

# **Construction Management Plan**

**West Hampstead Station  
Upgrade**

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# Revisions & additional material

Please list all iterations here:

| Date     | Version | Produced by  |
|----------|---------|--|
| 26/10/16 | C08     | L. Johnson amended noise trigger levels following advise from Camden Council EHO |
| 21/10/16 | C07     | L. Johnson amended following Camden Council feedback                             |
| 26/09/16 | C06     | L. Johnson Updated following Camden Council Feedback                             |
| 05/08/16 | C05     | L. Johnson (CMP using Camden Council Template)                                   |
| 01/07/16 | C04     | R. Bullman (CMP updated following Community Working Group Meeting)               |
| 20/05/16 | C03     | R. Bullman (Draft CMP for Community Working Group Consultation)                  |

## Additional sheets

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

| Date     | Version | Document                                |
|----------|---------|---|
| 04/04/16 |         | Residents Information Letter            |
| 30/08/16 |         | Residents Information Letter            |
|          |         | Letter Drop Area                        |
| 24/05/16 | V01     | Community Working Group Meeting Minutes |
| 09/08/16 | V01     | Community Working Group Meeting Minutes |
| 19/10/16 | C05     | Traffic Management Plan                 |
| 26/09/16 |         | Noise Monitoring Location Dwg           |
| 11/08/16 | C01     | Nuisance Management Plan                |

# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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 kind 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 Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (CLOCS) scheme) and Camden's Minimum Requirements for Building Construction (CMRBC).

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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 in relation to the construction of the development. 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 for 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**."

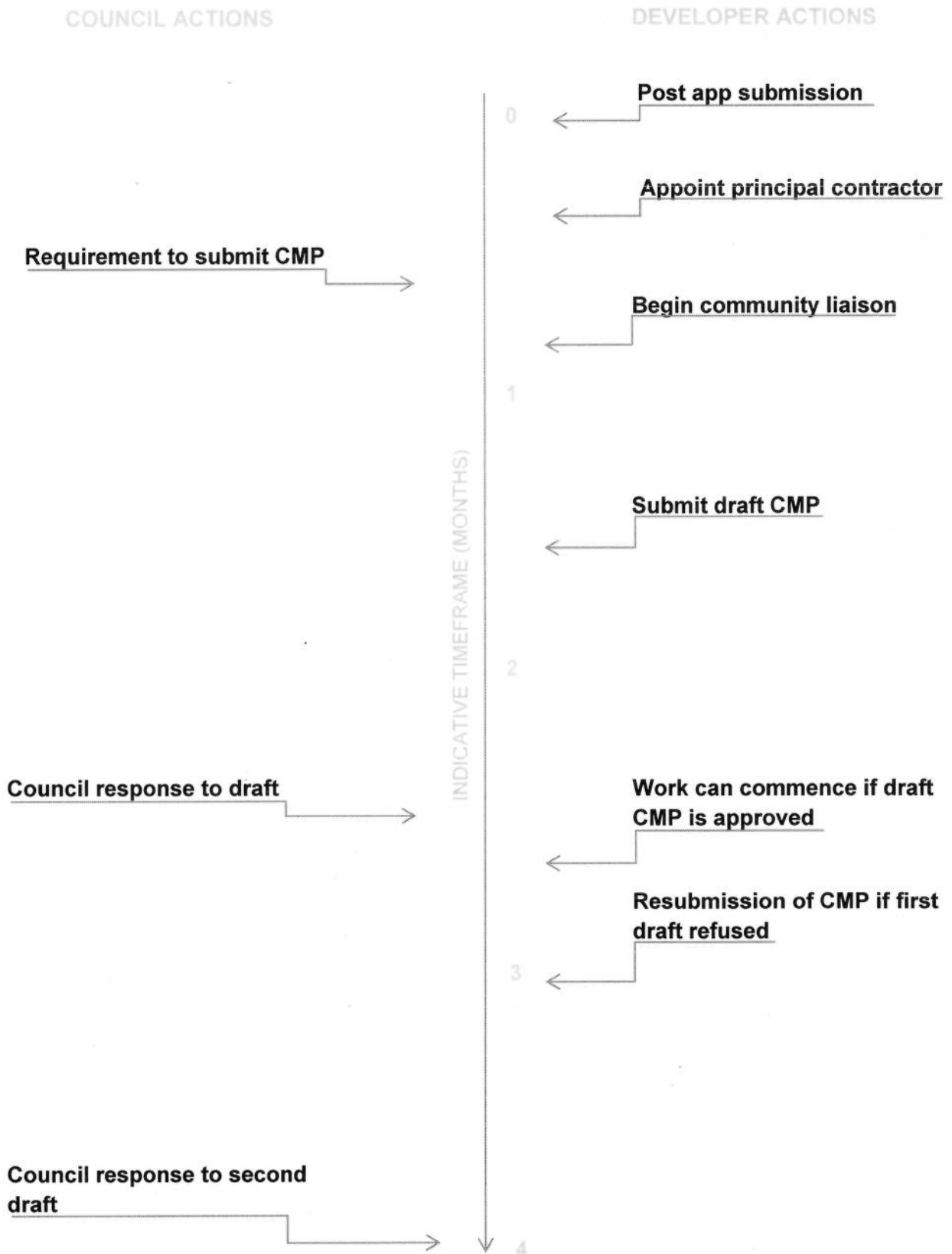
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(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



# Contact

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

Address: **West Hampstead Station, West End Lane, London, NW6 2LJ**

Planning ref: 2014/7925/A

Type of CMP - Section 106 planning obligation/Major sites framework: Section 61, Highways Licence

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

Name: Lorraine Johnson

Address: London Overground, Stratford Broadway Office, 29-35 West Ham Lane, Stratford E15 4PH

Email: Lorraine.Johnson@tfl.gov.uk

Phone: 07545 200406

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: Iain Marshall

Address: Buckingham Group/Opus International, 196 New City Cloisters, Old Street, London, EC1V 9FR

Email: iain.marshall@buckinghamgroup.co.uk

Phone: 07905 156 711

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: James Pickard

Address: Palestra, 197 Blackfriars Road, London SE1 8NJ

Email: JamesPickard@tfl.gov.uk

Phone: 020 3054 8708

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: Matt Riddick

Address: Buckingham Group/Opus International, 196 New City Cloisters, Old Street, London, EC1V 9FR

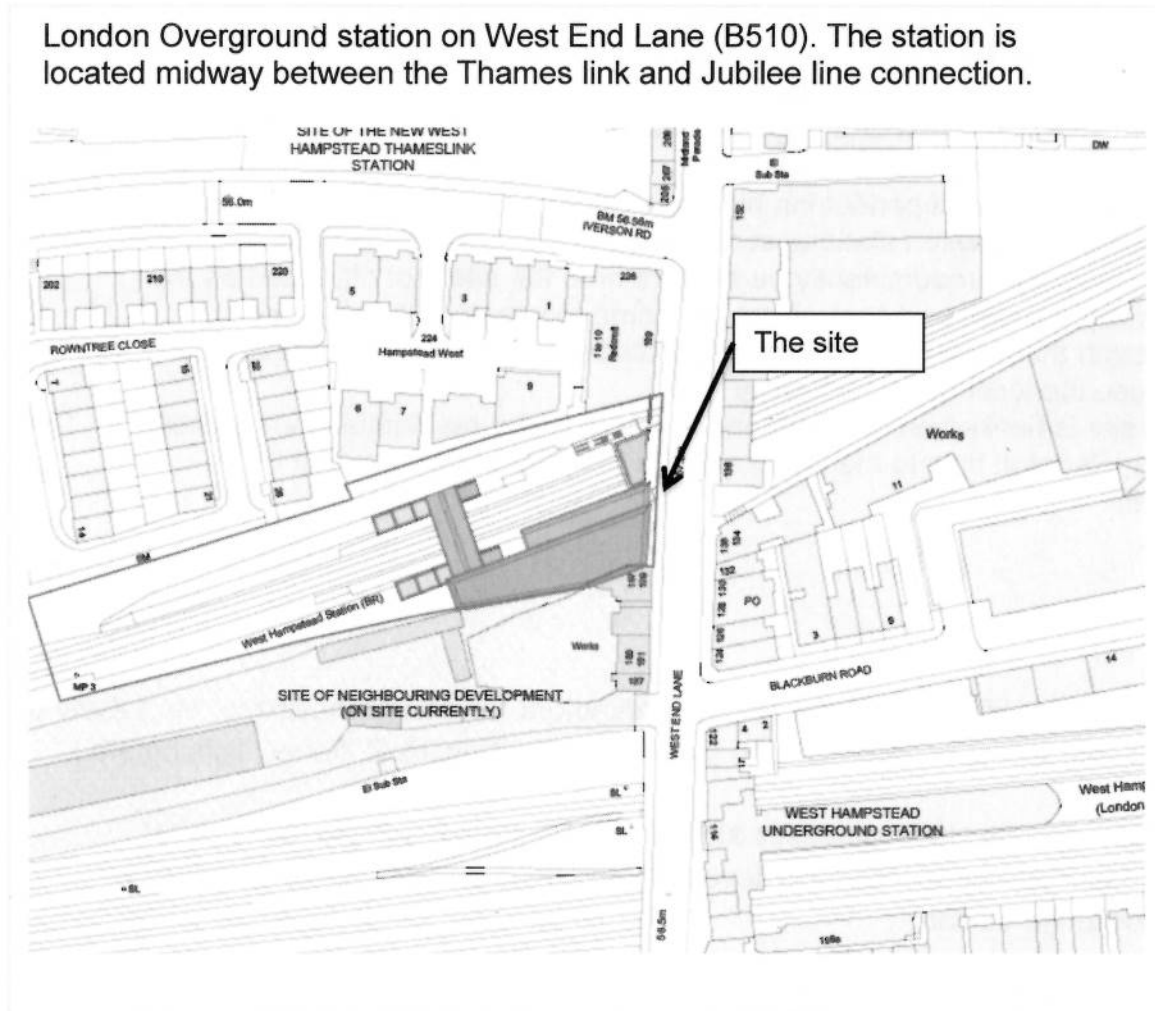
Email: Matt.riddick@buckinghamgroup.co.uk

Phone: 07803 973 387 / 0207 549 6934



# 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.



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.)

- Construction of a new station building (south of existing concourse building) and accessible footbridge to both platforms, 8 regular size passenger gates and 2 wide aisle gates, a new larger concourse, ticket office and improved staff facilities
- Provision of 2 lifts to provide step free access from street level to the low level platforms
- Installation of secondary means of escape from both platforms to street level
- Completion & integration of the platform widening works
- Dismantling and Reconfiguration of the existing station building to provide future retail opportunities
- Works to West End Lane including widening and resurfacing
- Hard and soft landscaping

Busy vehicular and pedestrian highway, pedestrian crossings, commuter interchange between stations at morning peak. Construction traffic eg deliveries, will predominantly be brought onto the site, not offloaded on the highway. All staff and contractors will come to site on public transport, although there may be sporadic site visits by construction personnel who will use the local pay-and-display bays.

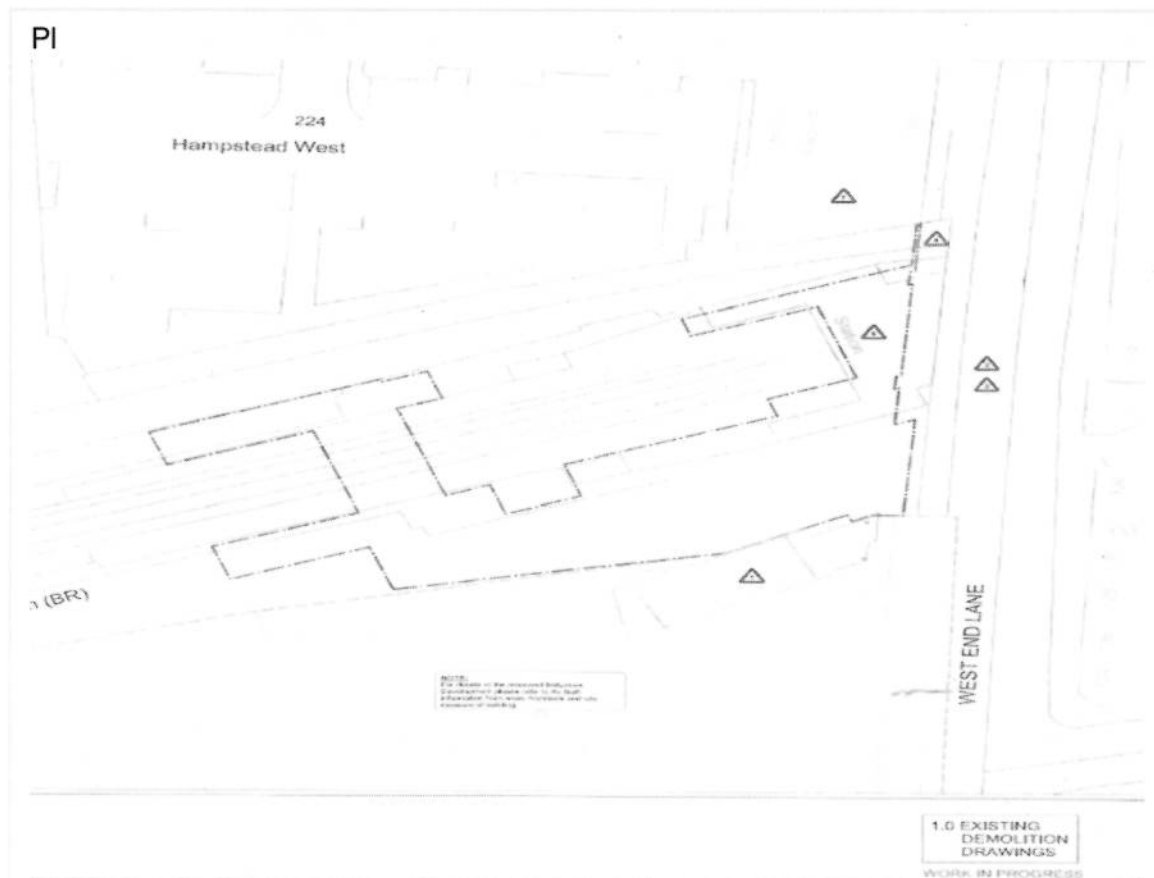
The site is flanked on its North and South sides by residential and business units, Redcroft flats to the North and the Ballymore development to the South.

8. 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.).

Local residents and businesses at Redcroft adjacent to the station on West End Lane, the new Ballymore development and residents/businesses directly opposite the station.

The LB Camden Environmental Health Officer has been contacted and locations for noise/dust monitoring have been agreed. These monitoring units were installed on w/c 12<sup>th</sup> September and 7 days of background noise monitoring was recorded. A Section 61 application has been issued to Camden.

9. 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 and proposed site access locations.



Sketch above shows general layout of site in red.

Please refer to Temporary works designs attached with submission for details of dropped kerb and gate.

10. 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).

| Activity  | Start Date    | End Date       |
|---|---------------|----------------|
| Award Design & Build Contract   | November 2015 |                |
| Detailed Design   | December 2015 | November 2016  |
| Site Compound establishment in Blackburn Road   | June 2016     | July 2016      |
| Construction Phase 1: Enabling works (Highways Modifications and Site set up)                                 | November 2016 | December 2016  |
| Construction Phase 2: Foundations   | January 2017  | March 2017     |
| Construction Phase 3 Install Lift shafts and footbridge over the railway                                      | April 2017    | September 2017 |
| Construction Phase 4 Install temporary walkway behind platform 2  | October 2017  | November 2017  |
| Construction Phase 5 Construct new station concourse, lifts, ticket office, staff accommodation and gate line | December 2017 | April 2018     |
| Construction Phase 6 Open new station concourse, remove temporary walkway, construct retail unit, landscaping | May 2018      | September 2018 |

11. 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 (No noisy work before 9am)
- 8.00am to 1.00pm on Saturdays (No noisy work before 9am)
- No working on Sundays or Public Holidays

Works outside of the hours stated above will be negotiated with Camden's environment department and Network Rail. Some night working will be required for activities which can only be carried out when trains are not running such as craning of the new passenger bridge but it is not anticipated to be a noisy activity, restricted only to the noise generated by the crane.

Night time working will also be required for some piling works (where the new foundations encroach onto the existing platform) and the installation of the temporary walkway behind platform 2.

12. 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.

The new station drainage system is required to connect into the main sewer in West End Lane. These works will be carried out by the utility company's approved sub-contractors.

In the event that additional power or a power upgrade is required at the station, the power utility company will be contacted and arrangements will be made to incorporate these works into the works programme to run parallel with the sewer connection if possible.

# 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 grant 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 should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.



**The Council can advise on this if necessary.**

### **13. 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. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be 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.

A presentation of the proposed works and the Construction Management Plan was given to the West Hampstead Station Working Group on 24th May 2016. The Community Working Group included representatives from local residents groups, local businesses, residents and the local Councillor (Cllr Rosenberg).

Each attendee was issued with a copy of the draft Construction Management Plan (Document no. LSWH-EN31-HSS-PLA-BCK-000018 C4) for review & comments.

As a result a subsequent meeting was held with the manager of the Builders Depot, Blackburn Road to discuss vehicle movements on Blackburn Road, this query has now been resolved.

A further response was received from a resident neighbouring the site requesting .1 detailed information on the exact timings and phasing of works 2. The exact nature of the equipment to be implemented during demolition and throughout 3. Planned measures to minimise noise and vibration and 4 Planned measures to minimise and remove dust / pollution in the immediate area. TfL responded explaining how noise, vibration, dust and pollution would be controlled and advised that further details would be provided on exact timings and phasing of works and the exact nature of the equipment to be used as the project developed.

#### **14. Construction Working Group**

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison 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.

Representatives from the West Hampstead Station upgrade project have attended Ballymore Community Working Group Meetings since December 2015 to inform and update on the West Hampstead Station project and programme.

Residents, local businesses and members of the Ballymore Community Working Group were invited to attend the join a Community Working Group in April 2016 (letter and letter drop area attached) aimed at informing the community of the works and obtaining feedback on any issues the Community would like to raise on the Construction process. The first meeting was held on 24th May and attended 9 Residents and businesses and Cllr Rosenberg (minutes attached). Attendees agreed the frequency of meetings to be once every 3 months during the current stage of works, a further meeting was held on 9th August with the next meeting planned for 26th October where the latest version of the Construction Management Plan will be discussed.

In August 2016 a further letter was sent (letter attached), to the same letter drop area informing residents and local businesses of the works and of the two information sessions which were held in the Sidings Community Centre on 6th and 12th September.

Letter drops will be sent prior to start of works and at least 2 weeks prior to any night time works. Letter drops will continue at key stages throughout the project and Residents, Local Business and passengers will be invited to join a mailing list for regular e-mail updates / 2 week look ahead programmes throughout the project on commencement of the works, this will be publicised on each information letter and from posters in the station.

Contact details for TfL's London Overground Stakeholder Communications Manager James Pickard will be included on all Consultation Material

In addition a 24 hour Community liaison helpline phone number has been set up (Tel. 0800 612 5166)



## 15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Constructors Manual".

The Contractor will sign up to the Considerate Constructors Scheme. This will commence at the start of main works construction in October 2016.

The Principal Contractor, all sub-contractors and material / plant delivery companies operating HGVs will be part of the Freight Operators Recognition Scheme (FORS)

## 16. 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.

Ballymore Group is currently developing the site adjacent with an anticipated completion in December 2016.

Liaison is ongoing between Buckingham Group and Ballymore with regards to ongoing construction of the Ballymore site in line with pre-arranged access agreements with TFL.

Deliveries will be co-ordinated with the Ballymore management team to ensure minimal disruption to traffic and pedestrian movements on West End Lane.

# 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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.**

## CLOCS Considerations

17. Name of Principal contractor:

Buckingham Group Contracting Ltd

Blackpit Farm, Silverstone Road, Stowe, Bucks, MK18 5LJ

18. 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 in the appendix and CLOCS Standard point 3.4.7).

All sub-contractors are required to be FORS registered (minimum Silver) and CLOCS compliant. The enabling works and the install of the haul road will utilise the services of Thames Materials for deliveries of fill material who are FORS Gold registered and CLOCS certified. Concrete will be supplied by London Concrete who are FORS Silver and CLOCS certified. Richmond Civil Engineering, the Civils works sub-contractor, is FORS Bronze registered and actively seeking FORS Silver. Richmonds will not be making deliveries of materials to site.

Buckingham Group staff will ensure sub-contractors comply with FORS by desktop audit and visual inspection of all deliveries to site. Desktop audits will entail database checks of the drivers and companies attending site. Visual inspections will entail checks on mirrors, audible warnings and vehicle mounted signage. Site staff with responsibility for these checks will receive instruction from Buckingham Group's transport manager on how to carry out these checks.

All deliveries to site will be instructed on routing considerations as outlined in the Traffic Management Plan (attached to submission) eg avoid sharp left turns where possible, no deliveries during peak hours etc)

19. 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. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

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

Iain Marshall

Buckingham Group Contracting Ltd, 196 New City Cloisters, Old Street,  
London, EC1V 9FR

Please contact [CLOCS@camden.gov.uk](mailto: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.**

**20. 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, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the Transport for London Road Network (TLRN).

Please refer to attached Traffic Management Plan.

The site will predominantly be accessed via West End Lane site entrance. Some plant and deliveries/muck away will access the site via the Hampstead West Business Park on Iverson Road.

Site deliveries will access site heading North on West End Lane and South on West End Lane. Delivery times will be pre-arranged and driver will contact site manager 30mins before arrival time. Deliveries will be guided into the site by 2 experienced traffic marshals. No site vehicles will be permitted to stable on West End Lane. Any vehicles that arrive to site outside the planned delivery times will be sent to the project holding area, situated at Richmond's yard (Richmond Civil Engineering Ltd, Elstree Hill South, WD6 3BL) a 30-minute drive from site. A traffic route and delivery plan will be sent to all drivers 48 hours to their arrival on site.

This arrangement has been made clear to suppliers. Deliveries and suppliers will also be instructed to route their vehicles such that sharp left turns are avoided where possible.

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

A Traffic Management Plan has been produced collating the project's vehicle and pedestrian routes to and from site including management requirements for these movements. External parties will be briefed and signed up to the requirements of the Traffic Management Plan. Traffic Management Plan attached.

**21. 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 are generally acceptable between 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 between 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

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. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait 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.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

**Phase 1 enabling** – Average of 2 vehicles per day for 10 days for constructing site entrance. Dwell on public highway will be the time it takes to reverse the vehicle into the site entrance which is anticipated to be 30 seconds or less. Vehicles utilised will be 20 tonne, 8 wheeler type, 9.1m long by 2.6m wide.

Ramp/haul road will require 10 material deliveries per day for about 6 days. Dwell on public highway will be the time it takes to reverse the vehicle into the site entrance which is anticipated to be 30 seconds or less. Vehicles utilised will be 20 tonne, 8 wheeler type, 9.1m long by 2.6m wide.

**Phase 2 foundations, footbridge, stairs and lifts** – average 5 vehicles per day for 25 weeks. Dwell on public highway will be the time it takes to reverse the vehicle into the site entrance which is anticipated to be 30 seconds or less. Vehicles utilised will be 20 tonne, 8 wheeler type, 9.1m long by 2.6m wide.

**Phase 3 superstructure** – Average 3 vehicles per day for 52 weeks.

Dwell on public highway will be the time it takes to reverse the vehicle into the site entrance which is anticipated to be 30 seconds or less. Vehicles utilised will be 20 tonne, 8 wheeler type, 9.1m long by 2.6m wide.

**Phase 4 dismantle existing station and construct retail unit** – Average 3 vehicles per day for 16 weeks. Dwell on public highway will be the time it takes to reverse the vehicle into the site entrance which is anticipated to be 30 seconds or less. Vehicles utilised will be 20 tonne, 8 wheeler type, 9.1m long by 2.6m wide.

All vehicle movements on the public highway will be supervised by qualified traffic marshals.

Refer to the attached Traffic Management Plan for details of swept path analysis.

No loading of vehicles on public highway is allowed

No vehicle holding is planned for these works but if required, we have arranged a holding area at our civil engineering sub-contractors yard at Stanmore, approximately 3 miles from site.



b. Please provide details of other developments in the local area or on the route.

Ballymore Ltd is currently constructing 6 blocks of flats at West Hampstead Square development. These works are expected to be complete by December 2016.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Upon procurement of materials confirmation of delivery vehicle type will be obtained and a record kept on site of a daily log of vehicles expected to attend site and allocated time slot's provided. Delivery drivers are to provide calls 30 minute prior to arrival on site.

A holding area in Stanmore has been arranged should it be required.

Refer to Traffic Management Plan for swept path analysis of delivery vehicles attending site.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Deliveries will be singular and infrequent. Road/lane closures will be applied for and approved for large deliveries and will be undertaken outside of normal site hours (evening/overnight) to minimise impact on local traffic movements.

A holding area is available at our groundworks sub-contractors depot in Stanmore, about 30 minutes drive from site. It is not planned to use this area but it has been made available if necessary.



e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

No onsite parking provided. All staff will use local public transport as documented in the Traffic Management Plan (attached). No parking facility is available at site.

**22. 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)*

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

The site will predominantly be accessed via West End Lane site entrance. Some plant and deliveries will enter the site via the Hampstead West Business Park on Iverson Road. Site deliveries will access site heading North on West End Lane and South on West End Lane. Delivery times will be pre-arranged and driver will contact site manager 30mins before arrival time. Deliveries will be guided into the site by 2 experienced traffic marshals.

Refer to traffic management plan for details of route to site for deliveries.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

All vehicle access/egress will be managed by experienced traffic marshals and site managers.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Deliveries of stone for the enabling works will utilise Scania P400 tippers. Swept path analysis is contained within our Traffic Management Plan.

Swept path analysis will be provided for the craning operations during the full road closures which we are in consultation with Camden Highways Department about.

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.

If vehicle tyres and undercarriages collect mud they will be brushed clean at the site entrance by the experienced traffic marshals prior to exiting site onto the public highway.

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

If this is not possible, 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 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 loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Construction vehicles will not park on the public highway, they will enter site immediately on arriving at the site. No parking on public highway is planned and a holding area in Stanmore has been arranged.

Materials, skips and plant will not be parked on the public highway.

Small vans will use pay and display meters where necessary but it is not anticipated that this will be a regular occurrence.

# Highway interventions

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.

## ● 24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

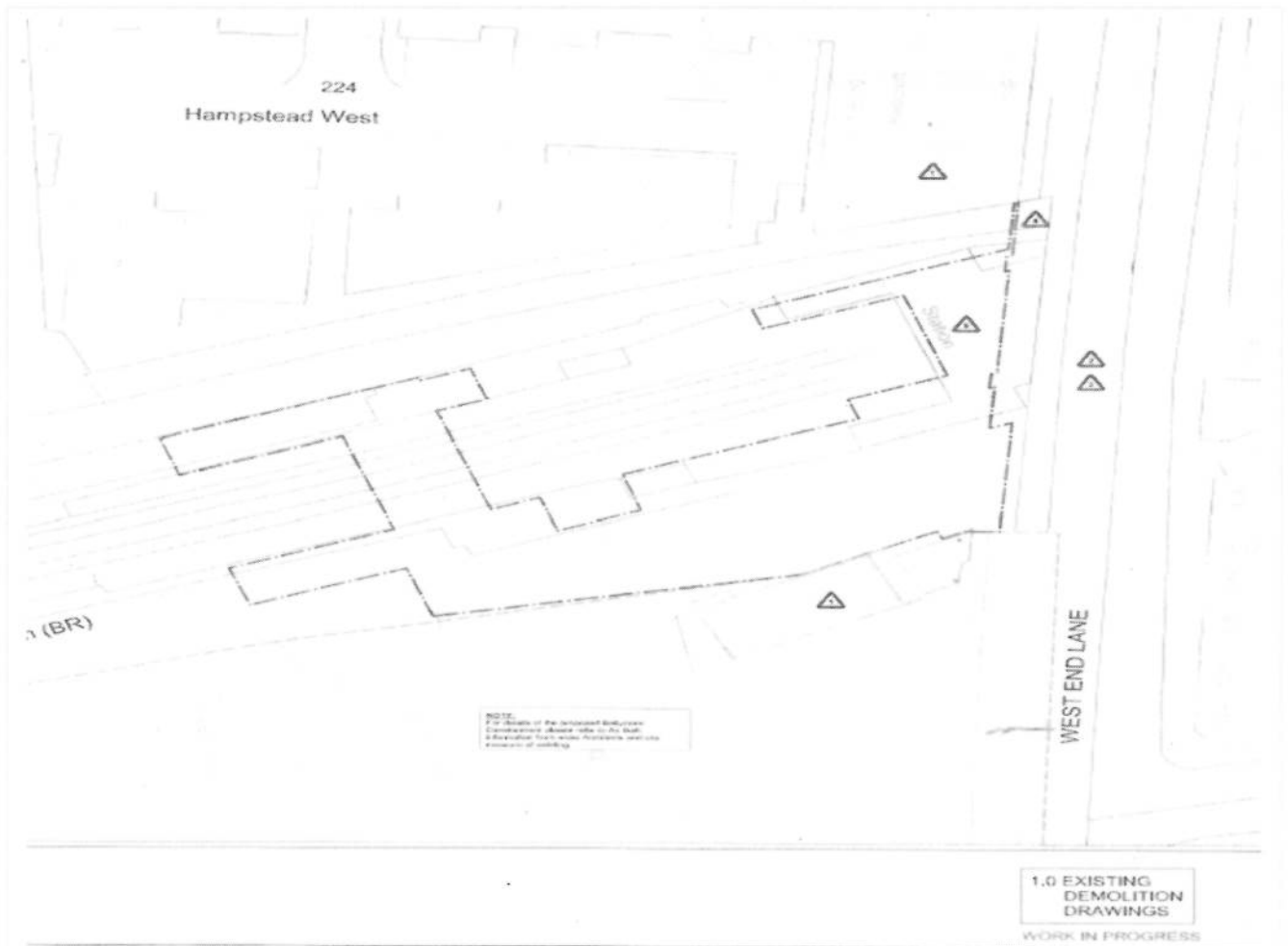
Information regarding parking suspensions can be found [here](#).

Not applicable

## 25. Scaled drawings of highway works

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. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. 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 accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).



The highway works necessary are a dropped kerb on West End Lane just to the South of the existing station. Please refer to attached Temporary Works drawings for details.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

No lighting will be required to light the site access as there is adequate street lighting provided by local authority.

All safety signage will be compliant with BS EN ISO 7010.

Please refer to temporary works drawings attached

## **26. Diversions**

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

Temporary traffic diversions will be required on 6 Saturday nights in Jan/Feb 2017 to allow installation of the new pedestrian bridge and stairs. Camden Highways officer for the area has been contacted and advised. Diversion routes for these nights have not yet been issued.

## **27. VRU and pedestrian diversions, scaffolding and hoarding**

Pedestrians and/or cyclist 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 ramping 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. 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. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

All vehicle movements to and from the site will be under the control of an experienced traffic marshal. Traffic marshals will be responsible for pedestrian and cyclist safety during these operations.

The site access gates and boundary hoarding do not encroach on the existing footway arrangement.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

During the dismantling of the existing station building (May 2018 – Aug 2018) it may be necessary to encroach onto the public footway with a hoarding. Details of this operation are not yet known. Details will be discussed with Camden Highways Officer and agreement reached on how best to treat pedestrian safety and flow.

● SYMBOL IS FOR INTERNAL 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.

The following details construction activities to October 2017. Further details will be provided on construction activities from November 2017 as construction programme and methodology develops

- Bored piling rig approximately 21 days in February 2017 & March 2017.
- Sheet piling to be installed using a hydraulic rig therefore noise will be confined to that emanating from the generator, approximately 30 days with approximately 5 nights over 5 weekends required where works will encroach onto the platform. Works to be carried out March 2017 – Jun 2017.
- 360 excavators working regularly during the foundations phase in March 2017. Daytime only
- 4 nights over 4 weekends crane operations to install footbridge in July / August 2017.
- Erecting scaffold walkway behind platform 2 between August – September 2017. Approximately 20 days and 6 nights
- Delivery lorries throughout the project
- Acoustic barriers will be used around machinery such as generators and to mitigate noise impact to Redcroft residential accommodation for night time working wherever practical .

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.



It has been agreed with LB Camden Environmental Health Officer (EHO) to carry out a pre-commencement background noise study and submit it with the Section 61 application. The study occurred w/c 12<sup>th</sup> September 2016. A copy of the data is provided in the appendix and summarised below.

The noise environment in the locality is complex with a variety of noise sources. During the site visits the dominant noise source is perceived to be the traffic using the local road network and also the activity of the London Overground Train operations. There is also periodic noise form the adjacent Ballymore Development.

Minor enabling works may be granted permission to commence by the EHO prior to the Section 61 being agreed and put in place and once colleagues in other departments are satisfied with the content of the CMP

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

| Machinery/Plant                                  | number  | Noise level output                  | Comment   |
|--|---------|-------------------------------------|---|
| Giken rig and power pack                         | 1       | Data sheet attached<br>65 dB @ 10 m | In use on site for approx. 5 weeks  |
| Hutte 203 bored piling rig                       | 1       | 80 dB at 1m                         | In use approx. 5 weeks then return to site for 4 weeks  |
| Hand held rock breakers                          | 2       | 96 dB at 10m                        |   |
| 20 tonne excavator                               | 1       | 77 dB LAeq at 10m                   |   |
| 13 tonne excavator                               | 1       | 69 dB LAeq at 10m                   |   |
| Dumpers 6 tonne                                  | 2       | 76 dB LAeq at 10m                   | During excavation and ramp works only   |
| VT1 tower light                                  | 5       | 65 dB external to machine           | Used for night working as appropriate   |
| 100t mobile crane                                | 1       |                                     | Supports Giken rig  |
| 210 tonne mobile crane                           | 1       | 79 dB LAeq at 10m                   | Used for lifting bridge sections into place over 6 consecutive Saturday nights with full road closure |
| 3kVa Generator                                   | 1       | 69 dB external to machine           |   |
| Concrete delivery trucks (6 cubic meters)        | Say 70  | 79 dB at 10m                        | 70 during first 6 months on site  |
| Compacting material deliveries (20 tonne trucks) | Say 100 | 77 @ 10m                            | 100 during first 6 months on site   |

Due to the nature of the activity the piling work is likely to be the most significant operation.

Due to this concern the development will utilise specialist piling equipment which is designed to minimise noise and vibration. The Giken rig and power pack produces a noise level of 66dB at 16m. The Giken SuperCrush Piling data sheet is also provided

It is expected that the Hutte 203 piling rig will be the noisiest activity during the development project.

Noise spikes may occur if cutting steel bars on site is required but it is fully intended to pre-cut all the site steelwork off-site.

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.

Where possible, equipment has been selected to minimise the potential impacts of the development. Where noise levels exceed the predicted or are likely to exceed the agreed trigger levels, temporary echo barriers will be utilised to screen the noise source from the from local residents/businesses/pedestrians.

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

TRC have been instructed to provide acoustic support to the project including monitoring and guidance on the appropriate British Standards including BS5228.:2014. Where required, TRC and Buckingham Group can provide training to key staff in the principles of BS5228.

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

Dust nuisance is only likely to occur during the foundations phase of the works (February 2017 – June 2017) and during the dismantling of the existing station (May 2018 – Aug 2018).

This dust will be controlled by water suppression, with water lances and back-mounted water bottles.

Dust will be continuously monitored on the boundary of the site with trigger levels set to ensure that significant emission do not occur.

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.

2 Traffic marshals (TM's) are utilised to bring vehicles into and out of the site boundary. The TM's will be tasked with keeping the footway and immediate highway swept clean of dust and debris.

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

The Noise Consultant has agreed with LB Camden EHO the location for 2 noise and dust monitoring stations on the boundary of the site in line with the closest sensitive receptors.

### **Noise Monitoring**

Noise monitoring will be required for the duration of the demolition and construction process to ensure that offsite impacts are minimised. Operations will be continuously monitored using static, automated noise monitoring stations to ensure compliance with the requirements of B:5228 1:2009+A1:2014

- Noise Trigger Level (Amber): LAeq 5min = 73dB(A) (short term) or LAeq 10 hrs = 70dB(A) (daily);
- Noise Action Level (Red): LAeq 5min = 80dB(A) (short term) or LAeq 10hrs = 75dB(A) (daily);
- Noise Trigger Level (Saturday Red ): LAeq 5min = 73dB(A) (short term) or LAeq 10 hrs = 70dB(A) (Saturday Only);

Control to prevent the short term amber trigger activations would reduce the likely hood that the daily red trigger being exceeded.

### **Vibration Monitoring**

Automatic and continuous vibration monitoring will be undertaken during all piling work and the monitoring location will be positioned in a direct line between the source and the closest sensitive receptor.

The vibration monitoring survey will comply with BS EN ISO 4866:2012 and ensure that the Peak Particle Velocity (PPV) do not exceed a value of 7mm/s at any time.

Trigger activation would require the cessation of work and investigation of the cause of the trigger

### **Dust Monitoring**

Dust levels will be controlled in accordance with The Greater London Authority and London Councils Best Practice Guide for 'Controlling Dust and Emissions from Construction and Demolition', and the Institute of Air Quality Managers 'Guidance on the Assessment of Dust from Demolition and Construction' as a minimum.

Instruments will measure in accordance with procedures set out in the Air Quality Standards Regulations 2007, Schedule 7, Part 1 Group A Pollutants. All five important mass range sizes (PM1, PM2.5, PM7, PM10 & TSP) will be displayed in mass mode, as well as two popular cumulative particle sizes (>0.5 and >5.0 microns) in particle mode

PM10 concentrations will be monitored and a trigger level of 200µg.m-3 (15 minute average) will be put in place. If this trigger level is exceeded there will be an immediate review of the operation and the appropriate measures will be implemented to rectify the abnormal particulate emissions.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

The Environmental Consultant has recently been appointed and he is preparing to carry out the Dust and Emissions Risk Assessment. The attached Nuisance Management Plan outlines how the contractor will manage dust nuisance and comply with the highly recommended measures identified in the SPG.

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.

The works will be carried out in accordance with the GLAs requirements. Please refer to the attached Nuisance Management Plan.

- 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.

The site is considered a low risk receptor site. Monitors will be installed through agreement between the environmental consultant and the LBC EHO, however it is not currently proposed to carry out 3 months monitoring prior to construction work on site as the site is considered a low risk receptor.

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).

An ecologist walk over is scheduled for w/c 8<sup>th</sup> August 2016 and advice and recommendations on good practice will be provided and adhered to throughout the site. The recommendations will be captured in method statements, site briefings, tool box talks etc.

The station maintainers have confirmed that they have an active infestation management system in place for the station which includes baiting of rodents.

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

An asbestos walk over of the site was carried out in June 2016. The findings show chrysotile board in places and will be removed in the recommended manner using asbestos awareness trained operatives.

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.

A smoking area will be set up within the site boundaries. Unnecessary shouting is controlled through site briefings and is dealt with through disciplinary procedures. A canteen has been provided about 150m from the site access gate, on Blackburn Road, and workers will be directed there for lunch breaks to avoid congregating on-street.

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 1<sup>st</sup> 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 1<sup>st</sup> 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 ): November 2016 – November 2018
- b) Is the development within the CAZ? (Y/N): No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Not applicable as the site is not considered a major development. Buckingham Group is a £400m a year turnover company with a Principal Contractors Licence with Network Rail. As such we specify in our sub-contracts and Environmental Management Plan that all plant and equipment will comply with Euro 4 emissions standard where possible. Our site staff have instructions from how to check serial numbering to assure compliance with this standard.
- 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:
- 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:

● 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.

**Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.**

Signed: X. P. S. O.  
Date: 26/10/16

Print Name: L. JOHNSON  
Position: PROJECT MANAGER - LONDON OVERGROUND

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.



