6 UPPER WIMPOLE STREET

CONSTRUCTION MANAGEMENT PLAN

PROJECT NO. 25/180 DOC NO. D001

DATE: JULY 2025

VERSION: 1.0

CLIENT:

Velocity Transport Planning Ltd

www.velocity-tp.com

VELOCITY
Transport Planning

DOCUMENT CONTROL SHEET

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Notes

The document reference number, revision number and date are given on the footer of each page

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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 Velocity Transport Planning (VTP), in conjunction with RAI Developments Ltd (the appointed contractor), has prepared this Construction Management Plan (CMP) in relation to the approved construction works (Ref: 24/06677/FULL) at 6 Upper Wimpole Street, London, W1G 6LG (the site), in the City of Westminster (CoW).

1.1.2 The CMP has been prepared to comply with Appendix A of Westminster's Code of Construction Practice (CoCP).

1.1.3 This document provides an outline of the management procedures during the construction period and a strategy to minimise the potential for disruption to the environment, local residents, businesses and other users of the adjacent highway network.

1.1.4 The contents will be complied with unless otherwise agreed with the Council. It is a live document that will be updated as necessary to include relevant information and address issues that may be identified as the project progresses. Any revisions made to the document will be submitted to the Council for approval.

1.1.5 RAI Developments LTD are the overall contractor for the site. They will be responsible for the ownership and implementation of this document. Their contact details are provided below and will be posted on the site.

- Project Manager: Ricard Illendo
- Company: RAI Developments Ltd
- Email: rai.developments@btinternet.com
- Telephone: 020 8993 6903

1.1.6 This site will be registered with the Considerate Constructors Scheme and follow the site code seeking to improve the image of the construction industry by striving to promote and achieve best practice under the Code.

1.1.7 Letter have been issued to properties on Upper Wimpole Street and Devonshire Mews South to notify residents of the upcoming works. A website has also been created to provide relevant contact details and updated on the works. This is found at https://www.6upperwimpolestreet.com/.

1.2 SITE CONTEXT

1.2.1 The site is located on Upper Wimpole Street and bound by residential properties to the north and south, Upper Wimpole Street to the west and Devonshire Mews South to the east. Pedestrian access is available from the front and back of the property, with vehicular access to a garage also served from Devonshire Mews South. Upper Wimpole Street and Devonshire Mews South both connect with Devonshire Street to the north and Weymouth Street to the south.

1.2.2 The site location is shown in **Figure 1-1**.

Figure 1-1: Site Location Plan

1.3 DEVELOPMENT DESCRIPTION

1.3.1 The approved development description is set out below:

Extensions and internal and external alterations to the existing property to facilitate the use as a single-family dwelling, including demolition and rebuilding of the existing rear infill extension and mews house behind a retained facade, and the extension of the basement.

1.3.2 The construction period is anticipated to last approximately 18-24 months and begin in September 2025.

1.4 OBJECTIVES

1.4.1 The CMP aims to ensure that construction traffic and the movements of goods are well planned and minimise the impact of construction logistics on the strategic road network.

1.4.2 The overall objectives of this CMP are to carry out the work in accordance with current best industry practices in order to minimise, as far as reasonably practicable, any adverse environmental impact of their construction activities including:

- Reduce noise generated by construction vehicles;
- Reduce emissions generated by construction vehicles;
- Reduce congestion to reduce trips overall; and
- Enhance safety to optimise vehicle and road user safety.

1.4.3 The following sub-objectives of this CLP will support the realisation of these objectives:

- Encouraging construction workers to travel by non-car modes;
- Promote smarter operations that reduce the need for construction travel, or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the ongoing development and delivery of the CLP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

1.5 CMP STRUCTURE

1.5.1 The remainder of this CMP is structured as follows:

- **Section 2** – provides context, considerations and challenges associated with the construction activities;
- **Section 3** – outlines the construction programme and methodology;
- **Section 4** – describes the vehicle routing and access;
- **Section 5** – includes a list of strategies that have been either committed, proposed or considered in relation to reducing the impacts of the construction activities;
- **Section 6 –** sets out the estimated vehicle movements;
- **Section 7** – describes the implementation, monitoring and updating of the CMP.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 POLICY CONTEXT

WESTMINSTER CODE OF CONSTRUCTION PRACTICE

2.1.1 The CoCP sets out the minimum standards and procedures for managing and minimising the environmental impacts of construction projects within the City of Westminster. The standards relate to works that have the potential to affect the environment, amenity and safety of local residents, businesses, the general public and the surroundings in the vicinity of the proposed works.

THE LONDON PLAN

2.1.2 The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone and actively encourages more walking and cycling and making better use of the Thames.

2.1.3 The London Plan states that Construction Logistics Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

2.1.4 Construction Logistics should be developed in line with TfL guidance and adopt the latest standards around the safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective, they should be monitored and managed throughout the construction and operational phases of the development.

2.1.5 To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions.

CONSTRUCTION LOGISTICS AND COMMUNITY SAFETY (CLOCS)

2.1.6 The CLOCS primary mission is to ensure that all construction vehicle trips are undertaken safely. The key aims are as follows:

- Ensuring the safest construction vehicle journeys;
- Zero collisions between construction vehicles and the community;
- Improved air quality and reduced emissions;
- Fewer vehicle journeys; and
- Reduced reputational risk.

2.1.7 The CLOCS Standard is a national industry standard that sets out the requirements for key stakeholders associated with a construction project and establishes responsibilities for the client and principal contractor controlling the construction site as well as other operators of any road-going vehicles servicing that project.

FLEET OPERATOR RECOGNITION SCHEME (FORS)

2.1.8 FORS is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

2.2 LOCAL CONTEXT INCLUDING HIGHWAY, PUBLIC TRANSPORT, CYCLING AND WALKING

HIGHWAY LAYOUT

2.2.1 The site is located on Upper Wimpole Street and bound by residential properties to the north and south, Upper Wimpole Street to the west and Devonshire Mews South to the east. Pedestrian access is available from the front and back of the property, with vehicular access to a garage also served from Devonshire Mews South. Upper Wimpole Street and Devonshire Mews South both connect with Devonshire Street to the north and Weymouth Street to the south.

2.2.2 Upper Wimpole Street is a one-way northbound road that provides on-street parking on both sides. Devonshire Mews South is a two-way road that is subject to yellow line restrictions along both sides along its entirety. The carriageway measures 2.6-2.7m wide at either end of the road and 6.2m in width along the middle.

2.2.3 Weymouth Street is one-way eastbound, and Devonshire Street is two-way. These are also accessible via Beaumont Street to the west and Harley Street to the east.

2.2.4 An existing highway arrangement drawing is provided at **Appendix A**.

PEDESTRIAN AND CYCLE NETWORK

2.2.5 Footways are provided on both sides of the carriageway on Upper Wimpole Street. On Devonshire Mews South, there are no footways, although 1.5m wide paths are provided adjacent to the carriageway surface. Pedestrians typically however walk along the centre of the cobbled mews.

2.2.6 Cycleway 27 (C27) is located on Devonshire Street whilst advisory cycle route facilities are also present on Weymouth Street.

PUBLIC TRANSPORT

2.2.7 The TfL Webcat tool indicates that the site is situated in a location with a PTAL rating of 6b, which indicates excellent accessibility to public transport.

2.3 CONSIDERATIONS AND CHALLENGES

2.3.1 The key challenges associated with the construction of this site are in relation to accommodating vehicular access, traffic flow and surrounding pedestrian activity.

2.3.2 Vehicle activity will need to be strictly managed with traffic management measures and banksmen utilised to assist with any potential conflict between pedestrians, cyclists, other road users and construction vehicles when arriving at or departing from the site. It is also considered that good neighbourly engagement will help to provide notification of any key activities or special arrangements that may require changes to the proposed strategy.

2.3.3 The potentially sensitive receptors are the properties immediately adjacent and opposite to the site.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

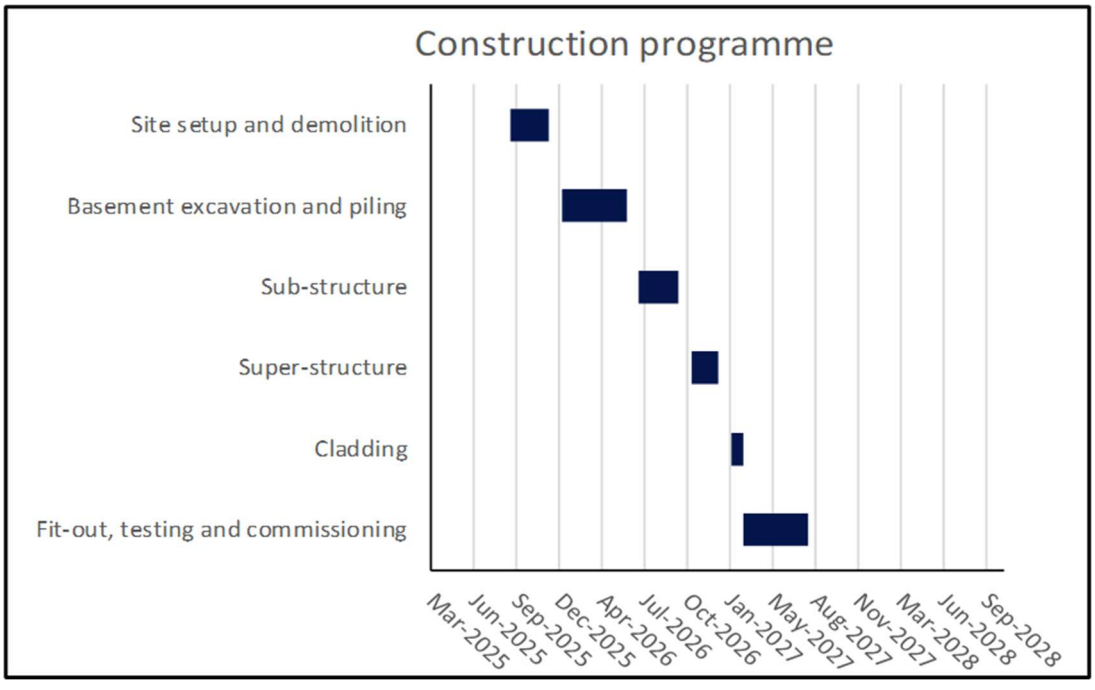
3.1.1 The construction programme for the site is expected to last for approximately 18-24 months, with works anticipated to begin in September 2025. A summary of the construction programme is provided at **Table 3-1** and

3.1.2 **Figure** 3-1.

Table 3-1: Indicative Construction Programme

CONSTRUCTION STAGE	DURATION
Site setup and demolition	September 2025 – December 2025
Basement excavation and piling	January 2026 – June 2026
Sub-structure	July 2026 – October 2026
Super-structure	November 2026 – January 2027
Cladding	February 2027 – February 2027
Fit-out, testing and commissioning	March 2027 – August 2027

Figure 3-1: Construction Programme



3.2 SITE ARRANGEMENT

3.2.1 A proposed site arrangement drawing is shown in **Appendix B**. A hoarding will be provided at the front of the site around the front garden. This will secure the site and provide a pedestrian access. A hoarding will also be erected to the rear of the site that will extend out from the building into Devonshire Mews South. This will accommodate storage spaces for materials, including a skip, and be provided adjacent to the proposed on-street vehicle loading area.

3.2.2 The hoarding will be 2.4m in height and provided with lighting. It will also be regularly inspected and cleaned to ensure it is kept in good condition. The hoarding to the rear will extend out 2.4m from the building. Sufficient passing space along Devonshire Mews South for vehicles, cyclists and pedestrians will be retained.

3.2.3 All required licences will be applied for by the contractor. The arrangement will be set up to assist in making the site safe and secure.

3.2.4 All construction vehicle movements into and out of the Mews will be in forward gear and managed by banksmen. Swept path analysis is provided in **Appendix C**, which shows a range of construction vehicles access/egress the site. No construction vehicles will stop on-street on Upper Wimpole Street at the front of the site.

3.2.5 All construction and delivery vehicles will be accommodated on-street on Devonshire Mews South, immediately adjacent to the site hoarding. There is no parking suspensions required. Sufficient space will be retained along Devonshire Mews South past the loading area for other vehicles, cyclists and pedestrians. In the event there are any difficulties the construction vehicle will move if required, this includes for any nearby garages.

3.2.6 All vehicles would be scheduled and booked in advance. In addition, all arrivals and departures would be managed under banksmen control. They would also oversee any surrounding pedestrian, cyclist or vehicle activity when vehicles are in position to avoid any potential conflict.

3.2.7 Excavation and waste material will be removed via conveyor into a skip contained within the site hoarding. Material will be then removed via a grab lorry with the vehicle pulling adjacent to the hoarding.

3.2.8 Concrete will be mixed on-site and large pours will be accommodated within the proposed loading area. No liquid concrete will be allowed to flow into any adjacent street drainage gullies.

3.2.9 All material delivered to the site will be off-loaded manually or via vehicle machinery from the loading area into the storage area behind the hoarding. Material being delivered or collected to/from the site will be via a mix of vehicles including Light Goods Vehicles, hi-ab and flatbed lorries,

3.2.10 All vehicles will be appropriately sized for the surrounding road network.

3.2.11 All vehicles will be inspected prior to leaving to ensure that vehicles are free from loose debris.

3.2.12 All welfare facilities and storage areas for plant and materials will be provided within the confines of the site compound.

3.3 SITE SETUP AND DEMOLITION

3.3.1 This phase will involve establishing the site compound and hoarding arrangement. Plant and materials would be delivered to the site. All relevant licences would be applied for by the contractor.

3.3.2 Demolition/strip out of material will be undertaken within the site manually and by mechanical plant. Material would be removed from the site via a conveyor into the skip with a grab lorry located within the proposed loading area. Materials will be re-used on site where possible.

3.4 BASEMENT EXCAVATION AND PILING

3.4.1 Excavation materials will be stored within the site compound (within a skip within the hoarding), with a conveyor utilised to transfer material from the basement to the skip. A grab lorry will remove spoil from the skip.

3.5 SUB-STRUCTURE

3.5.1 This will include any foundation works and works below ground. Any requirements for concrete which can't be mixed on-site will be pumped from a concrete mixer which will stop within the proposed loading area.

3.5.2 Any support material will be delivered to the proposed loading area and offloaded into the site.

3.6 SUPER-STRUCTURE AND CLADDING

3.6.1 This phase will relate to the implementation of steel, windows and brickwork. All materials will be delivered to the site using a range of delivery vehicles which will stop in the loading area. Material will be off-loaded either manually or via vehicle machinery.

3.7 FIT-OUT, TESTING AND COMMISSIONING

3.7.1 This phase will be undertaken by various tradesmen utilising smaller vehicles such as Transit vans. Tradesmen will stop within the proposed loading area.

4 VEHICLE ROUTES AND ACCESS

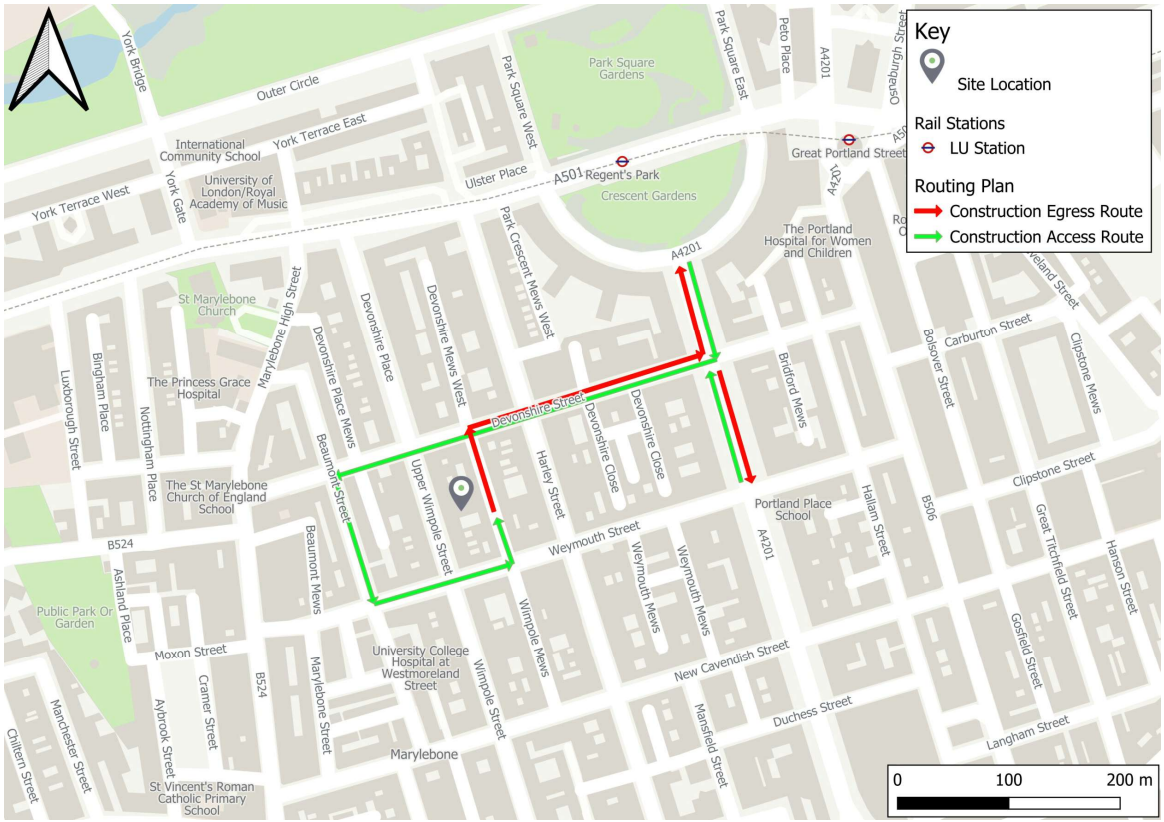
4.1 PROPOSED VEHICLE ROUTES

4.1.1 A plan highlighting the proposed vehicle routes to and from the Strategic Road Network (SRN) is shown in **Figure 4-1** and included in **Appendix D**.

4.1.2 Vehicles will approach the site via the A4201 Portland Place, which forms part of the SRN. Vehicles approaching from the A4201 will travel west on Devonshire Street before left turning onto Beaumont Street. Vehicles will then turn left onto Weymouth Street before turning left onto Devonshire Mews South and accessing the proposed loading area.

4.1.3 Construction vehicles will egress the proposed loading area and Devonshire Mews South to the north. Vehicles will head east along Devonshire Street in order to return to the A4201 Portland Place and the strategic road network.

Figure 4-1: Proposed Vehicle Route from the SRN



4.1.4 All personnel responsible for delivering material to and from the site will be advised on the proposed vehicular access route. In addition, a booking system will be implemented whereby all vehicles can be scheduled.

4.1.5 Vehicle arrivals/departures will be programmed and stagged to reduce the potential for unnecessary delay and congestion at the site. The scheduling of materials, deliveries and waste collection will be managed to avoid congestion at the site. Vehicles will be scheduled to avoid peak hours where possible.

4.1.6 Suppliers will be given instructions asking the vehicle driver to call ahead (at least 30 minutes before their scheduled arrival time) to ensure that the site is ready to receive a vehicle. Emergency access will be maintained at all times, with drivers of construction vehicles instructed to move immediately if necessary.

4.2 SITE ACCESS

4.2.1 All construction vehicles will stop within the proposed loading area at the rear of the site. Vehicles will access Devonshire Mew South from the south and exit to the north. Appropriately sized construction vehicles will be utilised given the narrow nature of the entrance and exit points associated with Devonshire Mews South. All vehicle arrivals and departures will be managed by banksmen to ensure appropriate safety and traffic management measures are adhered to.

4.2.2 Swept path analysis is included in **Appendix C**.

4.3 PARKING SUSPENSIONS

4.3.1 No parking suspensions are required at any point of the construction programme.

4.4 ABNORMAL LOADS / ROAD CLOSURES

4.4.1 There are no planned abnormal loads or road closures at any point of the construction programme.

4.5 LICENCES

4.5.1 The Contractor will be the main point of contact in terms of site operations, and they will be responsible for compliance with this document and for obtaining and abiding by the conditions and obligations contained within relevant licences.

4.6 DIVERSIONS

4.6.1 There are no proposed diversions to vehicle, cycle or pedestrian routes during the construction programme. All access will be maintained past the site. Banksmen will be in place to manage pedestrian movements when delivery vehicles arrive/depart the site. Pedestrians will be given priority.

4.7 STAFF TRAVEL

4.7.1 All site operatives and visitors will be encouraged to travel to and from the site by public transport. There will be no dedicated on-site car park for workers, however in the event operatives are required to bring vehicles to site operatives will be expected to book their vehicle in to ensure the site can accommodate it.

5 STRATEGIES TO REDUCE IMPACT

5.1.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned measures can be categorised as follows:

- **Committed –** Measures that will be implemented as part of the CMP.
- **Proposed –** Measures that are feasible and likely to be implemented..
- **Considered –** Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.

5.1.2 **Table 5-1** summarises the planned measures for construction based on the checklist provided in TfL's CLP guidance.

Figure 5-1: Construction Planned Measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery Scheduling	X		
Re-timing for out-of-peak deliveries			X
Re-timing for out-of-hours deliveries			X
Use of holding areas and vehicle call-off areas			X
Use of logistics and consolidation centres			X
Measures to encourage sustainable freight			
Freight by water			X
Freight by rail			X
Material procurement measures			
Design for Manufacture and Assembly and off-site manufacture			X
Re-use of material on-site	X		
Smart procurement			X
Other measures			
Collaboration with other sites in the area			X
Implement a staff travel plan			X
Use of construction vehicles 7.5t>	X		

5.2 COMMITMENTS

5.2.1 The contractor will commit to:

- Running the site and surrounding hoardings to a high safety & environmental standard.
- Ensuring all deliveries comply with the agreed routes.
- Utilising appropriately sized vehicles for the highway network.

- Deliveries being scheduled to avoid peak periods where possible.
- Ensure the safety of all parties either involved in the construction or the general public and surrounding neighbourhood.
- All deliveries conforming to the following procedures:
  - A booking system is to be employed to prevent excessive build-up of materials on site waiting to be incorporated into the building construction.
  - All vehicles will be required to adhere to relevant speed restrictions and follow planned route in and out.
  - A traffic marshal will be available on-site to coordinate deliveries and to ensure that the safety of pedestrians, cyclists and other vehicles is always ensured.

CLOCS AND FORS

5.2.2 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well as suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction sites.

5.2.3 Fleet Operator Recognition Scheme (FORS) accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and insured.

5.2.4 All construction vehicle operators will be required to detail how they will adopt the ethos of FORS and CLOCS and register for membership. FORS Silver accreditation will be required for all construction vehicles.

DELIVERY SCHEDULING

5.2.5 A delivery scheduling system is planned to allow for the control and management of the timings of deliveries. Booking availability will be determined by unloading space available, and activities on site and managed carefully to minimise impacts on the local transport network. A daily logistics schedule will be maintained.

5.2.6 There will be a rota system requiring all deliveries to be pre-booked at least 24 hours in advance to avoid on-site and off-site congestion by spreading the resulting traffic over a longer period. Whenever possible, there will be no major vehicle movement during “rush hours”.

ABNORMAL LOADS

5.2.7 It is not expected that abnormal loads will be required as part of the proposals, however, if this changes the contractor will plan the arrival of abnormal loads in advance and agree with the highway’s authority.

MATERIAL PROCUREMENT

5.2.8 The contractor will re-use materials on-site where possible to reduce the amount of material to be transported from the site.

5.2.9 Where required, vehicles will be fully loaded thereby minimising the number of vehicle trips made by construction vehicles.

5.2.10 No construction vehicles will be allowed to travel off the identified access and egress routes and no waiting will be permitted on the access or egress routes. It is recognised that neighbours and residents along the routes are often best placed to advise if drivers are not complying with these requirements. Residents will be able to contact the Site Manager to report any non-compliance.

MATERIALS AND STORAGE

5.2.11 The contractor will ensure that the site layout will not impact the on-site pedestrian movement requirements. On-site tool storage will be provided within the site. As much waste as possible will be recycled. To help reduce trips, vehicles delivering materials to the site will leave with waste.

5.3 CONSIDERED

5.3.1 The following measures have been considered:

- Lorry holding due to the scale of development and management of construction vehicles, it is not expected that a dedicated lorry holding will be required.
- Co-ordinator with other construction sites: the appointed contractor will investigate the opportunity to collaborate with other construction sites in the area.
- Out-of-hours deliveries: given the residential nature of the area, out-of-hour deliveries would not be considered appropriate.
- Sustainability: off-site manufacture and re-use of material will be investigated and proposed if practical where smart procurement will be used where practical.
- Rail and water freight: the use of water and rail modes to transport freight is not appropriate given the location.

5.4 OPERATIONAL / MANAGEMENT MEASURES

PROJECT MANAGER

5.4.1 A Project Manager will be appointed and assume all responsibility for implementing the measures proposed. They will also seek to comply with all relevant legislation.

5.4.2 The contractor will be contactable during office hours. Information boards will be displayed on the site hoarding highlighting the key personnel on site including their contact details. A 24-hour emergency contact number will also be provided.

5.4.3 The Project Manager will liaise with local residents and the Project Managers for other construction activity in the local area when and where it is relevant to do so. They will act as a point of contact so that in the event of issues / concerns arising during the construction process, action can be taken as quickly as possible.

5.4.4 The Project Manager will keep a record of any comments or complaints and will ensure that they are resolved quickly. WCC will be informed of any complaints and will be notified with 2 working days of the complaint and any corrective action.

5.4.5 The Project Manager will be responsible for monitoring and reviewing this document on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.

5.5 HOURS OF OPERATION

5.5.1 The proposed hours of operation will be between:

- Weekdays: 08:00–18:00;
- Saturday: 08:00 – 13:00; and
- Sunday & Bank Holiday: No activity unless agreed with the Council.

5.6 CONTROL OF NOISE, DUST AND VIBRATIONS

5.6.1 A number of noise, dust and vibration measures will be implemented at the site to mitigate the potential environmental impacts associated with construction. Site activities will be controlled as far as is reasonably practicable so that surrounding receptors are protected from excessive levels arising from the construction process.

5.6.2 Efforts will also be made to minimise impact noise when unloading materials. Materials will not be stored on public footways or roads.

5.6.3 Vehicles will be checked to ensure that wheels are clean and that vehicles are appropriately loaded and sheeted. All construction vehicles will be inspected prior to leaving the site.

5.6.4 The Contractor will ensure that the surrounding highway network is kept clear of any construction debris with regular inspections undertaken throughout the programme. In addition to manual sweeping a mechanised road sweeper that can attend site will be available on call.

5.6.5 The site hoarding will help to contain dust and construction noise. Water spray techniques will also be used to control dust associated with the construction process.

5.6.6 The Contractor will aim to keep noise levels to a minimum. This will be carried out by:

- Drivers will be required to turn off engines when stationary to ensure vehicles are not left idling;
- Wherever possible, the usage of EV construction and delivery vehicles will be prioritised.
- Undertaking works in a considerate and sensitive manner;
- Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits;
- Changing where possible methods, equipment and processes to keep noise levels low;
- Position plant as far away from residential property as reasonably possible;
- Barriers will be used to act as noise shielding;
- Limit the hours worked on noisy operations; and
- Restricted hours of work for noisy operations.

5.6.7 All non-road mobile machinery (NRMM) will comply with the emission standards specified in the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG. In addition, the following dust mitigation measures will be implemented:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;

- Carry out regular site inspections to monitor compliance, record inspection results;
- Fully enclose the site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
- Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

5.7 WASTE MANAGEMENT / RECYCLING

5.7.1 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process. Furthermore, material will be re-used on-site where feasible.

5.7.2 All waste materials will be deposited into containers held on site with each trade responsible for clearing their own waste. All site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling and re-use.

5.7.3 Rubbish will be removed from site regularly to minimise fire risks and help maintain a clear site. A copy of all waste transfer carrier licences will be held and displayed on the site health & safety notice board. Waste recycling reports will then be issued to us on a regular basis confirming the percentage of material removed from site that is to be recycled.

5.7.4 Any waste classified as special or hazardous will be removed by specialist contractors to a correctly licensed premise.

5.8 LIGHTING

5.8.1 Lighting will be used primarily for reasons of health and safety and security.

5.8.2 The Contractor will have regard to the impact site lighting could have on nearby neighbours to ensure that they are not adversely affected by light pollution. This will be managed by correct positioning and alignment. Consideration will also be given to ensure road hazards are not caused.

5.8.3 Lighting will be provided to the site boundaries with illumination sufficient to ensure safety of the public. Lighting will be positioned to reduce impacts to neighbouring properties and will not cause a statutory nuisance.

5.9 TREES

5.9.1 There is a tree on the footway of Upper Wimpole Street. This will be pruned and protected if considered necessary and agreed with the Council. Given construction activity will be predominantly undertaken via Devonshire Mews South, the tree should be unaffected.

6 ESTIMATED VEHICLE MOVEMENTS

6.1 CONSTRUCTION TRAFFIC MOVEMENTS

6.1.1 The TfL toolkit has been used to detail the expected number of vehicle movements during each phase of construction, as well as the numbers on a monthly and daily basis.

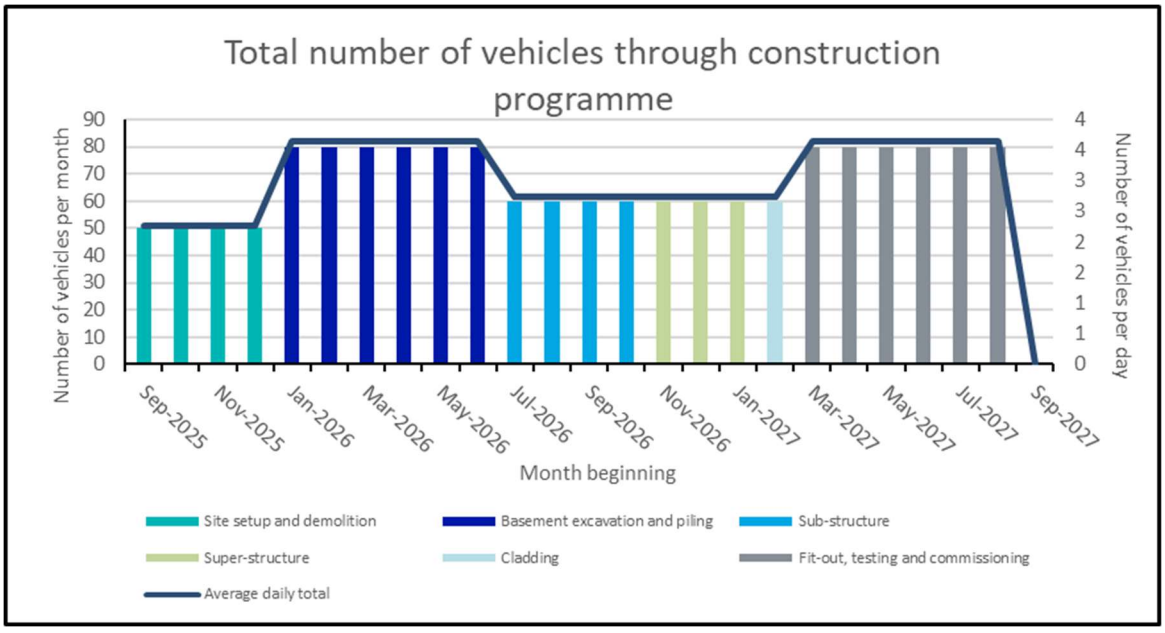
6.1.2 **Table 6-1** summarises the expected number of vehicle movements during each phase of construction.

Table 6-1: Estimated Construction Vehicles

CONSTRUCTION PHASE	PERIOD OF STAGE	NO. OF TRIPS (MONTHLY)	PEAK NO. OF TRIPS (DAILY)
Site setup and demolition	Q3 2025 - Q4 2025	50	2
Basement excavation and piling	Q1 2026 - Q2 2026	80	4
Sub-structure	Q3 2026 - Q4 2026	60	3
Super-structure	Q4 2026 - Q1 2027	60	3
Cladding	Q1 2027 - Q1 2027	60	3
Fit-out, testing and commissioning	Q1 2027 - Q3 2027	80	4
The peak period of construction	Q1 2026 - Q4 2026	80	4

6.1.3 The total number of vehicles throughout the construction period is shown in **Figure 6-1**.

Figure 6-1: Total Number of Vehicles Throughout Construction



6.2 VEHICLE TYPES

6.2.1 The construction process will involve a range of vehicles which will include the following.

- 7.9m in length 2 axle Hi-ab/grab lorry;
- 7.7m in length 2 axle flat-bed lorry;
- 6.3m in length 2 axle skip lorry;
- 6.7m in length 2 axle concrete mixer; and
- Light Goods Vehicles including transit vans.

6.2.2 The anticipated number of vehicles by type is shown in **Figure 6-2**.

Figure 6-2: Number of Vehicles by Type

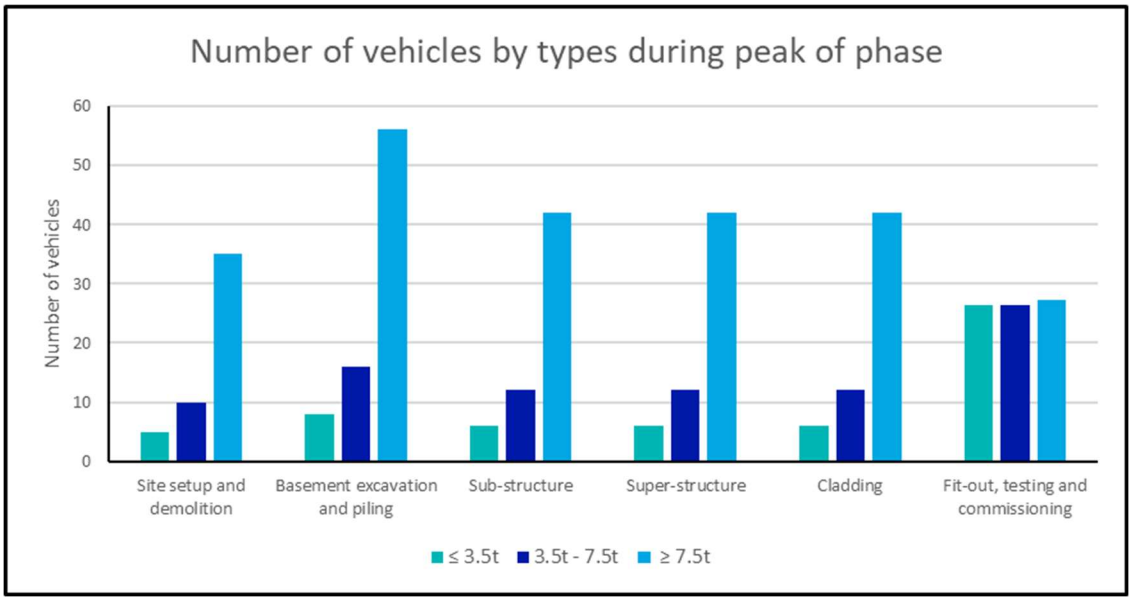
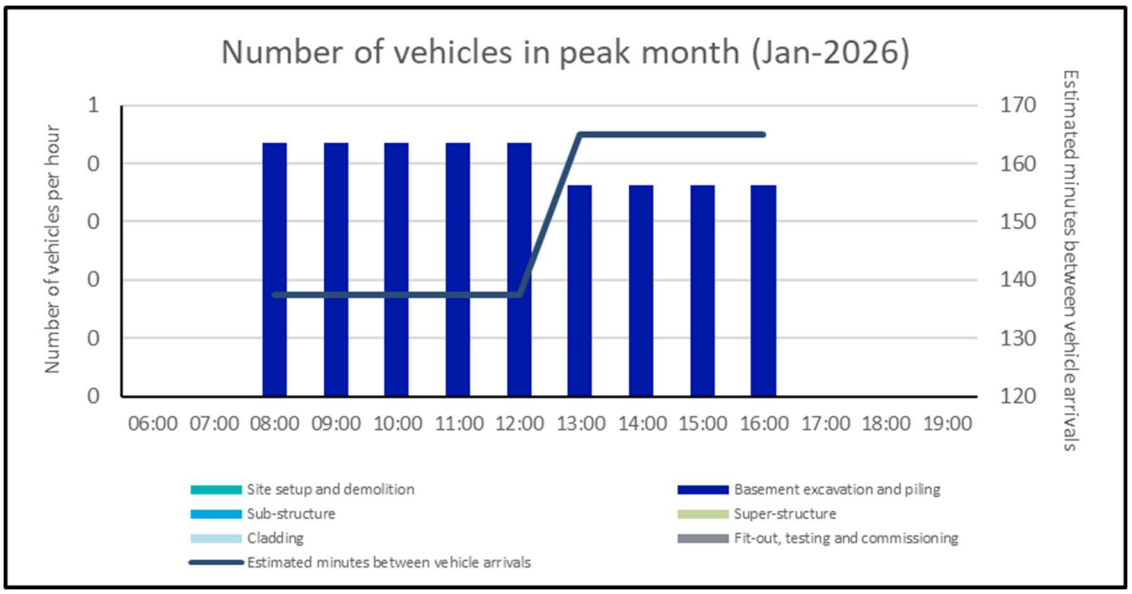


Figure 6-3: Peak Period Vehicle Trips



6.2.3 As set out previously, Table 6.1 provides details of the number of vehicles expected to attend the site each day. The average dwell time for each vehicle is likely to be in the order of 30-60 minutes.

6.2.4 The peak demand can be accommodated on the transport network with minimal impact. Vehicles will route directly to/from SRN.

6.2.5 No construction staff car parking will be provided on site, and no construction workers are expected to travel by car.

7 IMPLEMENTATION, MONITORING AND UPDATING

7.1 IMPLEMENTING

7.1.1 The Project Manager will be responsible for implementing the measures set out within this CMP. They will dedicate a set amount of time to ensure procedures are being followed and standards are being met. Copies of the document will also be made available for all workers and suppliers at the site to view.

7.2 MONITORING

7.2.1 Regular inspections will be carried out by the Project Manager to ensure compliance with the CMP. The Project Manager will also be responsible for keeping a record of all vehicle arrivals and departures as well as details of each vehicle, during of stay and whether or not it arrived on time or not. They will also record any complaints or accidents and details of how staff are travelling to the site.

7.3 UPDATING

7.3.1 The CMP will be a 'live' document and regularly reviewed and updated as necessary by the Project Manager. The Project Manager details will be made available at all times in the event someone wishes to make a complaint or suggestion.

APPENDIX A

EXISTING HIGHWAY ARRANGEMENT

KEY:
- SITE BOUNDARY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- PARKING AREA

1:500
0 10m 20m 30m 40m 50m

General Notes:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. THIS DRAWING IS TO BE PRINTED IN COLOUR.
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Rev	Date	Description	Drn	Chk	App
A	24/06/25	FIRST ISSUE	IŽ	DF	DF

Drawing Status: S2 - FOR INFORMATION

Project Title: 6 UPPER WIMPOLE STREET

Client: RAI DEVELOPPMENTS

Drawing Title: EXISTING ARRANGEMENT

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	24/06/25	IŽ	DF	DF

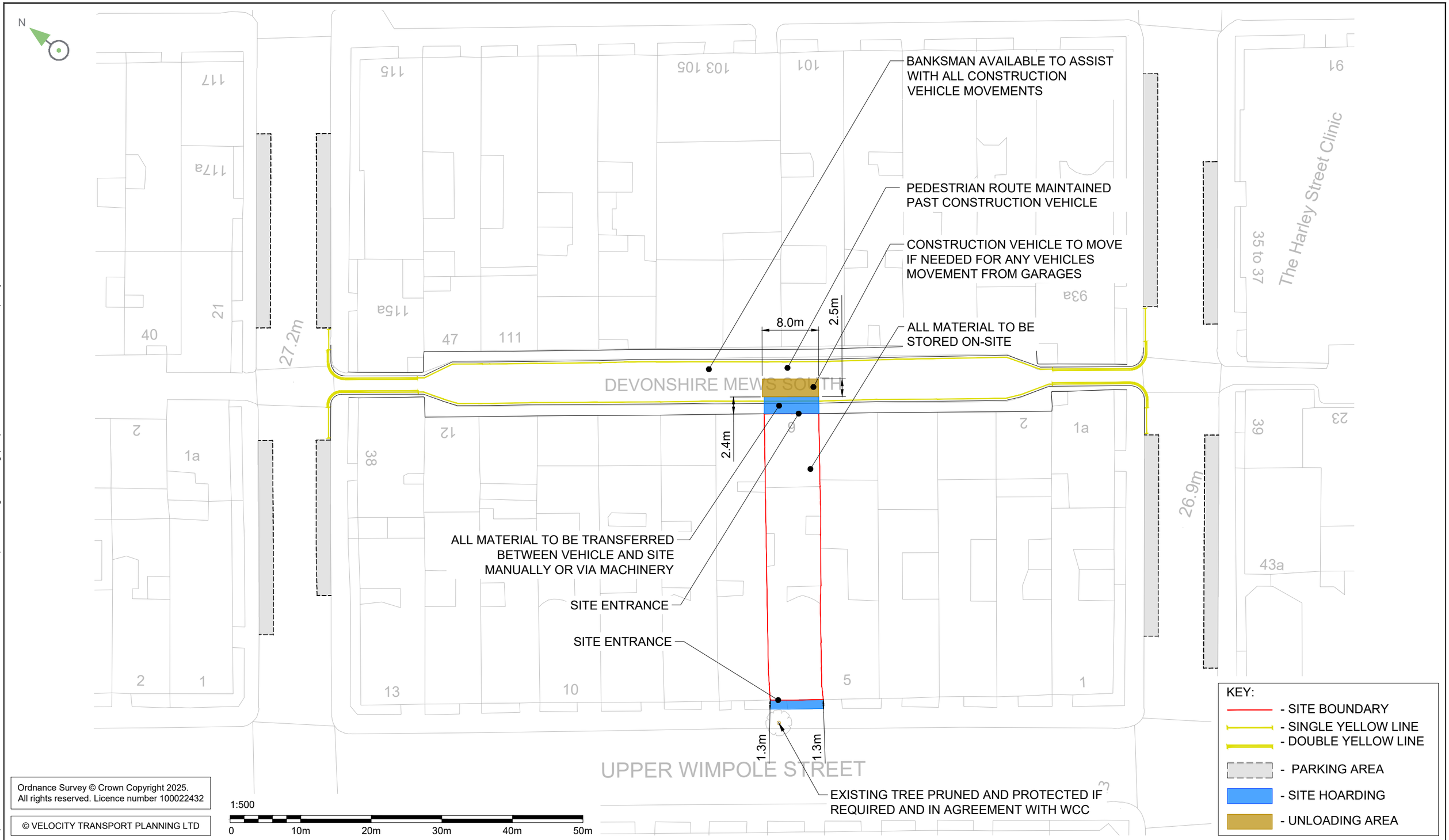
Architect

Project Ref	Drawing Number	Rev
25-180	25-180-T-001	A

P:\0-25\25-180 6 Upper Wimpole Street\02 TECHNICAL\B DWGS\I. CAD\DWGS\25-180-T-001-Existing Arrangement.dwg (001) Plotted on: Jun 24, 2025 - 11:55am by IZakula

APPENDIX B

PROPOSED CONSTRUCTION ARRANGEMENT



Rev	Date	Description	Drn	Chk	App
A	24/06/25	FIRST ISSUE	IŽ	DF	DF

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VELOCITY

Drawing Status: S2 - FOR INFORMATION

Project Title: 6 UPPER WIMPOLE STREET

Client: RAI DEVELOPPMENTS

Drawing Title: PROPOSED ARRANGEMENT

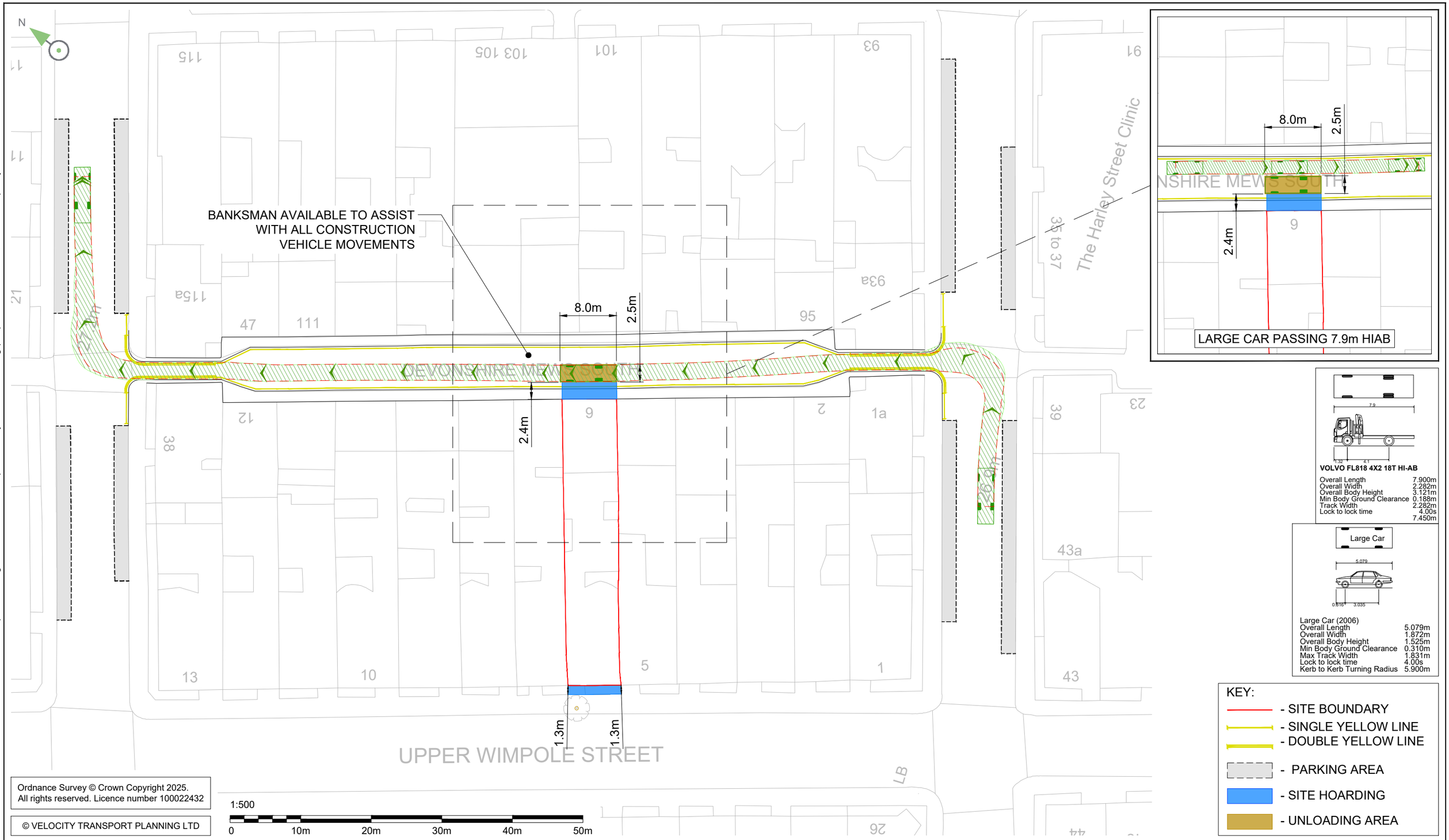
Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	24/06/25	IŽ	DF	DF

Architect

Project Ref	Drawing Number	Rev
25-180	25-180-T-002	A

APPENDIX C

SWEPT PATH ANALYSIS



1:500

0 10m 20m 30m 40m 50m

General Notes:

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Rev	Date	Description	Drn	Chk	App
A	24/06/25	FIRST ISSUE	IŽ	DF	DF

VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: RAI DEVELOPPMENTS

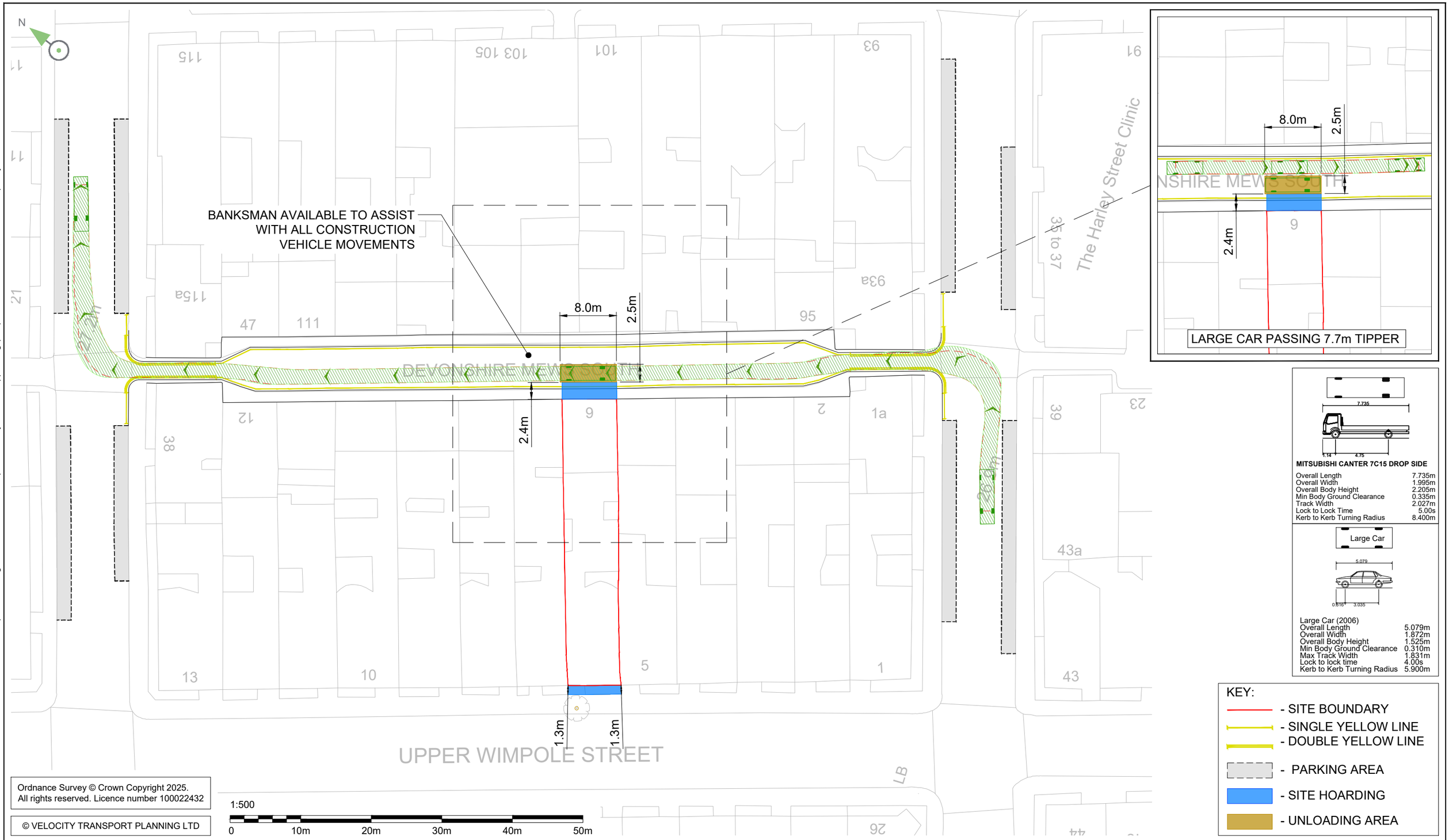
Architect

Project Title: 6 UPPER WIMPOLE STREET

Drawing Title: PROPOSED ARRANGEMENT CONSTRUCTION SWEPT PATH ANALYSIS 7.9m HIAB & LARGE CAR

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	24/06/25	IŽ	DF	DF

Project Ref	Drawing Number	Rev
25-180	25-180-T-003	A



General Notes:

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Rev	Date	Description	Drn	Chk	App
A	24/06/25	FIRST ISSUE	IŽ	DF	DF

Drawing Status: S2 - FOR INFORMATION

Client: RAI DEVELOPPMENTS

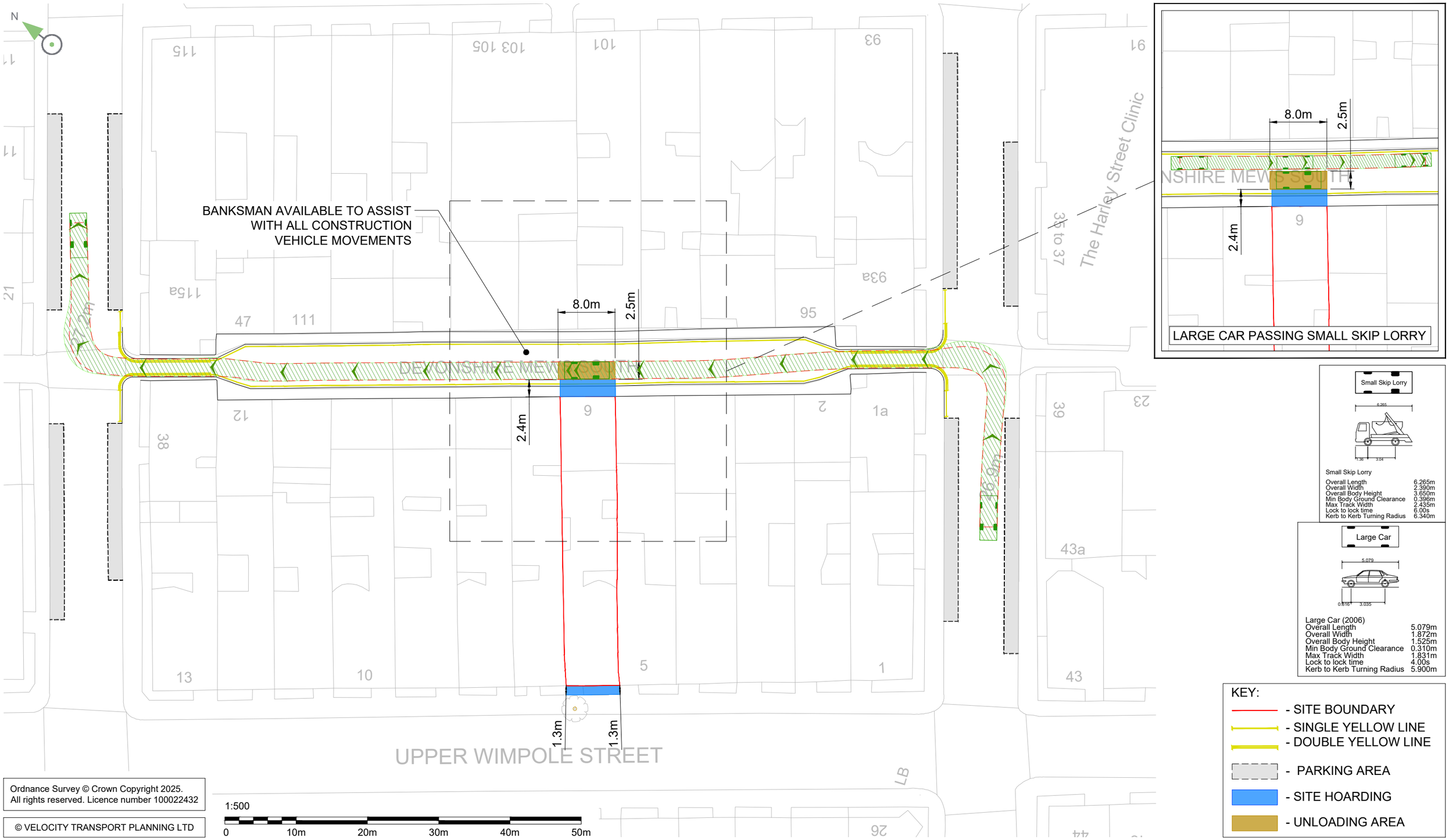
Architect:

Project Title: 6 UPPER WIMPOLE STREET

Drawing Title: PROPOSED ARRANGEMENT CONSTRUCTION SWEPT PATH ANALYSIS 7.7m TIPPER & LARGE CAR

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	24/06/25	IŽ	DF	DF

Project Ref	Drawing Number	Rev
25-180	25-180-T-004	A



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Rev	Date	Description	Drn	Chk	App
A	24/06/25	FIRST ISSUE	IŽ	DF	DF

Drawing Status: S2 - FOR INFORMATION

Project Title: 6 UPPER WIMPOLE STREET

Client: RAI DEVELOPPMENTS

Drawing Title: PROPOSED ARRANGEMENT
CONSTRUCTION SWEPT PATH ANALYSIS
SMALL SKIP LORRY & LARGE CAR

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	24/06/25	IŽ	DF	DF

Architect

Project Ref	Drawing Number	Rev
25-180	25-180-T-005	A

P:\0-25\25-180 6 Upper Wimpole Street\02 TECHNICAL\B DWGS\I. CAD\DWGS\25-180-T-005-Proposed Arrangement-Construction Swep Path Analysis-Skip Lorry.dwg (005) Plotted on: Jun 24, 2025 - 12:14pm by IZakula

N

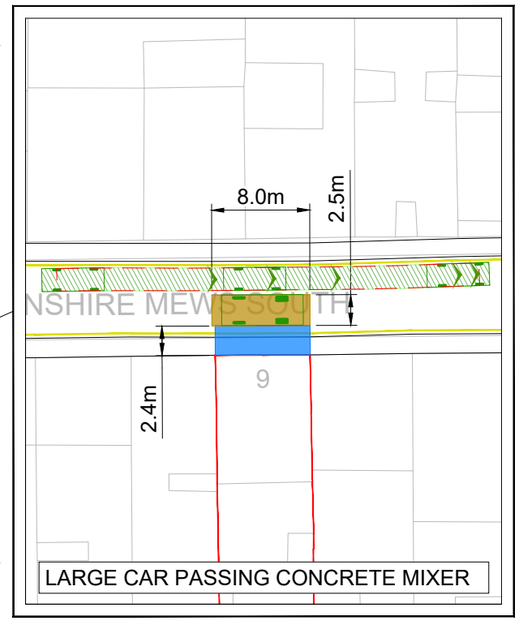
BANKSMAN AVAILABLE TO ASSIST WITH ALL CONSTRUCTION VEHICLE MOVEMENTS

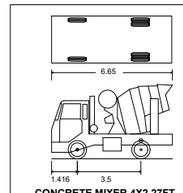
8.0m
2.5m
2.4m
1.3m
1.3m

DEVONSHIRE MEWS SOUTH

UPPER WIMPOLE STREET

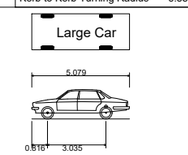
The Harley Street Clinic





CONCRETE MIXER 4X2 27FT

Overall Length	6.650m
Overall Width	2.500m
Overall Body Height	4.200m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	6.350m



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

KEY:

- SITE BOUNDARY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- PARKING AREA
- SITE HOARDING
- UNLOADING AREA

1:500

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drn	Chk	App
A	24/06/25	FIRST ISSUE	IŽ	DF	DF

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VELOCITY

Drawing Status: S2 - FOR INFORMATION

Project Title: 6 UPPER WIMPOLE STREET

Client: RAI DEVELOPPMENTS

Drawing Title: PROPOSED ARRANGEMENT CONSTRUCTION SWEPT PATH ANALYSIS CONCRETE MIXER & LARGE CAR

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	24/06/25	IŽ	DF	DF

Architect

Project Ref	Drawing Number	Rev
25-180	25-180-T-006	A

ACCESS

N

BANKSMAN AVAILABLE TO ASSIST WITH ALL CONSTRUCTION VEHICLE MOVEMENTS

CONSTRUCTION VEHICLE TO MOVE IF NEEDED FOR ANY VEHICLES MOVEMENT FROM GARAGES

9

1:200

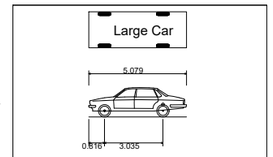
0 4m 8m 12m 16m 20m

EGRESS

BANKSMAN AVAILABLE TO ASSIST WITH ALL CONSTRUCTION VEHICLE MOVEMENTS

CONSTRUCTION VEHICLE TO MOVE IF NEEDED FOR ANY VEHICLES MOVEMENT FROM GARAGES

9



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

KEY:

- SITE BOUNDARY
- SINGLE YELLOW LINE
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Rev	Date	Description	Drn	Chk	App
A	24/06/25	FIRST ISSUE	IŽ	DF	DF

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VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: RAI DEVELOPPMENTS

Architect:

Project Title: 6 UPPER WIMPOLE STREET

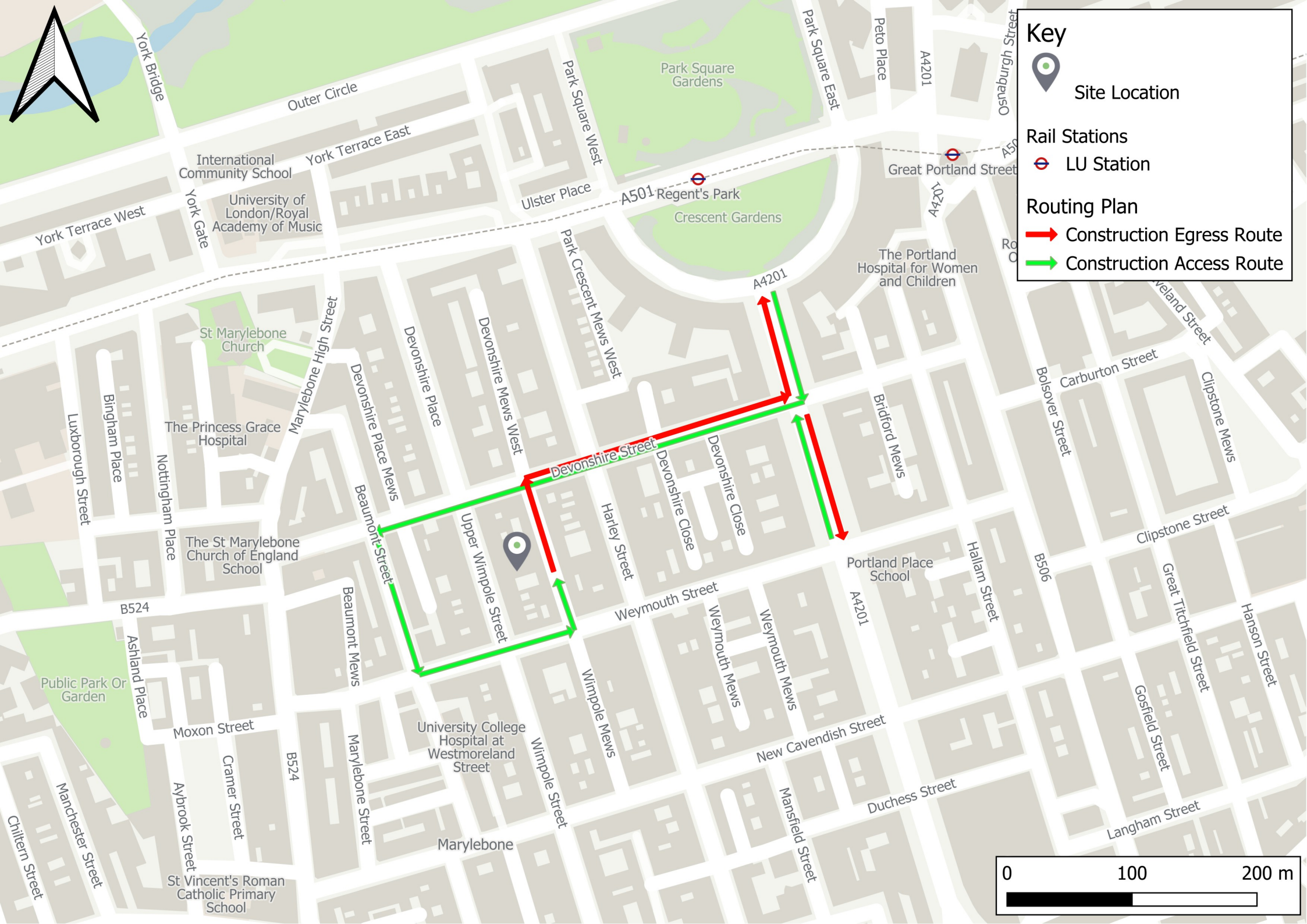
Drawing Title: PROPOSED ARRANGEMENT CONSTRUCTION SWEPT PATH ANALYSIS LARGE CAR

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	24/06/25	IŽ	DF	DF

Project Ref	Drawing Number	Rev
25-180	25-180-T-007	A

APPENDIX D

VEHICLE ROUTE PLAN


Key
Site Location
Rail Stations
LU Station
Routing Plan
Construction Egress Route
Construction Access Route
Devonshire Street
A4201
A501
Regent's Park
Great Portland Street
Park Square Gardens
Crescent Gardens
Park Square East
Park Square West
Outer Circle
York Bridge
York Terrace East
York Terrace West
International Community School
University of London/Royal Academy of Music
York Gate
Ulster Place
Peto Place
Osnaburgh Street
Park Crescent Mews West
The Portland Hospital for Women and Children
St Marylebone Church
Marylebone High Street
Devonshire Place Mews
Devonshire Place
Devonshire Mews West
Devonshire Close
Harley Street
Bridford Mews
Weveland Street
Carburton Street
Bolsover Street
Clipstone Mews
Clipstone Street
Luxborough Street
Bingham Place
Nottingham Place
The Princess Grace Hospital
The St Marylebone Church of England School
Beaumont Street
Beaumont Mews
Upper Wimpole Street
Weymouth Street
Weymouth Mews
Portland Place School
Hallam Street
B506
Great Titchfield Street
Hanson Street
Gosfield Street
B524
Ashland Place
Public Park Or Garden
Moxon Street
Cramer Street
Aybrook Street
Marylebone Street
University College Hospital at Westmoreland Street
Wimpole Street
Wimpole Mews
New Cavendish Street
Mansfield Street
Duchess Street
Langham Street
Manchester Street
Chiltern Street
Marylebone
St Vincent's Roman Catholic Primary School
0
100
200 m