

Construction Management Plan

pro forma

105 Judd Street – Camden

Construction Management Plan - McLaughlin & Harvey



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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
6/9/24	00	Lee Wasson
28/10/24	01	Lee Wasson

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG) 6: Amenity** and **(CPG) 8: Planning Obligations**.

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will be planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

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 (CIA) 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 (editable pdf) can be found at

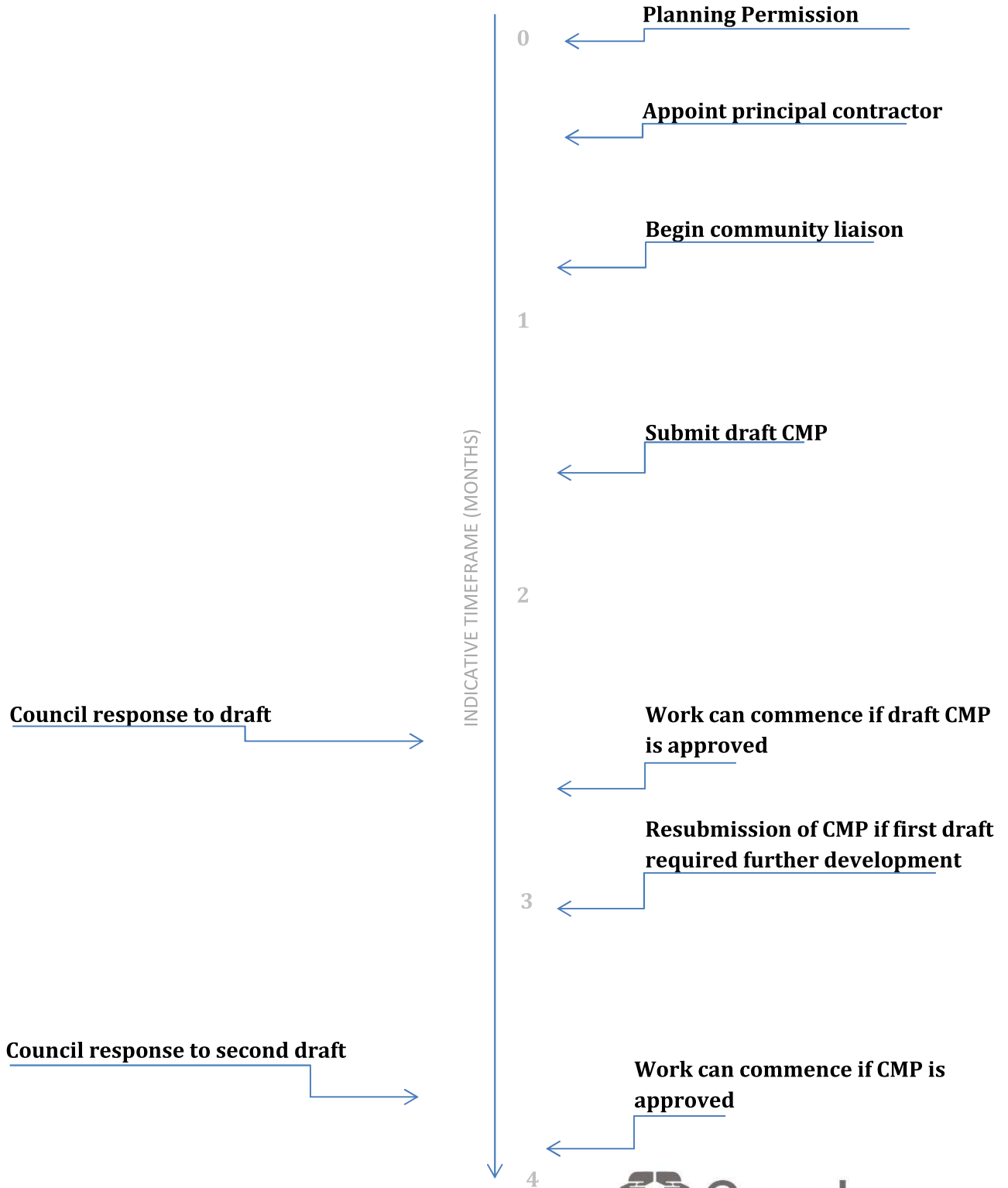
<https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 105 Judd Street, London, WC1H 9NE.

Planning reference number to which the CMP applies: **2022/1817/P**

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

Name: Lee Wasson

Address: 15 Trench Road, Mallusk, Co. Antrim BT36 4TY

Email: lee.wasson@mclh.co.uk

Phone: 07585803091

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: Lee Wasson

Address: 15 Trench Road, Mallusk, Co. Antrim BT36 4TY

Email: lee.wasson@mclh.co.uk

Phone: 07585803091

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: Lee Wasson

Address: 15 Trench Road, Mallusk, Co. Antrim BT36 4TY

Email: lee.wasson@mclh.co.uk

Phone: 07585803091

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: Lee Wasson

Address: 15 Trench Road, Mallusk, Co. Antrim BT36 4TY

Email: lee.wasson@mclh.co.uk

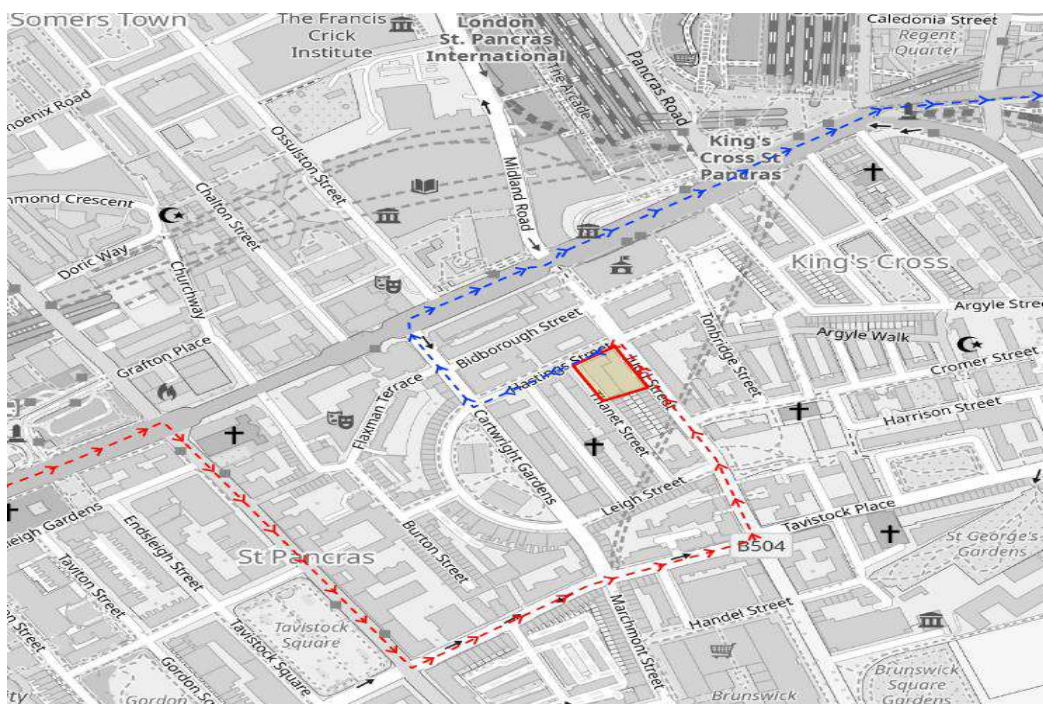
Phone: 07585803091

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. Please fill up [Cumulative Impact Area \(CIA\) checklist form](#) if site fall within the CIA zone (Central London)

The project is situated on Judd St (105-121). The site is wrapped on three sides by the road network of Judd St, Hastings St & Thanet St.

Within the direct surrounding area, several small businesses including, but not limited to, cafés, convenience stores and private businesses. Along Hastings St and Thanet St, the development sits opposite private residential dwellings and directly adjacent to in Nr 17. Thanet Streets and 103 Judd Street.



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).

Works consist of the erection of roof extensions at third, fourth and fifth floor level with rooftop plant in connection with the continued commercial use of the building (Class E) with associated external alterations to all elevations, public realm improvements; roof terraces at levels three, four and five, provision of cycle parking, waste/recycling storage and other services.

- Become Main Contractor over J Coffey September 2025
- Scaffold and hoarding adaptations to commence immediately.
- Façade clean to the existing façade
- Installation of New Mansard façade and roofing working
- Internal fit out to Shell and Core standard.
- Lift installation
- Roof Plant Placement

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

Overall Programme for Works >> 12th September 25> 12th November 26 (60 Weeks)

- 12th September 25 – Take possession of site from Coffey- Hoarding adaptations and scaffold erection to commence immediately.
- October 25 – Commence Façade works i.e cleaning to existing and construction of new cladding to new levels.
- November 25 – Commence internal fit-out and lift Install
- March 26 – Façade completion and scaffold removal.
- April 26 – Commence External 278 Works
- September 26 – Fit out completion
- October/November 26 – Final Commissioning
- 12th November 2026 – Project Completion

Please refer to Appendix A for 3D Sequencing.

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

This is Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out, and the proposed working hours will be considered on a case-by-case basis.

If the site is within the Cumulative Impact Area (CIA), then Saturday working is not permitted, unless agreed with Camden.

MCLH will be working to the current outlined working hours as stated above.

Monday to Friday 8:00am to 6pm only

Saturday 8:00am to 1pm (only to only be undertaken if agreed in advance with Camden)

Requests for extended weekend working will be made specifically to the council within the required timeframe.

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.).

We have identified the properties located to the rear of the project on Thanet & Judd St as potential impacted receptors. Both Hastings St and Thanet St are predominantly residential. Businesses and residents directly surrounding the project on both Judd Street and Thanet Street fall within this note and will be kept up to date on activities throughout the lifecycle of the project

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**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highway set up plans in advance with Camden if there is any uncertainty with this.

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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

To date J.Coffey have undertaken letter drops and have attended Monthly CWG Forums with local residents.

MCLH commenced attending the CWG Forum in October 24 and will attend every month moving forward.

The website [Construction updates | 105 Judd Street \(105juddstreetconsultation.co.uk\)](https://105juddstreetconsultation.co.uk) continues to be updated by Native Land with further information being provided to all residents.

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.

There is a Construction Working group set up for the project.

MCLH attended the CWG on 21st October 2024 and will attend these each month now with Coffey, to maintain and sustain good relations.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#) for the full duration of your project. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

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 project will be registered with the Considerate Constructors Scheme prior to the commencement of works on site. This will include CLOCS audits that will be overseen by the project's Health & Safety Manager and Sustainability Manager, and compliance will be monitored by the site's logistics team.

MCLH also commit to abiding by the requirements set out in the Guide for Contractors Working in Camden.

CCS registration number will be provided when registration is complete and planning, S106 and the F10 are agreed. The site will be registered prior to works commencing.

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.

There are no live construction sites in the vicinity of Judd Street

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 CLOCS monitoring visits through CCS 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.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

15. Name of Principal contractor:

McLaughlin & Harvey

15 Trench Road, Mallusk, Co. Antrim BT36 4TY

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

McLaughlin & Harvey shall require that all vehicles attending the 105 Judd St project be CLOCS compliant, with this requirement being contained and clearly detailed in the documentation sent to all subcontractors at tender stage and thus becoming a contractual requirement.

All vehicles, as a CLOCS requirement, over 3.5T will be fitted with blind-spot minimisation equipment and audible left turn sounders. Drivers of these vehicles will have undertaken Safe Urban Driver training and evidence will be provided by hauliers.

The agreed vehicle routes to/from the site will be sent to all the sub-contractors who in turn will be required to send on to all their suppliers, with particular attention to the last mile routing.

This will include notes on the left turn from Tavistock to Judd St to ensure all drivers are fully aware of the “straight ahead” cycle route they will be turning on to.

All deliveries will be booked in advance through an online booking system run by our project team. Through this process the subcontractor will have to confirm that the vehicle and driver is CLOCS compliant.

Once at site the vehicle in question will be logged and checked by designated Traffic Marshal(s) controlling access to site. Checks will be carried out of the driver and vehicle to confirm their compliance with the CLOCS standard. Every vehicle will be tested at every delivery, even if it has attended site previously. Should a driver or vehicle be found to be non-compliant the delivery will be recorded as such, and the supply chain notified of improvements required prior to re-delivery.

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:

McLaughlin & Harvey Confirm CLOCS Standards are a mandatory requirement within our supply chain, CLOCS standards are also embedded with our orders with our supply chain.

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.

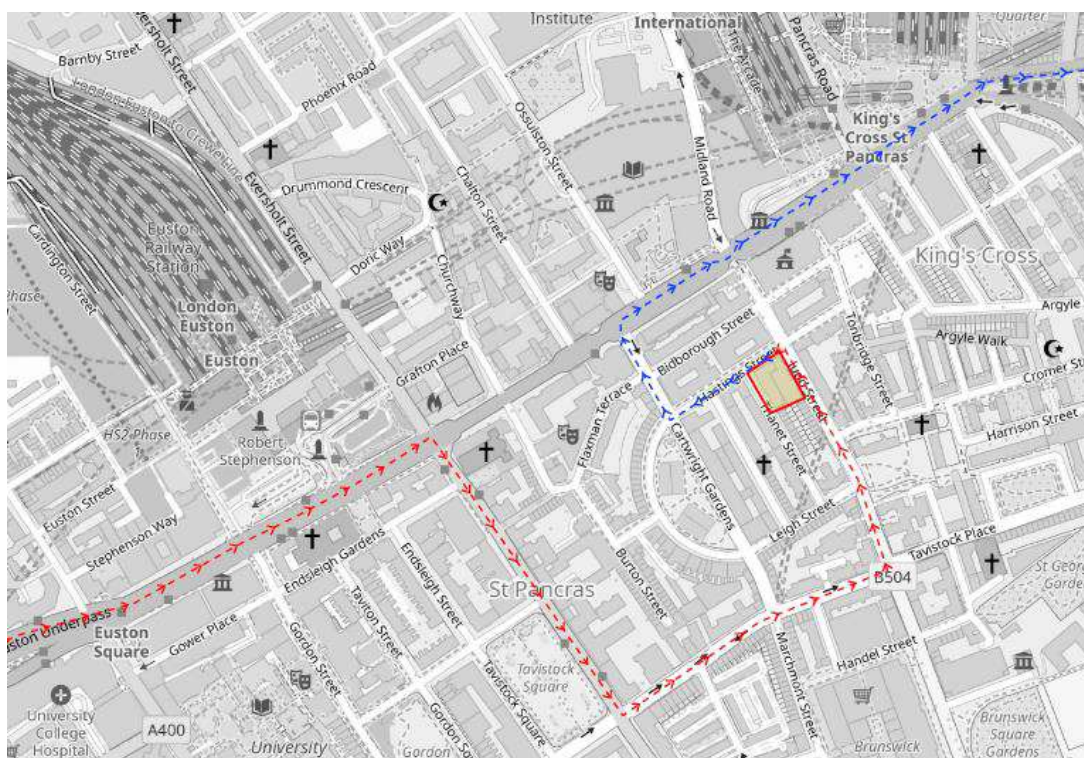
a. Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

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.

Localised plan noting preferred traffic routed can be found in Appendix A. A delivery pack containing all requirements will be issued to hauliers/suppliers/subcontractors prior to deliveries arriving on site. This will include all tracking drawings found within Appendix A. This also aligns with J Coffey's CMP.

All site traffic will be given the below Directions to Site

- Head east on Marylebone Rd/A501 towards Park Cres/A4201
- Keep right to stay on Marylebone Rd/A501. Continue to follow A501
- Turn right onto Upper Woburn Pl/A4200. Continue to follow A4200
- Turn left onto Tavistock Pl
- Turn left onto Judd St
- Turn right onto Hastings St
- Site entrance on the Left into logistics area



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 and suppliers will be provided with copies of the route maps and will also be advised of any traffic management measures, road works, closures, restrictions etc in the local area. They will also be provided with site plans identifying the Pit Lane and a description of the access arrangements. Contractors will be notified/ instructed on the routes required once their delivery is booked using the booking portal.

Weekly and daily contractors' meetings will be used to discuss deliveries for the coming day/week with contractors and any changes to traffic management arrangements, vehicle routes etc. The online delivery booking system will then be used to control vehicle arrivals to site.

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.

a. 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

Site Setup (Weeks 1-4)

HIAB Flatbed – up to 2 no. per day scaffolding

Luton Vans – up to 2 no. per day

Envelope and Fitout Works (Weeks 5-60)

HIAB Flatbed – up to 5 no. per week (Plasterboard, metalwork, M&E Containment)

Articulated flat beds – up to 2 per week (Cladding materials)

b. Please specify the permitted delivery times.

Delivery times will be between 8am to 8:30am, then 9:30 to 3pm and finally 4pm to 5:30pm Monday to Friday. This ensures no impact is seen to school drop off/pick up times within the vicinity.

Vehicles exiting the project are moving away from the closest school and toward a major road network further reducing the impact.

No deliveries will take place on Saturdays or Sundays unless prior agreement is in place with Camden Council.

No vehicles will access the project prior to 8:00am. Vehicles travelling with certain /restrictions will be pre-logged with all relevant parties to notify early access.

Site will also operate an engine off policy to ensure once within the pitlane vehicles do not idle.

c. 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.

There are no other developments located in the area

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

These can be found within Appendix A – Traffic plans.

e. 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 anticipated that a dedicated off-site Vehicle Holding Area (VHA) will be required for the project. No vehicles will be allowed to queue or hold on Judd St or Hastings St.

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

MCLH will use suppliers that consolidate their deliveries through their supply chain. Local suppliers will be our preferred option.

g. 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).

All engines will be switched off when not in use. This will be enforced by the traffic marshals present at pit lane. Suppliers and contractors will also be aware of this requirement through their contract and when booking a delivery slot.

20. Site entry/exit: *“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 leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

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 entry and exit points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Logistics plan noted in Appendix A.

b. Please describe how the entry and exit 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.

The logistics plan for the project of 105 Judd St (noted in Appendix A) holds the same traffic plan for the duration of works. A team of dedicated traffic marshals will oversee the movement of vehicles from Judd St to Hastings St. Vehicles will then exit the pit lane on to Mabledon Road and on to the A501 heading East only.

Traffic marshals will oversee and manage all vehicle movements from Judd St in to the dedicated project pitlane. The sensitive turn from Judd Hastings will be controlled and all members of the supply chain will be advised of these protocols. We have identified that this left turn will need to be strictly controlled with early notice for all parties including the public highway users.

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

Vehicle tracking can be found in Appendix A.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Wheel washing will not be required for this phase of the Project.

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 on the public highway and it has been agreed with Camden that a dedicated pit lane is not viable/necessary. If loading is taking place on site, or in a dedicated pit lane, please skip this section.

a. Please provide the location where vehicles will stop to unload. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

The logistics plan (Appendix A) notes the pitlane on Hastings St.

Materials will be unloaded via hiab or from the gantry hoist during the construction period which will be within the site boundary along Hastings Street

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. Please note that deliveries should pause where possible to allow passage to pedestrians.

All Traffic Marshals will be suitably qualified, have radio contact with one another, for safety, and security purposes, make use of appropriate barriers to control pedestrian and vehicle movements and will use Stop/Go boards when controlling traffic on the public

Site set up

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 Restrictions (TTRs) 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 four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

If the site is on or adjacent to the TLRN (red route), please provide details of preliminary discussions with Transport for London (TfL) in the relevant sections below. Please note that TfL are the highways authority for such routes and all permits will be issued by them.

Consultation with TfL will be necessary if the site requires the use of temporary signals on the Strategic Road Network (SRN), or impacts on bus movement, then TfL will need to be consulted.

Consultation with TfL will be necessary if the site directly conflicts with a bus lane or bus stop.

22. Site set-up and occupation of the public highway

Please provide detail drawings of the site up on the public highway. This should be presented as 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 all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays, hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised.

Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

MCLH Plan to suspend the same parking bays as J.Coffey for the main works along Hastings Street.

The footpath along the development on Hastings St and Thanet street will be under a closure notice application.

Drawings and layout can be found in Appendix A – Logistics & Traffic Plans.

b. Please provide details and associated drawings/diagrams showing any temporary traffic management measures needed as part of the above site set up. Alternatively this can be shown as part of the above drawings if preferred. Please note that this must conform to the [Safety at Street Works and Road Works Code of Practice](#).

Please refer to drawings in Appendix A.

MCLH plan to utilize the same set-up as J.Coffey. The only change will be to close the footpath along Thanet Street, to enable access and to carry out future 278 Works.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are allowed for a maximum period of 6 months only. Information regarding parking suspensions can be found [here](#). For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a [Temporary Traffic Restriction \(TTR\)](#) will be required for which there is a separate cost. Please note that any temporary changes to parking and loading to be delivered using a TTR need to be consulted upon as part of our legal obligations as a highways authority. Camden may require separate consultation to take place specifically around such changes if these have not been adequately reflected in any prior consultation as part of the CMP process.

A space cannot be suspended for convenience parking, a [trade permit](#) is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

Please provide details of any proposed such changes on the public highway which are necessary to facilitate the construction works. Where these changes apply to parking bays, please specify the type of bays that are to be impacted and the anticipated timeframes.

On Hastings Street MCLH will be looking to suspend the three bays at the east end of the road opposite the development. Like what J. Coffey have carried out

24. Motor vehicle/cyclist diversions/pedestrian diversions

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

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar temporary facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide 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 and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

The footpath along Hastings + Thanet St, along the extent of the development footprint will fall within the extended site boundary.

With this MCLH will look to establish a footpath re-routing, this will commence on Thanet St at the boundary with Nr. 17 Thanet Street, where a new crossover point can be established.

MCLH will review the best location to establish a pedestrian crossover on Thanet Street.

Traffic management will be reviewed and coordinated with the Camden council Traffic

Officer as the project progresses.

25. 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.

It has been proposed that a new UKPN Substation will be installed during the main works. This has been recently instructed and is currently being Designed.

Current programme for the works is to be determined and likely will happen in the Summer of 2025. The co-ordination of the works will tie in with Construction activities on site.

It will be encouraged that any other closures required will make use or share the one single road closure permit if the works allow it.

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 operation_ and the construction methods used, and provide details of the times that each of these are due to be carried out.

General site hours are 0800 to 1800 hrs weekdays and 0800 to 1300 hrs on Saturdays unless otherwise agreed with Camden Council. No works will take place on Sundays or Bank Holidays.

Noteworthy noisy works are listed below:

1. Scaffolding Erection
2. Hand tools

Take note that any Heavy Demolition works will be carried out prior to MCLH Starting on site. These earlier phases are covered under the approved CMP by J.Coffey.

29. Please confirm when the most recent pre-construction noise survey was carried out and provide a copy. If a noise survey has not taken place, and it has been requested by the local authority, 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 Pre-Construction noise survey was undertaken at planning and issued for record purposes

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

It is not anticipated that noise will levels will exceed limits. Noise monitoring will be carried out throughout the duration of the project.

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.

Noise barriers and acoustic protection will be utilised locally to certain noisy tasks where required and applicable. A noisy works rota will be established, working on the 2hr on 2hr off cycle, unless advised otherwise.

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

A review of London Good Practice Guide (cieh.org) has taken place by MCLH. This will be issued to sub-contractors prior to works commencing on site.

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 a focus on both preventative and reactive mitigation measures.

- Damping down
- Creation of hardstanding areas for storage and the loading/unloading of vehicles
- Skips are to be covered and stored within project hoarding boundary
- Use of modern, efficient equipment that is kept in a good state of repair
- Hoarding enclosing the site boundary
- Cutting booths/ areas will be established
- Extract systems will be used on tools

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

The pit lane along Hastings St will be monitored during each delivery/collection and washed down if required.

35. For medium or high impact risk level sites, please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

We will review the requirements for perimeter monitoring systems along neighbouring boundary lines.
Noise Monitors, under consultation, will be located along the project hoarding boundary in two locations.
Vibration monitoring will be under review once works commence on site and further consultation with Camden Council.

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.**

In accordance with Condition 7 of the planning permission, air quality monitoring took place from July - September 2023. The Baseline Dust Monitoring Report is included at Appendix B. The report was submitted pursuant to Condition 7b of the planning permission. Condition 7b was discharged on 12 January 2024 (ref. 2023/4745/P)

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.)

All control measures identified in the GLA mitigation measures checklist relative to the risk level identified have been identified and will be in place at the time of works

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

Note: **real-time dust (PM₁₀) 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 (PM₁₀) concentrations, any exceedances of the trigger levels, and an 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.

The x2 monitor locations set out in Appendix B will be maintained throughout the duration of the works.

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).

At all times the site shall be kept free, so far as is reasonably practicable, from rats and mice. MCLH will appoint a pest control specialist from the outset and will carry out routine inspections on any signs of rodents.

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

An R&D asbestos survey was carried out on site 05, 11, 14 and 19th April 2023. No ACMs were found to be on site.

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.

Expected behaviour on and around the site will be clearly communicated within the Site

Rules displayed on site and reinforced during site inductions. These will be issued to all subcontractors prior to the commencement of works on site.

The site's registration with the Considerate Constructors Scheme will be widely advertised on and around the site, and the expectations of the Scheme will be made clear to all staff and operatives before and during works on site.

Smoking will be contained via a designated smoking area within the site

boundary. The location of this area will be brought to all staff, operatives and visitors' attention during the site induction. Designated cigarette bins will be provided.

The logistics contractor will be charged with carrying out regular inspections of the site boundary to ensure it is kept clear of any wind- swept litter or cigarette butts from the main road.

Regular Toolbox Talks will be delivered on site on topics such as "being a good neighbour" and enforced with posters and signage around the site, including the site exit. Operatives and staff will be encouraged to use local shops, cafes and other businesses, but will be expected to remove PPE prior to leaving the site and always maintain the expected level of courtesy and respect.

Contact details for the Project Manager, and Community Liaison will be displayed on the site hoarding via the community notice board, including 24 hours for issues arising out of hours. They will also be included on community newsletters.

Complaints received from neighbours and residents will be investigated, and findings reported back to the complainant to ensure a satisfactory conclusion. Complaints and their conclusions will be recorded in the site's compliments and complaints log and will be escalated in line with MCLH policy.

Training and Toolbox Talks will be reissued where required, and the yellow / red / green card system will be used to promote positive behaviour on and around the site.

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 (mm/yy - mm/yy): **09/25 – 11/26**
- b) Is the development within the CAZ? (Y/N): **Y**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **Y**
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **Yes. The project will be registered, when required, under the name 105 Judd St. All parties, inclusive of subcontractors, will be made aware of the requirements for all machinery to meet the NRMM standards.**
- 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: **Yes. A register will be kept on the project covering all plant required under the NRMM standards**

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 the 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.

The delivery notes and guidance issued to the project supply chain will note engine idling rules. This will be always monitored by the project traffic marshalls.

Mental Health Training

44. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the "[Building Mental Health](#)" charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining [Mates In Mind](#), which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

MCLH will have a dedicated Mental Health first aid team and will promote the health and wellbeing of all operatives, staff, and members of the supply chain. Mental health and wellbeing talks will be held on the project at set intervals throughout the lifecycle of the project and works in line Mental Health Week.

◉ 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:*Lee Wasson*...

Date:28th October 2024.....

Print Name: Lee Wasson

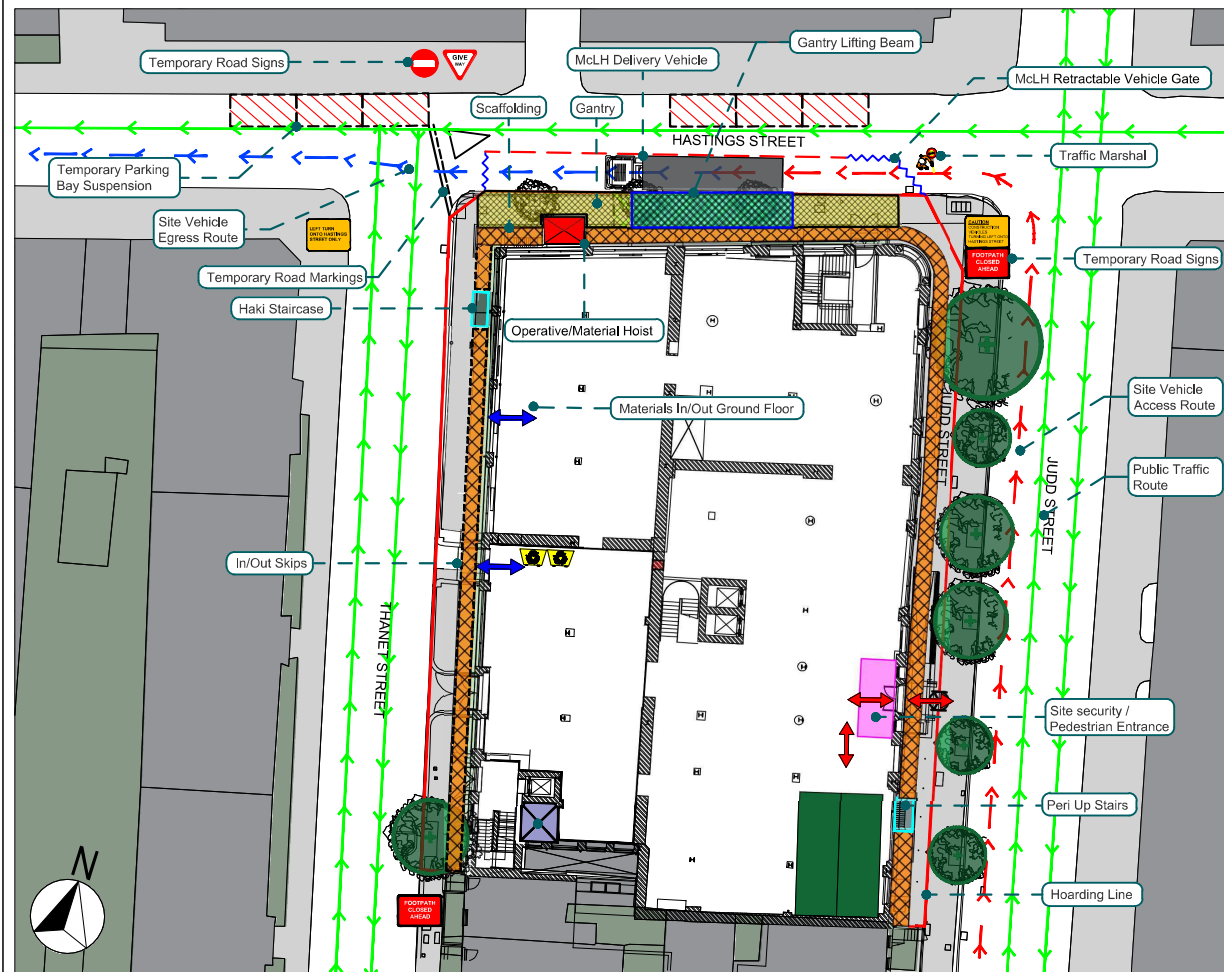
Position: Senior Project Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9

Appendices A – Logistics & Traffic Routes



- Key-**
- McLH Timber Hoarding
 - Material Unloading Area
 - McLH Site accommodation and welfare
 - MSite Operative Access
 - Temporary parking bay suspension
 - Scaffolding
 - Scaffolding 1st Floor (Walkway Below)
 - Gantry
 - Gantry Lifting Beam
 - ⬆ Operative/Material Hoist
 - Site security / Pedestrian Entrance
 - Peri Up Staircase
 - Rubble Chute
 - ⬆ Traffic Marshal
 - ⬆ Skips & Waste Management
 - Temporary Road Barriers
 - Edge Protection
 - Retractable Vehicle Gate
 - Trees to be Retained
 - ↔ Pedestrian Access/Egress Route
 - Site Vehicle Access Route
 - Site Vehicle Egress Route
 - Public traffic route

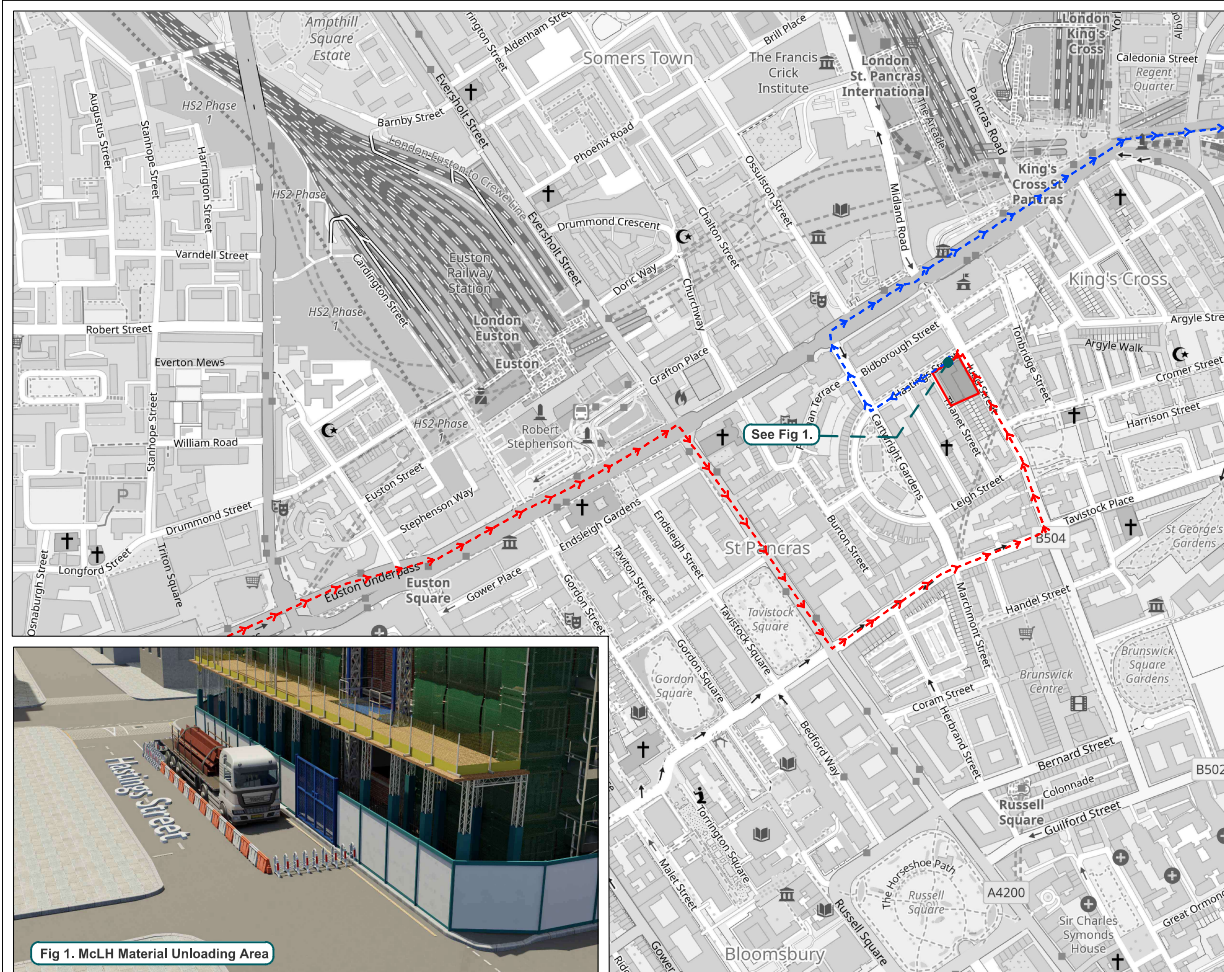
McLaughlin & Harvey Ltd
 15 Trench Road, Millisk
 Newtownabbey
 Co. Antrim, BT36 4TY
 T:- 028 9034 2777
 F:- 028 9034 2236
 W:- mclh@mclh.co.uk

Notes:
 • Drawing must be read in conjunction with tender issued drawings.
 • All dimensions should be checked on site.
 • Any errors or divergences should be brought to the attention of the construction management team.

Date	Rev.	DB	Project No:
19/02/24	P02	ZB	5534
20/02/24	P03	ZB	
20/02/24	P04	ZB	
21/02/24	P05	ZB	
28/06/24	P06	ZB	
28/08/24	P07	ZB	
04/09/24	P08	ZB	
Scale:			

Client: TLW
 Unique Identifier (name): 5534-MLH-XX-XX-DR-W-6001
 Sustainability Status: S2 - SUITABLE FOR INFORMATION

Drawing Name: **TRAFFIC MANAGEMENT PLAN**
 Project Name: **105 Judd Street London**



- Key:-**
- Site Boundary
 - Site Delivery Access Route
 - Site Delivery Egress Route
- Proposed site delivery access / egress route:-
- Directions to Site**
- Head east on Marylebone Rd/A501 towards Park Cres/A4201
 - Keep right to stay on Marylebone Rd/A501. Continue to follow A501
 - Turn right onto Upper Woburn Pl/A4200. Continue to follow A4200
 - Site entrance on your left
 - Turn left onto Tavistock Pl
 - Turn left onto Judd St
 - Turn right onto Hastings St
 - Site entrance on the Left
- Directions From Site**
- Head west on Hastings St
 - Turn right onto Mabledon Pl
 - Turn right onto Euston Rd./A501
 - Continue straight to stay on Euston Rd./A501
 - Continue to destination

Fig 1. McLH Material Unloading Area

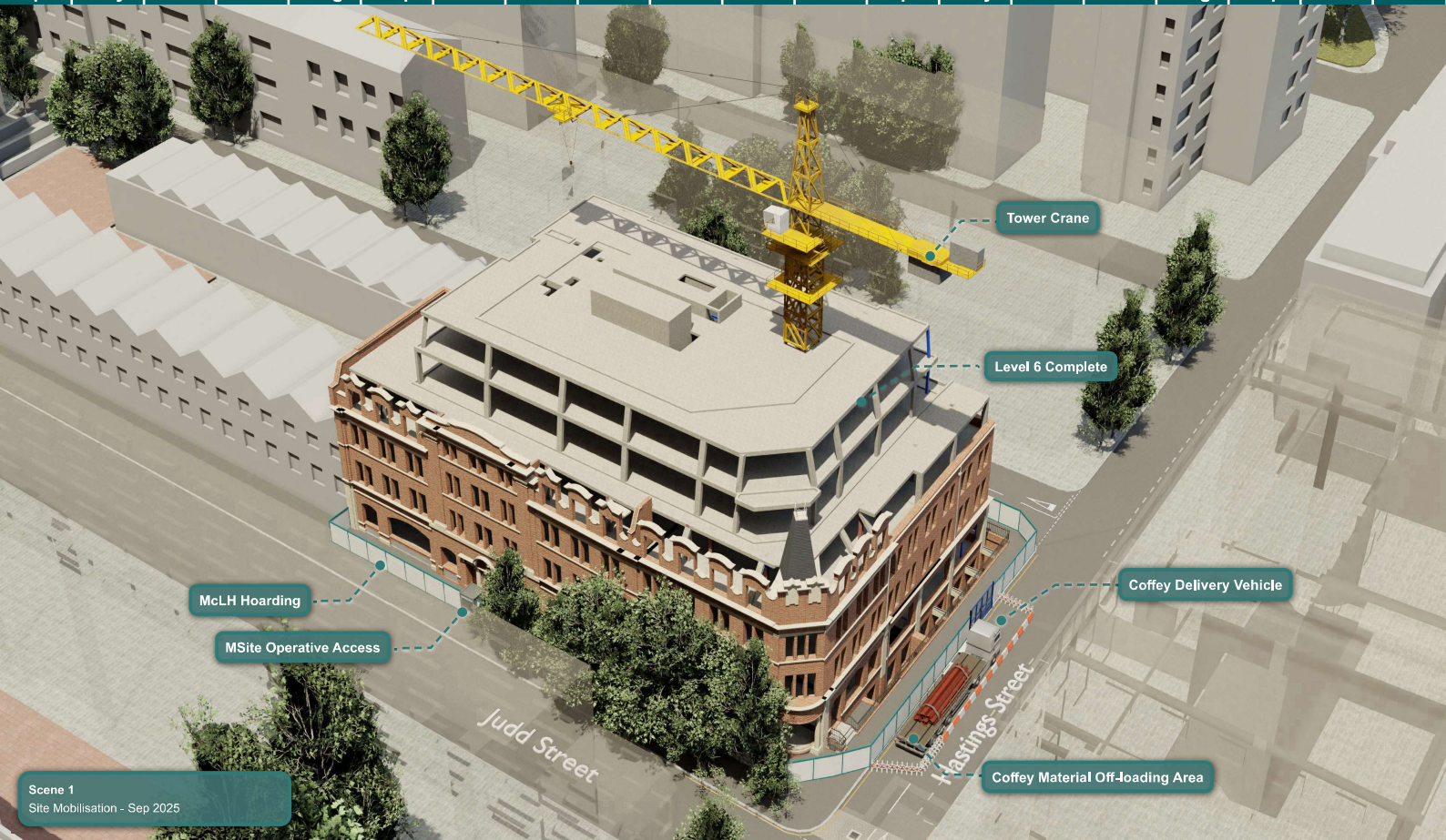
<p style="font-size: 8px; margin-top: 5px;">McLaughlin & Harvey Ltd 15 Trench Road, Malmesbury Co. Avon, BT38 4TY</p> <p style="font-size: 8px; margin-top: 5px;">T: 028 9634 2777 F: 028 9634 2236 W: mclh@mclh.co.uk</p>	<p style="font-size: 8px; margin-top: 5px;">Notes:</p> <ul style="list-style-type: none"> • Drawing must be read in conjunction with tender issued drawings. • All dimensions should be checked on site. • Any errors or divergences should be brought to the attention of the construction management team. 	Date	Rev.	DB	Project No.	5534	Client:	ARCADIS	Drawing Name:	TRAFFIC MANAGEMENT PLAN (SEPT 2025 - Onwards)
		21/02/24	PD1	ZB						
		28/08/24	PD2	ZB	NTS	Uniquely Identified Drawing:		S2 - SUITABLE FOR INFORMATION		

105 Judd Street

Main Contract Works



2025 2026
Apr | May | Jun | Jul | Aug | **Sep** | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov



Tower Crane

Level 6 Complete

McLH Hoarding

MSite Operative Access

Coffey Delivery Vehicle

Coffey Material Off-loading Area

Scene 1
Site Mobilisation - Sep 2025

105 Judd Street

Main Contract Works



2025 2026
Apr May Jun Jul Aug Sep **Oct** Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov



Scene 2
Scaffolding Complete - Oct 2025

105 Judd Street

Main Contract Works



2025 2026

Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov



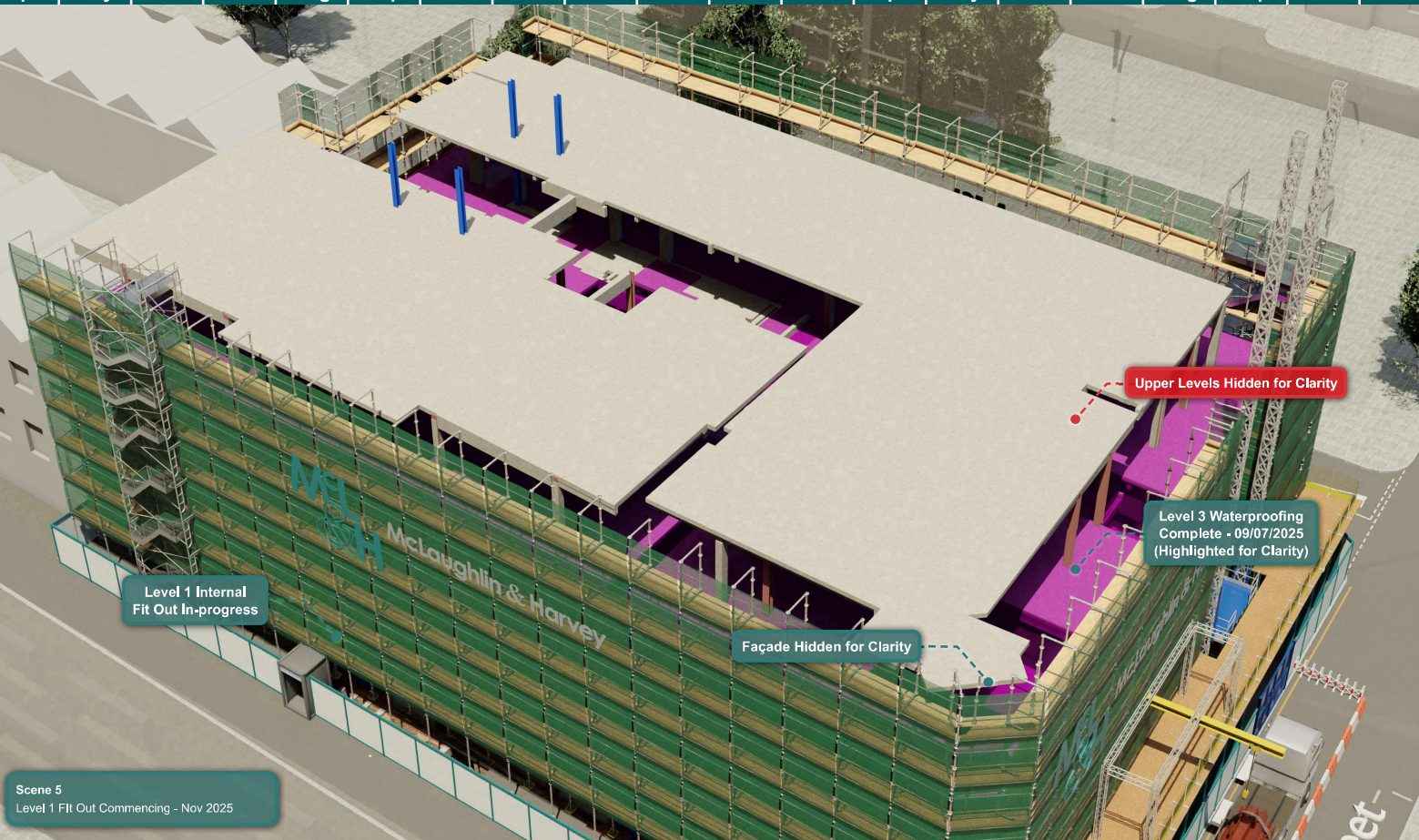
Scene 4
Site Logistics Post Coffey - Nov 2025

105 Judd Street

Main Contract Works



2025 2026
Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov



Scene 5
Level 1 Fit Out Commencing - Nov 2025

105 Judd Street

Main Contract Works



2025 2026

Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
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Scene 6
Structural Works Complete - Nov 2025

105 Judd Street

Main Contract Works



2025 2026

Apr | May | Jun | Jul | Aug | Sep | Oct | **Nov** | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov



Scaffolding Hidden for Clarity

Window Installation in Progress

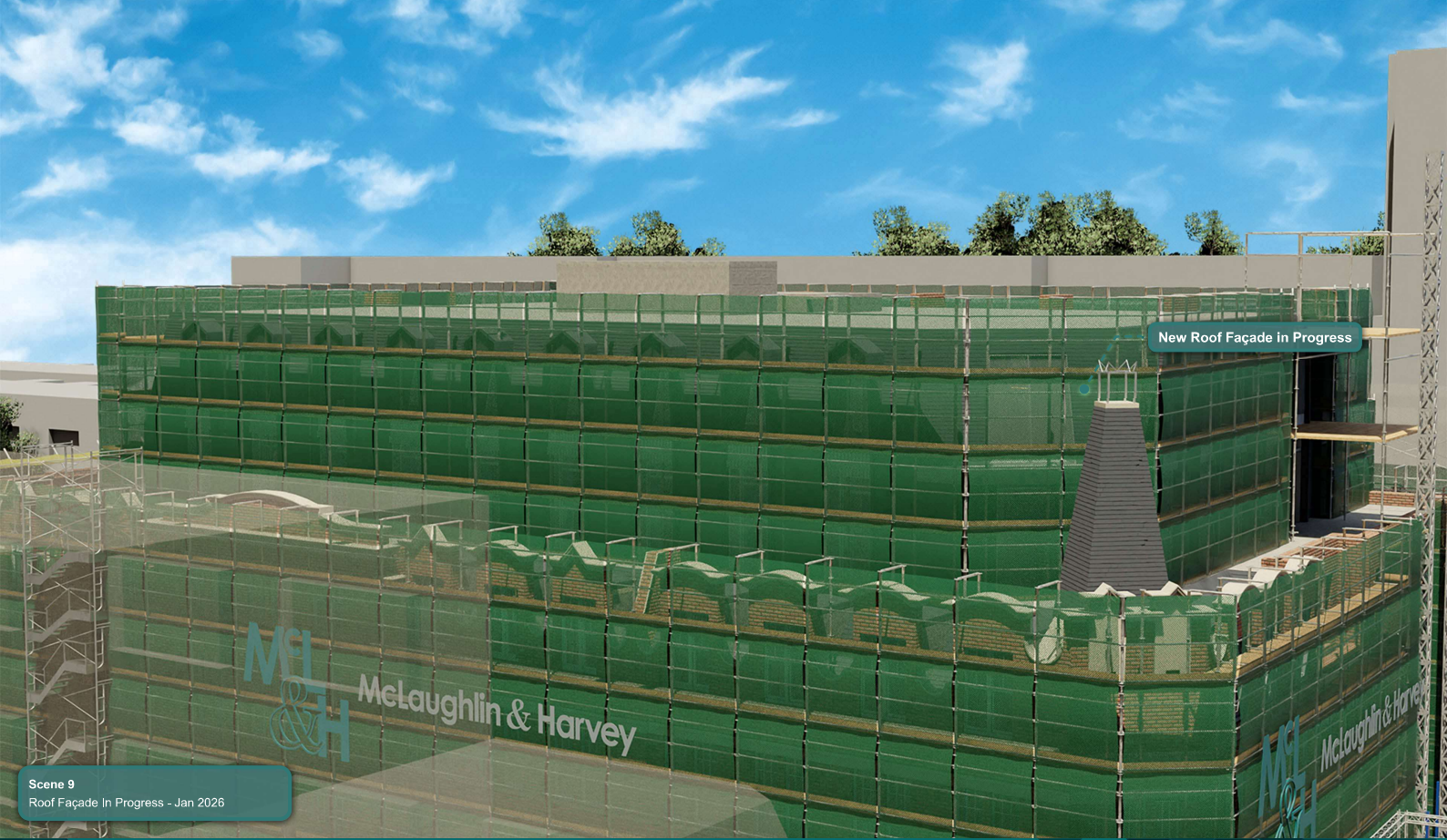
Scene 7
Window Installation in Progress - Nov 2025

105 Judd Street

Main Contract Works



2025
Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov



Scene 9
Roof Façade In Progress - Jan 2026

105 Judd Street

Main Contract Works



2025 | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | 2026 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov



Scene 10
Window Installation Complete - Apr 2026

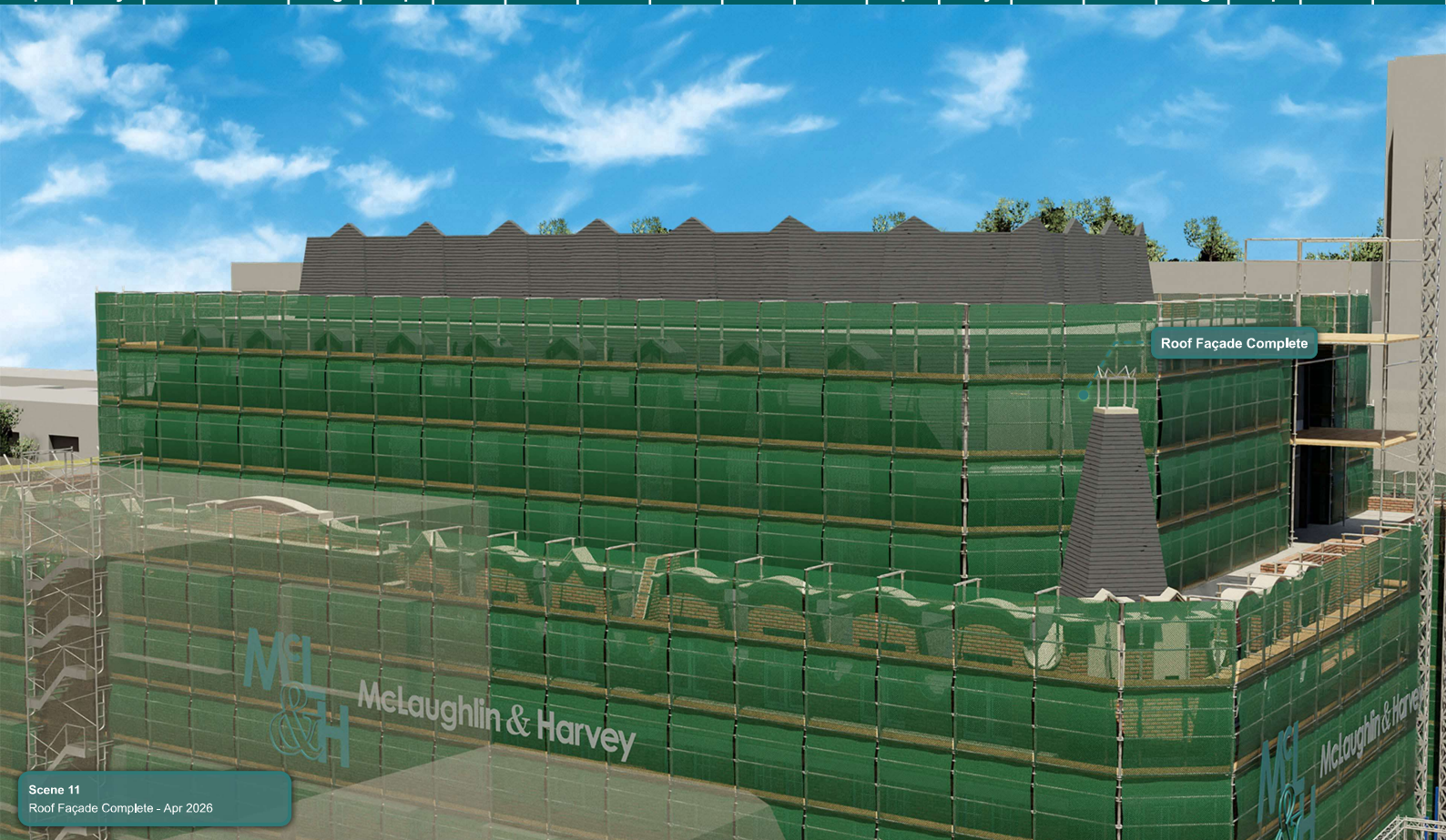
105 Judd Street

Main Contract Works



2025 2026

Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
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Roof Façade Complete

Scene 11
Roof Façade Complete - Apr 2026

105 Judd Street

Main Contract Works



2025 | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | 2026 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov



Scene 12
Scaffolding Removed - Apr 2026

105 Judd Street

Main Contract Works



2025												2026											
Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov				



Scene 13
Fit Out Completion Dates

105 Judd Street

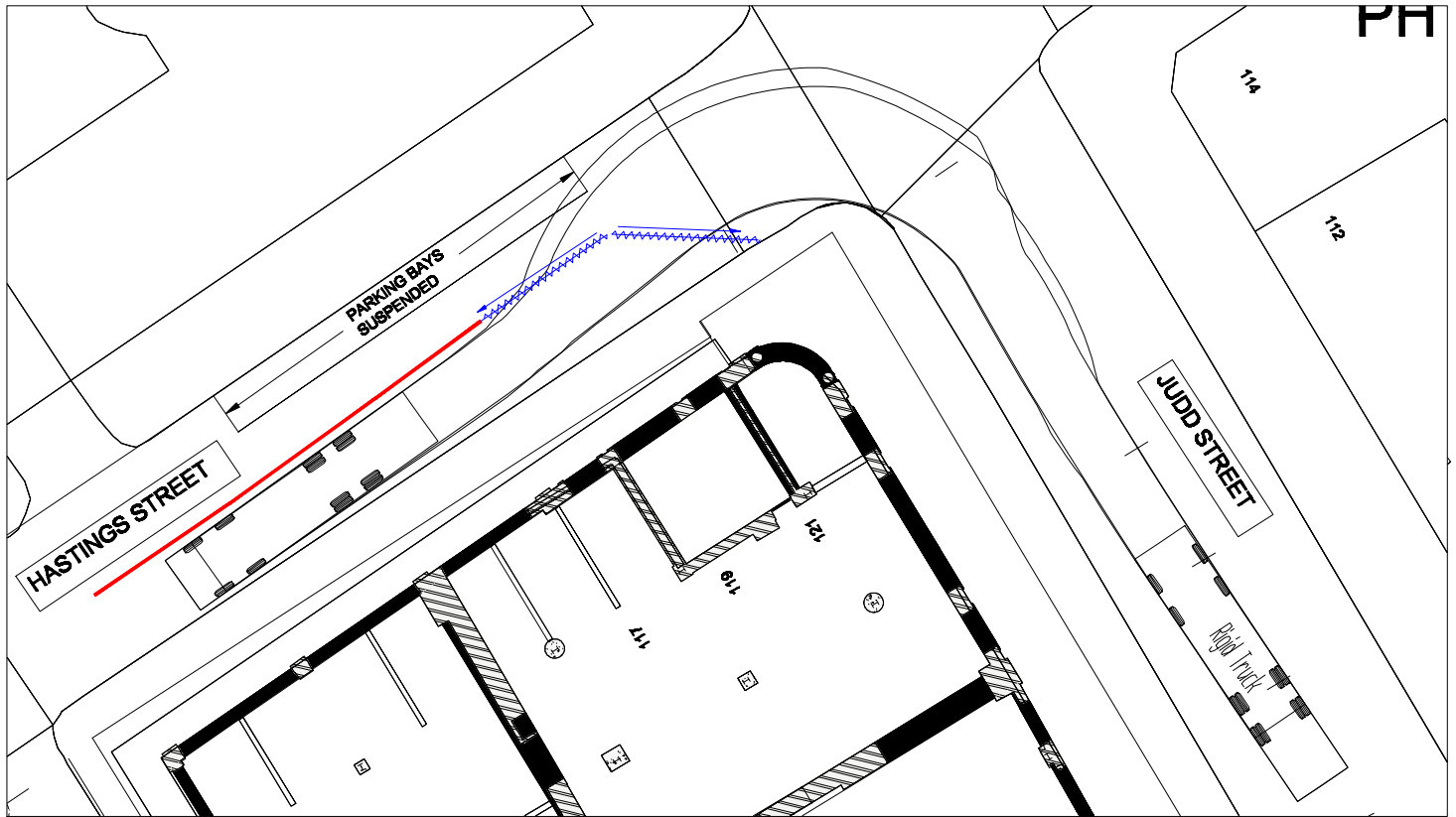
Main Contract Works



2025 | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | 2026 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov



Scene 14
Project Complete - Nov 2026



**12m 8 WHEELER RIGID TURNING FROM
JUDD STREET INTO HASTINGS STREET**

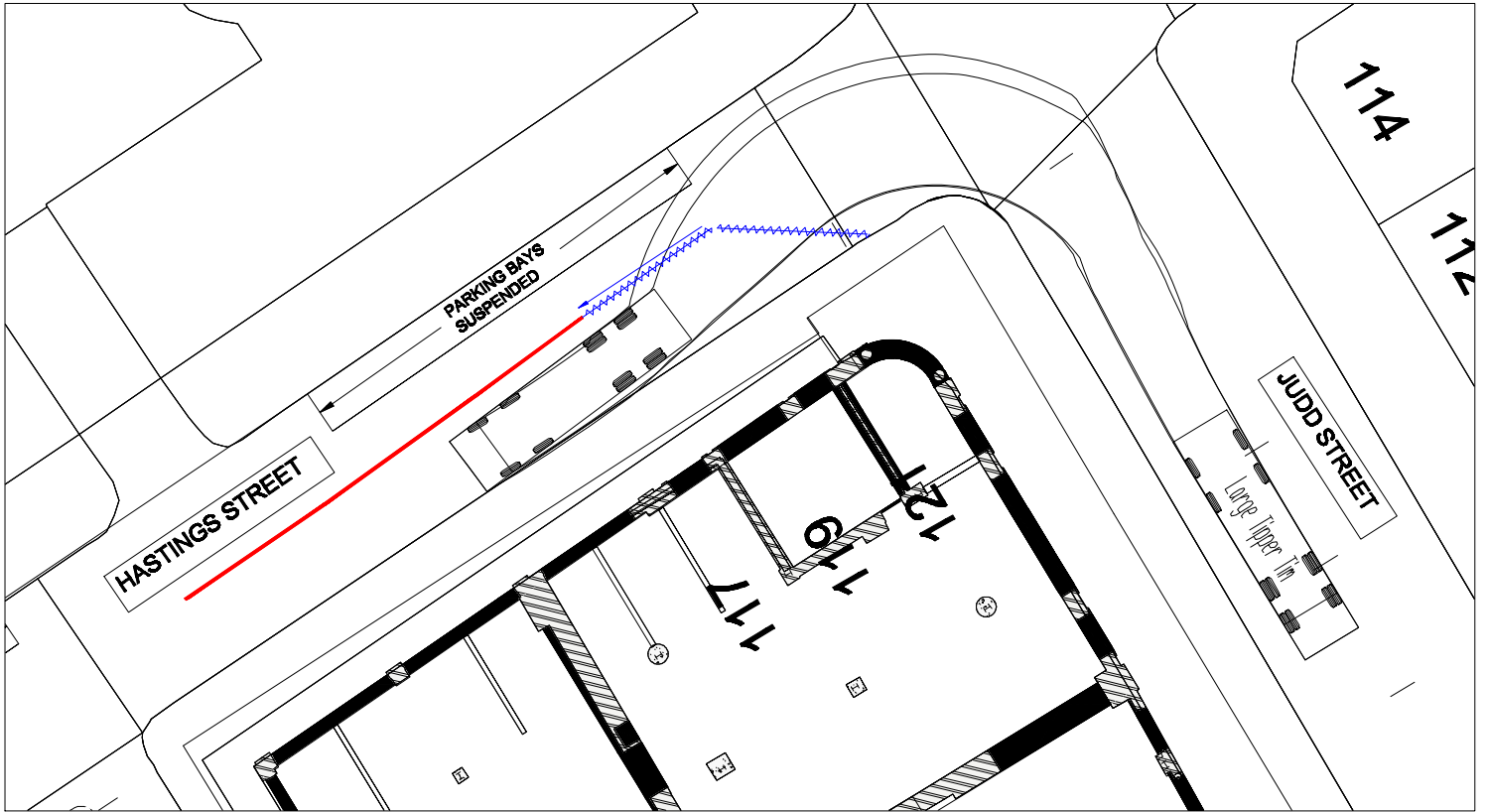
MCL & H
 McLaughlin & Harvey Ltd
 15 Trench Road, Millers
 Newbury, Berkshire
 Co. ARK16 1TY
 T: 028 6634 2777
 F: 028 6604 2236
 W: mclh@mclh.co.uk

Notes:
 • Drawing must be read in conjunction with tender issued drawings.
 • All dimensions should be checked on site.
 • Any errors or divergences should be brought to the attention of the construction management team.

Date	Rev.	DR	Project No.
28/08/24	P00	Z0	5534
			Scale:
			NTS

Client:
 ARCADIS
 Unique Identifier (name):
 5534-MLH-XX-XX-DR-W-6007
 Submission Status:
 S2 - SUITABLE FOR INFORMATION

Drawing Name:
 SWEEP PATH ANALYSIS
Project Name:
 105 Judd Street London



**10m 8 WHEELER RIGID TURNING FROM
JUDD STREET INTO HASTINGS STREET**



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Co. Arden, BT38 4TY
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F: 028 6634 2236
W: mclh@mclh.co.uk

Notes:

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- All dimensions should be checked on site.
- Any errors or divergences should be brought to the attention of the construction management team.

Date	Rev.	By
28/08/24	P00	ZB

Project No:

5534

Scale:

NTS

Client:

ARCADIS

Unique Identifier (name):

5534-MLH-XX-XX-DR-W-6007

Submission Status:

S2 - SUITABLE FOR INFORMATION

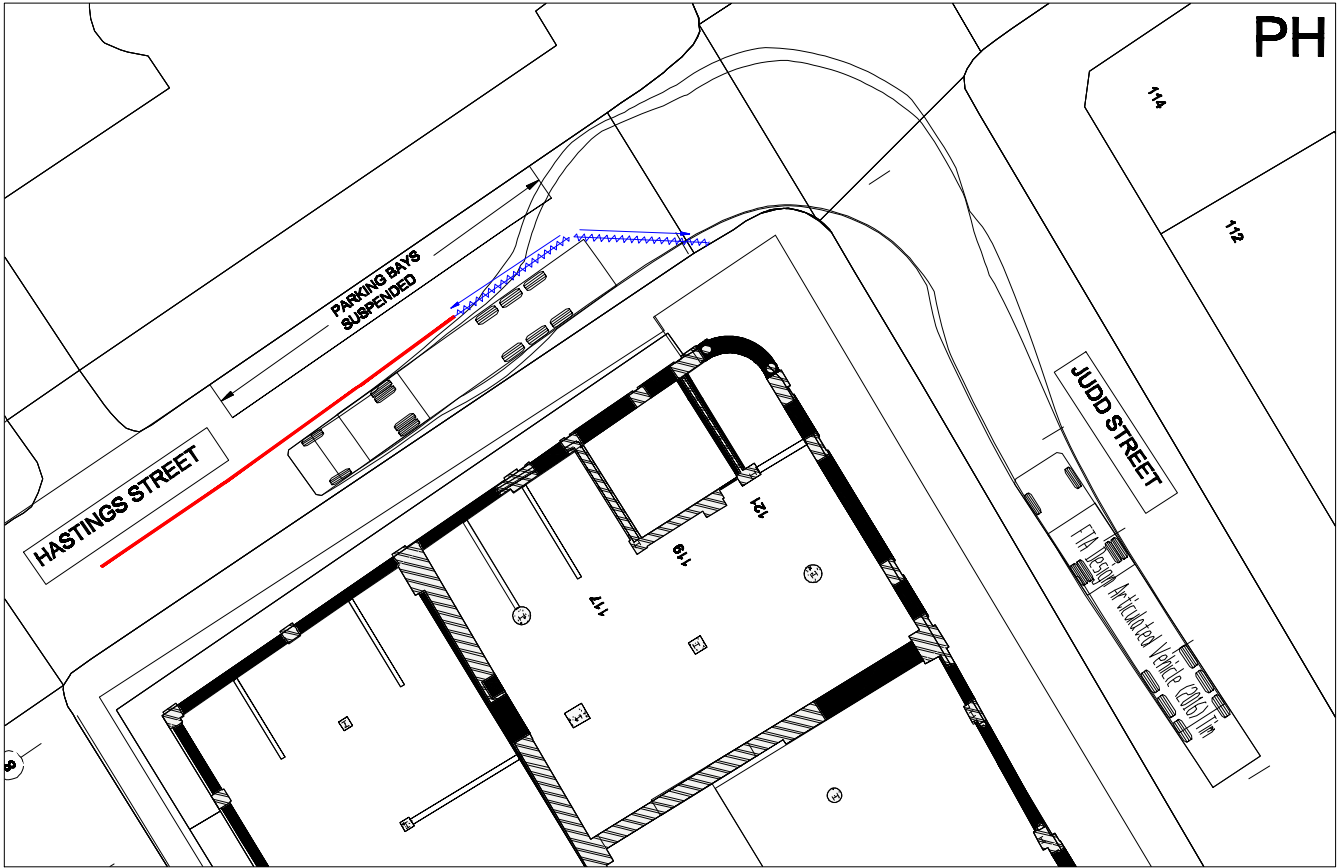
Drawing Name:

SWEPT PATH ANALYSIS

Project Name:

105 Judd Street London

PH



**16m ARTICULATED TRUCK TURNING FROM
JUDD STREET INTO HASTINGS STREET**



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Co. Antrim, BT38 4TY
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W:- mclh@mclh.co.uk

Notes:

- Drawing must be read in conjunction with tender issued drawings.
- All dimensions should be checked on site.
- Any errors or divergences should be brought to the attention of the construction management team.

Date	Rev.	DR
28/08/24	P00	Z0

Project No:
5534

Scale:
NTS

Client:
ARCADIS

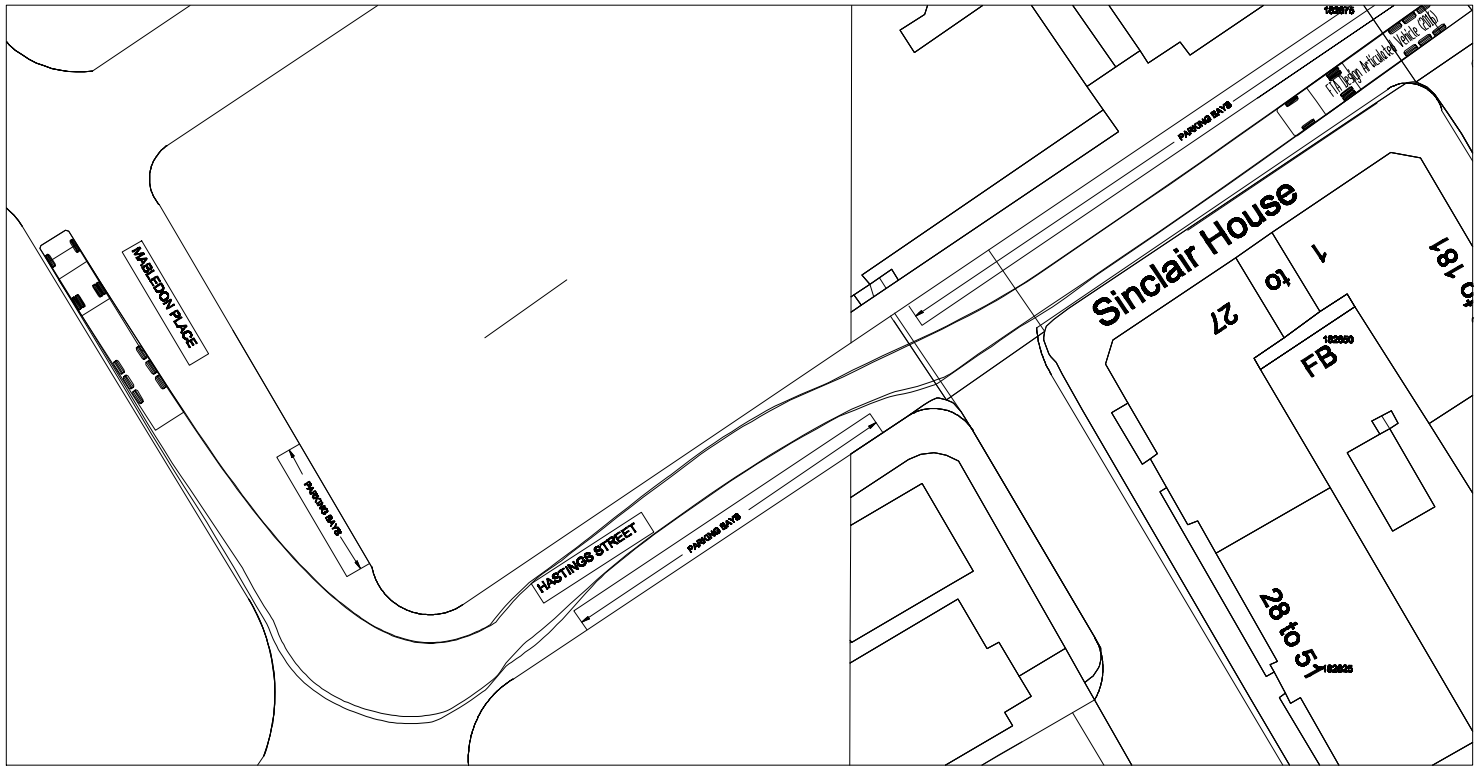
Unique Identifier (name):
5534-MLH-XX-XX-DR-W-6007

Submission Status:
S2 - SUITABLE FOR INFORMATION

Drawing Name:

SWEPT PATH ANALYSIS

Project Name:
105 Judd Street London



16m ARTICULATED TRUCK EXITING SITE ON HASTINGS STREET TURNING ON TO MABLEDON PLACE



McLaughlin & Harvey Ltd
 15 Trench Road, Millers
 Newbury, Berkshire
 Co. Arlwin, BT38 4TY
 T:- 028 9634 2777
 F:- 028 9634 2238
 W:- mclh@mclh.co.uk

Notes:

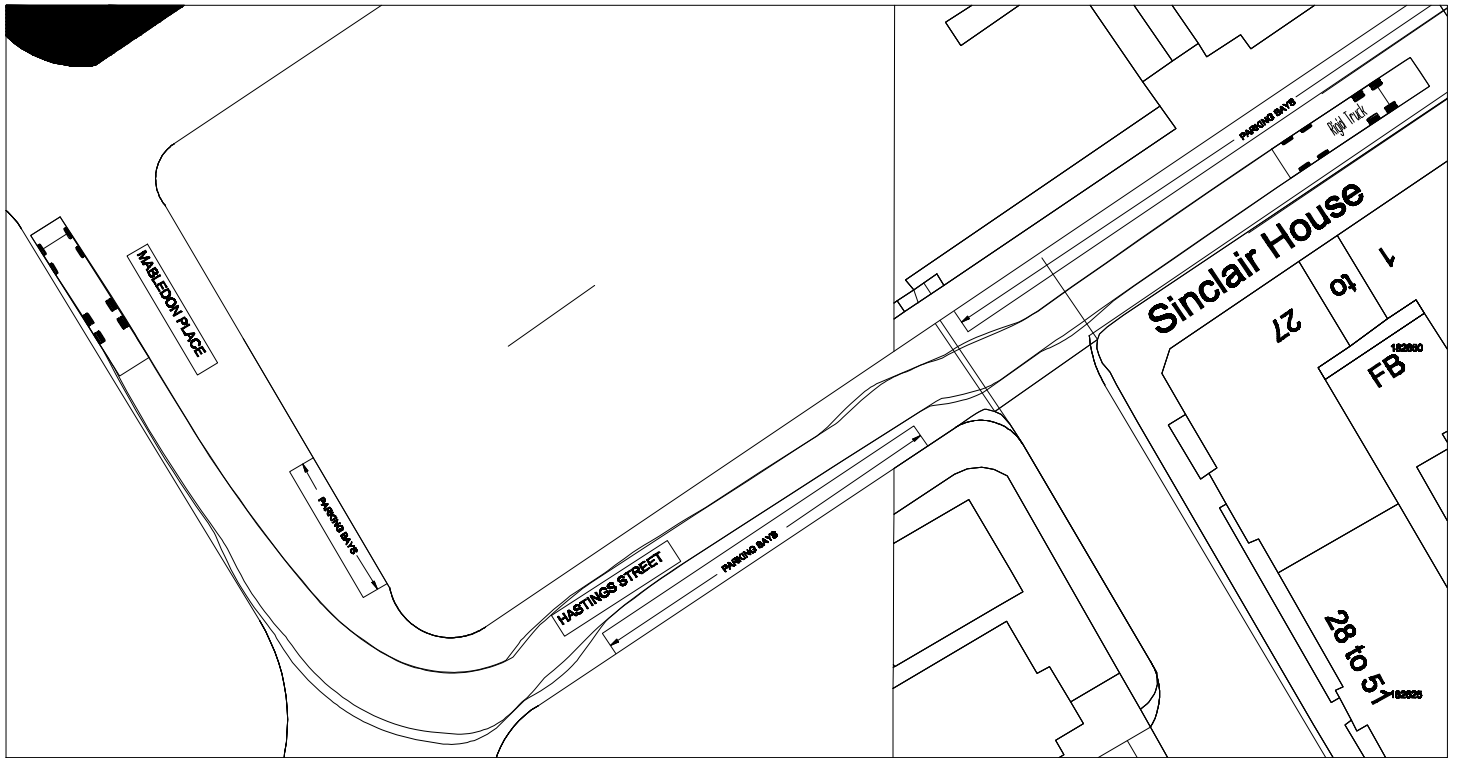
- Drawing must be read in conjunction with tender issued drawings.
- All dimensions should be checked on site.
- Any errors or divergences should be brought to the attention of the construction management team.

Date	Rev.	DB
20/08/24	P00	ZB

Project No: 5534
 Scale: NTS

Client: ARCADIS
 Unique Identifier (name): 5534-MLH-XX-XX-DR-W-6007
 Submission Status: S2 - SUITABLE FOR INFORMATION

Drawing Name: **SWEPT PATH ANALYSIS**
 Project Name: 105 Judd Street London



12m 8 WHEELER RIGID EXITING SITE ON HASTINGS STREET TURNING ON TO MABLEDON PLACE



McLaughlin & Harvey Ltd
15 Trench Road, Millers
Newbury, Berkshire
Co. Aukin, BT38 4TY

T:- 028 9634 2777
F:- 028 9634 2238
W:- mclh@mclh.co.uk

Notes:

- Drawing must be read in conjunction with tender issued drawings.
- All dimensions should be checked on site.
- Any errors or divergences should be brought to the attention of the construction management team.

Date	Rev.	By
20/08/24	P00	ZB

Project No:

5534

Scale:

NTS

Client:

ARCADIS

Unique Identifier (UIN):

5534-MLH-XX-XX-DR-W-6007

Submission Status:

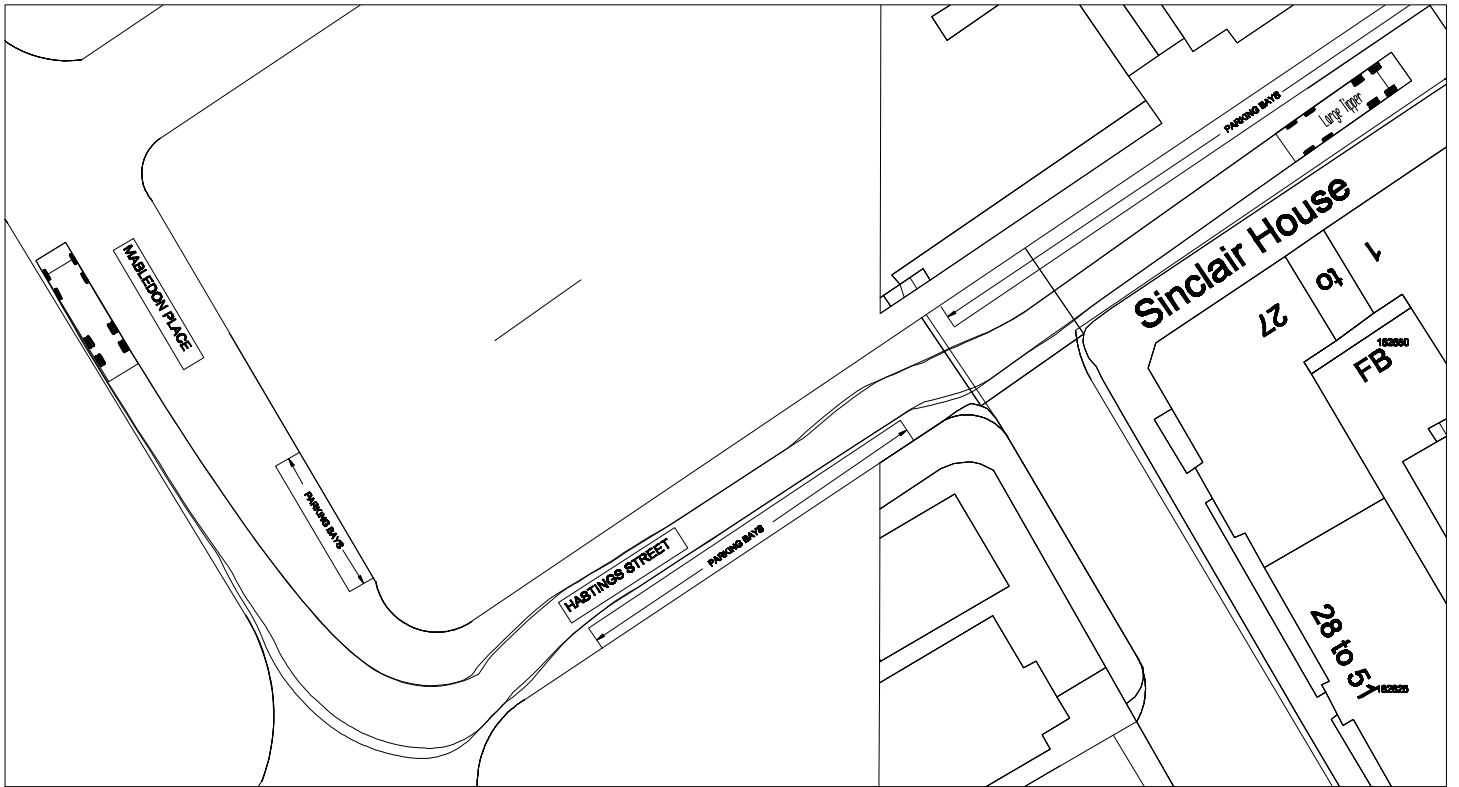
S2 - SUITABLE FOR INFORMATION

Drawing Name:

SWEPT PATH ANALYSIS

Project Name:

105 Judd Street London



10m 8 WHEELER RIGID EXITING SITE ON HASTINGS STREET TURNING ON TO MABLEDON PLACE



McLaughlin & Harvey Ltd
 15 Trench Road, Millers
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Date	Rev.	DB
28/08/24	P00	ZB

Project No:

5534

Scale:

NTS

Client:

ARCADIS

Unique Identifier (format):

5534-MLH-XX-XX-DR-W-6007

Submission Status:

S2 - SUITABLE FOR INFORMATION

Drawing Name:

SWEPT PATH ANALYSIS

Project Name:

105 Judd Street London

Appendix B

TLW

105 Judd Street, London, WC1H 9RN

Air Quality Dust Monitoring - Proposed Monitoring & Reporting Methodology

20th September 2023
784-B030322

PRESENTED TO

TLW

PRESENTED BY

**NALO,
Tetra Tech**
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LS1 4ER

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DOCUMENT CONTROL

Document:	Air Quality Dust Monitoring - Proposed Monitoring & Reporting Methodology
Project:	105 Judd Street
Client:	TLW
Job Number:	784-B030322
File Origin:	Z:\784-B030322 NDY Judd Street London

Issue:	1	Status:	First Issue
Date:	11 th April 2023		
Prepared by: Philip Bowker Senior Environmental Consultant	Checked by: Donald Towler-Tinlin Senior Environmental Consultant	Approved By: Matthew Smith Associate Environmental Consultant	

Issue:	2	Status:	Second Issue
Date:	19 th April 2023		
Prepared by: Philip Bowker Senior Environmental Consultant	Checked by: Matthew Smith Associate Environmental Consultant	Approved By: Matthew Smith Associate Environmental Consultant	

Issue:	3	Status:	Third Issue
Date:	25 th April 2023		
Prepared by: Philip Bowker Senior Environmental Consultant	Checked by: Matthew Smith Associate Environmental Consultant	Approved By: Matthew Smith Associate Environmental Consultant	

Issue:	4	Status:	Fourth Issue
Date:	20 th September 2023		
Prepared by: Philip Bowker Senior Environmental Consultant	Checked by: Nigel Mann Director	Approved By: Nigel Mann Director	

Issue	Date	Status
1	11 th April 2023	First Issue
2	19 th April 2023	Second Issue
3	25 th April 2023	Third Issue
4	20 th September 2023	Fourth Issue

1.0 OVERVIEW

This document has been prepared to discharge Condition 7a of planning permission ref. 2022/1817/P.

Description of development (ref. 2022/1817/P)

Erection of roof extensions at third, fourth and fifth floor level with rooftop plant in connection with the continued commercial use of the building (Class E) with associated external alterations to all elevations, public realm improvements; roof terraces at levels three, four and five, provision of cycle parking, waste/recycling storage and other services.

Condition 7 (Air Quality Monitoring)

Air quality monitoring shall be implemented on site. No development shall take place until:

- a. prior to installing monitors, full details of the air quality monitors have been submitted to and approved by the local planning authority in writing. Such details shall include the location, number and specification of the monitors, including evidence of the fact that they have been installed in line with guidance outlined in the GLA's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance;
- b. prior to commencement, evidence has been submitted demonstrating that the monitors have been in place for at least 3 months prior to the proposed implementation date. The monitors shall be retained and maintained on site for the duration of the development in accordance with the details thus approved.

Overview of Monitoring

Tetra Tech propose to install two unattended small sensor particulate monitors on the boundary of the site near to the closest sensitive receptors to the site.

Particulate matter monitoring will be undertaken during a 3-month baseline period prior to demolition and construction works commencing, to comply with pre-commencement condition 7b relating to planning permission ref: 2022/1817/P and London Borough of Camden: '*Requirements for real-time dust monitoring on demolition and construction sites April 2021*'.

Monitoring will then be undertaken during the demolition and construction periods to comply with Greater London Authority '*Control of Dust and Emissions: During Construction and Demolition: Supplementary Planning Guidance*', as the site has been assessed as 'medium risk' impact of dust emissions during the demolition phase.

The Air Quality Assessment (ref: 784-B030322, dated: 4th March 2022) submitted as part of the application pack (ref: 2022/1817/P) determined that the application site is 'medium' risk during the demolition phase of the development, and 'low' risk for the construction phase.

2.0 MONITORING EQUIPMENT SPECIFICATION/ SET-UP

Two EarthSense Zephyr monitors will be installed on-site using 110-volt power or solar panels. EarthSense Zephyrs are compliant with the 'Performance Standards for Indicative Ambient Particulate Monitors'.

Monitors will be set-up as free-field as possible and will be serviced regularly by a Tetra Tech technician on-site. Monitors will have clearly identifiable Tetra Tech contact labels attached.

The monitors will measure PM_{10} and $PM_{2.5}$ in real-time continuously throughout the duration of the monitoring period.

Figure 2.1 Typical Zephyr set-up photo

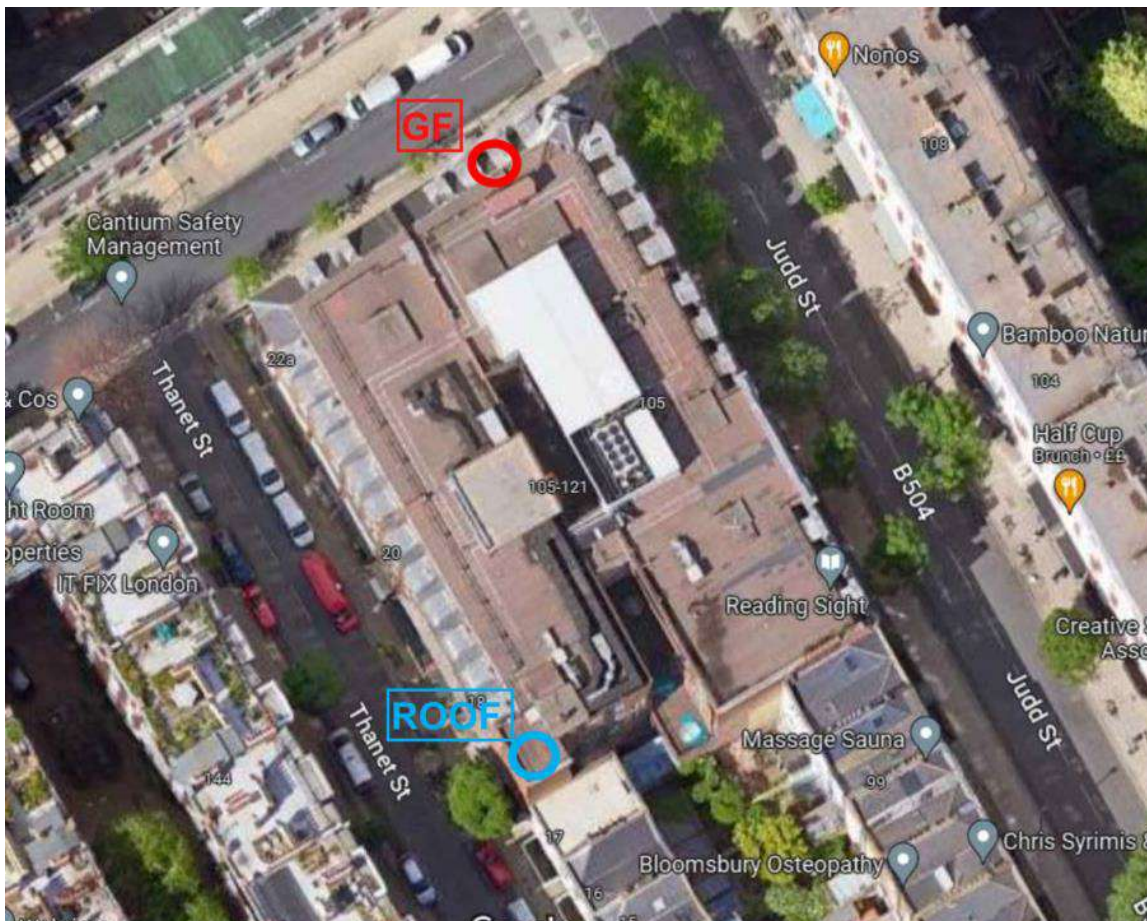


Data will be measured in 15-minute intervals and will be downloaded on a weekly basis (or at greater frequency if needed due to triggers levels being exceeded).

3.0 MONITORING LOCATIONS

The monitors will be installed in-line with the prevailing wind direction. It is proposed that one monitor is installed at the southwest corner of the roof of the site opposite and adjacent to residential receptors on Thanet Street. Another monitor is proposed to be installed on the northwest façade of the building (Ground Floor) facing Hastings Street opposite Kelvin House. A proposed monitoring location plan is presented below.

Figure 3.1 Proposed Particulate Matter Monitoring Location Plan



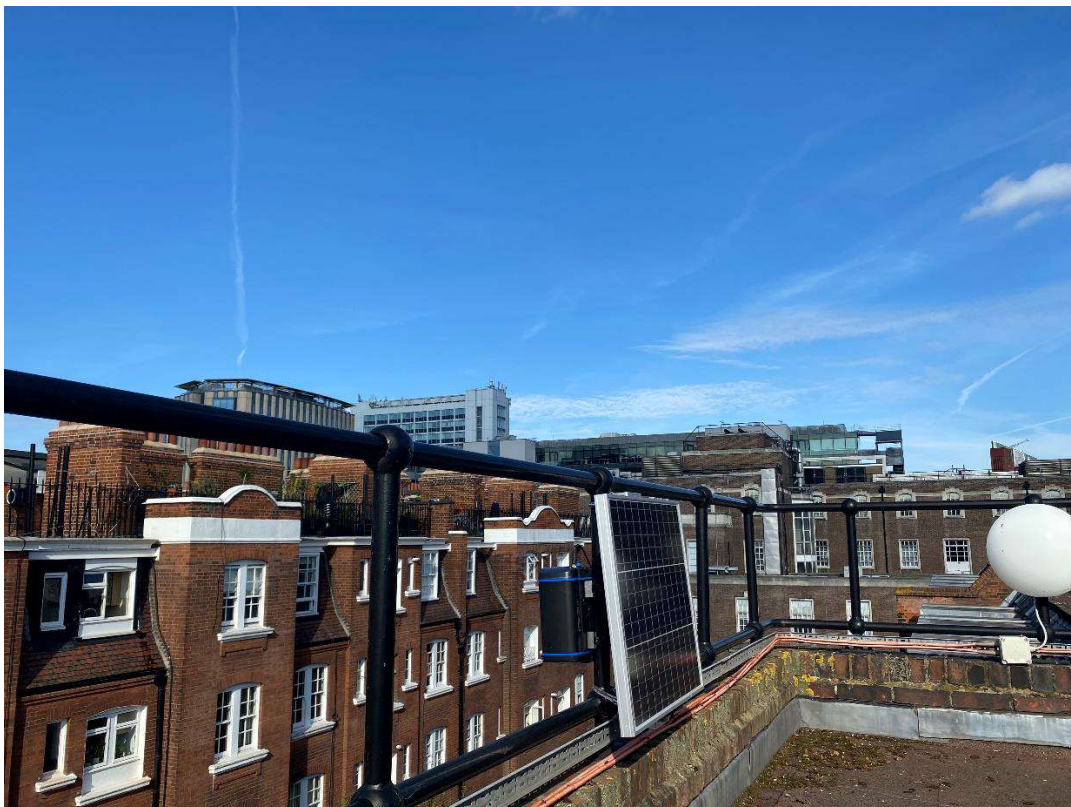
During the 3-month baseline monitoring period prior to demolition and construction works commencing the monitors will be set-up on bracketry on the façade of the existing site building (Hastings Street) and on railings on the roof of the building (Thanet Street). During the demolition phase the Hastings Street monitor will be relocated onto the nearest available hoarding/boundary fence by the proposed monitoring location marker whereas the Thanet Street monitor will remain at roof level. The locations are considered worst-case positions for dust emissions at the site relative to the prevailing wind direction. The equipment will be positioned so that it does not interfere with any pedestrian or vehicular access.

Photo locations of the proposed monitoring locations are presented in the figures below.

Figure 3.2 Proposed Hastings Street monitoring location



Figure 3.3 Proposed Thanet Street monitoring location



4.0 TRIGGER LEVELS

The IAQM ‘Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites’ (2018) guidance outlines the onsite action levels for PM₁₀. The action levels for this site are set at a PM₁₀ concentration of over 250 µg/m³ for a 15-minute period, a PM₁₀ concentration of over 190 µg/m³ for a 1-hour period, and a PM_{2.5} concentration of over 48 µg/m³ for a 15-minute period.

A traffic light approach based on sections 4.41 of the IAQM document ‘Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites’ (2018) is considered appropriate and is proposed in Table 4.1 below. Given the proximity of nearby receptors and the possibility for exposure to PM₁₀ the following criteria is proposed.

15 Minute Monitoring Criteria

Table 4.1 PM₁₀ Level Criteria – Levels at Boundary

Alert level	Time Period	Maximum Permissible 15-minute average (µg/m ³)
Red (at this level all works to cease immediately, investigate cause of exceedance and use alternative methods where appropriate)	15-minute average	>250 µg/m ³
Amber (continual monitoring and investigation of alternative methods where appropriate)	Two consecutive 15-minute averages	>150 µg/m ³
Green (early warning/no action required)	15-minute average	>150 µg/m ³

The below criteria is proposed for PM_{2.5} levels at the boundary of the site.

Table 4.2 PM_{2.5} Level Criteria – Levels at Boundary

Monitoring Levels	Time Period	PM _{2.5} exceedance limits at monitoring locations
Red (at this level all works to cease immediately, investigate cause of exceedance and use alternative methods)	15-minute average	>48 µg/m ³
Amber (continual monitoring and investigation of alternative methods where appropriate)	Two consecutive 15-minute averages	>38 µg/m ³
Green (no action required)	15-minute average	>38 µg/m ³

1hr Monitoring Criteria

In addition to the above detailed 15-minute traffic light criteria, TetraTech have undertaken works to devise a 1-hour average of particulate matter on site, as recommended by the document published by the London Borough of Camden, ‘Requirements for real-time dust monitoring on demolition and construction sites’ (updated April 2021). A traffic light system will be used to classify 1-hourly-averages, as per the table below.

Table 4.3 One-Hour PM₁₀ Level Criteria – Levels at Boundary

Alert level	Time Period	Maximum Permissible 15-minute average (µg/m ³)
Red (<i>at this level all works to cease immediately, investigate cause of exceedance and use alternative methods where appropriate</i>)	1-hour average	>190 µg/m ³
Amber (<i>continual monitoring and investigation of alternative methods where appropriate</i>)	Two consecutive 1-hour averages	>80 µg/m ³
Green (<i>early warning/no action required</i>)	1-hour average	>80 µg/m ³

24hr Monitoring Criteria

Tetra Tech have devised an additional 24-hour criterion to determine whether particulate matter onsite is being distributed in the same pattern as particulate matter monitored at the nearest urban background site. This criterion is non-statutory and has been devised to be utilised as a general guide to inform overall dust management at the site by identifying peak episodes with regards to particulate matter.

Table 4.4 24-hour Traffic Light Criteria

Alert level	Time Period	Percentage Difference from Monitored Background Concentration (%)
Red	24-hours	>+100
Amber	24-hours	+50 to +100
Green	24-hours	< +50

5.0 RESPONSE PROTOCOL

Automatic alerts will be sent through to Tera Tech staff in real-time when designated boundary particulate matter trigger levels are breached or near to exceedance. Tetra Tech staff will immediately remotely analyse air quality data and inform the site manager of the situation to gather more details. Mitigation will be advised in real-time to reduce dust emissions and bring the air quality level to an acceptable level. Alerts can be set-up to be sent to site representatives if required.

6.0 REPORTING

Results will be reported with reference to site boundary limits and red, amber, green traffic light criteria.

Reports will be issued on a monthly basis. Elements to be reported include the following:

- Monitoring equipment specifications and serial numbers.
- Monitoring location plan.
- Site photographs.
- Exceedance details and response taken.
- Month average PM₁₀ and PM_{2.5} concentrations.
- Daily average PM₁₀ and PM_{2.5} concentrations.
- Time History Graphs of PM₁₀.
- Data Capture details.
- Descriptions of works being undertaken on site.
- Dust Mitigation measured used.

APPENDIX 1- EARTHSENSE ZEPHYR SPECIFICATION

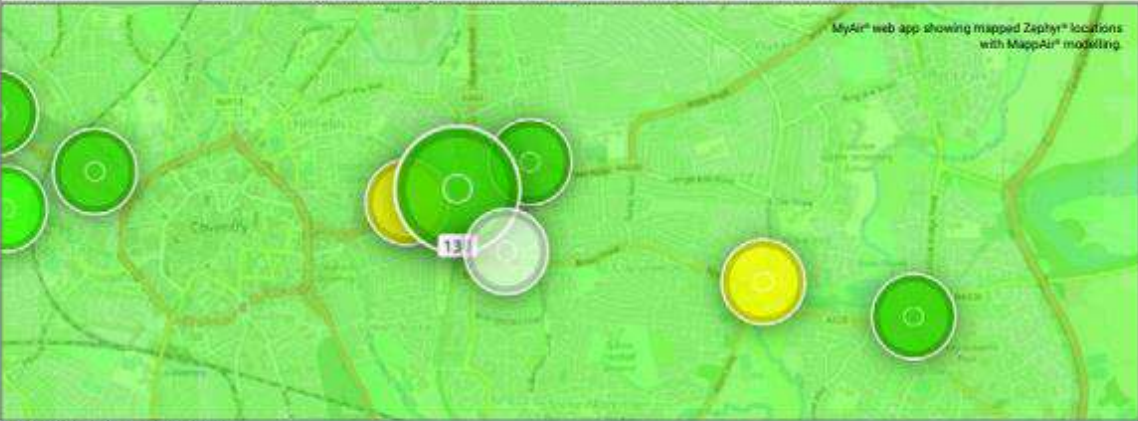
Zephyr® Air Quality Monitor Specification Sheet


Key

- * - accuracy may be diminished where Zephyrs are exposed to direct sunlight
- - lowest tested concentrations are background
- = estimates of range are based on the theoretical limits of the electronics

Mechanical		
Size	235mm (h) x 160mm (w) x 114mm (d)	
Weight	1750g - 2000g (dependent on cartridge)	
Operating Parameters	Operating Range: -20°C to +45°C ambient. Relative Humidity range: 15 - 85% continuous* *prolonged exposure outside of this range may irreparably damage the gas sensors.	
Construction	Extruded aluminium body, hard anodised with ASA-PC end mouldings. Stainless steel mounting brackets for 80-140mm diameter poles.	
Electrical		
Power Inputs	12-32V DC (~13.8V for cars and LCV, ~27.6V for HGV) or solar powered applications (~18-20V)	
IP Rated Zephyr® Monitor	IP64	
IP Rated Power Supply Unit (Optional)	IP67	
IP Rated Power Supply Unit (Indoor use only)	IP2X	
Solar Panel (Optional)	50WP output Bracket, mount and straps included Dimensions: 530mm (h) x 670mm (w) x 25mm (d) Weight: 5.5kg	
Power Draw	Max: 19W at 19V Nominal: ~ 0.2W at 19V Elexon charge code: 8300003002100* *Standard cartridge configuration only	
Internal Battery	Li-Ion ~55 Whr. Charged by MPPT battery charging controller to maximise solar panel output. Increase battery capacity option available	
Battery Run Time	Normal mode: 3 days, 17 hours* *with 1 standard cartridge	Low Power/Winter Mode: 7 days, 18 hours* *with a standard cartridge

Cartridge Options - all Zephyrs come with a cartridge based system that uses active sampling						
Measure	Standard Cartridge	Standard + Cartridge	Enhanced Cartridge	Enhanced + Cartridge	Enhanced ++ Cartridge	
Nitrogen dioxide (NO ₂)	•		•	•	•	
Nitric oxide (NO)	•		•	•	•	
Ozone (O ₃)	•		•	•	•	
Particulate Matter (PM ₁₀)	•		•	•	•	
Particulate Matter (PM _{2.5})	•		•	•	•	
Particulate Matter (PM _{10-2.5})	•		•	•	•	
Carbon monoxide (CO)			•	•	•	
Sulphur dioxide (SO ₂)			•	•	•	
Hydrogen sulphide (H ₂ S)			•	•	•	
Carbon dioxide (CO ₂) (optional)		•		•	•	
Total Organic Volatile Compounds (TVOCs) (optional)		•			•	
Pressure	•		•	•	•	
Temperature	•		•	•	•	
Relative Humidity	•		•	•	•	
Estimated Accuracy, Range and Limits of Detection						
Measure	Estimated Accuracy		Range		Limits of Detection	
	µg/m ³ mg/m ³	ppb ppm	µg/m ³ mg/m ³	ppb ppm	µg/m ³ mg/m ³	ppb ppm
Nitrogen dioxide (NO ₂)	10 µg/m ³	5.2 ppbV	0 - 20,000 µg/m ³ *	0 - 10,000 ppbV *	1.5 µg/m ³	0.78 ppbV
Nitric oxide (NO)	10 µg/m ³	8 ppbV	0 - 6,000 µg/m ³ *	0 - 5,000 ppbV *	1.5 µg/m ³	1.20 ppbV
Ozone (O ₃)	15 µg/m ³	7.5 ppbV	0 - 15,000 µg/m ³ *	0 - 7,500 ppbV *	1.5 µg/m ³	0.75 ppbV
Particulate Matter (PM ₁₀)	5 µg/m ³		0 - 20,000 µg/m ³ *		0.2 µg/m ³	
Particulate Matter (PM _{2.5})	5 µg/m ³		0 - 20,000 µg/m ³ *		1.3 µg/m ³	
Particulate Matter (PM _{10-2.5})	5 µg/m ³		0 - 20,000 µg/m ³ *		1.4 µg/m ³	
Carbon monoxide (CO)	0.3 mg/m ³	0.3 ppmV	0 - 40 mg/m ³ *	0 - 35 ppmV *	0.03 mg/m ³	0.02 ppmV
Sulphur dioxide (SO ₂)	20 µg/m ³	7.6 ppbV	0 - 6,500 µg/m ³ *	0 - 2,500 ppbV *	1.5 µg/m ³	0.57 ppbV
Hydrogen sulphide (H ₂ S)	5 µg/m ³	3.6 ppbV	0 - 1,500 µg/m ³ *	0 - 1,000 ppbV *	1.5 µg/m ³	1.08 ppbV
Carbon dioxide (CO ₂) (optional)	30 ppmV		0 - 5,000 ppm		-	
Total Organic Volatile Compounds (TVOCs) (optional)	-		0 - 15,000 ppbV *		1 ppbV	
Pressure	1.2 hPa		300 - 1,100 hPa		-	
Temperature	5°C *		-20°C - 45°C ambient		-	
Relative Humidity	5% *		15 - 85% continuous* *prolonged exposure outside of this range may irreparably damage the gas sensors.		-	
Location Sensing						
High Sensitivity GNSS	GPS, GLONASS, Galileo and Beidou module with internal active antenna.					
Internal Storage						
16GB SD Card	Sufficient for 32 million measurement sets.					
Data Handling						
Web Services Infrastructure	Data infrastructure is hosted in the cloud to give high service availability, resilience, and regional selection.					
Communication Technologies	Wi-Fi (802.11 b/g/n 2.4GHz) Bluetooth (2.4GHz v4.2 BR/EDR + BLE compliant) GSM 2G 4G (NB-IoT and LTE Cat-M1)* RS232*, RS485* *Optional					

Data Access		
MyAir® Web App	<p>View and download data via a URL link to the MyAir web app.</p> <p>MyAir functionality includes:</p> <ul style="list-style-type: none"> - Mapped Zephyr® locations - Data charting and download via KML or CSV - Additional data overlays including global MappAir and 3rd party data - Satellite, AURN and Air Quality Management Area map overlays - Source apportionment - Historic and forecast data <p>Our server via the customer username & password will hold collected Zephyr® data until the end of the subscription.</p>	
Zephyr® API	Data can be integrated into existing systems such as traffic management, environmental reports and GIS.	
		
Default Sensing Programme		
	Normal Mode	Low Power/Winter Mode
Sample Rate*	10 seconds	1 minute
Upload Rate*	15 minutes	60 minutes
*for standard cartridge. Custom modes can be configured		
Data Integrations		
Stratos Traffic Management System	Compatible with Zume Traffic (formerly Siemens Mobility) traffic management system	
MindSphere	Integrated with Siemens MindSphere Industrial IoT Solution	
Third Party Device Integrations		
RS232 / RS485	Zephyr™ input power can be passed through to the connector (9-30V) to supply the auxiliary hardware with up to 1A. We are able to configure data connections for a wide range of additional hardware, please contact us if your proposed device is not listed below.	
Other Sensor Providers that Work with the Zephyr®	<p>Gill MaxMet range - GMX100, 101, 200, 240, 300, 301, 400, 500, 501, 531, 541, 550, 551 and 600.</p> <p>Any other integrations are available upon application.</p>	
Warranty		
Warranty	Full warranty on manufacturer faults.	