

## APPENDIX 2 - CONSTRUCTION MANAGEMENT PLAN

CH Architects LLP

### Construction Management Plan (CMP)

A CMP outlines how construction work will be carried out and how this work will be serviced (e.g. delivery of materials, set down and collection of skips), with the objective of minimising traffic disruption and avoiding dangerous situations for pedestrians and other road users. A CMP should cover both demolitions and construction.

A CMP will need to be submitted and approved before any works start on site, and approval should be secured via a Section 106 planning obligation. The CMP should cover demolition and construction. Details of the CMP will relate to the scale and kind of the development, however, in terms of assessing the impact on transport the plan should demonstrate that the following has been considered and where necessary the impacts mitigated:

(Note the term 'vehicles' used here refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearing, delivering of plant, material and construction, staff parking, etc)

- a) Start and end dates for each phase of construction.

The exact start date is to be agreed. Overall project duration is anticipated to be 26 weeks. The project would consist of three phases:

1. Site setup and demolition operations: This would include erection of scaffold and temporary roof in week 1, stripping roof coverings and roof structure, etc. Waste materials to be placed in a skip positioned on the highway or stored carefully on a scaffold gantry and collected by licensed rubbish collection company.
2. External works: Construction of new roof, installation of roof coverings and windows/doors to form weathertight building. The temporary roof can be removed at this point.
3. Internal works: Completion of internal alterations to incorporate new floor into structure of the building, fit out/2<sup>nd</sup> fix and painting and decorating.

We would envisage that the scaffold to the front elevation would be required for the majority of this time for deliveries of materials and to minimise disruption to existing occupants' use of the stairwell. The overall period that a scaffold will be onsite for is approximately 20 weeks.

Waste collections would be required frequently for phase 1 of the project and we would anticipate either at least one skip exchange per day or 1-2 rubbish collections per day for a duration of approximately 2 weeks at the start of the project. We propose to utilise a scaffold gantry to the full pavement width at low level and use this space to store waste materials for collection by a

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licensed waste carrier who will use the bays to the south side of West Street to stop for collections. We will seek to obtain a parking bay suspension from Westminster City Council for the suspension of these parking bays. The waste collection vehicle would be LWB Transit van type vehicle with adapted body to carry waste.

- b) The proposed working hours.

Working hours would be Mon-Fri 8:00am to 5:30pm and Sat 8:00am to 1:00pm, if necessary. Site would be closed on Sunday.

- c) The access arrangements for vehicles.

There is no access to the site itself for vehicles or parking near to the site. Operatives will access the site by foot via public transport or make use of the surrounding public parking facilities. Deliveries will be at the times stipulated by the council and will be offloaded to the pavement for transference to the site.

- d) Proposed routes for vehicles between the site and the Transport for London Road Network (TLRN). Consideration should also be given to weight restrictions, low bridges and cumulative affects of construction on the highway. A map of the TLRN can be downloaded from here: "[http://www.tfl.gov.uk/assets/downloads/TFL\\_Base\\_Map\\_Master.pdf](http://www.tfl.gov.uk/assets/downloads/TFL_Base_Map_Master.pdf)"

West Street is a one way road accessed via Shaftesbury Avenue (A401). All deliveries will approach the site via the A401 and be directed out of the site via West Street onto Upper St. Martins Lane (B404). This will prevent tight turns in the road and ease the flow of traffic on West Street.

- e) Sizes of all vehicles and the frequency and times of day when they will need access to the site, for each phase of construction.

Maximum vehicle delivery size will typically be a 7.5T lorry of approximately 2.50 x 7.00M (W x L). We anticipate no more than 2 deliveries would be required per day as a maximum and that on average we would have between 3-5 deliveries per week.

It may be necessary (subject to the necessary licenses and subsequent agreement of the council) to use a crane for lifting operations. This would be a mobile crane approx 3.0 x 10.00M in size and would only be required on 1 or 2 occasions during the project.

- f) Swept path drawings for any tight manoeuvres on vehicle routes to the site.

Swept path drawing attached.

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g) Details (including accurate scaled drawings) of any highway works necessary to enable construction to take place.

No works to the highway are required to facilitate the proposed scheme.

h) Parking and Loading arrangement of vehicles and delivery of materials and plant to the site.

As per our responses under sections a, c, d and e.

i) Details of proposed parking bays suspensions and temporary traffic management orders.

West Street has a pavement both sides with a double yellow line and no parking bays on the side of 26. There are parking bays on the other side of the street however we do not propose to make use of these at this time. We do not require the use of temporary traffic lights or stop and go boards.

j) Proposed overhang (if any) of the public highway (scaffolding, cranes etc.)

The proposed scaffold will not overhang the highway itself but will only come to the edge of the pavement.

No crane will be erected except for a temporary crane as described under section 'e' if required and subject to license conditions.

k) Details of hoarding required or any other occupation of the public highway

Scaffold standards bearing onto the pavement will be clad in plywood to prevent unauthorised access. Windows will be cut into the hoarding to prevent loitering under the scaffold and so that pedestrians using the footpath at night will be visible. The outside of the hoarding facing the highway will be illuminated with red and white bulkhead lighting. The inside faces will be illuminated with white bulkhead lighting.

l) Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman arrangements.

Deliveries of large materials will be taken up via the scaffold so as to minimise any impact of pedestrians or cyclists. Smaller deliveries may be taken up through the main entrance to the building on West Street. This will be managed by the site supervisor and operatives will be told to stop work if pedestrians need to use the footpath. The underside of the scaffold oversailing the pavement will be double boarded and lined with polythene to prevent falling debris landing on pedestrians. Scaffold standards bearing onto the pavement will be clad in plywood and this will be painted and illuminated.

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m) Details of how traffic associated with the development will be managed in order to reduce congestion.

The project will have a minimal impact on traffic and congestion as the frequency of deliveries and waste collections will be relatively minimal. Traffic will be managed as described under section d.

n) Details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

The size of the proposed scheme will be minimal in terms of impact on traffic and congestion. We do not anticipate there will be any requirement take further measures to reduce traffic congestion.

o) Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented.

The majority of the construction operations are contained to the roof of 26 West Street. There are no excavations or digging works forming part of this project. However, any dust or loose debris landing on the highway will be swept up at the end of each day.

p) Details of consultation on a draft CMP with local residents, business, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate giving a reason why. The revised CMP should also include a list of all the comments received. You are advised to check your proposed approach to consultation with the Council before carrying it out.

The appropriate consultation will be undertaken when a start date for the project is known.

q) Details of any Construction Working Group that will be set up, addressing the concerns of surrounding residents, as well as contact details for the person responsible for community liaison on behalf of the developer, and how these contact details will be advertised to the community.

The scaffold will be fully debris netted or monarflexed and the hoarding at the bottom of the scaffold will be painted to provide a neat appearance to the site. The Site Managers contact details will be posted on a signboard on the scaffold hoarding. Thames & Newcastle's head office details will also be posted on the hoarding so that Local residents with concerns will be able to contact us directly and follow our complaints procedure, if necessary. We will always try to be flexible with neighbours and carry out noisy works at agreed times wherever possible. We will post introduction letters to all residents

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informing them of the scope of works and what to do should they have any concerns.

r) Details of any schemes such as the “Considerate Contractors Scheme” that the project will be signed up to.

We will join the project to the considerate contractor’s scheme.

s) Details of other construction sites in the local area and how your CMP takes into consideration the cumulative effects of construction local to your site.

As the start date for this project is currently to be agreed we cannot say what other local construction projects may impact on our works or vice versa. However, there are numerous projects in London which could be considered local to this site. However, the relatively minor nature of the works required would mean a limited impact on other nearby sites. As we have outlined above there will be no dramatic increase in heavy goods vehicles or other traffic as a result of this project and we do not envisage we will impact on other projects negatively.

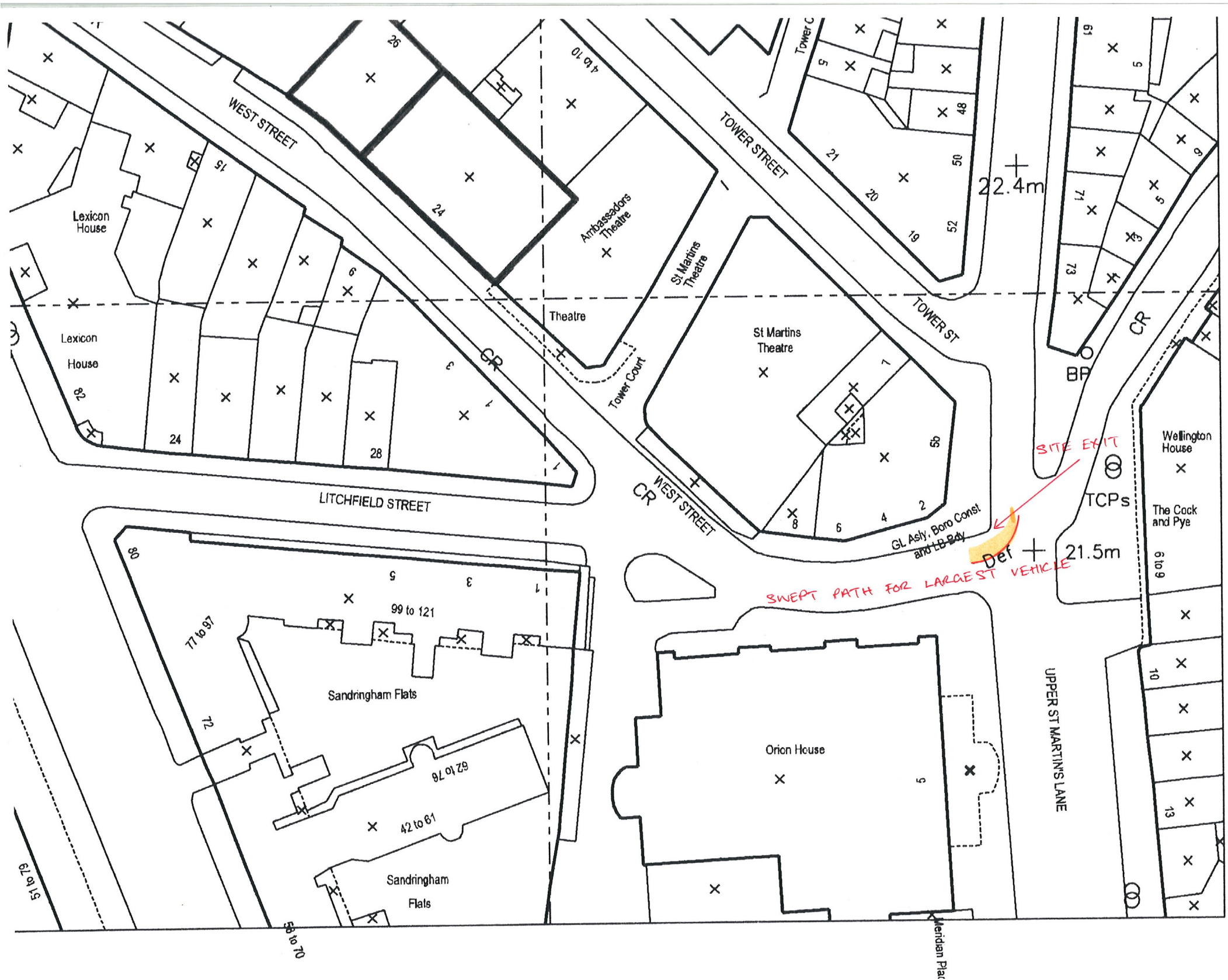
t) Any other relevant information with regard to traffic and transport.

N/A

u) The CMP should also include the following statement:

"The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with 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 and complied with thereafter."

It should be noted that any agreed CMP does not prejudice further agreement that may be required for things such as road closures or hoarding licences.



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