PAUL MEW ASSOCIATES

TRAFFIC CONSULTANTS 020 8780 0426

SECTORSURE NO.10 LIMITED

BP SERVICE STATION,

104A FINCHLEY ROAD, LONDON, NW3 5EY

DRAFT CONSTRUCTION MANAGEMENT PLAN

June 2022

Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
27/06/2022	I	Nick Ferguson (Director) for and on behalf of Paul Mew Associates – Transport Consultants

Additional sheets

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

Date	Version	Produced by
27/06/2022	Appendix A - Site Location Plan	TP Bennett
27/06/2022	Appendix B - Construction Logistics Plan	PMA
27/06/2022	Appendix C - Vehicle Routing Plan	PMA
27/06/2022	Appendix D - Preliminary Vehicle Schedule	PMA
27/06/2022	Appendix E - Vehicle Swept Path Diagrams	PMA

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.

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.**"

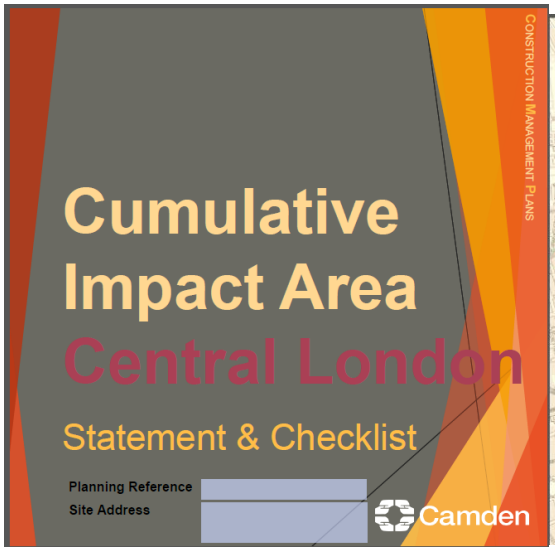
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.

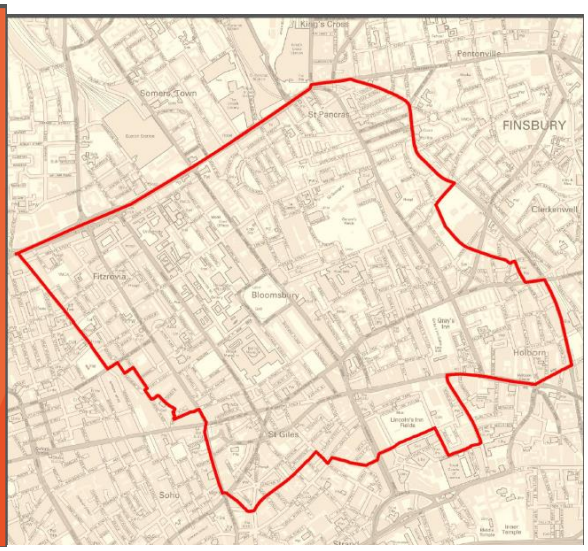
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

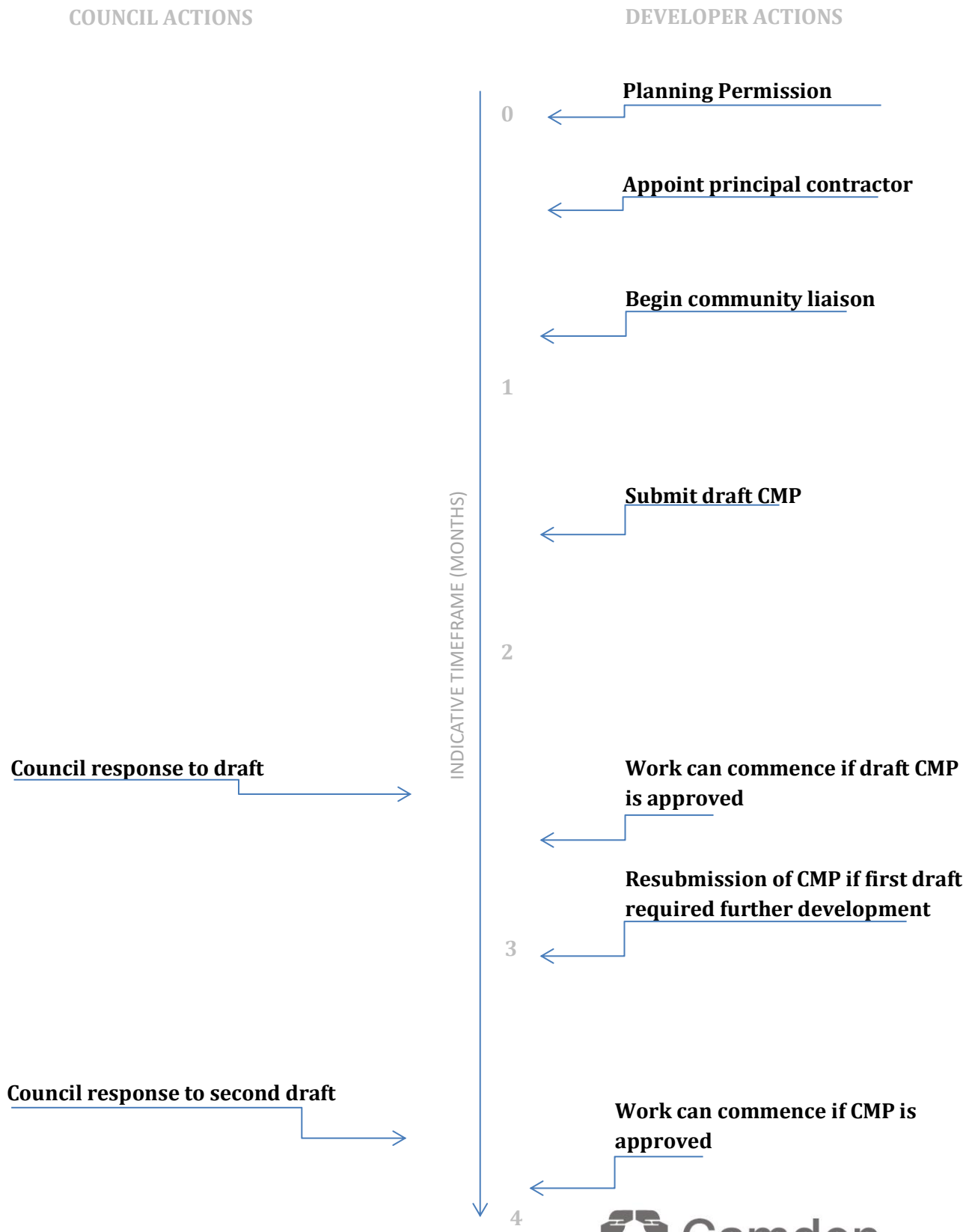
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Camden

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: BP Service Station, 104a Finchley Road, London, NW3 5EY

Planning reference number to which the CMP applies: Not available at the time of preparing this report. This is a Draft CMP to be submitted with a planning application.

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

Name: Nick Ferguson for and on behalf of Paul Mew Associates (Traffic Consultants)

Address: Unit 1, Plym House, 21 Enterprise Way, Wandsworth, SW18 1FZ

Email: nick.ferguson@pma-traffic.co.uk

Phone: 0208 780 0426

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: Not available at the time of preparing this draft report. The full CMP will provide contact details for the site project manager once the principal contractor has been appointed to undertake the works.

Address: TBC

Email: TBC

Phone: TBC

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: See response to question 3

Address: TBC

Email: TBC

Phone: TBC

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: See response to question 3

Address: TBC

Email: TBC

Phone: TBC

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.

A site location plan is presented in Appendix A of this report. The site is situated in a vibrant commercial area near a wide variety of shops, services, and leisure facilities.

The site has a boundary to both the A41 Finchley Road (which is under the highways jurisdiction of TfL) and College Crescent (a local authority road). The main vehicle/pedestrian entrance to the existing site is via Finchley Road. There is no access to the site off College Crescent at present. The surrounding topography inclines steeply from south to north.

The site currently comprises of a petrol filling station (PFS) with 12 fuel pumps together with a small paying kiosk and ancillary shop.

The proposal comprises of the redevelopment of the site to provide a lower ground floor commercial unit, additional accommodation for the adjoining University College School (UCS) Pre-Prep School, and 31 residential dwellings on the upper floors. The building will be six storeys in total from Finchley Road, comprising of a lower ground floor accessed from Finchley Road, an upper ground floor accessed off College Crescent, and further residential accommodation at first to fourth floors.

A preliminary site set-up plan (Construction Logistics Plan) with local highway context is presented at Appendix B of this report and is referenced again later in this report.

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).

As discussed the proposal comprises of the redevelopment of the site to provide a six-storey building comprising of a lower ground floor accessed from Finchley Road, an upper ground floor accessed off College Crescent, and further residential accommodation at first to fourth floors.

The main logistical challenges relate to the fact that the proposed building will cover the full footprint of the site boundary and therefore once the initial demolition and ground works phases have been completed there will be no space on-site to accommodate vehicular activity. Accordingly the kerb space on the site's Finchley Road frontage will be the main point where construction related vehicle activity is accommodated. Finchley Road is a Red Route under the jurisdiction of TfL and therefore a special dispensation would need to be sought from TfL in advance to load/unload from Finchley Road. These challenges are set out and addressed throughout this report.

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).

Detailed information is not available at this early stage of the proposal. Once planning permission has been granted and a contractor has been appointed a Gantt chart with key tasks, durations, and milestones would be submitted within an updated version of this CMP which would be used to discharge any CMP related condition of planning consent.

For the purpose of this report it is stated that construction will commence in September 2023, and practical completion could be anticipated by January 2025. Refer to Table 1 for details:

Table 1. Indicative Outline Construction Programme

Construction phase	Start	End
Site setup and demolition	Sep-2023 *	Nov-2023
Basement excavation and piling	Nov-2023	Mar-2024
Sub-structure	Mar-2024	May-2024
Super-structure	May-2024	Aug-2024
Cladding	Aug-2024	Oct-2024
Fit-out, testing and commissioning	Oct-2024	Jan-2025

* No decision yet made on construction start date

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

The standard working hours for construction sites in Camden as set out above are confirmed.

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.

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.).

The nearest potential receptors likely to be affected by the activities on-site are listed as follows:

- Businesses/occupiers at 13-17, 18, and 19 Harben Parade, Finchley Road;
- Residential occupiers of flats at New College Court, Finchley Road;
- The North Star public house (PH), 104b Finchley Road;
- University College School Pre-Prep, 36 College Crescent;
- Holy Trinity Church of England Primary School;
- South Hampstead High School, 3 Maresfield Gardens.

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.

This draft CMP has been prepared for submission with the planning application and is intended to set out as much information as is possible for the Council's consideration prior to the determination of the planning application. The neighbouring businesses and residents would be included on the list of properties consulted on the planning application once it is submitted to Camden Council, and would be able to view this document together with all of the submitted plans, documents, and information during the planning application consultation period.

Following the granting of planning permission it would be the duty of the appointed contractor or a professional company on behalf of the applicant to carry out Community Liaison in accordance with Camden Council's requirements. The Community Liaison would last a minimum of 3 weeks and full details of the process together with any issues raised would be set out in the CMP to be submitted with a related discharge of condition application. Local residents, businesses, local groups, and ward councillors will all be included in the community liaison. Any comments made by Camden Council with regards to this document during the planning application consultation period would be incorporated into future iterations of the CMP.

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.

Introductory newsletters will be posted to local residents and businesses advising of the project. Subsequently thereafter there will be additional letters if there is felt to be an important piece of information that requires the residents to be aware of such as the delivery of large items of plant and equipment.

The appointed contractor will send representatives such as project managers etc to attend any community liaison meetings that are required throughout the life of the works, along with representatives from the design team who have established links with the local community groups.

Notes from these meetings will be circulated to the community, including updates to the site logistics plan and other information as requested. Further meetings will be held on a semi-regular basis as demand dictates.

An email distribution list will be set up of all local resident and business stakeholders to whom have been issued a letter or a copy of the CMP, plus subsequent updates.

This email distribution list would also be used to inform all stakeholders of forthcoming works and activities in relation to the project. A Community Working Group relating to the development will be established for the works. The group will meet on a monthly basis and will continue to do so throughout the duration of the construction works.

These meetings are to be attended by all stakeholders involved in, and affected by the site (i.e. The Local Authority, Sponsors, Contractors, and Local Community Representatives). An information board will be posted on the site hoarding, in a location agreed with the local residents to advise of key personnel and site issues.

In addition to the above the contractor would also operate an open door policy whereby members of the local community can speak to the site management if they have specific concerns or complaints. This type of interaction is part of the Code for Considerate Constructors handbook, which would be taken very seriously by any future appointed contractor and sub-contractors.

A complaints and compliments register would be maintained throughout the life of the project. The aim would be to close out all complaints to the satisfaction of the individual making the observation/ complaint. Simple devices such as vision panels in the site hoarding help to remove the mystery of the site. It helps to remove the element of suspicion regarding what exactly is happening behind closed site hoardings. Site contact details and out of hours emergency contact details will be prominently displayed on the site hoardings.

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.

The redevelopment of the site will be individually registered with the Considerate Constructor Scheme. The appointed contractor will be a member of the Considerate Constructor Scheme. Details of other similar relevant schemes as appropriate would be supplied to the Council as part of a later draft of this CMP.

It is noted that Camden Council requires enhanced CCS registration that includes CLOCS monitoring. It is also noted and accepted that the contractor will be required to follow the Council's "Guide for Contractors Working in Camden".

Site specific inductions will focus on not only the onsite construction works but also the surrounding community. Operatives will be advised on how to behave on site and whilst interacting with the local area and its people. It will be made clear to all that they will be representing the site and therefore the appointed contractor. If staff or operatives were to be found or reported as having misbehaved whilst off of the site then it is a reflection on the appointed contractor and they will be asked to leave the site and not to return.

Operatives will also be encouraged to engage with the local community by using local public transport and amenities such as local cafes, shops etc.

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.

A review of the Council's planning applications register at the time of preparing this report found there to be no nearby construction sites or forthcoming construction sites of a material size that would require consideration and mitigation in regards to the proposed works at the application site.

Further reviews will be carried out periodically during the planning application consultation period and any sizeable projects locally that would benefit from liaison and cooperation with this project would be referenced in any future iterations of this report.

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:

Not available at the time of preparing this report. The name of the principal contractor including a named individual and full contact details will be supplied in the CMP submitted with any future discharge of condition application.

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

The appointed contractor will be committed to the FORS scheme and proof of membership would be provided in any future iterations of this CMP. A FORS Silver level would be the minimum standard for the appointed contractor.

Full compliance with CLOCS will also be observed by the appointed contractor. The full CMP will be produced with input from the contractor and would therefore include full details of the method for checking operational, vehicle, and driver compliance with the CLOCS standard throughout the contract with reference to Camden Council's CLOCS overview document.

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:

The requirement to abide by the CLOCS Standard will be incorporated into contracts to all contractors and suppliers at the appropriate stage.

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.

A construction vehicle routing plan is set out in Appendix C of this report. As is shown the development site is located on the A41 Finchley which forms part of the TfL strategic road network (SRN). All large construction vehicles will be routed to and from the site via the A41 Finchley Road, no HGVs will be routed along College Crescent.

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 contractors, sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all the other terms of this plan. The lead contractor would be able to supply hard copies or electronic copies of the final vehicle routing plan on request.

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

The typical size of vehicles that would access the site during the construction programme are anticipated to be as follows:

MUCK-AWAY

Up to large four-axle 32 tonne tipper trucks – 10m x 2.5m

CONCRETE

Up to 8m3 four-axle concrete mixer trucks – 10m x 2.5m

GENERAL SUPPLIES/DELIVERIES

10m rigid bodied box/flatbed trucks – 10m x 2.5m

16.5m articulated lorries – 16.5m x 2.5m

As part of this outline CLP, the number of trips associated with the construction of the development has been estimated based on the type of construction, the programme, and the phasing of construction set out earlier. The project team has assessed the proposals and used its experience with past projects to develop an estimate of the number of vehicles arriving to the site during each of the six phases of construction in the table at Question 8 for the development.

This is based on the general premise that there would never be more than one HGV trip to the site at any one time throughout the works programme which is robust. Table 2 sets out the estimated number of vehicle movements monthly and daily during each key stage of the construction phases of the development as per the completed TfL CLP Tool. The full Tool output pages are presented at Appendix D of this report.

Table 2. No. of Vehicles in Peak Phase (Incl. Possible Overlap with Other Phases)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2023 - Q4 2023	80	4
Basement excavation and piling	Q4 2023 - Q1 2024	80	4
Sub-structure	Q1 2024 - Q2 2024	80	4
Super-structure	Q2 2024 - Q3 2024	80	4
Cladding	Q3 2024 - Q4 2024	80	4
Fit-out, testing and commissioning	Q4 2024 - Q1 2025	80	4

The data in Table 2 demonstrates that the estimated peak number of daily vehicle trips during the construction phases is four HGVs for the development.

As explained HGV access will be restricted to the hours of 930am to 3pm (a 5.5-hour period) Monday to Friday during school term-time to avoid the school morning and afternoon peak periods on the adjoining roads, and 930am to 430pm (a 7-hour period) Monday to Friday outside of school term-time to avoid the general AM and PM peak periods on the adjoining roads.

Accordingly, it is evident that the contractor will be able to manage the projected vehicle activity arising during the construction programme such that there would never be more than one HGV at the site at any one time.

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.

At this stage we are not aware of any other projects within the local area, however this will be regularly checked closer to the time that the project is likely to commence on-site and best endeavours will be made to liaise with other contractors of nearby construction sites.

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

It is currently envisaged that all initial construction vehicle traffic will be able to enter the site via the existing service station vehicle accesses, entering and exiting the site in a forward gear. Once this is no longer possible vehicles will pull up alongside the site on the A41 Finchley Road. Further details are provided in this report. A full-time trained banksman and traffic marshal will be positioned at the site to safely receive vehicles onto the site from the public highway or pulling up at the kerb edge, and to assist vehicles exiting back to Finchley Road.

The contractor would ensure that the necessary permissions/special dispensations are obtained from TfL in advance of vehicles stopping outside the site on the A41 Finchley Road.

Since the A41 Finchley Road is part of the Strategic Road Network (SRN) there are no constrained manoeuvres along the proposed route for construction vehicles which require swept path assessment.

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.

It is not expected that there will be any waiting of construction vehicles within Camden, the frequency of vehicle visits is not predicted to be high and the vehicle activity will be managed by the contractor such that there will never be more than one HGV at the site at any one time.

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.

Noted.

It is confirmed that the contractor will investigate the use of construction material consolidation centres and/or delivery by water/rail if appropriate.

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 engines of contractors' vehicles shall not be kept idling, except for concrete mixers.

A full-time trained banksman and traffic marshal will be positioned at the entrance to the site to safely receive vehicles and would also advise drivers to switch off their engines once vehicles are in place.

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.

It is currently envisaged that all initial construction vehicle traffic will be able to enter the site via the existing service station vehicle accesses, entering and exiting the site in a forward gear. Once this is no longer possible vehicles will pull up alongside the site on the A41 Finchley Road.

As discussed, once this is no longer possible vehicles will pull up alongside the site on the A41 Finchley Road.

A full-time trained banksman and traffic marshal will be always positioned at the site to safely receive vehicles onto the site from the public highway or pulling up at the kerb edge, and to assist vehicles exiting back to Finchley Road.

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.

A full-time trained banksman and a traffic marshal will be positioned at the site access to safely receive vehicles throughout the works programme.

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.

Refer to Appendix E of this report which presents the swept path diagram of a large four-axle muck-away truck entering and exiting the site from the existing established site entrance and exit from the A41 Finchley Road. As is shown the manoeuvres are comfortably achievable in a forward gear. The four-axle tipper truck is of an almost identical chassis type to a large four-axle 8m3 ready-mix concrete truck and therefore the swept paths are indicative of the two types of vehicle.

Appendix E also presents the swept path diagram of a London bus traversing past a stationary 16.5m articulated delivery lorry stopped at the kerb side on the A41 Finchley Road. As is shown the manoeuvre is comfortably achievable.

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.

An appropriate wheel-washing facility with controlled run-off will be installed at the site to ensure that any vehicles entering the site do not leave with any mud or debris on them which could transfer onto the adjoining public highway.

The on-site construction vehicle area is already comprised of a hardstanding and therefore it is unlikely that there would be much risk at all of muck and debris transferring from the site to the highway from construction vehicles.

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.

Once it is no longer possible to accommodate construction vehicles on-site, suitable provisions will be made for them to be able to stop on the public highway on the A41 Finchley Road outside the site.

The contractor would ensure that the necessary permissions/special dispensations are obtained from TfL in advance. The kerb space across the site's entire frontage is comprised of a Red Route with double red lines which prohibit stopping at any time. Red Routes fall within Transport for London's (TfL) authority. It will therefore be necessary for the contractor to apply to TfL for a special dispensation to load/unload from Finchley Road for each vehicle during each phase of the works programme. A special dispensation will allow a vehicle to stop on the double red line outside the site to load/unload in relation to construction activity at the site. The cost is currently £48 per day per vehicle. Further information is provided in the following link: https://tfl.gov.uk/modes/driving/red-routes/dispensations

The full-time trained banksman and traffic marshal will be on hand to ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

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.

Refer to question 20b.

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.

A scaled plan detailing the local highway network layout in the vicinity of the site, site access locations and site set-up details is presented in Appendix B of this report.

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.

Roads under the jurisdiction of Camden Council are not affected by the construction works immediately outside the site since all construction vehicle activity is expected to take place from the A41 Finchley Road which is part of TfL's strategic road network (SRN). No parking suspensions on Camden Council's roads are anticipated.

Permissions/dispensations will be sought from TfL in relation to construction activity from the A41 Finchley Road.

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.

Other than the construction of hoarding, scaffolding, and special dispensations to stop on the A41 Finchley Road outside the site (as shown in Appendix B), it is not currently envisaged that any highways works will necessary to enable this construction project to take place.

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.

There will not be any highway diversions required to the public highway.

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.

Secure hoarding will be instated at the site's boundary with lockable accesses at vehicle and pedestrian access points.

Once scaffolding is required the contractor would ensure that the necessary permissions and licenses are in-place. The scaffold would need to be constructed over the public footpath however a protected walkway would be formed such that there would be no footpath closures or diversions.

Accordingly, no pedestrian or cyclist diversions will be required to be put in place.

There is a footpath that is wide enough for pedestrians to use, and appropriate statutory signage will be displayed on the hoardings to warn of hazards such as site entrances etc. The site contact details and out of hours emergency contact details will also be prominently displayed on the site hoardings.

Daily inspections will be undertaken of the site perimeter and footpaths to check for potential hazards (such as blocked footpaths, build-up of rubbish, leaves etc.).

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.

It will be necessary to place scaffolding on the site's Finchley Road and College Crescent frontages. Permissions and licenses would be sought from TfL and Camden Council as required. It is not otherwise currently envisaged that there would be a need to overhang the public highway with any gantries or cranes etc.

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.

This information is not available at this early stage of the proposal. Once planning permission has been granted and a contractor has been appointed any changes to services which are proposed to be carried out would be discussed/agreed with the service provider/utility company and details would be incorporated within an updated version of this CMP which would be used to discharge any CMP related condition of planning consent.

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.

A list of all noisy operations and the construction method used, and details of the times that each of these are due to be carried out, cannot be accurately provided at this early stage of the development.

A list of all noisy operations and the construction method used, and details of the times that each of these are due to be carried out, will be undertaken by the appointed contractor and this will be provided to Camden Council with the Construction Management Plan to be submitted with any future discharge of condition application.

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 will be carried out before any works are being carried out and a copy of that noise survey will be provided to Camden Council.

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

Predictions for noise and vibration levels throughout the proposed works will be provided by the appointed contractor and this will be provided to Camden Council with the Construction Management Plan to be submitted with any future discharge of condition application.

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.

The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce and control noise and vibration, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites', including:

• The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the demolition and construction works.

• The quietest vehicles and plant shall be used as far as is reasonably practicable.

• No machinery starting up on site before the designated site start times (8.00am).

• No engines left running on vehicles waiting to enter the site.

• Noise suppression / screening will be a prime consideration in order to reduce the noise impact for the surrounding community (eg around generators).

• Keeping voices and conversations to a low in volume. No shouting or swearing.

• No banging of doors, gates, scaffolding.

• Include within material and subcontractor requisitions details of permitted vehicle arrivals i.e. not before 9.30am or after 3pm

As far as reasonably practicable, demolition and piling methods will be selected to minimise noise and vibration.

In addition, local residents will be advised when the above works are programmed to commence via regular information updates.

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

The contractor would provide evidence that all staff have been trained on BS5228:2009 and will also ensure that all sub-contractors and operatives are trained on BS5228:2009. Evidence will be obtained and provided to the Council before works commence.

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with focus on both preventative and reactive mitigation measures.

Control of dust, particularly during periods of dry and windy weather, is a prime concern for all construction projects. The appointed contractor would have a hierarchical policy of prevention – suppression – containment with regards to dust control for all of our projects in order to prevent dust migrating beyond the site boundary. This applies to an operative drilling a hole to dust being blown about the site in dry weather.

Control of dust will be implemented following the guidelines set out in the best practice guidance 'The Control of Dust and Emissions from Construction and Demolition' produced by The Greater London Authority, together with the 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management.

During the demolition works water suppression will be utilised at the point of works by means of a 'Dust Boss' or similar equipment, as shown below.

During the main construction works water dust suppression and / or local vacuum extraction will be utilised for the following typical activities: concrete cutting, grinding, sawing and scabbling; brick & block cutting, chasing works (for M&E services); timber cutting, external works and landscaping.

Dust emissions shall be monitored visually throughout the working day concurrently with the noise monitoring. Should dust be observed either in the air or deposited on vehicles or other sensitive receptors works shall be suspended and the working practice reviewed to determine a method to prevent a recurrence.

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.

Initially the site will have a designated hard standing loading and offloading area. A wheel wash for vehicles leaving the confines of the site will be installed at the vehicle exit (refer to Appendix B). The main exit point will provide a paved area between the wheel wash and public highway which can be monitored and cleaned as required to prevent mud tracking onto the road.

The wheel-washing facility will have a controlled run-off feature meaning that dirty water run-off will not simply wash straight into public drains.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Noise and vibration monitoring will be carried out at designated locations around the site boundary. Noise monitoring will be carried out using a Noise Hand Held Type 2 Sound level Meter. A site target max noise level or 5dB above pre-construction ambient noise level will be set.

36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 (SPG) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

A risk assessment will be undertaken by the appointed contractor and this will be appended to any future versions of this Construction Management Plan.

A comprehensive risk assessment would be provided to Camden Council with the Construction Management Plan submitted with the discharge of condition application.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

It is confirmed that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 will be addressed by the contractor by completing the GLA mitigation measures checklist.

Full evidence to this effect will be provided to Camden Council with the Construction Management Plan submitted with the discharge of condition application.

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: **real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

Owing to the relatively modest scale of the construction project the emission of significant amounts of dust is not expected to arise and accordingly it is not expected that this is a 'High Risk Site'.

Notwithstanding, two dust monitoring sensitive receptors will be installed adjacent to residents by external consultants who would set up automatic particulate monitors at the site boundary to measure representative PM10 Levels.

Fortnightly reports will be provided to the Council detailing any exceedances of the threshold and measures that are implemented to address these.

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 site will be assessed for the presence of rodents prior to demolition. Should any rodent or vermin issues arise an external contractor will be appointed to deal with these.

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

An asbestos survey will be carried out prior to any works being carried out at the site. Details of the asbestos survey will be incorporated into a future version of this Construction Management Plan for submission to Camden Council which is expected to be secured as a condition of any future planning permission.

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.

As noted previously, the appointed contractor would be registered with the Considerate Constructor Scheme, enhanced to include CLOCS monitoring as required by Camden Council. A good neighbourly policy would be a requirement of any future contractor appointment.

Site specific inductions will focus on not only the on-site construction works but also the surrounding community. Operatives will be advised on how to behave on site and whilst interacting with the local area and its people. It will be made clear to all that they will be representing the site and therefore the appointed contractor. If staff or operatives were to be found or reported as having misbehaved whilst off of the site then it is a reflection on the contractor and they will be asked to leave the site and not to return.

Operatives will also be encouraged to engage the local community by using local public transport and amenities such as local cafes, shops, community gymnasiums etc.

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4): https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm

Direct link to NRMM Practical Guide (V4):
https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

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 (Not known at this early stage – refer to Question ? for an indicative works programme):

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

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Not known at this early stage):

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Y

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: Y

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: Y

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/business/

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

This question will be answered in full detail once a contractor has been appointed.

As previously mentioned, the engines of contractors' vehicles shall not be kept idling, except for concrete mixers.

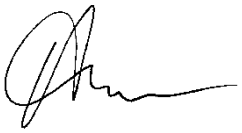
A full-time trained banksman and traffic marshal will be positioned at the entrance to the site to safely receive vehicles and would also advise drivers to switch off their engines once vehicles are in place.

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: 27th June 2022

Print Name: Nick Ferguson for and on behalf of Paul Mew Associates

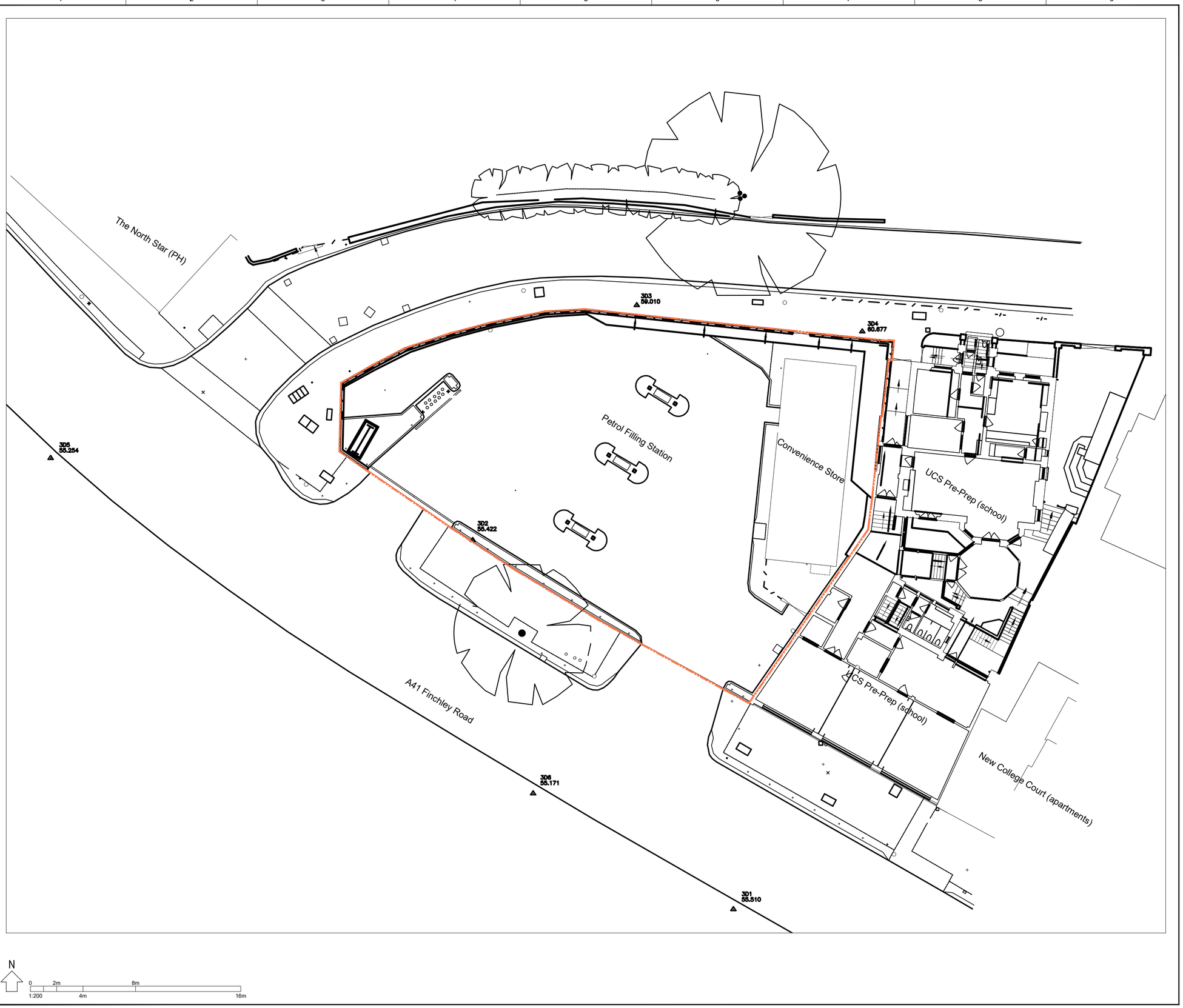
Position: Director

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.7

APPENDIX A
Site Location Plan



NOTES:

DO NOT SCALE. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. CHECK DIMENSIONS ON SITE AND REPORT DISCREPANCIES TO THE ARCHITECT.

ALL AREAS HAVE BEEN MEASURED FROM CURRENT DRAWINGS. THEY MAY VARY BECAUSE OF (EG) SURVEY, DESIGN DEVELOPMENT, CONSTRUCTION TOLERANCES, STATUTORY REQUIREMENTS OR RE-DEFINITION OF THE AREAS TO BE MEASURED.

KEY PLAN:

Rev.	Date	Comment	Drawn	Checked
P1	10.12.21	Preliminary Issue	REB	NH

Issue Purpose

PRELIMINARY

tp bennett

One America Street London SE1 0NE | +44 (0)20 2408 2000 | www.tpbennett.com

Project

PFS Site, 104a Finchley Road
London NW3 5EY
(inc. adjacent UCS pre-prep)

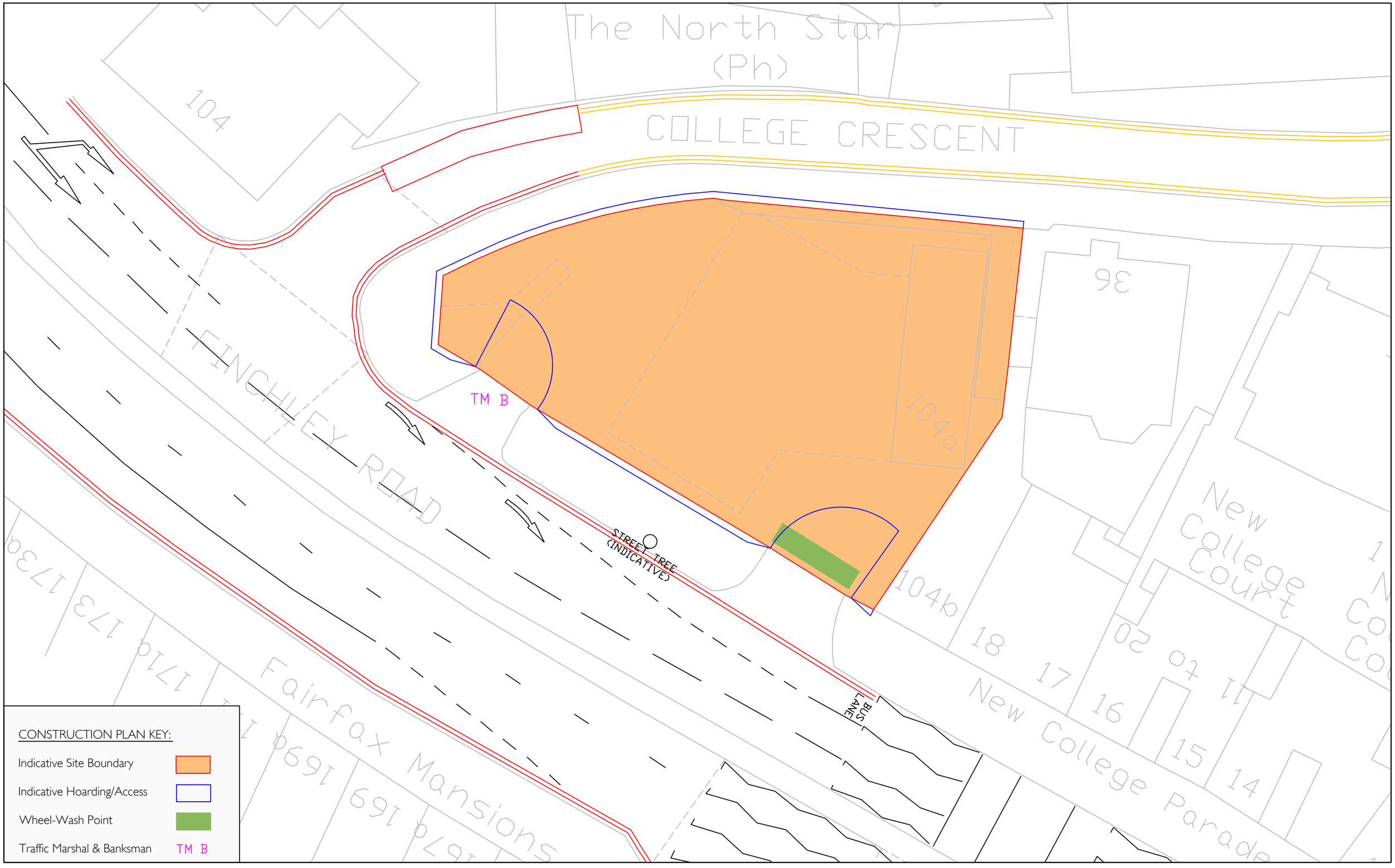
Drawing Title

Upper Ground Floor Plan
Existing

Drawn	Date	Scale @ A2	Alt. Ref.
REB	NOV' 2021	1:200	

tp bennett Project No.	Drawing Number	Rev
A12003	F 0100	P1

APPENDIX B
Construction Logistics Plan



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Source: OS/PMA
Drawing No. P2695/CMP/B1

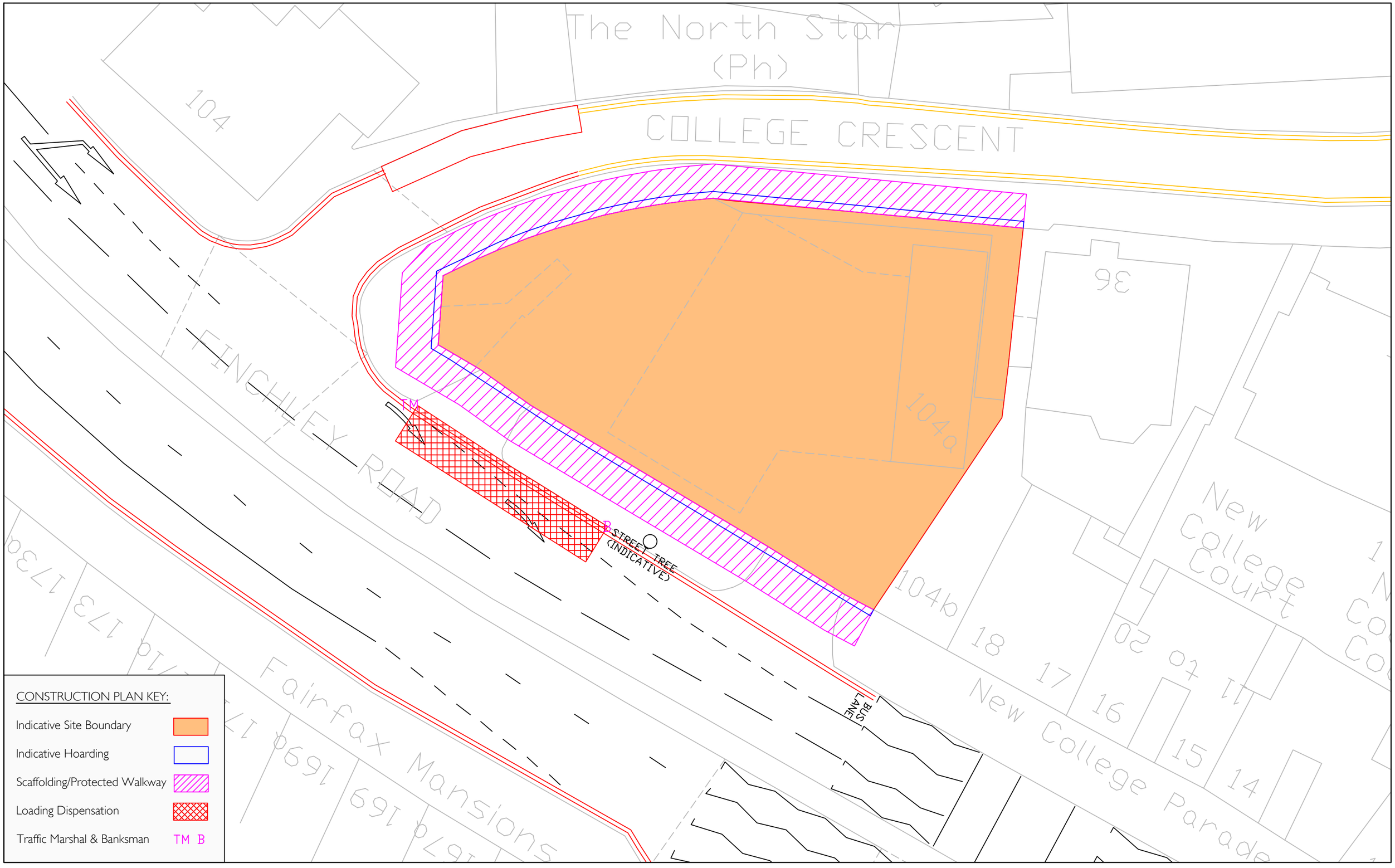
N

P2695: 104A FINCHLEY ROAD, LONDON, NW3 5EY

Appendix B1

Preliminary Construction Logistics Plan - Site Set-Up, Demolition, & Initial Ground Works Phases

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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Source: OS/PMA
Drawing No. P2695/CMP/B2

N

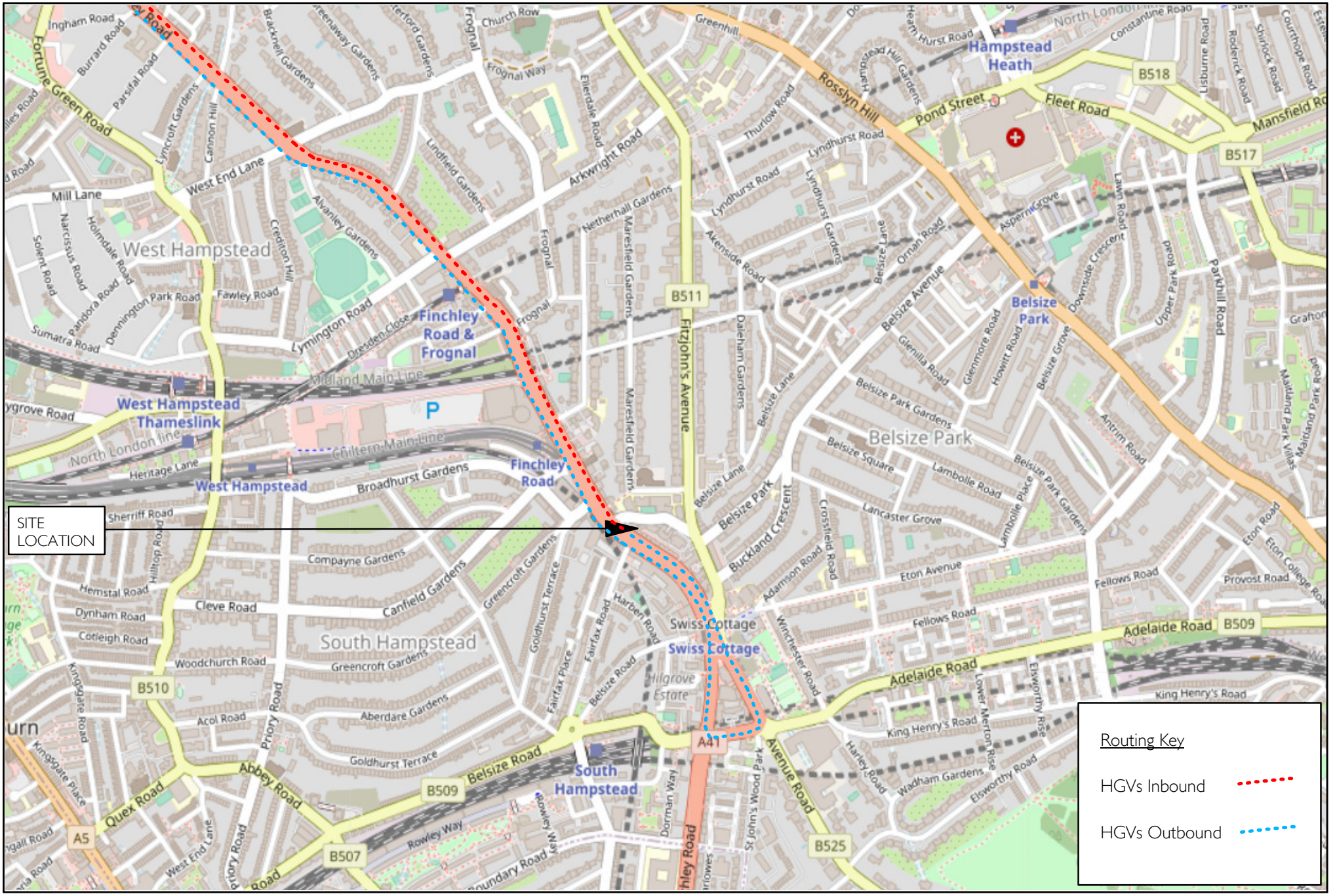
P2695: 104A FINCHLEY ROAD, LONDON, NW3 5EY

Appendix B2

Preliminary Construction Logistics Plan - Remaining Ground Works and Superstructure to Completion

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX C
Vehicle Routing Plan



Date: 27-June-2022
Scale: NTS
Source: Open Street Map
Drawing No: P2695/CMP/C

P2695: 104A FINCHLEY ROAD, LONDON, NW3 5EY

Appendix C.

Construction Vehicle Routing Plan (Local Scale)

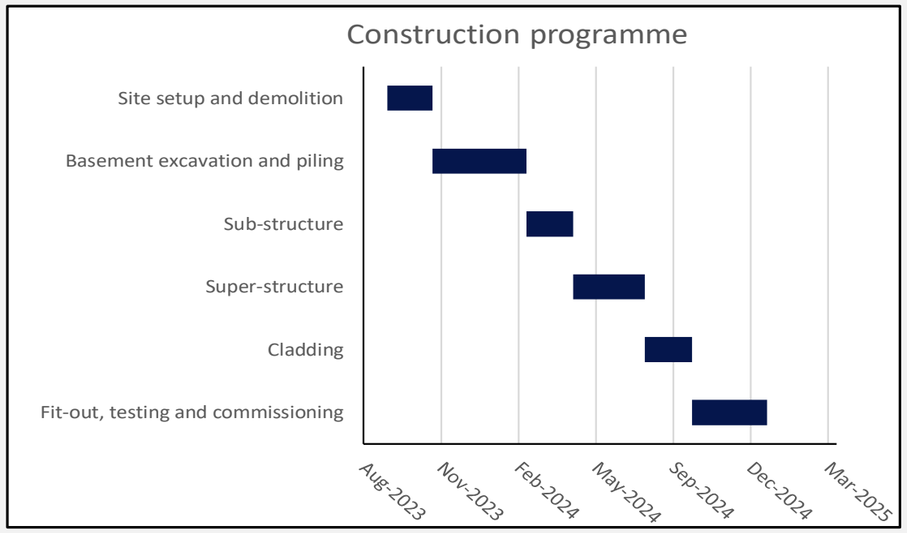
PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

APPENDIX D
Preliminary Vehicle Scheduling Plan

CONSTRUCTION LOGISTICS PLANNING TOOL (OUTPUTS)

CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	Sep-2023	Nov-2023
Basement excavation and piling	Nov-2023	Mar-2024
Sub-structure	Mar-2024	May-2024
Super-structure	May-2024	Aug-2024
Cladding	Aug-2024	Oct-2024
Fit-out, testing and commissioning	Oct-2024	Jan-2025



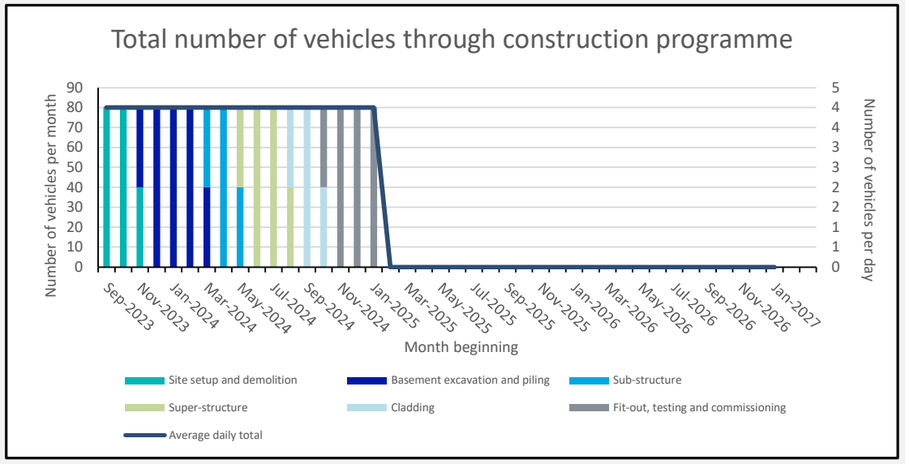
NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

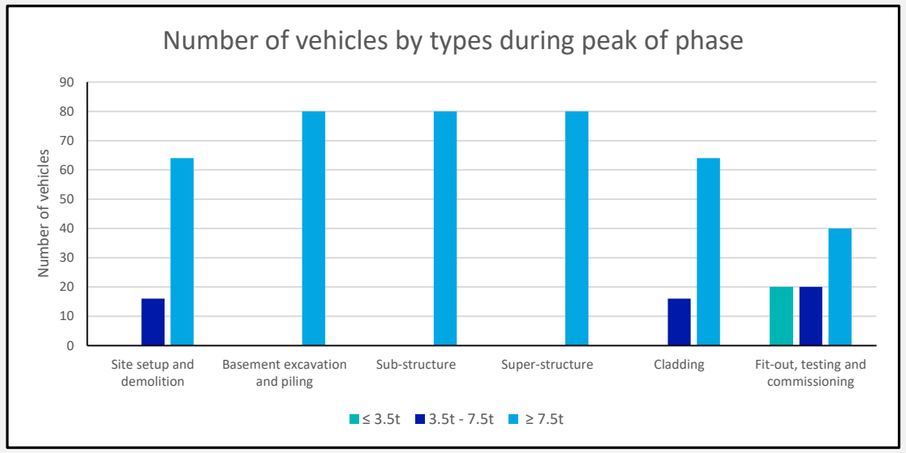
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2023 - Q4 2023	80	4
Basement excavation and piling	Q4 2023 - Q1 2024	80	4
Sub-structure	Q1 2024 - Q2 2024	80	4
Super-structure	Q2 2024 - Q3 2024	80	4
Cladding	Q3 2024 - Q4 2024	80	4
Fit-out, testing and commissioning	Q4 2024 - Q1 2025	80	4
Peak period of construction	Q3 2023 - Q1 2025	80	4

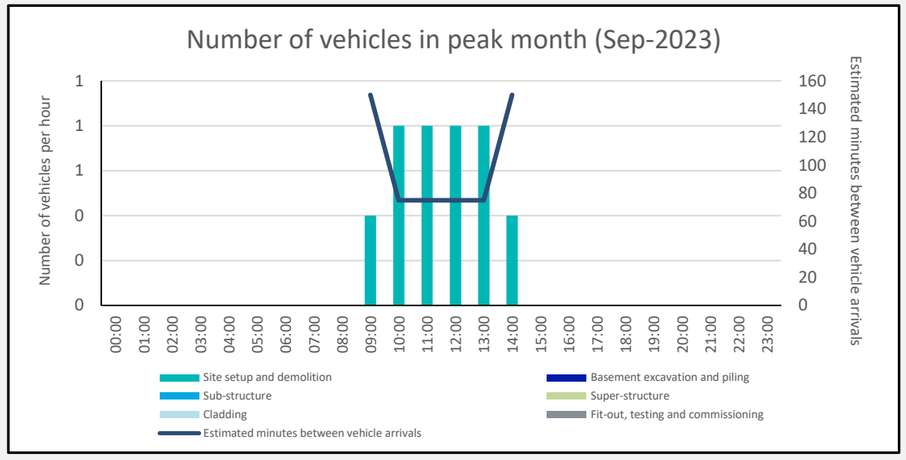
NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2023 - Q4 2023	80	4
Basement excavation and piling	Q4 2023 - Q1 2024	80	4
Sub-structure	Q1 2024 - Q2 2024	80	4
Super-structure	Q2 2024 - Q3 2024	80	4
Cladding	Q3 2024 - Q4 2024	80	4
Fit-out, testing and commissioning	Q4 2024 - Q1 2025	80	4

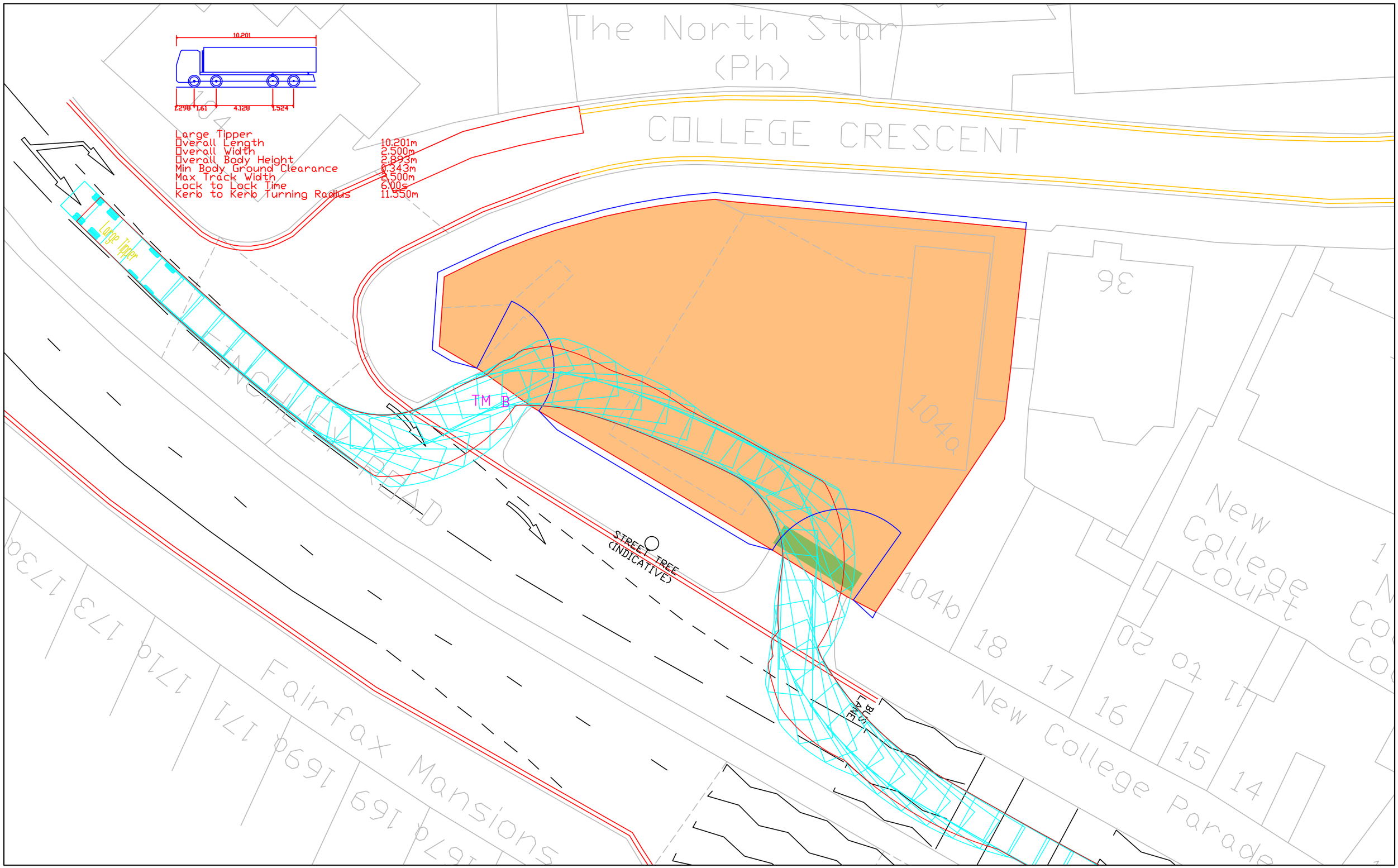
CONSTRUCTION LOGISTICS PLANNING TOOL (OUTPUTS)







APPENDIX E
Construction Vehicle Swept Path Diagrams



Date: 27-June-2022
Scale: 1:250@A3
Source: OS/PMA
Drawing No. P2695/CMP/E

N

P2695: 104A FINCHLEY ROAD, LONDON, NW3 5EY

Appendix E.

4-Axle Muck-Away Truck Entering & Exiting Site During Demolition & Initial Ground Works Phases

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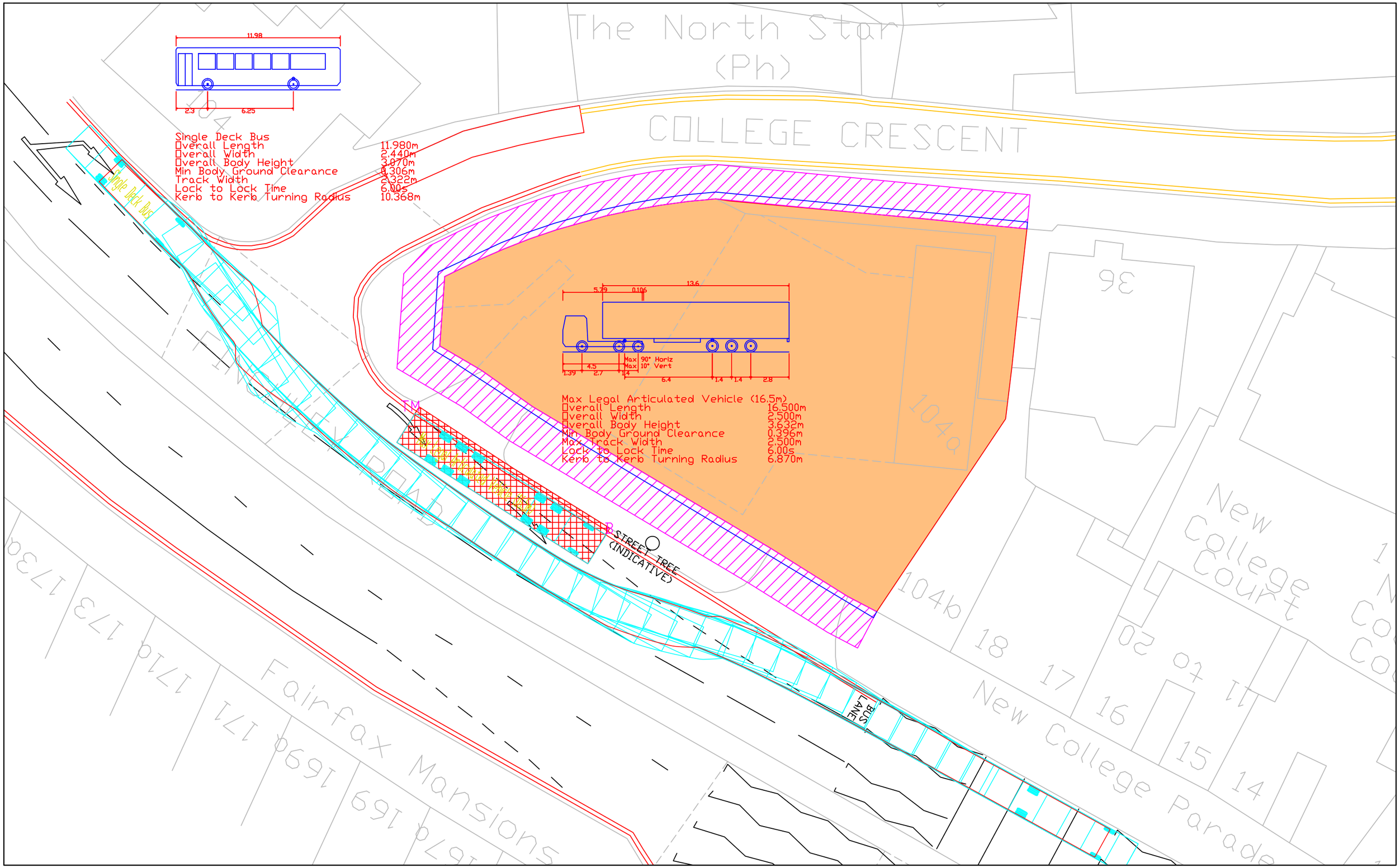

Date: 27-June-2022
Scale: 1:250@A3
Source: OS/PMA
Drawing No. P2695/CMP/E

N

P2695: 104A FINCHLEY ROAD, LONDON, NW3 5EY

Appendix E.

Bus Traversing Past a Stationary an Articulated Delivery Vehicle During the Main Construction Works

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