

# **ROUTE ONE PLANNING**

24 – 32 STEPHENSON WAY, LONDON, NW1 2HD

## **CONSTRUCTION MANAGEMENT PLAN**

June 2019

## 1 Contractor Details/Site Contact Details

Main Contractor: Not known at this time

Tel: Not known at this time

### Site Contacts

Project Manager: Not known at this time

Contract Manager: Not known at this time

Services Manager: Not known at this time

Client Contact: Not known at this time

This document will be reissued with the appointed Contractor's details added post tender.

## 2 SITE DESCRIPTION & PROPOSED SCHEME

24 - 32 Stephenson Way is a five-storey commercial building with basement and pitched roof over front section of 4th floor. Lift over-run and additional masonry and other structures above roof level.<sup>[1]</sup><sub>SEP</sub>

Stephenson Way runs parallel to Euston Road connecting North Gower Street round to Euston Street and sits within the Drummond Street and Hampstead Road character area as defined in the Euston Area Plan. The Drummond Street area has a well preserved grid of containing historic regency terraces, with a mix of residential and commercial uses within a tight-knit historic urban grain.

The urban block of which nos. 24-32 forms a part consists of a variety of building ages and architectural styles. The side of the block fronting North Gower Street contains a row of four storey plus mansard early 19th century townhouses. Nos. 18-22 adjoining the subject site are five storey 19th century brick fronted warehouses. Wolfson House is a seven-storey building from the late-20th century period. The site of Wolfson House is due to be developed as a replacement London Underground substation and vent shaft with demolition due to commence in 2019. The new structure will be 4 storeys above ground and of contemporary design with a perforated glazed brick facade. This development will introduce further variety to the already heterogenous block scale and character.

### **Proposed Scheme**

The in-fill of an internal atrium to create additional floorspace and an additional storey.

## 3 WORKING HOURS

The proposed site operational hours are to be in line with the London Borough of Camden's Code of Construction Practice;

08:00 till 18:00 Monday to Friday 08:00 till 13:00 Saturday

Monday to Friday are subject to the timed noise restrictions imposed by the Borough of Camden. Noisy working hours are agreed as:

08:00 till 10:00 12:00 till 14:00 16:00 till 18:00

Saturday noisy hours would be between the 8am to 1pm, although only limited activities are planned during this period.

These times are posted around site, they form part of our induction and are monitored by our site management team. Infringements are treated at a zero tolerance basis.

No works on Sunday.

### **Site Management**

This site will be managed by the Contractor in strict accordance with the requirements of both the HSE and Camden's guidelines. The site will comply with all current legislation and will maintain a high standard of quality control.

The site will have a full-time qualified Site Manager. It will be monitored from an on-site office. The office will maintain all the relevant documentation covering the Construction, Waste Management and the Health and safety parts of the project. This documentation will be maintained and kept on site ready for inspection.

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The site will be fully equipped with welfare facilities to accommodate the required level of staff working on site. These facilities include washing and toilet facilities, drying and changing room, and a canteen equipped with fridge, sink, kettle and microwave. Drinking water will also be available on site. PPE will be available for all site visitors.

The site will have security arrangements to control goods, workers, and visitors. Visitors will only be allowed to pass to a limited space which is deemed the safe route and free of construction work.

## **Site Inductions**

This will be required for anyone working or visiting site, to inform all such personnel with all the relevant information required to work or walk around the site safely. It will detail the correct PPE required, the emergency procedures in place and it familiarises staff and contractors with their Task Briefings ensuring that they carry out their works safely and with a minimum of disturbance. All the operatives working on this site will receive training for their tasks, and all staff and contractors will have Asbestos and fire awareness training prior to commencing work on site.

Site welfare spaces will be posted with informative documentation to keep workers aware of good practice.

Toolbox talks will be carried out weekly to give continual development to site staff. Specific topics will be planned relevant to the works on site and forthcoming works.

## 4 CONSTRUCTION TRAFFIC MANAGEMENT

### Construction Routes

The north elevation of the building fronts Stephenson Way giving easy access for larger vehicle movements. Access to the Euston Road is seen as not viable, given the Red Route rating of that road and intense traffic flow.

### Site Set Up

Prior to the commencement of works pursuant to this planning application all licences necessary for site set up will be agreed. This includes: hoarding, hoists, scaffolding, crash decks and parking suspension.

The site team and client will also liaise with London Borough of Camden's officers regarding the historic trees on the Euston Road. Two large trees and a third adjacent tree are all away from the building, but once the scaffold is installed the margin of separation will be lessened.

### HS2

It is noted that the east part of Stephenson Way abuts the site zone for HS2's arrival at Euston. The client and team are liaising with the communications team related to this transportation project, to understand the impacts of the highways closures their works are planning during the programme for the application site activities. It is understood this will require good site management and planning of vehicle movements, which is all fully achievable.

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## 5 MEASURES AND MANAGEMENT STRUCTURE

This section sets out the measures, management structure and control processes that will be in place to implement, monitor and manage the CMP. The Site Manager will be

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responsible for the site works which will see that the control processes are efficiently communicated and implemented.

## **Communication Strategy**

The Site Manager will be responsible for keeping neighbours informed of the construction progress and to see that there is adequate liaison between all stakeholders throughout the construction period. Prior to any works starting we shall inform occupiers of all properties which may be affected by noise, dust or vibration arising from the construction workers or the nature of the works, proposed hours of work and their expected duration. In addition to this a notice will be placed on the hoarding informing residents of the hours of work.

The contractor will engage actively with the neighbouring occupants to ensure they are kept informed and works are coordinated with other construction sites in the area. All party wall matters are being progressed by the client and their professional team.

## **Complaints Procedure**

Whilst the Site Manager will use reasonable endeavours to see that the site neighbours are informed of the construction programme and associated impacts it is possible that complaints may be raised by local residents about the programme of works. The Site Manager will be available to meet and explore issues with concerned resident directly via appointment. Complaints shall be taken seriously and addressed immediately by the construction team. All complaints that are received will be reviewed in weekly site meeting to see that any required actions are communicated to all employees and site operatives.

Should any complaints about noise or vibration arise they will be investigated, measurements shall be taken where necessary and work practices modified incorporating best practicable means where necessary.



## 6 ENVIRONMENTAL MEASURES

It is important that construction impacts in relation to issues that may arise along the local highway network, as well as increases in vehicle emissions and waste attributable to

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the proposed scheme, are addressed. Suitable mitigation measures with specific regard to transport are identified below.

### **Air Pollution, Dust and Dirt Control**

The works will be undertaken in accordance with the GLA's Supplementary Planning Guide on the Control of Dust and Emissions.

It is proposed that the installation of appropriate hoardings, scaffold wraps and temporary roof along with mitigation measures will greatly reduce the impact of works on-site effecting the locality.

Mud and debris on the road is regarded as one of the main environmental nuisances and safety problems arising from construction sites. However, this site will not have minimal issues related to mud as the project is retaining the existing building and no earth works are planned.

During works the main air pollution emissions will be the dust generated when building materials are broken up. Plant machinery use will be minimal and too the resultant diesel fumes. The contractors will use hoses to saturate all dust emitting materials with water during the process and whilst loading the waste materials for disposal. Dust screens or sheeting will be used where required.

Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times. The contractor is to register any plant where applicable with the GLA's NRMM register.

The contractor will see that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

Burning of materials on site will not be permitted in order to prevent smoke emissions

## 6 NOISE CONTROL

Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated. Contractors will use best practical means

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in line with BS5228:2009+2014 to minimise the impact of the works. Suitable mitigation measures to be used include:

- Standard construction hours;
- The use of quieter alternative methods or mechanical plant, where reasonably practical; x  
Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical;
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical
- Maintaining and operating all vehicles, plant and equipment that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- Contractor will assess the use of white noise plant/vehicle alarms and reducing volume following risk assessment.

## **Vibration Control**

The Main Contractor will adopt the following general approach to reduce and mitigate the effects of vibration by ensuring:

1. Selection of plant and equipment on the basis of low levels of vibration characteristics
2. Maintenance of plant and equipment in order to maintain the design vibration profiles.
3. Siting and screening of plant and equipment away from vibration sensitive areas.

In the event of a vibration complaint, the developer shall carry out vibration monitoring.

## **Fuel Consumption/Emissions**

The Main Contractor will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment. The use of a booking

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system for deliveries will also help to see that the construction site is serviced in an efficient manner which will help to minimise the number of vehicle movements that would be generated.

A further measure that can be employed is encouraging all delivery vehicles to switch off engines as they are waiting at the site, thereby preventing unnecessarily idling vehicles.

## **Waste Management**

All waste materials will be collected and stored in suitable receptacles before they are taken off site.

A site Waste Management Plan (SWMP) will be produce for the site and all waste disposals will take place in accordance with this. Segregated skips with recycling, where possible, will be used for the disposal of waste. Most waste is being sorted off-site to reduce noise and disruption on the street and to reduce vehicle numbers.

Whenever deliveries are undertaken, banksmen will be used to see that materials are transferred into the site as soon as possible so that no dirt or rubbish is left on the public highway.

## **Considerate Constructors Scheme**

The Main Contractor will take part in the Considerate Constructors Scheme, where the site will be registered and monitored against a code of Considerate Practice that is designed to encourage best practice beyond statutory requirements.

## **Travel**

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For staff and visitors on-site, this is a 'car-free' site, where all persons will travel by walking, cycling or public transport. Materials and waste will be via delivery vehicles. There will be no parking on site other than during unloading and loading.

## **Health & Safety**

The site will be carried out in strict compliance with the CDM Regulations (2015). The site safety procedures will be agreed prior to the commencement.

The Health and Safety of all concerned with the project is paramount and shall take precedence over all other considerations. Work activities will only be carried out once a safe method of work is in place and these procedures will be strictly enforced by the management team.

## **Summary**

This Construction Management Plan (CMP) has been prepared on behalf of the Client and relates to the works at the application site. The CMP provides information to see that the development works are organised and delivered in a manner that mitigates and safeguards the highway impact, highway safety and amenity of the area surrounding the development site.