites and mechanical equipment are some of the main sources of noise and vibration across London. The SPG provides advice and examples on mitigating noise emissions, including using quieter machinery, quieter methods of working, methods of insulation, and using screens/barriers to name a few.

The significance of this noise pollution depends on the risk of exposed settings, also known as noise receptors, as well as the size and type of operation, and the time of day at which this operation is conducted.

The **Camden Local Plan** states that excessive noise can seriously harm human health, affect residents' sleeping quality, and have cardiovascular and behavioural effects. Camden's high density and mixed used nature also means that disturbance from noise and vibration is a particularly important issue for health and wellbeing in this borough.

Due to the nature of this development within Camden, noise and vibration will be controlled and managed on site – as stated in the Camden Local Plan, the significance of these noise levels depends on the receptor sensitivity. These highly sensitive receptors can be seen shared with dust receptors within Figure 1. These areas denoted within the Camden Local Plan as noise sensitive include housing, schools/libraries, hospitals, offices, workshops, laboratories, hotels and open spaces.

Appropriate attenuation measures, such as those above, to the noise associated with the scope of construction of this development, will be undertaken across the site in order to reduce the effects upon noise sensitive receptors within this local area of Camden.

The Camden Local Plan makes specific reference to development requiring forms of these attenuation measures, to be considerate of the impact their noise has on their surroundings, and to combat this. These measures include but are not limited to:

- reducing the noise emitted at its point of generation (e.g. by using quiet machines and/or quiet methods of working);
- containing the noise generating equipment (e.g. by insulating buildings which house machinery and/or providing purpose-built barriers around the site);
- protecting any surrounding noise-sensitive buildings (e.g. by improving sound insulation in these buildings and/or screening them by purpose-built barriers);
- ensuring an adequate distance between source and noise-sensitive buildings or areas;
- screening by natural barriers, buildings, or non-critical rooms in the development.
- limiting the operating time of the source of any intense noise-producing equipment/activity
- restricting activities allowed on the site;
- specifying an acceptable noise limit.


**Figure 1:** Demarcated metre radius around site location at Goodge Street. Dotted locations display sites of varying businesses, amenities, and dwelling clusters.

As seen clearly in figure 1, businesses such as Tesco and M&S lie directly within the 50m radius of the site, whereas other high sensitivity locations, such as dense residential dwelling areas to the southwest, and the small park Crabtree Fields lie within 100m. North of the site is another high sensitivity area of Goodge Street station due to the public activity of this site. As seen from figure 1, the site contains numerous flats, houses, and businesses of various types within its 100m radius. Figure 1 displays that there are at 10-100 receptors (dwellings, amenities, businesses) within the 50 m demarcation, which are of high sensitivity.

The construction works will give rise to a risk of dust impacts during demolition, earthworks and construction, as well as from trackout of dust and dirt by vehicles onto the public highway. The construction works are expected to last for around 43 weeks.

As defined by the London SPG, works across the site and their scope of activity was determined as:

- Demolition: **Small**

The total volume of the building to be demolished is < 20,000m3

Demolition activities less than 10m above ground;

The demolition activities will take approximately 5 weeks.

- Earthworks: **Small**

<10 HGV activity on site

Soil Type: Freely Draining Slightly Acid Loamy Soils

- Construction: **Medium**

Total building volume less than <25,000m$^3$

The construction will take place over a 43-week period.

- Track Out: **Small**

<10 HGV activity on site per day

Surface material with low potential dust release

Unpaved road length <50m

It should also be noted that the likelihood of an adverse impact occurring is correlated to wind speed and wind direction. As such, unfavourable wind speeds and wind directions must occur at the same time as a dust generating activity in order to generate an adverse impact. The overall impacts also assume that the dust generating activities are occurring over the entirety of the site meaning that as an activity moves further away from a potential receptor the magnitude and significance of the impact will be further reduced.

The Developer will provide community liaison support as and when required. Particular attention will be made to engage with the elderly and residents with disabilities, and with other groups in the neighbouring area who might be affected by construction impacts in different ways (religious groups with different holy days, or noise sensitive receptors for example).

Supplementary to figure 1, the sensitivity of the area must take into account a number of factors. Figure 1 shows the proximity of receptors, their classification, and potential trees that provide natural shelter to the spread of dust via wind.

- Dust Soiling: **Medium**

**Source:** Appendix A2 Table A1 – High receptor sensitivity (dwellings and businesses), with 10-100 receptors within 50m.

The people or property would reasonably be expected to be present continuously at these receptors, or at least for extended periods of time. The appearance, aesthetics or value of these properties within this demarcation would be diminished or damaged by the effects of soiling.

- Health: **Low**

**Source:** Appendix A2 Table A2 – High receptor sensitivity with less than 24 µg/m3 of $PM_{10}$ as background pollution concentration. The number of receptors within 20m is not more than 100, it is therefore at low sensitivity to this specific particulate matter pollution.

- Ecological Effects: **Negligible as previously justified.**

## 11. Consultation

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

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

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

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

Communication with local residents/businesses took place at the following times with appointed surveyors:

**7 Goodge Street**

- Flat 3 – 15th February 2019
- Flat 6 – 15th February 2019
- Flat 9 – 15th February 2019
- Freehold - 15th February 2019 and 29th November 2018
- Ground Floor Retail, Leasehold – 29th November 2018
- Ground Floor Retail, Under Leasehold – 29th November 2018

**9 Goodge Street**

- Ground Floor Retail, 3rd April 2019

**11 Goodge Street**

- Freehold – 22nd January 2019
- Ground Floor Retail, Leasehold – 29th November 2018
- Ground Floor Retail, Under Leasehold – 29th November 2018

The diagram below shows the location of the above units in relation to the proposed development.

In addition, letters were sent to the following address:

Adjacent buildings:

- 1 Goodge Street
- Black Sheep Coffee, 7 Goodge Street
- Sta Travel. Goodge Street
- Subway, Goodge Street
- 11 Goodge Street

Buildings opposite:

- Kings Court 2-16 Goodge Street
- Tesco Metro 10-16 Goodge Street

A copy of the letter than be found in Appendix 3.

**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.

The contact for community engagement will be the site project manager, Brian Talbot. At key stages (demolition, groundworks, façade retention, topping out etc.) there will be letter drops to properties within close proximity. Letters will include full contact information should there be any concerns and an outline of the complaint's procedure.

**13. Schemes**

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

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

Enhanced CCS registration number: 72111

## 14. Neighbouring sites

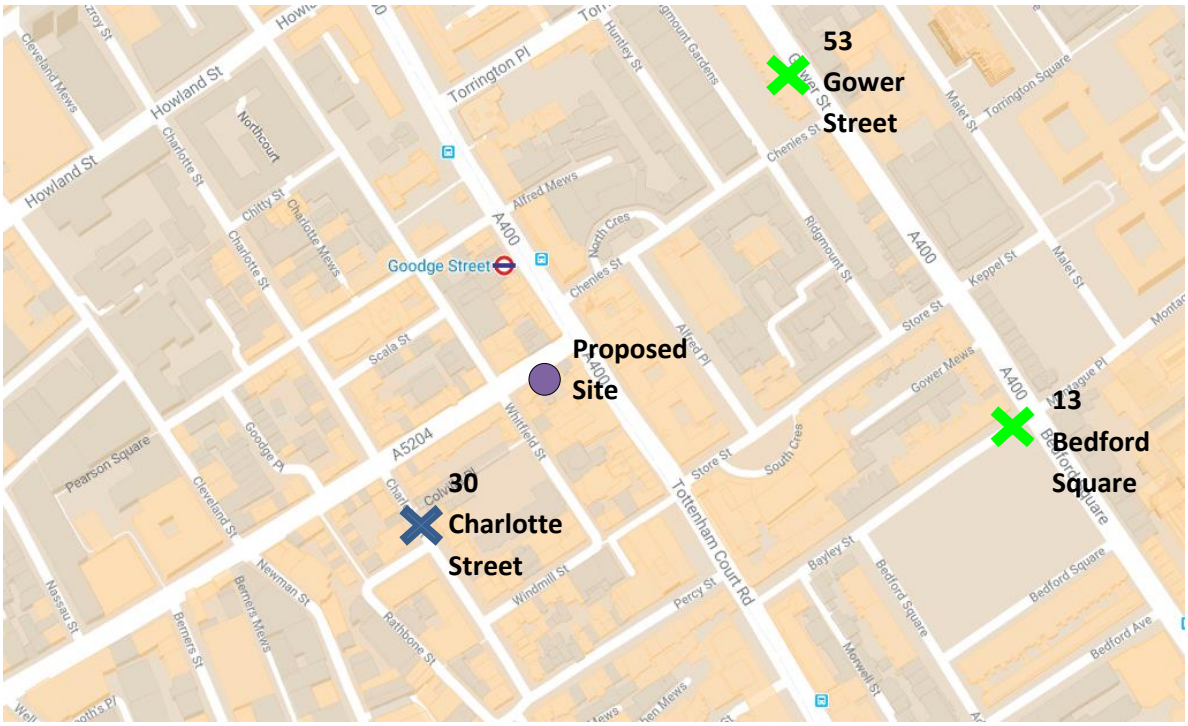
Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

The Plan below identifies developments taking place/soon to be taking place, within close proximity of the proposed site. Blue X denotes local developments which have already started. Green X denotes local developments that have been granted planning permission but have not yet commenced. The purple circle denotes the location of the proposed site.

13 Bedford Square- not anticipated to have a large impact on proposed development. Works involve refurbishment of current office space, does not involve demolition/erection of buildings. Start time is unknown, planning permission granted in June 2019.

30 Charlotte Street- construction on this development has begun and involves transforming the building use from ancillary restaurant (A3) to residential use. This site could have some impact on the proposed development in terms of traffic/delivery of materials/contractors.

53 Gower Street- not anticipated to have a big impact on proposed development. Works involve refurbishment of current residential dwellings. Planning permission has been granted but works have not yet begun.



# Transport

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

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

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

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

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

## CLOCS Contractual Considerations

15. Name of Principal contractor:

| |
|---|
| Barnes Webster & Sons Ltd |

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

All vehicles used must be Freight Operator Recognition Scheme (FORS) registered and fitted with the latest Construction Logistics and Community Safety (CLOCS) initiatives for cycle safety, including as a minimum for Vehicles more than 3.5 tonnes:

- Drivers will be required to have completed the 'Safe Urban Driver Training'
- Side under-run protection
- Blind-spot minimisation (Class V / VI Mirrors, blind-spot cameras)
- Vehicle manoeuvring warnings
- Close-proximity sensors and warning alarms
- Rear cyclist warning signs and, where a Fresnel lens is not effective, CCTV. (Note that for those vehicles under 3.5 tonnes, only cyclist warning signs are required)

Part of the appointed CMP Coordinator's responsibility will be to ensure the above requirement is met by all vehicles and drivers servicing the site. Furthermore, the site manager will check any vehicles on site during the regular inspections and monitoring checks which will be taking place.

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:

Confirmed.

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

## Site Traffic

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

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

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

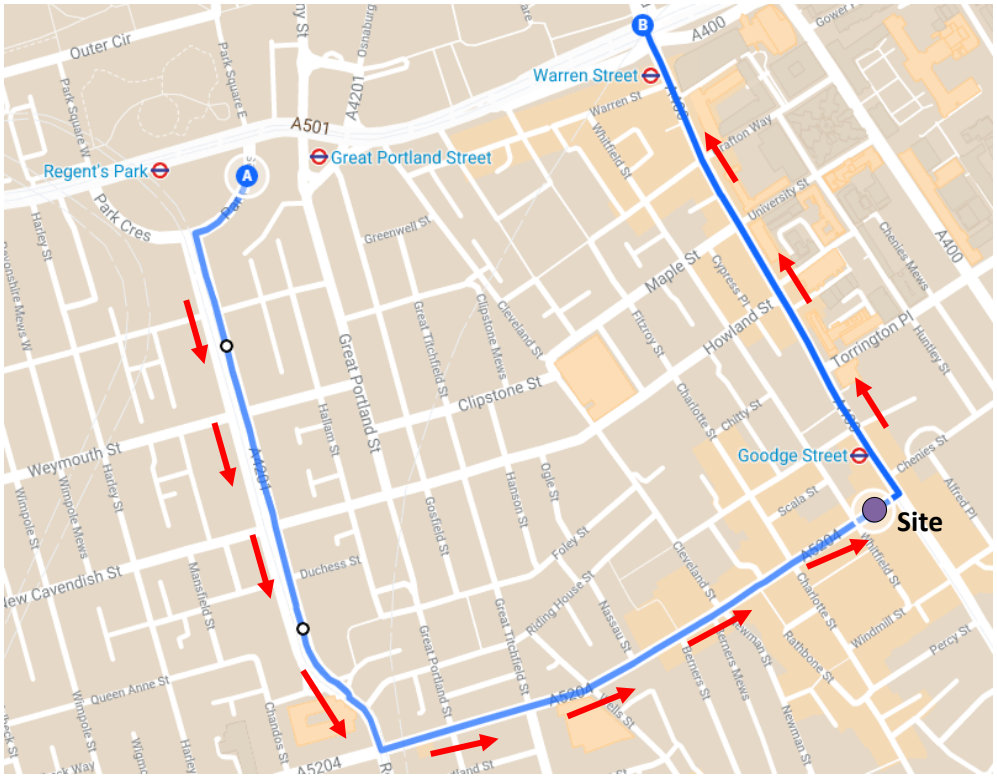
Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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

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

The plan below shows the proposed routes to and from the site, the arrows indicate the direction. Due to one-way driving restrictions in place, two different routes are required. The route to the site will be via A4201 and A5204 (Goodge Street). The route from the site will be via A400 (Tottenham Court Road). Both routes begin/end on the A501 road which eventually meets the M1 westward. The A501 eastward connects with North London via the A1 and East London via the A11.

The A400 (Tottenham Court Road) and A4201 are considered the preferred routes, despite them both being busy roads with lots of offices/commercial units, as these routes avoids quieter, narrower, residential roads.



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.

All delivery and collection routes from main suppliers and waste facilities will be required to follow the pre-determined routes. Contractors will be made aware of the available routes to and from the site that will result in the least traffic disruption to the transport network. Larger vehicle movements will be conducted between 10am and 4pm to avoid peak times on the local road network. If an alternative construction traffic route is required, this will first be agreed with Camden Council.

**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**.**

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

- Skip Wait & load: 5 deliveries/week during first 10 weeks then 2 deliveries/week for remaining 30 weeks
- 18t flatbed: 2 deliveries/week for duration of project
- 3.5t van: 2 deliveries/day for duration of project

As outlined in Q9, deliveries will be limited to 9:30-16:00 Monday-Friday. Any deviation outside of these hours will need to be agree in writing with Camden Council.

b. 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.

Following the review of the area, there are permitted works on Bedford Square and Gower Street and an active construction site (residential) on Charlotte Street. However, given the dense nature of existing buildings in the area, all consents are for refurbishments and alterations to existing buildings and therefore will experience a much smaller amount of deliveries than new build schemes. Based on this fact and combined with the small size of the proposed development, the logistic challenge of coordinating deliveries outweighs the negligible benefit this may attain.

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

Swept path not deemed required via proposed route. The site is entirely landlocked but has a delivery bay directly in front of the scheme. Vehicles will pull in here in forward gear and drive out in the same manner.

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

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

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

There will not be a vehicle holding area for this site due to its size and the nature of the surrounding area. Through stringent management of deliveries, the Site Manager will ensure simultaneous deliveries do not occur through the following measures:

- Coordinate all deliveries to site
- Ensure Sub-contractors to inform the site manager of any upcoming deliveries
- Suppliers are advised to inform the site manager when they are 30 minutes away from site to ensure the delivery can be safely and efficiently received.
- A material control document/ Board will be used for scheduling in all deliveries to site managed by site management.
- All materials will be managed through the site team.
- Subcontractors will have to request a delivery time and day with the site team to avoid as best possible congestion on the local roads and avoid stacking of delivery vehicles.

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

Not appropriate for the location of this scheme.

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

The CMP coordinator will take responsibility for managing contractors and ensuring they are aware of the mitigation measures in place and that they abide by these. One such mitigation measure will include ensuring that all contractors and sub-contractors switch off engines when stationary, no idling will be permitted.

Contractors will be subject to regular monitoring and inspection by the site manager to ensure the above measure, along with all other requirements, are being implemented. The manner and frequency of such inspections will be previously agreed with Camden Council and/or the Contractor.

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

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of

all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

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

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

N/A

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

N/A

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

N/A

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.

N/A

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

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

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing

all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

The figures below show the site location and delivery point. The site is highlighted in red and the delivery point in blue. The delivery point will utilize a pre-existing loading area directly in front of the proposed site.



It should be noted that due to the size and nature of the construction works, it is not anticipated that there will be many deliveries to the site and such, should not have a substantial impact on the public highway and footpath network.

Access to the site is via the front entrance on Goodge Street. As displayed above, the loading area is offset from Goodge Street and as such, shouldn't have a significant impact on both traffic on the road and pedestrians on the footpath directly in front of the site.

Preliminary discussions have already taken place with London borough of Camden to review the surrounding highways and footpaths adjacent to the site, including discussion of potential gantry to the front elevation and consideration of the existing traffic system.

The Construction Team will reduce as far as is reasonably practical any potential impacts of construction on the existing highway network during the construction period. The travel plan and traffic management will be designed to reduce the impact although it is recognised that inevitably there will be some increase in traffic volumes, but to mitigate this where possible material deliveries will be planned to take place over relatively long periods during the contract, and at all times will be scheduled to avoid peak travel times where possible.

Deliveries will be planned for arrival outside of peak traffic hours, and a "just in-time" approach will be adopted wherever possible and practical to ensure that all deliveries are made to site in the most efficient manner, with a co-ordinated delivery schedule being implemented and managed by the Site Manager to ensure that any unnecessary congestion or disturbance is caused at a point of delivery. This approach also eliminates the need for an off-site materials storage area as large quantities of materials will not be stored on-site.

It is not intended that there will be any available vehicle parking within the site boundaries and this will be properly notified to all selected Subcontractors and Suppliers at the time of their appointment, and alternative measures will need to be taken such that access to the site is not impeded, nor is any nuisance or disturbance caused to local residents or the general public. Wherever possible persons will be encouraged to utilise Public Transport for their journey to and from the site.

Full consultation with all Suppliers and Subcontractors will be made prior to the placement of orders to ensure that optimum sized vehicles are used for all site deliveries taking full account of the restricted space available.

There will also be plant deliveries to the site which will require similar stringent management as described above in respect of material deliveries. Whilst the majority of the specialised works will be undertaken by Subcontractors, all associated plant and equipment will be monitored and reviewed at the time of presentation of Method Statements (generally required a minimum of 2 weeks prior to the start of those specific works on site) to ensure that they are suitably sized both in respect of the works to be undertaken and the access available on site.

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

- Materials will be loaded onto the site a quickly as it is safe to do so.
- Site management will oversee materials being transferred between delivery vehicles and the site.
- Wherever possible, the pedestrian footway will not be obstructed and there will be at least 1.2m space for pedestrians.
- However, where this is not possible, pedestrians may be temporarily restricted from using the footpath whilst materials/plant is delivered.
- Site Management will be present to manage such instances. Pedestrians will be given priority of the footpath

# Street Works

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

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

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

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

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

**22. Site set-up**

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


Key

= Taxi rank

= On-street parking bays/ loading areas

= Cycle/Bus lane only*

*Until Spring 2020 the southbound lane of Tottenham Court Road is restricted to only Cycles and Buses.

### 23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months,

you will be required to obtain a Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

No Parking Bay suspensions planned.

**24. Occupation of the public highway**

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

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

N/A

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

N/A

**25. Motor vehicle and/or cyclist diversions**

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

N/A

**26. Scaffolding, hoarding, and associated pedestrian diversions**

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

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

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

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

A license for scaffolding is not required as scaffolding will be erected on the client's land. The scaffolding will be up-and-over scaffolds with temporary roof cover, working lifts to the front and the rear of the building. debris netting and a fan installed on the first lift to the front of the building for pedestrian fall protection.

A risk assessment of the scaffolding was carried out by Elm Site Services Ltd in February 2019 in which the overall risks of scaffolding was rated as low.

In order to mitigate the risks, the contractor will implement the following measures:

- Maintain high standard of housekeeping
- Keep access routes clear
- Scaffolding operatives will be trained through the CISRS
- Scaffolding constructed to the relevant standard TG20:08 and the Work at Height Regulations 2005
- Pre-site briefings to be given to all operatives before starting work, covering the safe system of work and any specific control measures
- Weekly inspections by competent person to ensure scaffolding is secure

A licence for a gantry will be obtained when required.

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

A gantry will be erected for a portion of the development, subject to Camden's approval.

**27. Services**

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g.

Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

New services (BT, Thames Water, UKPN, British Gas) are being bought into the building. As the contractor for the scheme has just been appointed, approaches to these companies for connection quotes have been made but no formal correspondence has been returned. Once the utility companies make contact, the potential for coordinating their work will be raised.

Existing Services are being retained for communal area use.

# Environment

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

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

Demolition- will take place outside of restricted hours (i.e. not on weekends/evenings)

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

A noise survey has not been undertaken as it was not required as part of the planning application.

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

As the project is a refurbishment and there is only minor demolition, vibration levels will be very low. On the noise levels, based on the site area and the scope of works of the scheme, these are anticipated to be below the background noise levels of the busy central London area therefore no disturbance to neighbouring buildings is anticipated.

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.

Contractors will be required to ensure that works are carried out in accordance with best practicable means as stipulated in the Control of Pollution Act 1974 and Code of Practice BS 5228:2009. To minimise effects due to noise, site-specific best practice measures will be implemented by the Contractor/s.

The following mitigation measures will be employed at the Site:

- Limiting activities that may give rise to the highest noise levels, as well as HGV deliveries to the Site to off-peak hours;
- Implementing traffic management systems at the entrances to the Site at all times to control the traffic into the Site;
- Substituting noisy plant with quieter alternatives;
- Providing enclosures and barriers around noisy plant;
- Operating plant at low speeds where possible and incorporating automatic low speed idling;
- Undertaking breaking out of concrete structures, where possible, using low noise impact methods including using bursting and splitting rather than percussive breaking;
- Selecting electrically driven equipment where possible in preference to internal combustion powered; hydraulic power in preference to pneumatic; and wheeled in lieu of tracked plant;
- Temporarily screening or enclosing static noisy plant to reduce noise emissions and certifying plant to meet relevant standards;
- Using appropriate piling techniques and consulting with local residents as required;
- Maintaining plant regularly to minimise increase in noise with age and use;
- Switching off vehicle engines where vehicles are standing for an extended period of time;
- Lowering materials whenever practicable rather than dropping;
- Making all contractor familiar with the guidance in BS 5228 and BS 7385 which will form a pre-requisite of their appointment;
- Equipping all vehicles, compressors and plant with effective silencers and noise reducing insulation in accordance with BS5228: 2009 Part 1;

Site construction measures will be designed and planned to avoid the generation of vibration, or where vibration is unavoidable, to control vibration at source. Any piling, which tends to be the greatest source of ground-borne vibrations, will use techniques that minimise vibration and noise.

As is the case for noise, contractors will be required to ensure that works are carried out in accordance with The Control of Pollution Act 1974. Mitigation measures will likely include the following where possible:

- Using continuous flight auger techniques or similar where appropriate;
- Undertaking compaction via vibrating rollers wherever possible;
- Replacing plant and/or work methods producing significant levels of vibration by less intrusive plant or techniques;
- Locating stationary plant, such as generators, pumps and compressors away from sensitive receivers
- and installed on resilient mountings;
- Locating vibrating equipment as far from sensitive receptors as possible;
- Providing cut-off trenches to interrupt the direct transmission path of vibrations between the source and receiver;

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

On this a Toolbox Talk has been carried out by the Environmental Manager of Barnes Webster on the British Standard to the entire site team including the project team from Head Office.

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

It is imperative to prevent statutory nuisance arising from the demolition, construction works or dusty activities. Therefore, a philosophy of the prevention of dust formation in the first place shall be adopted. Dealing with dust should be in the following fashion: 1. Prevention 2. Suppression 3. Containment. These three principles are well established and are central to the control strategies to control dust. They follow a hierarchy to control the emissions. Suppression techniques will be through the use of water via hoses and dampening down of localised areas during dusty activities and during the demolition / construction phases. The contractor will ensure that there is an adequate supply of water on site that has adequate frost protection.

The following mitigation measures will be employed:

- Should any airborne dust be seen to be leaving the site boundary the source of the emission will be immediately identified and corrective action will be taken without delay.
- The site layout will be planned so that machinery and dust-causing activities are located away from sensitive off-site residential receptors, as far as is possible.
- Spraying of water mist where particularly dusty works are proposed
- solid screens or barriers will be erected around dust activities or the site boundary that are, at least, as high as any stockpiles on site

- site or specific operations will be fully enclosed where there is a high potential for dust production and the site is active for an extensive period.
- Scaffolding will be installed around the building perimeter, with monarflex screening to minimise dust flux. Scaffolding and monarflex membrane will be the full height of building to be demolished. This will be in place during demolition activities, with the height of the scaffolding/monarflex reduced in line with height of the building
- A soft strip inside buildings will be completed before demolition is undertaken (retaining walls and windows in the rest of the building), to provide screening against dust
- All residents within 50 m of the site will be notified of the demolition and construction works prior to works beginning on site. Sufficient notice (two weeks) will be provided to ensure that any concerns can be dealt with before works commence. Notification will be undertaken via notices displayed around the site and will provide information on the planned scope of works, programme detailing expected disruptions and direction to the Planning Portal and planning reference number. The information provided will aim to reassure residents that the works will be carefully planned, managed and supervised to ensure the project will affect them adversely.

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

- The above measures will prevent dust/dirt polluting public highways.
- As deliveries to site will be on Goodge Street and do not involve entering the site, a wheel-washing facility is not necessary, but a wheel-washing procedure will be implemented. Contractors will be required to regularly wheel-wash vehicles and must not enter public highways without doing so if they enter site.
- Washing includes the effective cleaning of the wheels, chassis and external bodywork, to ensure they are washed free of earth, mud, clay, gravel, stones or any other similar substance.

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

- The name and contact details of the individual accountable for air quality emissions and dust generated from the site will be displayed on the site boundary, along with the head or regional office contact information
- A site log will be maintained to record complaints and outcomes of the site inspections and will be issued to the council by email upon request
- Site inspections will be carried out a minimum of two times per day and will be recorded in the Daily Dust Log as identified in Appendix A5 and issued to the Council by email upon request (this will increase in frequency when activities which produce high levels of dust are taking place).

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and Construction 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Please refer to Appendix 2.

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

Confirmed.

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

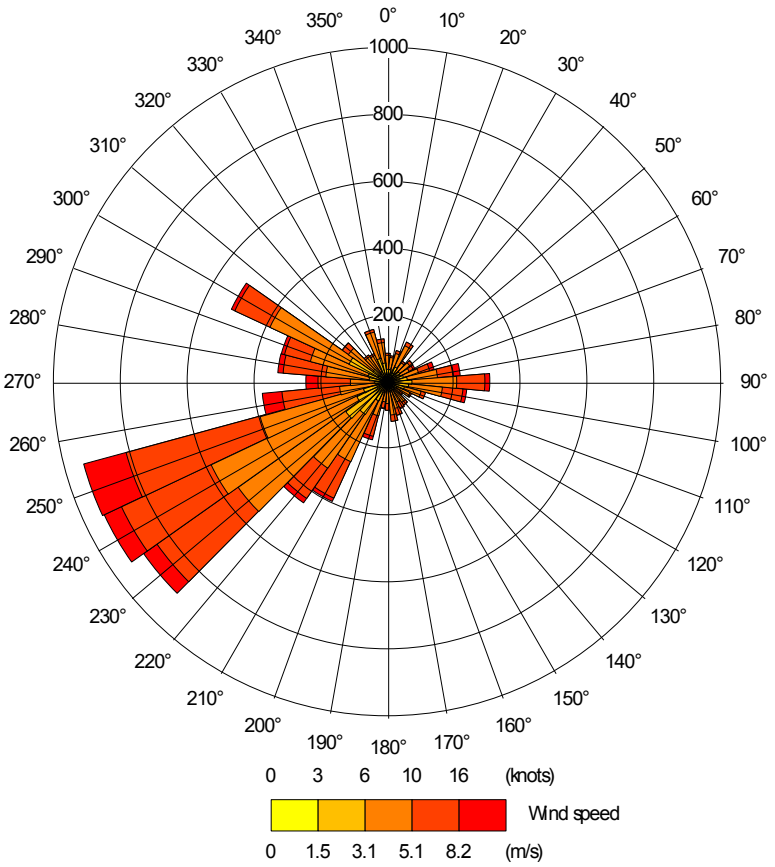



**Figure 1** – Wind Speed and Direction Data, London City Airport (2017)

## Meteorology

Hourly sequential meteorological data from the London City Airport meteorological station. Wind speed and direction data from the London City Airport meteorological station has been plotted as a wind rose in Figure 1.

The risk of dust impacts is highly dependent on meteorological conditions. High wind speeds increase the potential for dust to be raised and blown from the site while dry periods reduce the particle cohesion and therefore increase the potential for dust generation. High risk weather conditions include:

- Wind speeds greater than 5.5 m/s; and
- Prolonged periods of dry weather.

The wind speed and direction will be measured on-site and monitored by the Site Manager in order to alert staff to potential adverse conditions that may trigger the additional mitigation measures.

Using hourly sequential met data from London City Airport as seen in Figure 1 – on site dust monitoring locations were placed within Figure 2 as per requirement based on South-Westerly winds.

It is considered necessary to monitor for dust soiling on-site and off-site boundary visual dust assessments / inspections. visual inspections will take place in accordance with the locations of the nearest sensitive off-site receptors within 50m of the site as identified in green in Figure 5.1 i.e. Clement Atlee Court to the Rear and Lillie Road.


**Figure 2**– Dust monitoring Locations – as seen by green locations on site.

### Dust Soiling Monitoring

Dust soiling monitoring would be installed 3 months prior and undertaken for a minimum period set by earthworks, demolition, construction, and track out but may be continued for longer periods if high levels of dust soiling are measured. Dust soiling monitoring would involve the deployment of sticky pad or glass slide dust gauges.

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).

The following measures will be in place to prevent rodents spreading from site:

- Areas where workers will be consuming food/drink will be heavily monitored and traps left out if possible.
- Contractors will be required to ensure the site is left in a tidy manner. The Site manager will be responsible for ensuring
- A pest control contractor will carry out inspections a regular intervals during the construction phase and before occupation.
- During periods where the site is left empty, i.e. during the festive period, bouts of inclement weather, the site will be surveyed and any risk areas such as holes in pipes etc. will be dealt with.

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

- Asbestos survey carried out in February 2017 by Oracle Solutions Asbestos Surveyor
- Asbestos materials rated 'very low risk' detected in 4 places, 'low risk' detected in 2 places and 'medium' risk detected in 1 place.
- Appendix 4 contains the survey certificates.
- Asbestos removal commenced on 19/02/2019 by Elm Site Services Ltd.
- Appendix 5 contains Asbestos removal work plan cover sheet.

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.

The Site Community Liaison Officer will make stakeholders aware of the complaint's procedure as part of the site wide liaison strategy. The complaints procedure will include the following aspects:

- Providing the day-to-day Site contact details, including telephone and email contact details;
- Setting-up and maintaining a complaint register, which records all correspondence/telephone contact from the general public or stakeholders;
- Classifying the nature of correspondence (e.g. complaint, enquiry, comment);
- Assigning required action to an appropriate member of the Developer management team or site team;
- Ensuring close-out of actions and updating of the complaints register with a record of all actions and outcomes.

Where incidents are reported, and remedial actions are required or in the event of complaints, Camden Council's Environmental Health Department will be copied into all correspondence as this will enable Camden Council to pinpoint areas for improvement in the future and also to highlight good practice to be carried forward in future projects.

Considerate Contractors Scheme

The Site will be registered with the Considerate Constructors Scheme (CCS). The CCS Code of Practice seeks to:

- Minimise any disturbance or negative impact (in terms of noise, dirt and inconvenience) sometimes caused by construction sites to the immediate neighbourhood;
- Eradicate offensive behaviour and language from construction sites; and
- Result in an improved understanding and respect from residents and others in the community and fewer complaints.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

**From 1st September 2015**

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

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

**From 1st September 2020**

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

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

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

a) Construction time period (MM/YY- MM/YY): 09/2019- 07/2020

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

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

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Registered under 9 Goodge Street.

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.

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:** 10/10/19 .....

**Print Name:** D. BALLS .....

**Position:** Director .....

Please submit to: planningobligations@camden.gov.uk

End of form.



Camden

# Appendices

## Appendix 1- Gantt chart detailing project timeline

| ID | Task Name | Duration | Start | Finish |
|---|---|---|---|---|
| 1 | **Contract Period - 43 Weeks** | **215 days** | **Mon 09/09/19** | **Fri 03/07/20** |
| 2 | Site Set Up | 2 days | Mon 09/09/19 | Tue 10/09/19 |
| 3 | Underpinning - Groundworks | 40 days | Mon 09/09/19 | Fri 01/11/19 |
| 4 | Gantry Scaffolding | 5 days | Mon 04/11/19 | Fri 08/11/19 |
| 5 | Steel Frame | 25 days | Mon 11/11/19 | Fri 13/12/19 |
| 6 | Demolition | 35 days | Mon 11/11/19 | Fri 27/12/19 |
| 7 | Carpentry - Floor | 30 days | Mon 16/12/19 | Fri 24/01/20 |
| 8 | Carpentry - Roofing | 30 days | Mon 16/12/19 | Fri 24/01/20 |
| 9 | Brickwork | 40 days | Mon 30/12/19 | Fri 21/02/20 |
| 10 | Roofing | 40 days | Mon 27/01/20 | Fri 20/03/20 |
| 11 | Balconies & Railings | 30 days | Mon 10/02/20 | Fri 20/03/20 |
| 12 | Partitioning | 20 days | Mon 03/02/20 | Fri 28/02/20 |
| 13 | 1st Fix Carpentry | 15 days | Mon 02/03/20 | Fri 20/03/20 |
| 14 | 1st Fix Electrical | 25 days | Mon 02/03/20 | Fri 03/04/20 |
| 15 | 1st Fix Mechanical | 25 days | Mon 02/03/20 | Fri 03/04/20 |
| 16 | Plastering | 25 days | Mon 23/03/20 | Fri 24/04/20 |
| 17 | Window & External Doors | 15 days | Mon 23/03/20 | Fri 10/04/20 |
| 18 | 2nd Fix Carpentry | 20 days | Mon 27/04/20 | Fri 22/05/20 |
| 19 | 2nd Fix Electrical | 25 days | Mon 27/04/20 | Fri 29/05/20 |
| 20 | 2nd Fix Mechanical | 25 days | Mon 27/04/20 | Fri 29/05/20 |
| 21 | Tiling | 10 days | Mon 25/05/20 | Fri 05/06/20 |
| 22 | Floor Coverings | 15 days | Mon 01/06/20 | Fri 19/06/20 |
| 23 | Decorations | 20 days | Mon 01/06/20 | Fri 26/06/20 |
| 24 | Finals | 10 days | Mon 22/06/20 | Fri 03/07/20 |
| 25 | Handover | 1 day | Fri 03/07/20 | Fri 03/07/20 |



Camden

# Appendix 2- Air Quality Dust Risk Assessment (AQDRA)

## Dust Emission Magnitude

### Dust and Soiling effects on people and property

Receptors and their sensitivity and respective distance from the proposed development are used on the table below to determine the area sensitivity. The area is considered of High Sensitivity.

***Table A1***– *Sensitivity of the area to dust and soiling effects on people and property*

| Receptor Sensitivity | Number of Receptors | Distance from the Source (m) | | | |
|---|---|---|---|---|---|
| | | Less than 20 | Less than 50 | Less than 100 | Less than 350 |
| High | More than 100 | High | High | Medium | Low |
| | 10-100 | High | Medium | Low | Low |
| | 1-10 | Medium | Low | Low | Low |
| Medium | More than 1 | Medium | Low | Low | Low |
| Low | More than 1 | Low | Low | Low | Low |

**Adapted from Table 2 - IAQM Guidance on the assessment of dust from demolition and construction report January 2014*

## Human health impacts

Receptors and their sensitivity and respective distance from the proposed development are used on the table below to determine the are sensitivity. The area is considered of High Sensitivity.

***Table A2*** *– Sensitivity of the area to human health impacts*

| Receptor Sensitivity | Annual Mean PM10 Concentration µg/m³ | Number of Receptors | Distance from the Source (m) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Less than 20m | Less than 50m | Less than 100m | Less than 200m | Less than 350m |
| High | More than 32 | More than 100 | High | High | High | Medium | Low |
| | | 10-100 | High | High | Medium | Low | Low |
| | | 1-10 | High | Medium | Low | Low | Low |
| | 28-32 | More than 100 | High | High | Medium | Low | Low |
| | | 10-100 | High | Medium | Low | Low | Low |
| | | 1-10 | High | Medium | Low | Low | Low |
| | 24-28 | More than 100 | High | Medium | Low | Low | Low |
| | | 10-100 | High | Medium | Low | Low | Low |
| | | 1-10 | Medium | Low | Low | Low | Low |
| | Less than 24 | More than 100 | Medium | Low | Low | Low | Low |
| | | 10-100 | Low | Low | Low | Low | Low |
| | | 1-10 | Low | Low | Low | Low | Low |
| Medium | - | More than 10 | High | Medium | Low | Low | Low |
| | - | 1-10 | Medium | Low | Low | Low | Low |
| Low | - | 1-10 | Low | Low | Low | Low | Low |

**Adapted from Table 3 - IAQM Guidance on the assessment of dust from demolition and construction report January 2014*

## Ecological Impacts

Receptors and their sensitivity and respective distance from the proposed development are used on the table below to determine the area sensitivity. The area is considered of Low sensitivity.

***Table A3*** *– Sensitivity of the area to Ecological Impacts*

| Receptor Sensitivity | Distance from Source (m) | |
|---|---|---|
| | Less than 20m | Less than 50m |
| High | High | Medium |
| Medium | Medium | Low |
| Low | Low | Low |

**Adapted from Table 4 - IAQM Guidance on the assessment of dust from demolition and construction report January 2014*

## Risk of Impacts

The dust emission magnitude determined above is combined with the sensitivity of the area to determine the risk of impacts with no mitigation applied.The Risk tables below will be used to calculate the Risk of Dust Impacts for each of the four phases, i.e., demolition, earthworks, construction and Track-out.

***Table A4.1*** *– Risk of Dust impacts -* ***Demolition***

| Sensitivity of Area | Dust Emission Magnitude | | |
|---|---|---|---|
| | Large | Medium | Small |
| High | High Risk | Medium Risk | Medium Risk |
| Medium | High Risk | Medium Risk | Low Risk |
| Low | Low Risk | Low Risk | Negligible |

**Adapted from Table 6 - IAQM Guidance on the assessment of dust from demolition and construction report January 2014*

The Demolition phase matrix for the Receptors/Sensitivityof Area/Dust Emission Magnitude is as follows:

***Table A4.2*** *– Risk of Dust impacts on Receptors during Demolition Phase*

| Receptors | Area Sensitivity | Dust Emission Magnitude | Risk of Dust Impacts Demolition |
|---|---|---|---|
| **Dust Soiling** | High | Small | Medium Risk |
| **Human Health** | Medium | Small | Low Risk |
| **Ecological** | Low | Small | Negligible |

***Table A4.3*** *– Risk of Dust impacts –* ***Earthworks***

| Sensitivity of Area | Dust Emission Magnitude | | |
|---|---|---|---|
| | **Large** | **Medium** | **Small** |
| **High** | High Risk | Medium Risk | Low Risk |
| **Medium** | Medium Risk | Medium Risk | Low Risk |
| **Low** | Low Risk | Low Risk | Negligible |

**Adapted from Table 7 - IAQM Guidance on the assessment of dust from demolition and construction report January 2014*

The Earthworks phase Risk matrix for the Receptors/Sensitivity of Area/Dust Emission Magnitude is as follows:

***Table A4.4*** *– Risk of Dust impacts on Receptors during* ***Earthworks Phase***

| Receptors | Area Sensitivity | Dust Emission Magnitude | Risk of Dust Impacts Earthworks |
|---|---|---|---|
| **Dust Soiling** | High | Small | Low Risk |
| **Human Health** | Medium | Small | Low Risk |

| | | | |
|---|---|---|---|
| **Ecological** | Low | Small | Negligible |

***Table A4.5*** *– Risk of Dust impacts –* ***Construction***

| Sensitivity of Area | Dust Emission Magnitude | | |
|---|---|---|---|
| | **Large** | **Medium** | **Small** |
| **High** | High Risk | Medium Risk | Low Risk |
| **Medium** | Medium Risk | Medium Risk | Low Risk |
| **Low** | Low Risk | Low Risk | Negligible |

**Adapted from Table 8 - IAQM Guidance on the assessment of dust from demolition and construction report January 2014*

The Construction Phase Risk Matrix for the Receptors/Sensitivity of Area/Dust Magnitude is as follows:

***Table A4.6****– Risk of Dust impacts on Receptors during* ***Construction Phase***

| Receptors | Area Sensitivity | Dust Emission Magnitude | Risk of Dust Impacts Construction |
|---|---|---|---|
| **Dust Soiling** | High | Small | Low Risk |
| **Human Health** | Medium | Small | Low Risk |
| **Ecological** | Low | Small | Negligible |

***Table A4.7*** *– Risk of Dust impacts –* ***Track-out***

| Sensitivity of Area | Dust Emission Magnitude | | |
|---|---|---|---|
| | **Large** | **Medium** | **Small** |
| **High** | High Risk | Medium Risk | Low Risk |
| **Medium** | Medium Risk | Low Risk | Negligble |

| | | | |
|---|---|---|---|
| **Low** | Low Risk | Low Risk | Negligible |

**Adapted from Table 9 - IAQM Guidance on the assessment of dust from demolition and construction report January 2014*

The Track-outPhase Risk Matrix for the Receptors/Sensitivity of Area/Dust Emission Magnitude is as follows:

***Table A4.8*** *– Risk of Dust impacts on Receptors during Track-out Phase*

| Receptors | Area Sensitivity | Dust Emission Magnitude | Risk of Dust Impacts Track-out |
|---|---|---|---|
| **Dust Soiling** | High | Small | Low Risk |
| **Human Health** | Medium | Small | Negligble |
| **Ecological** | Low | Small | Negligible |

The results are summarized on the dust Risk Table below.

***Table A5*** *–* ***Summary*** *Dust Risk Table with no mitigation measures applied, to Define Site-Specific Mitigation*

| Potential Impact | Dust Risk | | | |
|---|---|---|---|---|
| | Demolition | Earthworks | Construction | Track-out |
| **Dust Soiling** | Medium Risk | Low Risk | Low Risk | Low Risk |
| **Human Health** | Low Risk | Low Risk | Low Risk | Negligible |
| **Ecological** | Negligible | Negligible | Negligible | Negligible |

## Appendix 3- Letter sent to Neighbouring Buildings

Our ref. GOODGE.RES.CRC2606REV
Date. 2nd September 2019

Dear Resident,

**RE: 9 GOODGE STREET, LONDON, W1T 2PE**

We write to advise that Barnes Webster & Sons Limited have been appointed by Sky Table Ltd to carry out building works to 9 Goodge Street development consisting of 3no. new flats.

At Barnes Webster & Sons Limited we are passionate about the health and safety of employees, residents, customers and the communities in which we operate. We are registered with the Considerate Constructors Scheme which is a national initiative set up by the construction industry. Our business registers all its sites with this scheme and is monitored against a code of considerate practice designed to encourage best practice beyond statutory requirements.

Working hours on site will be 8.00am till 5pm (mon-fri)

If you have any queries about the development or would like to discuss the development in more detail, please contact a member of the Barnes Webster team. The Contracts Manager for the scheme will be Paul Barnes on 078014-661426 or by email pbarnes@barneswebster.co.uk if you wish to contact him.

We apologise in advance for any inconvenience these works may cause.

If you have any queries do not hesitate to contact me.

Yours faithfully,
For and on behalf of,
BARNES WEBSTER & SONS LTD

R.BARNES

# Appendix 4- Asbestos Survey Certificates

## Certificate 1

Unit C7
New Yatt Business Centre
New Yatt
Nr Witney
Oxfordshire, OX29 6TJ

Tel: 01993 868636
Fax: 01993 869080
www.asbestoslabs.co.uk

Asbestos Laboratory Services

UKAS TESTING
4668

**CERTIFICATE OF ANALYSIS FOR ASBESTOS FIBRES**

**Report Number:** ALS/J016705

| | | | |
|---|---|---|---|
| **Client** | Oracle Solutions Asbestos Ltd | **Attention** | Charlie York |
| **Client Address** | Unit 16 Trinity Centre, Park Farm Industrial Estate, Wellingborough, Northants, NN8 6ZB | | |
| **Site Address** | 9 Goodge Street, London, W1T 2PE | | |
| **Site Ref** | CO7038 | **No. of Samples** | 6 |

| | | | | | |
|---|---|---|---|---|---|
| **Date Received** | 10/02/2017 | **Date of Analysis** | 10/02/2017 | **Report Issue Date** | 10/02/2017 |

Samples of material(s) [detailed below] have been examined to determine the presence of asbestos fibres, using Polarised Light Microscopy together with dispersion staining based on the HSE's guidance document HSG248 and Asbestos Laboratory Services documented method. If samples have been delivered to the laboratory, the site address and sample location is reported as provided by the client. Asbestos Laboratory Services are not responsible for the accuracy or competence of the sampling by third parties. Under these circumstances Asbestos Laboratory Services cannot be held responsible for the interpretation of the results shown. Opinions and interpretations are outside the scope of the UKAS accreditation.
All entries under 'Fibre Type Detected' that contain (*) indicate that the sample was found to be deviating from policies defined in document TPS63 (UKAS Policy on Deviating Samples).
As a result, the test result(s) may be invalid.
The Determination of Asbestos Content Report shall not be reproduced except in full, without written approval of the laboratory'.
(V2), or subsequent "V" numbers, after the report number signifies that the original certificate (or previous amended certificate) has been replaced.

| Lab Ref. | Client Sample Number | Sample Location | Sample Description | Fibre Type Detected |
|---|---|---|---|---|
| BS077417 | S01 | Basement - 22/23 | Bitumen Wrap to Wall Hung Electrical Intake Cable | N.A.D.I.S |
| BS077418 | S02 | Basement - 23 | Textured Coating to Ceiling | N.A.D.I.S |
| BS077419 | S03 | Basement - 24 | Gasket to Rodding Eye of Metal Waste Pipe | N.A.D.I.S |
| BS077420 | S04 | Basement - 25 | Fibreboard to Ceiling | N.A.D.I.S |
| BS077421 | S05 | Ground - 26 | Bitumen Pads to Underside of Metal Sink | N.A.D.I.S |
| BS077422 | S06 | Ground - 33 | Vinyl Tiles to Floor Beneath Carpet | Chrysotile |

**KEY**
NADIS - No Asbestos Detected in Sample
Note: All samples will be retained for a minimum of six months.

| | | | |
|---|---|---|---|
| **Analysed By** | **Peter Timms** | **Approved By** | **Wai-fung Kuet** |
| **Analyst Signatory** | | **Approver Signatory** | |

## Certificate 2

Unit C7
New Yatt Business Centre
New Yatt
Nr Witney
Oxfordshire, OX29 6TJ

Tel: 01993 868636
Fax: 01993 869080
www.asbestoslabs.co.uk

Asbestos Laboratory Services

UKAS TESTING
4668

### CERTIFICATE OF ANALYSIS FOR ASBESTOS FIBRES

**Report Number:** ALS/J015926

| | | | |
|---|---|---|---|
| **Client** | Oracle Solutions Asbestos Ltd | **Attention** | Charlie York |
| **Client Address** | Unit 16 Trinity Centre, Park Farm Industrial Estate, Wellingborough, Northants, NN8 6ZB | | |
| **Site Address** | 9 Goodge Street, London | | |
| **Site Ref** | CO6917 | **No. of Samples** | 13 |

| | | | | | |
|---|---|---|---|---|---|
| **Date Received** | 30/12/2016 | **Date of Analysis** | 03/01/2017 | **Report Issue Date** | 03/01/2017 |

Samples of material(s) [detailed below] have been examined to determine the presence of asbestos fibres, using Polarised Light Microscopy together with dispersion staining based on the HSE's guidance document HSG248 and Asbestos Laboratory Services documented method. If samples have been delivered to the laboratory, the site address and sample location is reported as provided by the client. Asbestos Laboratory Services are not responsible for the accuracy or competence of the sampling by third parties. Under these circumstances Asbestos Laboratory Services cannot be held responsible for the interpretation of the results shown. Opinions and interpretations are outside the scope of the UKAS accreditation.
All entries under 'Fibre Type Detected' that contain (*) indicate that the sample was found to be deviating from policies defined in document TPS63 (UKAS Policy on Deviating Samples).
As a result, the test result(s) may be invalid.
The Determination of Asbestos Content Report shall not be reproduced except in full, without written approval of the laboratory'.
(V2), or subsequent "V" numbers, after the report number signifies that the original certificate (or previous amended certificate) has been replaced.

| Lab Ref. | Client Sample Number | Sample Location | Sample Description | Fibre Type Detected |
|---|---|---|---|---|
| BS073572 | S01 | External - 1 | Cement tiles to roof | Chrysotile |
| BS073573 | S02 | External - 1 | Rope seal to skylight | Chrysotile |
| BS073574 | S03 | External - 1 | Bitumen covering to roof | N.A.D.I.S |
| BS073575 | S04 | Third - 2 | Felt to tops of lathe & plaster | Chrysotile |
| BS073576 | S05 | Third - 2 | Cement debris within void | Chrysotile |
| BS073577 | S06 | Third - 5 | Bitumen pad to bath | N.A.D.I.S |
| BS073578 | S07 | Third - 7 | Bitumen pad to sink | Chrysotile |
| BS073579 | S08 | Third - 7 | Beige lino to floor | N.A.D.I.S |
| BS073580 | S09 | Third - 8 | Gasket to WT flange | N.A.D.I.S |

**KEY**
NADIS - No Asbestos Detected in Sample
Note: All samples will be retained for a minimum of six months.

| | | | |
|---|---|---|---|
| **Analysed By** | **Roy Pearce** | **Approved By** | **Wai-fung Kuet** |
| **Analyst Signatory** | | **Approver Signatory** | |

## Certificate 3

Unit C7
New Yatt Business Centre
New Yatt
Nr Witney
Oxfordshire, OX29 6TJ

Tel: 01993 868636
Fax: 01993 869080
www.asbestoslabs.co.uk

Asbestos Laboratory Services

UKAS TESTING
4668

### CERTIFICATE OF ANALYSIS FOR ASBESTOS FIBRES

**Report Number:** ALS/J015926

| | | | |
|---|---|---|---|
| **Client** | Oracle Solutions Asbestos Ltd | **Attention** | Charlie York |
| **Client Address** | Unit 16 Trinity Centre, Park Farm Industrial Estate, Wellingborough, Northants, NN8 6ZB | | |
| **Site Address** | 9 Goodge Street, London | | |
| **Site Ref** | CO6917 | **No. of Samples** | 13 |

| | | | | | |
|---|---|---|---|---|---|
| **Date Received** | 30/12/2016 | **Date of Analysis** | 03/01/2017 | **Report Issue Date** | 03/01/2017 |

Samples of material(s) [detailed below] have been examined to determine the presence of asbestos fibres, using Polarised Light Microscopy together with dispersion staining based on the HSE's guidance document HSG248 and Asbestos Laboratory Services documented method. If samples have been delivered to the laboratory, the site address and sample location is reported as provided by the client. Asbestos Laboratory Services are not responsible for the accuracy or competence of the sampling by third parties. Under these circumstances Asbestos Laboratory Services cannot be held responsible for the interpretation of the results shown. Opinions and interpretations are outside the scope of the UKAS accreditation.

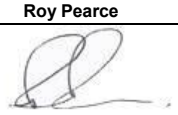
All entries under 'Fibre Type Detected' that contain (*) indicate that the sample was found to be deviating from policies defined in document TPS63 (UKAS Policy on Deviating Samples). As a result, the test result(s) may be invalid.

The Determination of Asbestos Content Report shall not be reproduced except in full, without written approval of the laboratory'.

(V2), or subsequent "V" numbers, after the report number signifies that the original certificate (or previous amended certificate) has been replaced.

| Lab Ref. | Client Sample Number | Sample Location | Sample Description | Fibre Type Detected |
|---|---|---|---|---|
| BS073581 | S10 | Second - 9,10 & 11 | Vinyl tile to floor | N.A.D.I.S |
| BS073582 | S11 | Second - 10 | Bitumen pad to underside | N.A.D.I.S |
| BS073583 | S12 | First - 15, 16, 17 | Grey vinyl tile to floor | N.A.D.I.S |
| BS073584 | S13 | First - 15 | Bitumen pad to sink | N.A.D.I.S |

**KEY**
NADIS - No Asbestos Detected in Sample
Note: All samples will be retained for a minimum of six months.

| Analysed By | Roy Pearce | Approved By | Wai-fung Kuet |
|---|---|---|---|
| Analyst Signatory |  | Approver Signatory |  |



Camden

## Appendix 5- Asbestos Removal Work Package Plan Cover Sheet

Ref: TE 896
Issue: 01
Date: 13.02.2019

Elm Site Services Ltd

# Work Package Plan

## Removal of Known Hazardous Materials From the Roof of 9 Goodge Street London W1T 2PE

Start Date: 19.02.2019

Finish Date: TBC

Work Package Plan Number: WPP JRF-BW-002

Controlled Copy Number 001

CPP No: TBC

Prepared by: John Foster

Date: 13.02.2019

Designation: Project Manager

Signature: 

Approved by the Contractor's Engineering Manager (CEM):

Date:

Designation: H&S Director

Signature: 

This Work Package Plan does not require acceptance by Client

OR

Accepted on behalf of Client:

Date:

Designation:

Signature:

This document is the property of Elm Site Services the Contractor on the project.

Controlled copies will have a controlled copy number shown in RED. Any variation will be regarded as uncontrolled for information only.

The responsibility for the health, safety and environmental management of the Works rests fully and unreservedly with the Principal Contractor or Contractor. The acceptance of a Work Package Plan on behalf of The Client and involvement in Studies or Audits does not in any way absolve the Principal Contractor or Contractor from that accountability and responsibility, nor is it intended to confirm or suggest that the Principal Contractor or Contractor fully meets the statutory requirements.

Camden