



ttp consulting
transport planning specialists

Gateway Evolution Ltd

101 Camley Street,
Camden

Framework Construction Management
Plan

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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Gateway Evolution Ltd to provide traffic and transportation advice in relation to their proposed development at 101 Camley Street, within the London Borough of Camden.
- 1.2 This framework Construction Management Plan (CMP) has been prepared to outline how the construction process will be managed / controlled, so as to minimise disruption arising from the work and to ensure the safety of all users in the vicinity of the site.
- 1.3 This report has been prepared in consideration of the Council's requirements for Construction Management Plans for new developments in the Borough. It also takes into account and gives special regard to feedback received from neighbours (including canal boat residents) as part of an on-going consultation process to address site specific construction matters.
- 1.4 It should be noted that a contractor has not yet been appointed for the demolition and construction stages of the project, and all aspects of this CMP are therefore preliminary.

The Development

- 1.5 The development site is currently occupied by a distribution warehouse unit that measures approximately 1,613sq m of floorspace (land use B8). It is served by vehicle crossovers on Granary Street and Camley Street, the latter of which is currently used to facilitate a high number of vehicle movements associated with a range of delivery vehicles.
- 1.6 The proposals are for the demolition of the existing warehouse unit in order to provide 121 residential units and 2,220sq m of B1 employment floorspace. A basement level will be provided to accommodate disabled parking, servicing activity and plant equipment.
- 1.7 As part of the proposals a new footbridge would be constructed across Regent's Canal to link 103 Camley Street with 101 Camley Street. The footbridge is supported by the London Borough of Camden and the GLA and discussions have been held with the Canal & River Trust (C&RT) who is supportive of the proposed development.

2 EXISTING SITUATION

Site Description

- 2.1 The site is located within the London Borough of Camden on the western side of Camley Street, immediately east of Granary Street and south of Regent's Canal. The surrounding area comprises a mixture of residential streets and light industrial and storage uses. In addition, St Pancras Hospital is located opposite the site to the west.
- 2.2 The site's location with respect to the wider highway network is shown at **Figure 1**, whilst **Figure 2** shows the site's location in the context of the local area.
- 2.3 The site is located in close proximity to the King's Cross Opportunity Area within the King's Cross Hinterland. The King's Cross Opportunity Area covers 54 hectares (134 acres) of land in total and its approximate borders comprise Euston Road and the two main line stations of St Pancras and King's Cross to the south, the North London Line to the north, York Way to the east and the main lines from St Pancras to the west.

Local Highway Network

- 2.4 The existing site is served by two vehicular access points. The main entrance is accessible from Camley Street towards the northern end of the site. A secondary access is provided on Granary Street also towards the north of the site, but which is not currently in use. Both accesses are gated and served by vehicle crossovers.
- 2.5 Granary Street is a two-way, single lane carriageway that measures approximately 7.4 metres in width. It is provided with single yellow lines on both sides of the carriageway for the majority of the length of the site. Double yellow line controls are provided in proximity to the junction with Camley Street whilst on-street pay and display parking opportunities are provided towards the southern end of the site on the eastern side of Granary Street.
- 2.6 To the north Granary Street connects with the A5202 St Pancras Way whilst to the south access is provided onto Camley Street.
- 2.7 Camley Street measures approximately 6.4 metres in width and is provided with a single lane in each direction subject to single yellow lines on both sides of the carriageway within the vicinity of the site. Towards the junction with Granary Street double yellow line controls are in place on both sides of the carriageway.

- 2.8 A height restriction of 4.1 metres applies to Camley Street (principally the southern end) which is signed appropriately as a result of rail bridges passing overhead a short distance to the south of the junction with Granary Street.
- 2.9 To the north, Camley Street connects to Barker Drive with access restricted to pedestrians and cyclists only. The junction between Barker Drive and St Pancras Way (A5202) to the west permits all vehicle types but is left in/left out only, with St Pancras Way being one-way southbound towards the A501 Euston Road. To the south, Camley Street passes between Kings Cross and St. Pancras Stations and across the A5202 Goods Way before connecting with Euston Road.
- 2.10 The A501 Euston Road forms part of the Transport for London Road Network (TLRN) and is the main strategic route in the local area, connecting with the A40 to the west and the A1 to the east.
- 2.11 St Pancras Way connects to the A501 Euston Road to the south of the site via Midland Road and runs broadly parallel to Camley Street, passing across the A503 Camden Road to the north to link with the A400.

Regent's Canal

- 2.12 Regent's Canal bounds the north of the site, passing under the Oblique Bridge on Camley Street. A towpath passes along the north side of the canal whilst there are a number of moorings on the south side adjacent to the site. The southern part of the site falls within the Kings Cross Conservation Area, and the north of the site falls within the Regent's Canal Conservation Area.

3 CONSTRUCTION TRAFFIC MANAGEMENT

Construction Programme and Working Hours

- 3.1 A 24 month construction period is expected for the development. It is anticipated that a detailed breakdown of the construction programme will be provided by the contractor prior to commencement as part of the finalised CMP, which it is anticipated will be secured by condition or legal agreement.
- 3.2 It is proposed that the general construction hours are as follows:
- Monday to Friday: 08:00 to 18:00 (site opens at 07:45 work starts 08:00)
 - Saturday: 08:00 to 13:00
- 3.3 No construction will take place on Sundays or bank holidays.
- 3.4 If for any reason it became desirable and/or necessary to undertake deliveries or specific construction works outside of the above hours, approval would be sought from the Council prior to commencement.

Route to Site

- 3.5 Consideration will be given to weight restrictions, low bridges and the cumulative impacts of construction traffic on the highway.
- 3.6 Construction vehicles will access the site along Granary Street via St. Pancras Way from the north and Camley Street from the south.
- 3.7 A plan of the strategic highway network is included at **Figure 1**.

Delivery of Materials and Distribution

- 3.8 Deliveries will be scheduled and pre-booked to minimise the coinciding of vehicle arrivals/departures.
- 3.9 A site manager will be responsible for co-ordinating deliveries and preparing a suitable programme detailing arrival times, type of vehicle and loading/unloading times required.
- 3.10 Drivers of delivery vehicles will call ahead to notify the site manager of their impending arrival.
- 3.11 Any vehicles transporting material prone to create dust will be required to use tarpaulins.
- 3.12 No materials will be stored or deposited on the highway or footway unless an appropriate licence has been obtained (e.g. skip licence).

Access

- 3.13 Banksmen will be used to ensure vehicle movements are undertaken safely to and from the site, with arrival/departure times programmed to reduce any potential impact on the operation of the local highway network, particularly during peak times.
- 3.14 Emergency escape routes and details of the fire and emergency strategy will be made known to the work force at site induction, with information also provided on-site.
- 3.15 Points of access to the site will be secured when work is not in progress e.g. overnight or on Sundays etc. Security measures will be in place including deterrents such as locked gates, warning signs, security personnel, alarms and CCTV.

Size and Frequency of Vehicles

- 3.16 The number of vehicle movements expected during peak periods and per day will be confirmed once the contractor has been appointed.
- 3.17 The contractor will confirm the type of vehicles expected as part of the construction process. These typically include:
- 8 wheel tipper lorries
 - Flatbed transporter lorries
 - Cement lorries
 - 3.5T Luton vans
 - LGVs

Highway Cleaning

- 3.18 A number of measures will be implemented to ensure the highway remains clean and clear of debris.
- Vehicles will be checked to ensure that wheels are clean and washed before exiting the site.
 - Vehicles will be checked to ensure they are appropriately loaded and sheeted if required.
 - All construction vehicles will be jet washed before leaving the site if considered necessary. Provision will also be made for cleaning of the access route if required.
 - Water spray will be used to control dust where necessary.

Impact on Neighbours

- 3.19 The developer is committed to minimising disruption to neighbours of the development and is prepared to take all reasonable steps in order to do so.
- 3.20 A dialogue with neighbours will be established and maintained throughout the construction process. Any complaints received will be directed in the first instance to the contractor.
- 3.21 If considered necessary / appropriate a Noise and Vibration Assessment and / or Air Quality Assessment will be undertaken to determine the potential impact of construction on neighbouring sites and the local area.

4 OTHER ISSUES

Regent's Canal and Canal Boat Residents

- 4.1 Neighbours of the development site include canal boat residents moored immediately adjacent to 101 Camley Street on the southern side of the canal. These moorings are managed by the C&RT. The applicant has spoken with C&RT to seek to secure the temporary (or permanent) relocation of these canal boat residents to facilitate the construction of the new footbridge. C&RT has also been speaking directly with these residents and confirmed that it will assist them in relocating to nearby moorings, which may be either new temporary moorings outside the sorting office immediately to the north of the site, new permanent moorings on the northern bank of the canal or to existing moorings at St Pancras Basin (where the residents relocated from originally). These potential relocations are illustrated on the plan at **Figure 3**. The applicant has spoken to C&RT and the canal boat residents who are both happy for the residents to be relocated back to the moorings outside 103 Camley Street following construction of the footbridge.
- 4.2 C&RT may require compensation in facilitating these relocated residents, due to the opportunity cost of losing the moorings outside of 101 Camley Street. The applicant is committed to making a financial contribution towards the construction of the new footbridge (as well as providing the foundations for this), which is to be delivered by the Council and it is expected that a proportion of this financial contribution may assist in these relocations. It is noted that other developments in the area either have or are also expected to contribute towards the new footbridge.
- 4.3 It is intended that the piling and basement works for the main development are undertaken without any effect on the canal, bankside or moorings, which will remain in their current condition during the works.
- 4.4 The impact of construction on the proposed bridge will be dependent on the final bridge design. However, temporary works on the embankment will be considered so as to minimise any damage to the canal, bankside and moorings. Piling works will be designed to minimise any lateral movements during the embankment excavation to ensure that the canal, bankside and moorings remain in their current condition throughout the works.
- 4.5 The impact of noise, vibration and dust on the canal will be appropriately mitigated using the measures and initiatives set out in more detail below.

- 4.6 The potential use of the canal as a supplementary route for the transportation of construction materials and/or waste material will be actively investigated and considered. Any use of the canal to transport material will be discussed and agreed with the C&RT.
- 4.7 In the event it became necessary to close any tow paths, permission will first be sought from the C&RT. Agreement of the extent of the closures should be agreed prior to commencement.

Hoardings

- 4.8 Hoardings will be used where necessary / appropriate. They will not impede use of the adjacent footway where possible. Hoardings will be erected around the entire perimeter of the site to minimise the spread of dust and other debris.

Noise and Vibration

- 4.9 The mitigation measures which will be used to reduce and limit noise and vibration disturbance are as follows:

Noise

- Where possible, 'silenced' plant and equipment will be used;
- Where vehicles are standing for a significant period of time, engines will be switched off;
- Acoustic enclosures will be fitted where possible to suppress noisy equipment;
- Plant will operate at low speeds, where possible, and incorporate automatic low speed idling;
- All plant will be properly maintained (greased, blown silencers replaced, saws kept sharpened. Teeth set and blades flat, worn bearings replaced etc);
- All piling equipment to be maintained (greased, blown silencers replaced) and auger drill bits kept clean; and
- All contractors will be made familiar with the guidance in BS 5228 (Parts 1 & 2) which will form a pre-requisite of their appointment.

Vibration

- The contractor would control vibration levels using Best Practicable Means to reduce vibration at source; and
- Where necessary, consideration would be given to the implementation of specific mitigation measures to control vibration.

Air Quality

4.10 A number of mitigation measures are recommended to assist with reducing dust, and harmful emissions, which are as follows:

- A commitment to sign up to the Considerate Contractors Scheme in order to mitigate the impact of construction works on the surrounding area;
- Neighbours will be sent details of the construction program and contact details for the site (Site Manager's name and contact number) at the earliest opportunity;
- A hoarding fence will be erected to minimise the impacts of dust and other debris;
- Granary Street and Camley Street will be cleared of debris at the end of each working day;
- The scheduling of the arrival/departure of construction vehicles would be such that the need for vehicles to wait on-street would be avoided, where possible, and to ensure there is no impact on the operation of the local highway; and
- HGV movements will be monitored and restricted (where practicable) during peak periods to reduce any impact on the highway.

Best Practice Measures

4.11 In addition to the above, a number of 'best practice' measures are suggested:

- Ensure the site hoarding is kept clean at all times;
- Ensure that all vehicles switch off engines when not in use i.e. no idling vehicles should occur on site or whilst waiting or parking Granary Street or Camley Street;
- No site runoff of water or mud should be allowed;
- Ensure stockpiles are kept for the shortest time possible and if necessary, the use of sprinklers and hoses for dampening of exposed soil and materials should be employed;
- Where possible, enclosed chutes and covered skips should be used;
- Regular inspection of local highways and site boundaries to check for dust and debris deposits (and removal if necessary);
- Ensuring that all construction plant and equipment is maintained in good working order;
- Ensure an adequate supply of equipment on site to clean any dry spillages;

Pedestrian and Cyclist Safety

- 4.12 Pedestrians and cyclists will still be able to use Granary Street and Camley Street as usual at most times. In the event there is a need to temporarily restrict or obstruct part of the footway adjacent to the site access, a Banksman will be used to oversee any vehicle movements and marshal pedestrians and cyclists as is necessary.
- 4.13 In the event a footway closure is necessary, pedestrians will be safely directed to the footway on the opposite side of the carriageway. This will be achieved through the use of signage, physical barriers and on-site personnel where required.

Considerate Constructors Scheme

- 4.14 The Considerate Constructors Scheme was set up in 1997 to improve the image of the construction industry. The developer is willing to commit to the Scheme as part of the construction process in order to mitigate the impact of the construction works on the surrounding area.
- 4.15 Part of the Considerate Constructors Scheme involves publicising information about its attached Code of Practice. This will be displayed on-site alongside other useful information as detailed above.
- 4.16 Neighbours, the public, visitors and the workforce will benefit from the Considerate Constructors Scheme which sets out a five point code as follows:
- Care about **Appearance**: Constructors should ensure sites appear professional and well managed.
 - Respect the **Community**: Constructors should give utmost consideration to their impact on neighbours and the public.
 - Protect the **Environment**: Constructors should protect and enhance the environment.
 - Secure everyone's **Safety**: Constructors should attain the highest levels of safety performance.
 - Value their **Workforce**: Constructors should provide a supportive and caring working environment.

Impact on On-Street Parking

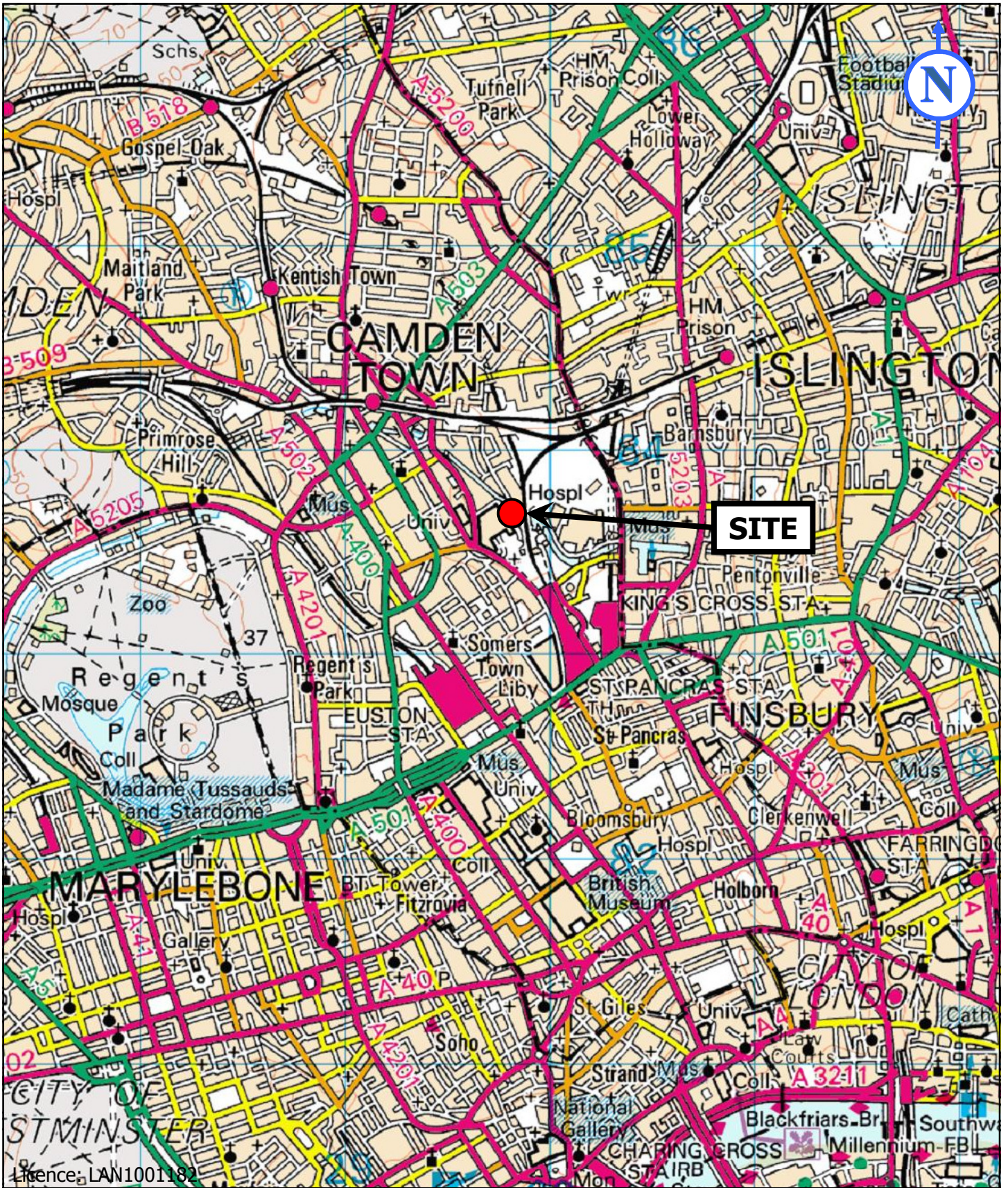
- 4.17 It is not anticipated that the construction process will affect the availability of on-street parking bays, the nearest of which are situated at the southern extent of the site on Granary Street. However, should it prove necessary to temporarily suspend any on-street parking, the Council will be contacted in advance and an application submitted for a parking suspension as required.

Statement

- 4.18 *"The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed in writing with 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 and complied with thereafter."*

(Note the term 'vehicles' used refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearing, delivering of plant & material and construction etc. The term construction as used refers to any work, including demolition, associated with the implementation of the development)

Figures



Licence: LAN1001182

TITLE:
Strategic Highway Network

PROJECT:
101 Camley Street, Camden

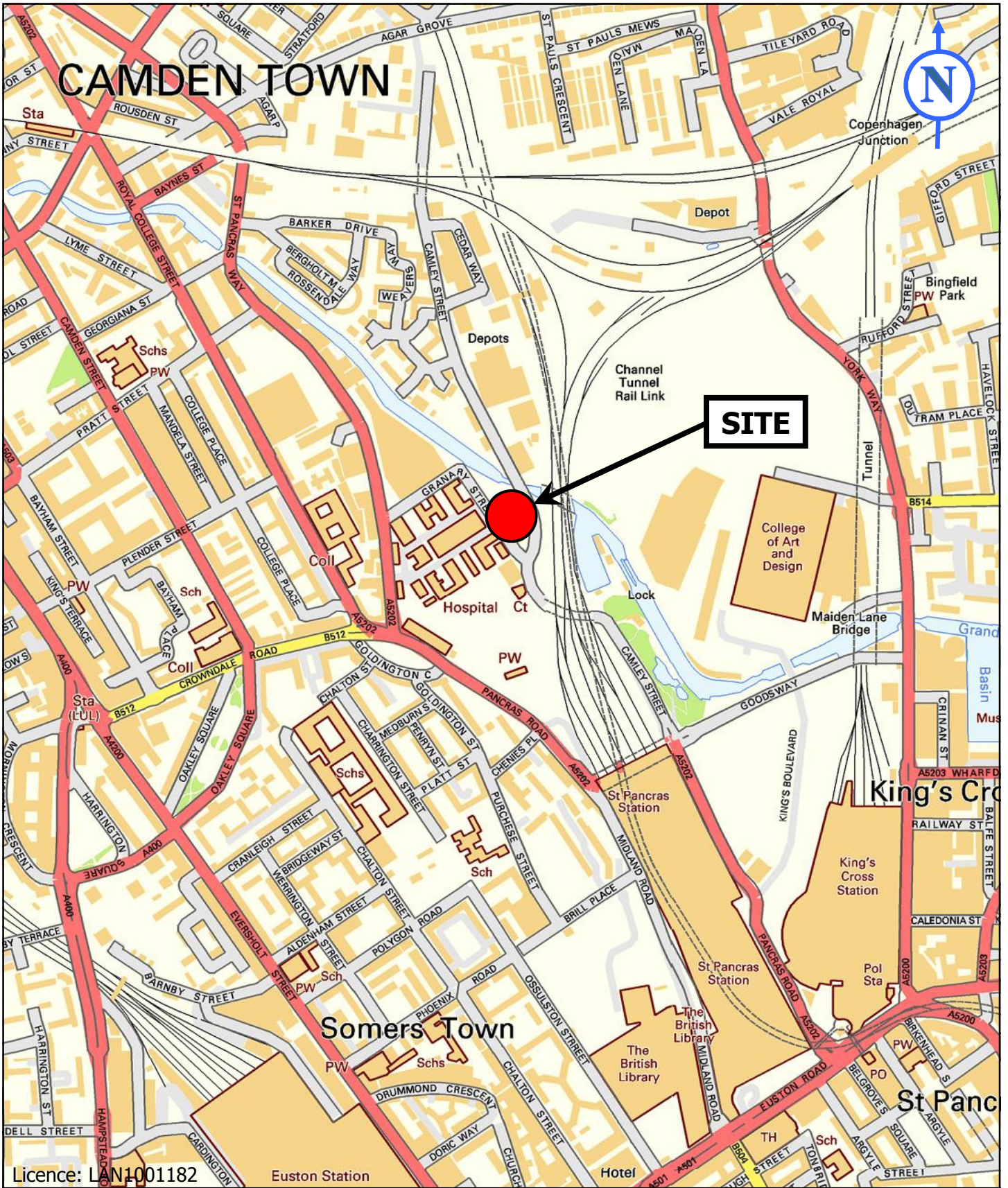
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DRAWING REFERENCE: Figure 1	REVISION: .
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TITLE:
Local Area Plan

PROJECT:
101 Camley Street, Camden

CLIENT:
Gateway Evolution Ltd



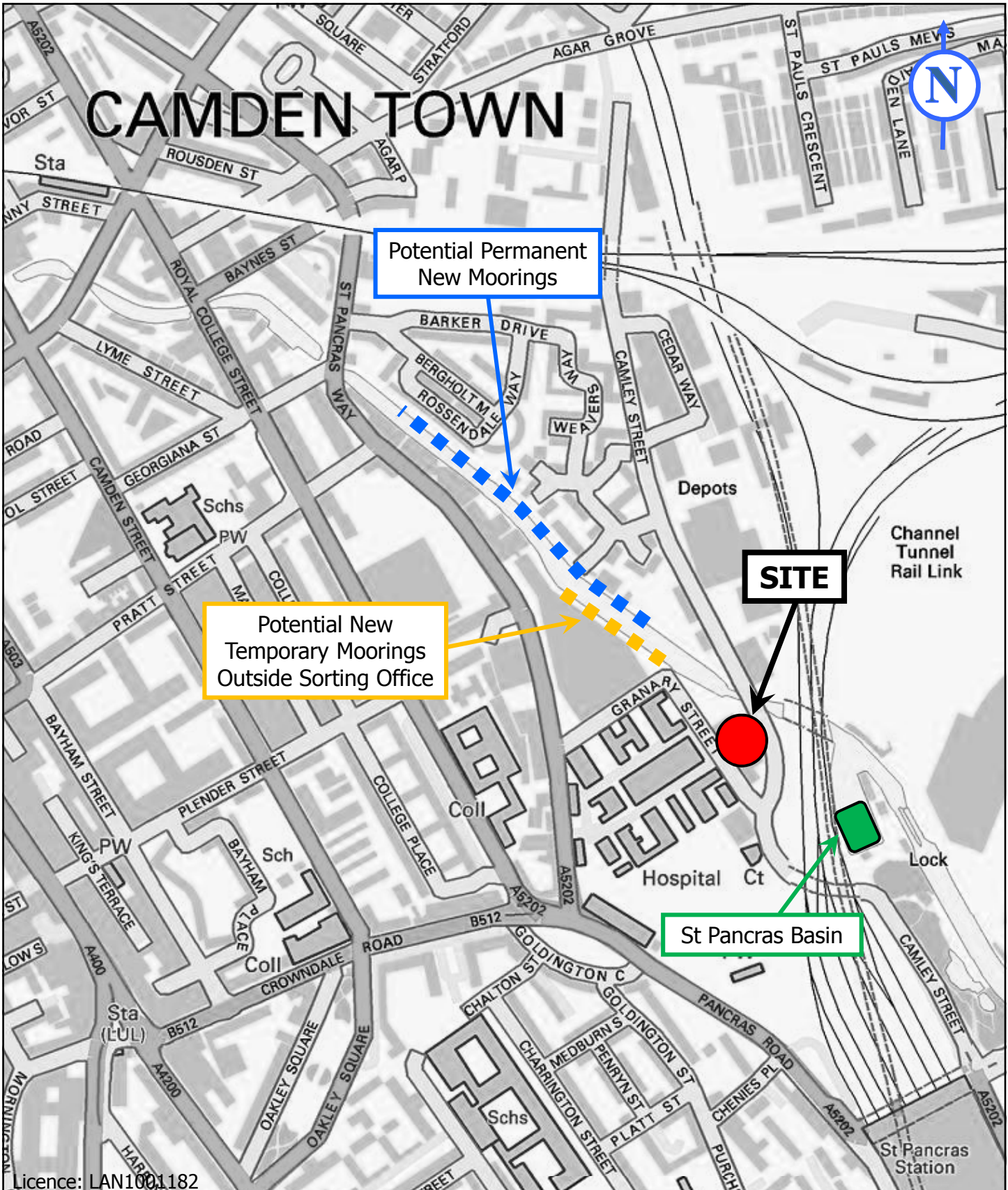
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DRAWING REFERENCE: **Figure 2**

REVISION: .



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TITLE:
 Location of Potential Relocated Moorings

PROJECT:
 101 Camley Street, Camden

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DRAWING REFERENCE: **Figure 3** REVISION: .