



**Orbit Architects**

New Entrance & External Amendments, Compton Place, WC1

# CONSTRUCTION MANAGEMENT PLAN JANUARY 2012



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The following CMP provides summary details for the project, its construction elements and traffic management proposals for deliveries to the site and specific access and egress arrangements to **Judd Street** affecting the public highways and adjacent premises.

The key elements of the project focus upon logistics and delivery / removal of material and arisings from the construction site rather than on the intricacies of construction. A further crucial component is Health and Safety; not only for the workforce who must operate within the HSE's guidelines, but also safety of all third parties where construction interfaces with the general public, highways, adjacent residences and businesses.

The contents of this CMP therefore relate directly to the Camden Council standard CMP criteria addressing key aspects for construction operations in the Judd Street locality.

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**a) A brief description of the site, surrounding area and development proposals for which the CMP applies.**

The location of the site is in Compton Place, effectively a no through road providing access to the Generator Hostel building and to the rear of residences / business fronting Tavistock Place and Judd Street, the narrow vehicular entrance into Compton Place being via an opening in the terrace propertied in Tavistock Place.

Although **not a classified "Red Route"** Judd Street and Tavistock Place feed directly from the main arterial roads and therefore maintain a flow of traffic. Tavistock Place also maintains dedicated cycle lanes along the north carriageway.

The development proposals are to reconfigure the entrances to the Generator Hostel within the Compton Place Mews.

- Demolition of the existing main entrance and night entrance.
- Construction of a new main entrance, night entrance, a connecting canopy and landscaping.

Although the construction elements and techniques are relatively simple / traditional, the arrangements and methodology for delivery of material and removal of demolition and construction arisings provides the greater challenge and risk to the local community, premises and residences, along with localised traffic flow.

The construction of the main entrance and night entrance will be staggered to allow access to the hostel. The Night entrance will be constructed first allowing a direct route into the hostel during the construction of the main entrance.

Refer to Appendix 1 for a Location Plan identifying the key elements described.

**b) Start and end dates for each phase of construction.**

Its is estimated that the build will be completed within 20 weeks; the start date will depend upon planning and funding.

**c) The proposed hours within which vehicles will arrive and depart.**

It is proposed that the core working hours for demolition and construction will be set out as follows:

0800 – 1800 hours Weekdays;  
0800 – 1300 hours Saturday

Deliveries will generally be kept between the hours of 09.30 and 16.00 in order that vehicle movements in Judd Street take place outside peak traffic periods. The limited vehicle movements in Compton Place will also take account of public access to the Generator Hostel and ensure access to the adjoining premises is maintained during peak hours.

**All deliveries will be co-ordinated and managed** on a 'just-in-time' delivery basis. All contractors and suppliers will be required to agree dates and times prior to delivery in addition confirmation of size of vehicle an unloading point.

All work outside these hours will be subject to prior agreement, and/or reasonable notice to the London Borough of Camden. Although night time working will not normally be undertaken, it is possible that some deliveries will take place after 18.00 to prior to 20.00. It is not that road closures will be required but if they are e.g. such operations would normally be undertaken on Sundays between 09.00 and 15.00 and will be discussed with Camden Council before applying for the necessary permissions and orders.

**d) The access arrangements for vehicles.**

**Tavistock Place / Compton Place**

Access into Compton Place via the narrow entrance from Tavistock Place, this having a height restriction. It is felt that access from Tavistock Place will not be required for the delivery of materials. This access route will only be required for the delivery of construction plant.

**Judd Street**

The main access will be via Judd Street into the existing delivery yard of the Generator Hostel; this access point is wider with an increased height restriction. This access will be shared with the normal schedule of deliveries to the hostel.

The height and width restrictions will impose constraints on the size of vehicles for removal of arisings and delivery of material and indeed the manner of these operations, therefore construction plant / equipment selection will be an important factor in managing access arrangements.

**e) Proposed routes for vehicles between the site and the Transport for London Road Network (TLRN). Consideration should also be given to weight restrictions, low bridges and cumulative effects of construction on the highway.**

Details of the TLRN have been downloaded and are contained within Appendix 2. From this information, and reviewing the major deliveries envisaged from outside the locality, the initial proposal will be to instruct all suppliers to access the site from Junction 25 of the M25 utilising the A10 and A503 towards Camden. From Camden gyratory system traffic will utilise two separate routes subject to intended delivery point.

For deliveries into Judd Street the A5202 will be utilised, crossing over the A501

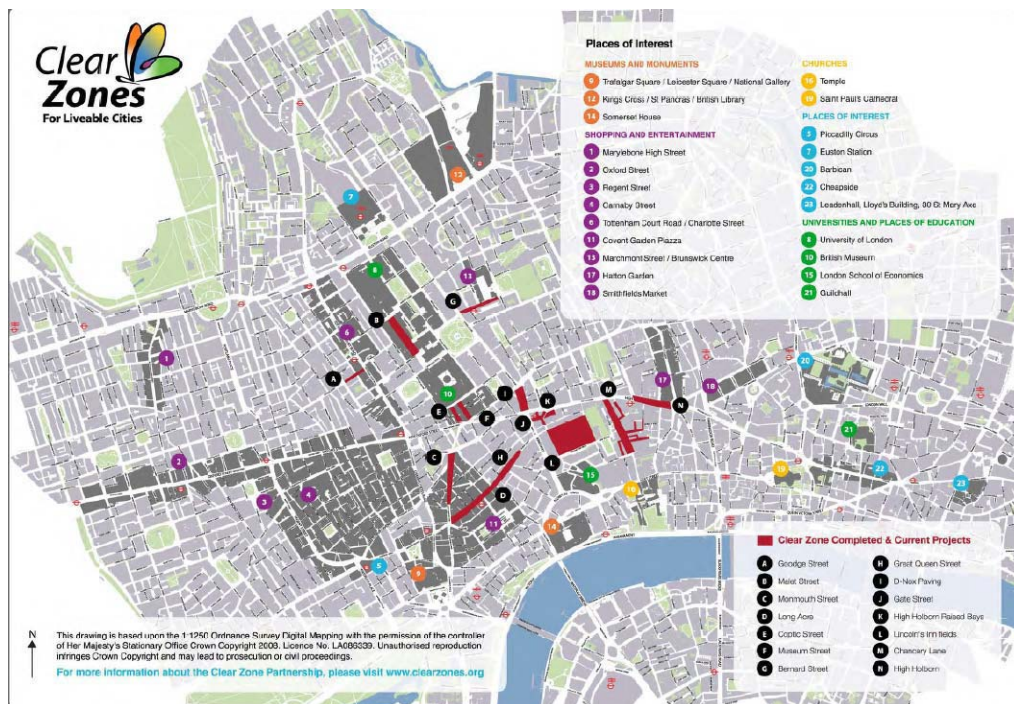


Euston Road, directly into Judd Street from the north.

For the deliveries construction plant into from Tavistock Place the route A400 crossing Euston Road into upper Woburn Place, Tavistock Square, turning left into the eastbound lane of Tavistock Place.

As an integral part of the detailed pre-construction logistics, a **delivery mock-up** will be undertaken from the M25 for both the above routes to ensure these take account of weight restrictions, low bridges etc all of which, if encountered, and the proposed route altered accordingly. Once prescribed routes are defined these will form part of the contractor's pre-order meetings with suppliers and sub-contractors, along with highlighting the need to utilise these route at the weekly site transport inductions.

We have completed a review the Camden 'Clear Zones' within the area and confirm that our plans do not interfere with current planned work. **(See below)**



**f) Sizes of all vehicles and the frequency and times of day when they will need access to the site, for each phase of construction.**

The following details and schedules provide an overview of all plant and vehicles that will be involved in the delivery of materials and construction activities on site.

The frequency of deliveries will be ascertained during the detailed logistics and traffic management statement produced during the pre-construction period, and as the vehicle movement statistics are generated to reflect the works programme and design components.

**Table 1: Estimated Types of Plant**

<i>Plant</i>	<i>Substructure</i>	<i>Superstructure</i>	<i>Fit-out</i>
<i>Small Excavators</i>	√	√	
<i>Breakers//Dumpers</i>	√	√	
<i>Telehandler</i>	√	√	√
<i>Spider Crane</i>		√	
<i>Air Compressors</i>	√	√	
<i>Power Tools</i>	√	√	√
<i>Hand/Power Tools</i>	√	√	√
<i>Scaffold</i>	√	√	√
<i>Delivery Trucks</i>	√	√	√
<i>Skips and Skip Trucks</i>	√	√	√

## Demolition and Waste Management

### Skip options:

	<b>6 cubic yard</b>	<b>10 cubic yard</b>	<b>14 cubic yard</b>
<i>Width</i>	3.10 metres	3.75 metres	4.10 metres
<i>Height</i>	1.10 metres	1.55 metres	1.85 metres
<i>Depth</i>	1.80 metres	1.80 metres	1.80 metres

### Typical usage:

General, heavy, bulky dry non-hazardous construction, industrial and commercial wastes.

### Vehicle dimensions

Although it is possible to manoeuvre skips into most locations, occasionally the width or length of the skip vehicle may prohibit placement of a skip container.

Typical dimensions.

Gross vehicle weight	17 tonnes
Vehicle length	7 metres
Vehicle width	2.5 metres
Operating height	4.5 metres
Telehandler	2.35W x 4.96L x 2.77H
Mini Excavator	2.3W x 6.5L (max) x 2.70H
Rigid Lorry	7.5t 9.0L x 2.5W
Ready Mix Concrete	2.55W x 9.39L x 3.71H
Tipper Truck	10t 4.5L x 2.5W

Plant	Number of Vehicle Movements/Week	Number of Weeks Construction	Notes
Small Excavators	Continuous within site boundary	2 weeks	Required during demolition and groundwork period
Breaker	Continuous within site boundary	2 weeks	Required during demolition and groundwork period
Telehandler	Continuous within and adjacent to site	20 weeks	Required for offloading/loading out.
Spider Crane	Continuous within site boundary	5 weeks	Employed during the structural frame erection
Air Compressors	Continuous within site	6 weeks	Required during demolition.
6 cu.mtr. Ready mix	4-6	6 weeks	Vehicle movements during groundwork construction period.
10t Tipper Truck	3-5	2 weeks	Vehicle movements during demolition
10t Delivery Trucks	3-5	16 weeks	Vehicle movements frame erection, cladding installation and internal fit-out.
Skips and Skip Trucks	1-2	20 weeks	General waste control during construction period

**g) Swept path drawings for any tight manoeuvres on vehicle routes to the site.**

Swept Path diagrams for the Judd Street entrance into the Generator delivery yard are not deemed required at this stage as similar sized vehicles will be utilised for material delivery, as those that regularly manoeuvre into the Generator Hostel delivery area.

No direct access will be gain through via Tavistock Place thus Swept Path diagrams are not deemed to be required.

**h) Details (including accurate scaled drawings) of any highway works necessary to enable construction to take place.**

No temporary or permanent highway works are envisaged to enable construction to take place.

**i) Parking and Loading arrangement of vehicles and delivery of materials and plant to the site.**

All deliveries will be made via Judd Street to the existing delivery yard of the Generator Hostel. Tavistock place is deemed unsuitable due to its size restrictions and its cycle lane.

Two hoists will be utilised to transport the material, Hoist 1 in the Judd Street delivery yard with Hoist 2 at the eastern end of Compton Place connected by a scaffold gantry and roof walkways.

Due to the size and construction methods of the proposed the materials and components will be within Health and Safety guidelines for working at height. The hoists can both be erect in a single weekend closure of Judd Street.

Construction plant will be transported to site via Tavistock Place, these will be size to fit through the entrance to Compton place and to reduce impact to the footpath, cycle lane and road.

**j) Details of proposed parking bays suspensions and temporary traffic management orders.**

No suspension of parking bays will be required for the duration of the works.

For the logistic plan set out in Section "i" traffic management orders will be necessary in order obtain road closures to erect and dismantle Hoists "1" and "2" from Judd Street.

**k) Proposed overhang of the public highway (scaffolding, cranes etc.)**

No scaffolding or pedestrian gantries will be required in the vicinity of the public highway, in addition no static tower cranes are not envisaged for this project.

A goods / passenger hoist will be located in Compton Place, and subject to its final location as required by its proposed usage and specialist installer's recommendations, may require a small area to be hoarded off.

**l) Details of hoarding required or any other occupation of the public highway**

Hoardings are not required to the public highway.

**m) Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman arrangements.**

The primary sections of the public highway, cycle lanes and footpath that will be affected are as follows:

**Judd Street**

Delivery of construction materials will be required into the Judd Street Entrance of the Generator demise; this will be **no different to current deliveries for the Generator Hostel**

It is envisaged that all delivery vehicles will park in Judd Street and reverse into the delivery yard, this movement will be undertaken / managed by a traffic marshal and two banksmen, one to manage traffic movements the second to manage pedestrians and cyclists thus provide a safe environment during the vehicle movements.

Signage will be erected either side of the entrance the inform cyclists and pedestrians of traffic movement into and out of Generator's delivery yard.

**Tavistock Place**

Limited vehicle movements may take place where trucks and vans will access / egress Compton Place thus interfacing directly with a cycle route and footpath.

All such vehicle movements will be managed by a traffic marshal and 2 banksmen, one to manage traffic movements the second to manage the cycle lane / cyclists and pedestrians to provide a safe environment during the vehicle movements.

Signage will be erected either side of the entrance to inform cyclists and pedestrians of traffic movement into and out of Compton Place.

**Compton Place**

Areas of Compton Place will be hoarded off to the public to ensure safety. The construction of the proposal will be carried out in two phases. Firstly the new night entrance and half of the canopy will be formed; the immediate surroundings will be hoarded off. Access will remain to the hostel via the main entrance and to the other properties of Compton Place.

The second phase will complete the canopy and construct the new main entrance; as before hoardings will be erected around the building works but access will remain. The Hostel will be accessed through the new night entrance.

**n) Details of how traffic associated with the development will be managed in order to reduce congestion.**

All deliveries will generally be kept between the hours of 9.30am and 4.00pm in so that public access to the Generator Hostel is maintained during peak hours.

All deliveries will be scheduled on a weekly basis and individual movements will be co-ordinated and managed on a 'just-in-time' delivery basis. All contractors will be required to agree delivery dates and times prior to delivery. With this size of project and the relatively slow construction pace, we do not envisage the need for an off-site holding compound.

As described in Section M above, all vehicle movements in Judd Street and Tavistock Place will be managed by a traffic marshal and banksmen.

**o) Details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).**

The design of the new construction has been modified as a result of the potential traffic management and access / egress constraints, this will have the effect of reducing the need for large articulated vehicles, with small rigid flatbed lorries and trucks delivering materials via the delivery yard on Judd Street.

The use of the two hoists and provision of roof-top storage areas, will allow material deliveries to be undertaken within the Client's demise, i.e. off-road, thereby reducing on-street parking and disruption to traffic.

In addition, as a result of the access constraints, the construction programme is significantly lengthened, thus impact of vehicle movements will be reduced overall.



**p) Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented.**

With exception of the demolition and groundworks elements, all operations will not generate spoil being deposited on the highway. Removal of excavated material will be via small dumper directly onto the hoist up and over into the delivery yard into flatbed trucks within or at the boundary of the site. The site Utility Gang will clear and clear any spoil deposited within the locality and regularly sweep the access from Judd Street to keep the environment clean.

During spells of hot weather, when work results in dust from construction activities, water suppression will be utilised to dampen spoil and demolition arisings, again as required the Utility Gang will clean surrounding roads and windows of adjoining premises.

It is envisaged that all further operations will not generated dirt or dust.

**q) Evidence and details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason why will need to be provided. The revised CMP should also include a list of all the comments received. You are advised to check your proposed approach to consultation with the Council before carrying it out.**

This CMP has been prepared with the knowledge/feedback gained from the CMP for the office extension, the history of this has is set out below.

In December 2010 Patron, on behalf of Generator Hostels submitted a planning application on the site of 37 Tavistock Place. Eight weeks through the planning determination period, they invited the local neighbours and the Marchmont Residence Association to an 'open evening'. The idea of this was to give the residence a chance to review the plans and talk openly to the architect and client about their concerns.

As a result of the meeting, we amended our planning application to take on board as many of the comments made. We even changed the shape of the building to satisfy one residents concerns. Eventually, under the guidance of the planning officer, we retracted the planning application on the basis the CMP wasn't of the standard required by Camden Council and did not address key questions.

After a meeting with the planning officer we were asked to consult the London Cycle Campaign. So far attempts to arrange this meeting have not been successful and we will continue to push this meeting.

Furthermore, a meeting was held with the planning officer and with Highways, design amendments were discussed but predominantly the CMP and its impact to highways was interrogated.

Generator Hostels regularly consult with the following groups and always try to manage their neighbour's expectations. During the construction phase they will continue to liaise with the following groups if appropriate.

1. Marchmont Street Residents Association
2. Camden Council
3. Network Management Team
4. Regeneration and Planning Culture and Environment
5. Licensing Enforcement Department
6. Met Police
7. Licensing Division
8. Anti Social Behaviour Team

- r) **Details of any Construction Working Group that will be set up, addressing the concerns of surrounding residents, as well as contact details for the person responsible for community liaison on behalf of the developer, and how these contact details will be advertised to the community.**

The potential impact this project will have to local residents and business premises is generally low given the size of the project scope. Most construction activities that create noise and dust will be completed by the time the steel frame has been assembled. The primary risk however, is the correct vehicle management and delivery constraints.

For such projects in confined areas, a Liaison Officer will be included as a permanent member of the site management team with the brief to maintain a constant dialogue with the local community. A project leaflet will be produced and distributed prior to construction commencing providing all recipients with site management contact details and a resume of operations and general traffic management implementation.

Where specific impact is recognised, individual liaison meetings will be held to establish any necessary protocol required to mitigate impact throughout the individual phases of construction.

- s) **Details of any schemes such as the "Considerate Contractors Scheme" ([www.considerateconstructorsscheme.org.uk](http://www.considerateconstructorsscheme.org.uk)) that the project will be signed up to. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractor's Manual"**

It will be a tender requirement and a budget will be allocated for the contractor to be approved and act within the guidelines of the "Considerate Contractor's Scheme". During the pre-construction stages when detailed logistics and methodology are finalised, a meeting will be arranged with appropriate personnel at Camden Council to review the "Camden's Considerate Contractor's Manual" and modify and introduce specific measures required to work within these guidelines and their subsequent implementation during the site works.

- t) **Amelioration and monitoring measures over construction traffic including procedures for notifying the owners and or occupiers of the residences and businesses in the locality in advance of major operations delivery schedules and amendments to normal traffic arrangements (if any).**

For all major deliveries the driver will be required to compile a brief report of delays and constraints to his journey, in monitoring journeys any continual

situations can be reviewed and if required designated route changed either short-term or for the remaining duration of the works.

Initial discussions will be undertaken with all affected premises in the locality of the delivery zones and construction work, to advise them of the period, method and frequency of deliveries. Contact details for the site management team will be included on informative leaflets to provide instance access to site personnel via phone and email.

Regular liaison will be undertaken with such premises on a regular basis [weekly during main construction activities] to ensure a dialogue is maintained and improvement actions introduced where appropriate.

**u) Details of other construction sites in the local area and how your CMP takes into consideration the cumulative effects of construction local to your site.**

As this project is in the early stages of its evolution and design, current construction in the locality is unlikely to be a required consideration at this point in time. A review will be undertaken approximately 2 months prior to commencement of this project to ascertain the additional affect this specific project will have within the locality, and in reverse, any major developments that may affect proposals set out in this CMP.

**v) Any other relevant information with regard to traffic and transport.**

None, the above provides detail review of traffic and transport proposals, the CMP will be reviewed throughout the pre-construction phase and revised and enhanced with further detail as appropriate.

**w) Camden Council Approval and Compliance with this CMP.**

"The agreed contents of the CMP will / must be complied with unless otherwise agreed with the Council. The person responsible for implementing this CMP shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan to be issued to, and approved by the Council and complied with thereafter."

## **AFFECT OF THE OLYMPICS ON THE CONSTRUCTION PLAN**

There are two major roads near the site that will be affected by the Olympics in 2012. Euston Road and Tavistock Place / Southampton Row will become part of the Network (ORN) and Paralympic Route Network (PRN) for the duration of the games. These routes will be put in place to allow athletes and officials to travel to the games quickly and safely.

As part of the ORN strategy a number of changes will be made to Tavistock Place to enable the ORN to function. The main change that could potentially impact construction work is the alteration of access into Tavistock Place from Tavistock Square, where the current left hand turn will be removed. (see Appendix 04)

As the site is not located directly on the ORN the site is not directly affected by the Olympics. There are no Alternative Olympic Network Routes (AORN) which affect the site.

However, it is understood that Judd Street and Tavistock Place could be on a secondary network and will also experience higher levels of traffic due to the operation of the ORN and PRN. **It has therefore been agreed with Camden that no works shall take place on the site from two weeks before the Olympics. Work will recommence one week after the Paralympics finishes.**

**In summary there will be no impact from construction activity at the site on the ORN or PRN or other road networks, and work will cease on site over the Olympic period.**

## **HOARDING DESIGN**

The detailed hoarding and skip enclosure design will be agreed with Camden prior to commencement on site. A condition and engineering survey of any vaults under the pavement where the loading areas (or access to them) occurs will also be carried out and submitted to Camden.



New Entrance & External Amendments, Compton Place, WC1

# APPENDIX

APPENDIX 01 - SITE IDENTIFICATION

APPENDIX 02 - VEHICLE ROUTES

APPENDIX 03 - SITE ACCESS

APPENDIX 04 - ORN STRATEGY



Appendix 01  
Site Identification



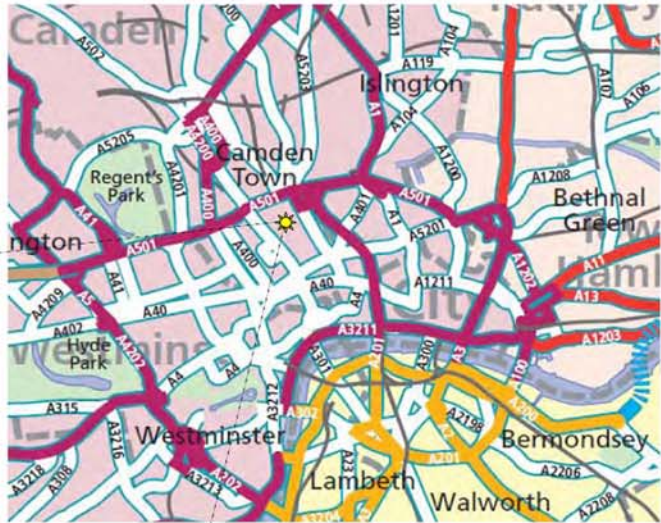
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Judd Street Delivery Yard

Proposed Site Boundary

Proposed Site Boundary

Proposed Office Extension

Access from Tavistock Place



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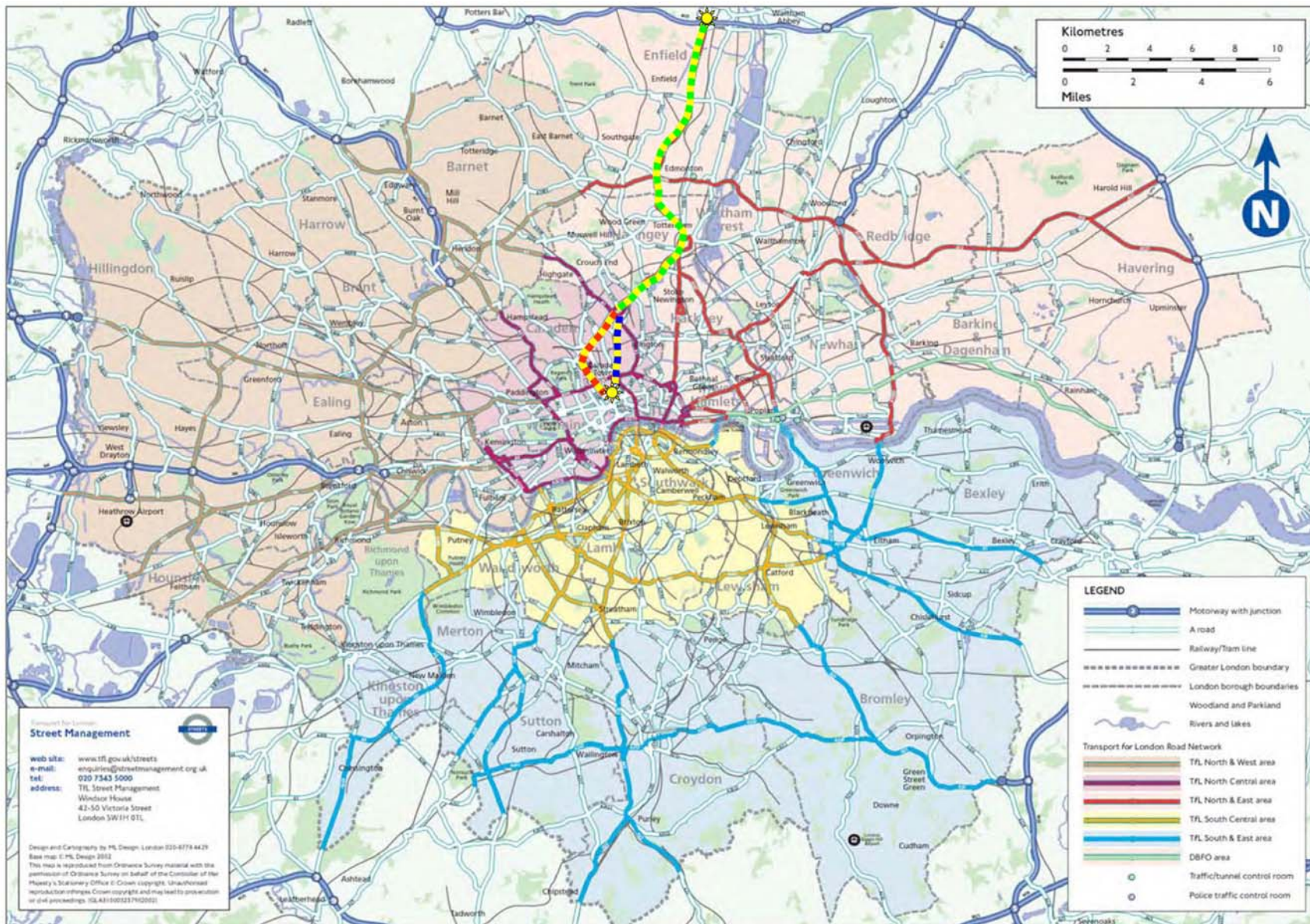
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## Appendix 02

### Vehicle Routes



#### Notes

Routes for all major deliveries from M25

--- M25 to Camden

--- To / From Judd Street

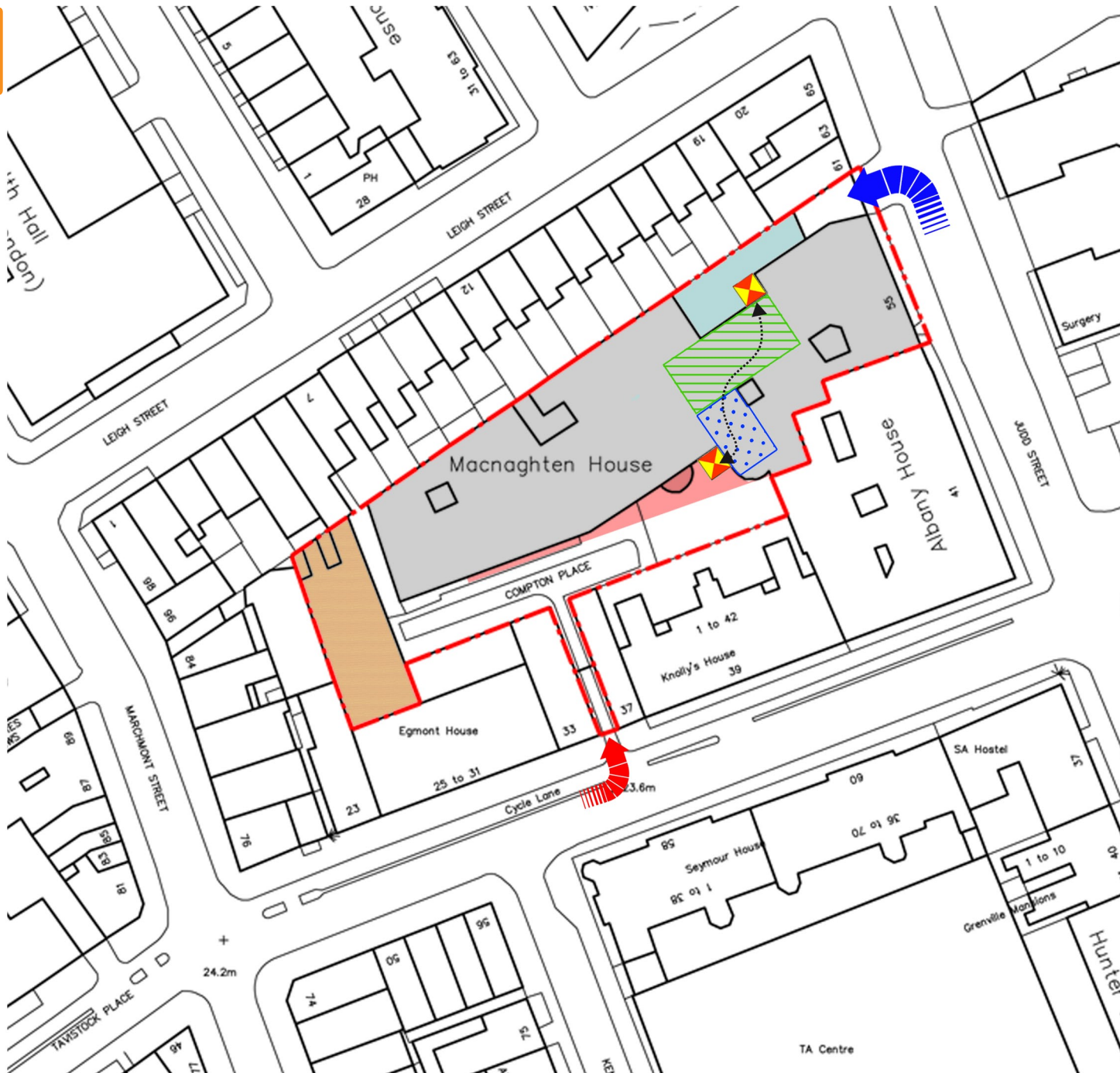
--- To / From Tavistock Place








## Appendix 03

### Vehicle Routes




 Location of 2 nr Goods passenger Hoists

 Extent of scaffold gentries taken off the existing roof - Structural Engineer to prove structure can withstand loads

 Extent of scaffold walkway, Structural Engineer to prove structure can withstand loads

 Primary Access

 Access for the construction plant

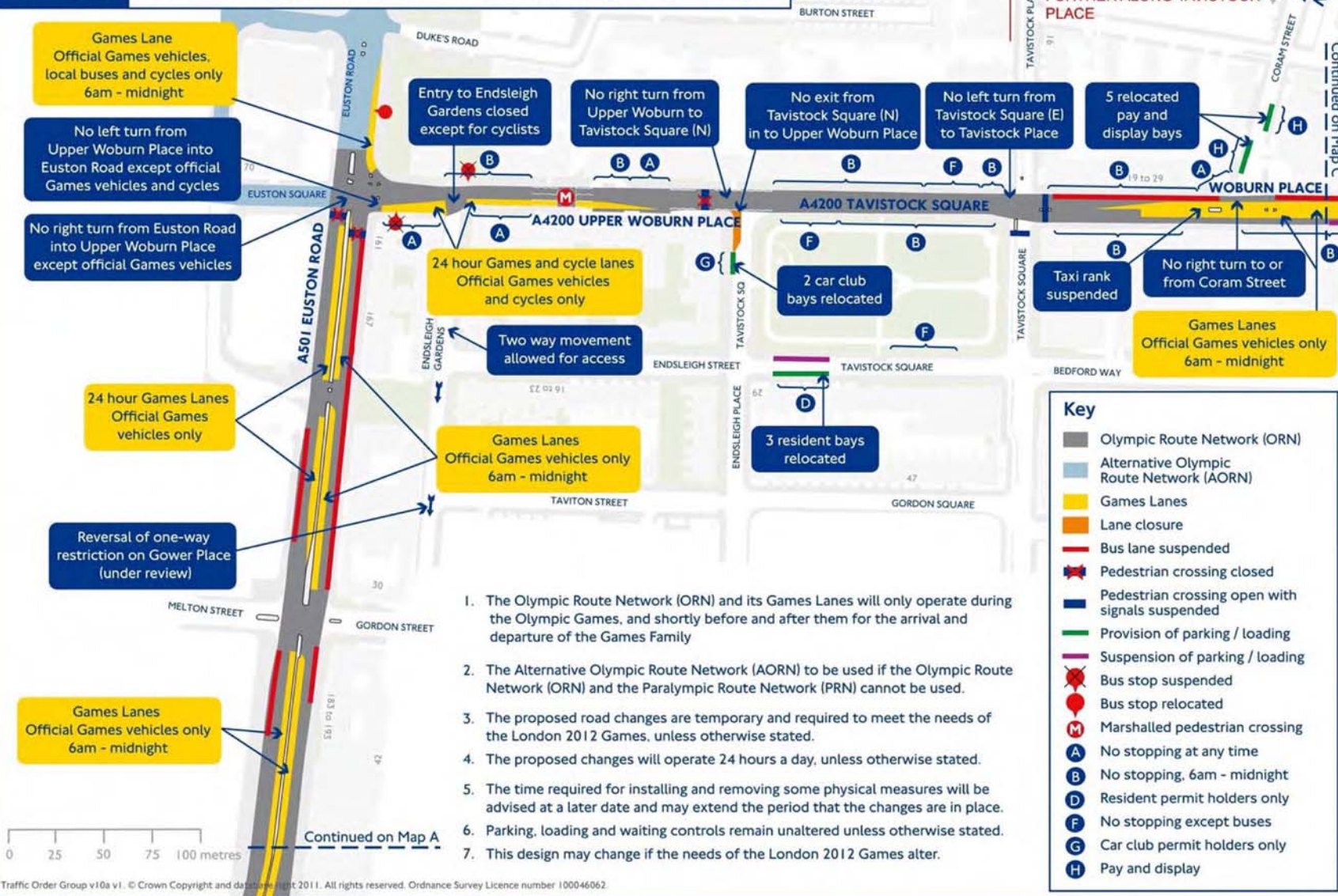


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## Appendix 04

### ORN Strategy

#### Camden Great Portland Street Station to Kingsway - Map B



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