

# Construction Management Plan

**8 – 10 Southampton Row &  
1 Fisher Street**

**Idé Real Estate**

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# Revisions & additional material

Please list all iterations here:

<b>08/05/17</b>	<b>Version 1</b>	<b>Mace Ltd</b>
		Construction Management Plan (Draft)

## Additional sheets

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

08/05/17	Version 1	Southampton Row CMP 170508V1 Appendix

# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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

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

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

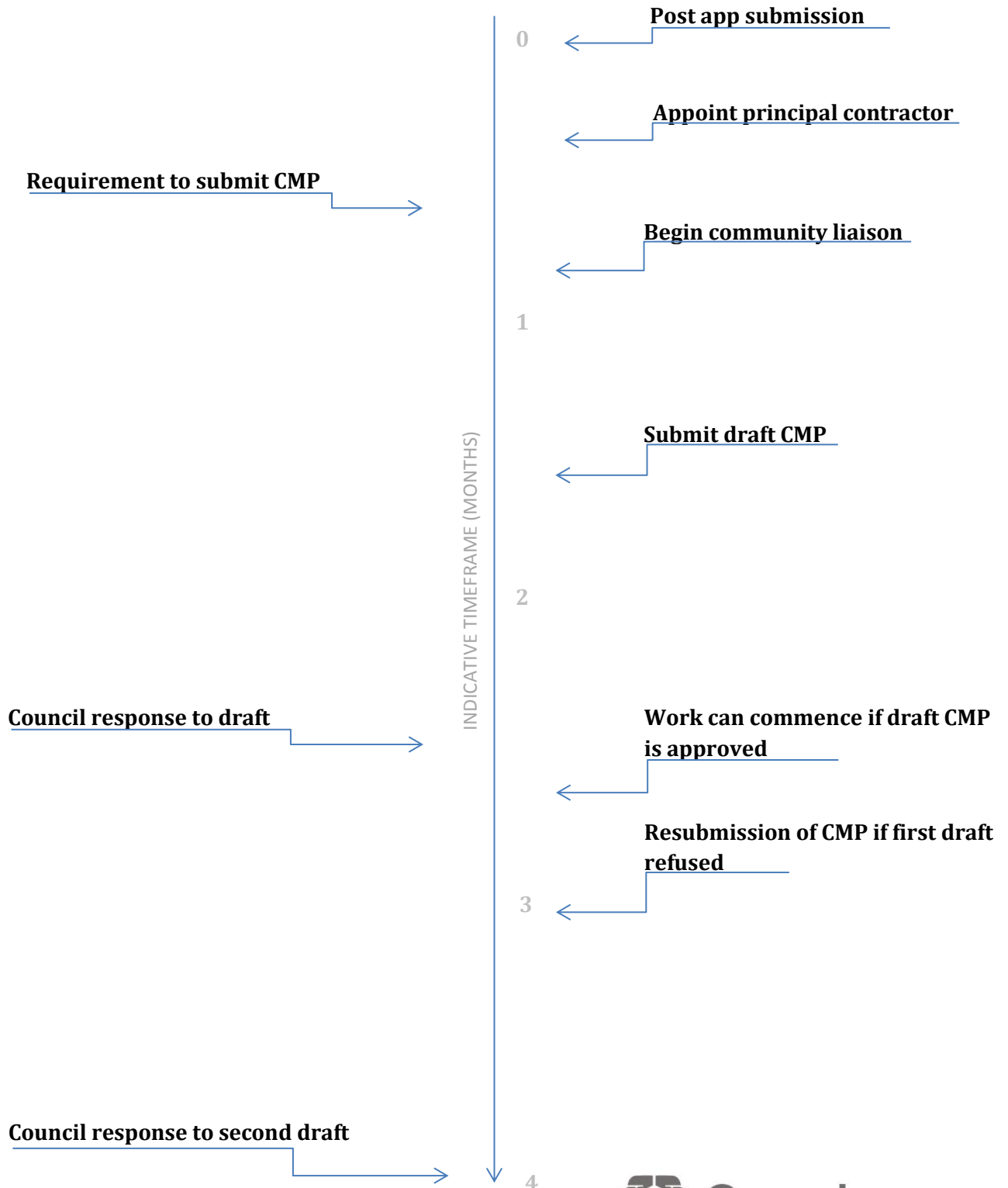
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

# Timeframe

## COUNCIL ACTIONS

## DEVELOPER ACTIONS



# Contact

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

Address:

8 – 10 Southampton Row & 1 Fisher Street, London, WC1B 4AE

Planning portal reference number to which the CMP applies: PP-06006177

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

Name: Mace Ltd are providing this CMP as a construction advisor at this stage. Once a contractor has been appointed, then a revised CMP will be issued and relevant contact details provided.

Address:

Email:

Phone:

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Mace Ltd are providing this CMP as a construction advisor at this stage. Once a contractor has been appointed, then a revised CMP will be issued and relevant contact details provided.

Address:

Email:

Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

Name: Mace Ltd are providing this CMP as a construction advisor at this stage. Once a contractor has been appointed, then a revised CMP will be issued and relevant contact details provided.

Address:

Email:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Mace Ltd are providing this CMP as a construction advisor at this stage. Once a contractor has been appointed, then a revised CMP will be issued and relevant contact details provided.

Address:

Email:

Phone:



# Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

One Fisher Street and 8-10 Southampton Row are located in the Bloomsbury area of Central London. The new development seeks to combine two adjacent parcels located between Fisher Street to the north, Catton Street to the south, and Southampton Row to the west. The proposed site is bounded by the UKPN Building to the east, with access to the east of the site from Procter Street, via Fisher Street or Catton Street. The parcel located to the west is occupied by 8-10 Southampton Row, a Grade II listed building (Ref. 1378785). 1 Fisher Street is the parcel to the east, where a new 'infill' building will be constructed, linking the two parcels together. The site in its entirety extends to 744sqm, with a planning application site area of 1405sqm.

The new development will consist of a new 8 storey building (Fisher St) and refurbishment of the existing building at 8 – 10 Southampton Row. These buildings will house a new premium lifestyle hotel. 120 hotel rooms are proposed, with a restaurant at first floor and a bar at ground floor level.

One Fisher Street was previously occupied by two commercial buildings, but more recently, works have been taking place on the site for the construction of the Crossrail "Fisher Street Shaft". This is a maintenance shaft, with a single storey structure over it, known as a "Headhouse", that provides maintenance and emergency access to the Crossrail tunnels. The Headhouse is expected to be completed in late 2017. The Headhouse has been designed by Crossrail to allow for an oversite development (OSD) on top of the Crossrail structure. The new hotel infill building will take advantage of this provision, in liaison with Crossrail's structural engineers.

8-10 Southampton Row, also known as Carlisle House, is an Edwardian Renaissance building constructed circa 1905-1906, and arranged over eight storeys and two levels of basement. The building was initially designed as a hotel and since then has been used for multiple uses including a public house/restaurant on the basement, ground and first floors, and more recently, as site offices and facilities for the Crossrail construction site. The existing building is of steel frame construction with concrete floors and perimeter stone walls. The scheme will involve full refurbishment of this listed building and integration with the new infill building to the east.

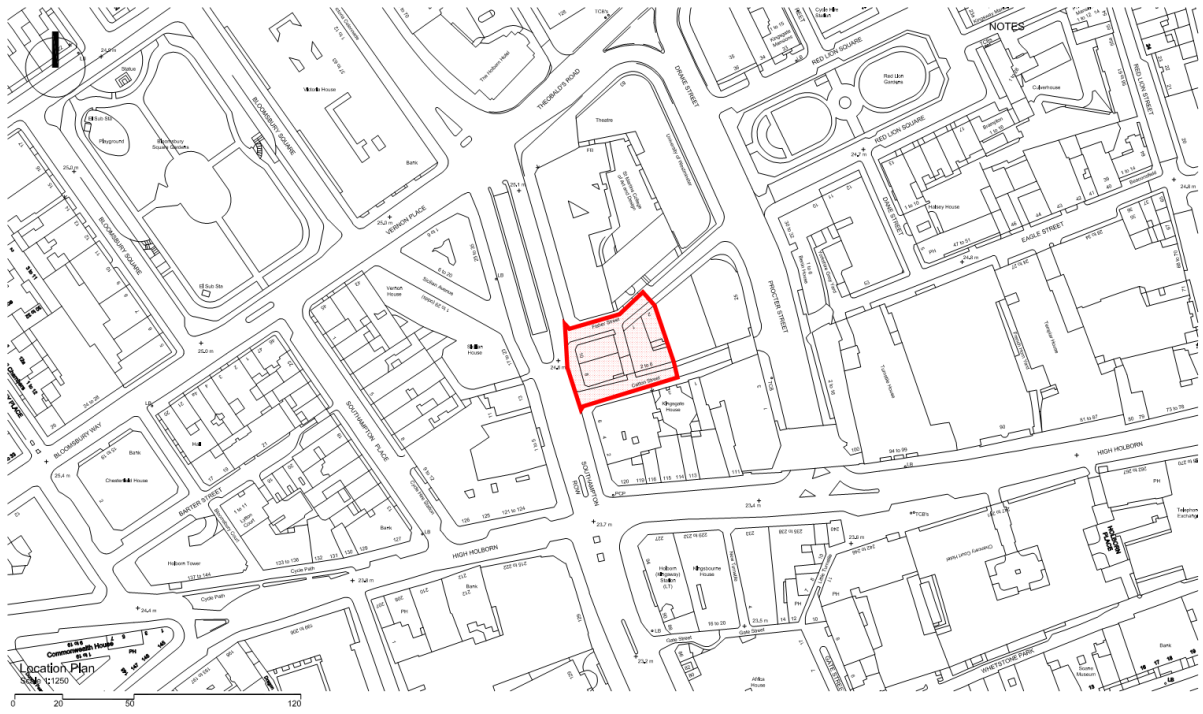


Figure 1 Site plan of local neighbourhood with new development highlighted

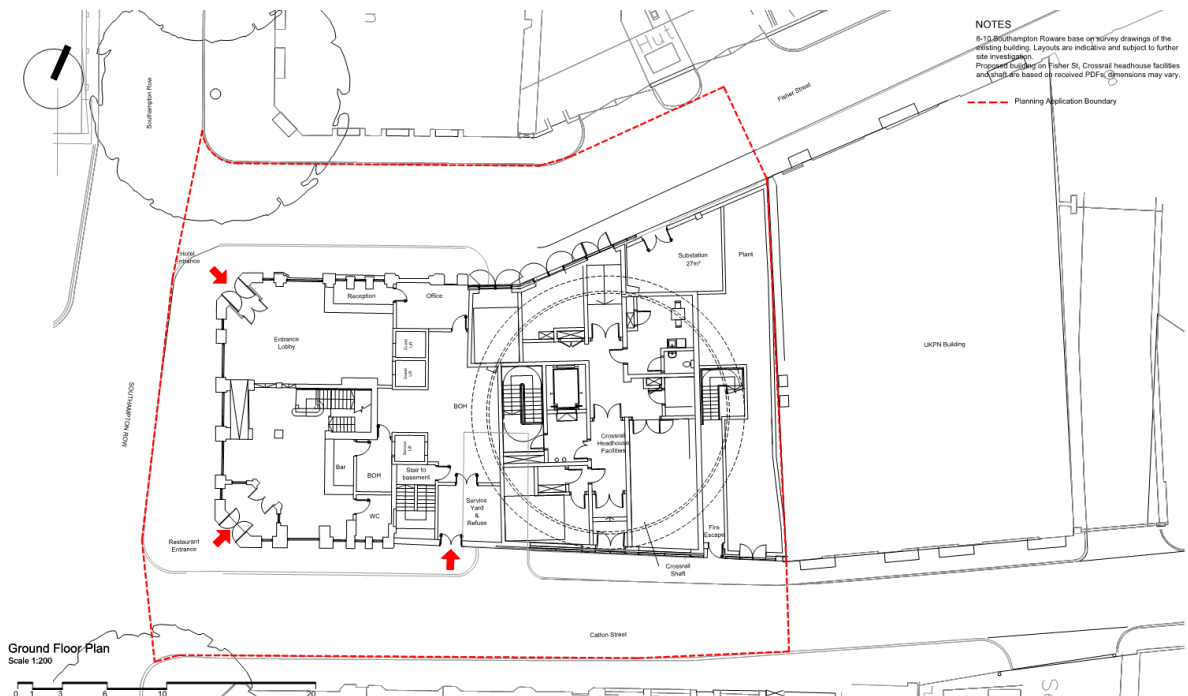


Figure 2 Development plan in relation to adjacent streets and buildings showing future pedestrian access to the building

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The site in its entirety extends to 744sqm, with a planning application site area of 1405sqm. The existing Grade II listed building at 8-10 Southampton Row will be refurbished to include basement waterproofing works, roof replacement/repairs, window replacement repairs and remedial works to any areas of the steel frame which have been subject to corrosion. This building consists of 8 floors and 2 basement levels.

The infill building at 1 Fisher Street will be a new construction over the top of the Crossrail Headhouse, to give 8 storeys. It includes an infill structure between the Headhouse and existing building, new structure over a substation and plant area to the east of the Headhouse, a transfer slab at Level 2 to allow for a rationalised column layout within the hotel above, new floors of accommodation across all of these areas, and a bronze clad, two storey set back structure which corresponds with the roof levels of the existing building.

The structure for the infill building is likely to be a reinforced concrete frame, with a reinforced concrete transfer slab at Level 2. Some piling for foundations will be required in the area between the existing building and the Headhouse, with the majority of the new loading from the infill building being founded on piles provided as part of the Crossrail development.

The main issues for construction of the project will be:-

1. Logistics requirements in servicing the site in a safe, timely fashion without disrupting the local traffic flow. See Figures below.

It can be seen that throughout the day, Southampton Row and Procter Street are very busy streets and to have any construction vehicles stopping and unloading materials will be very disruptive to the local traffic.

Currently, Crossrail have adopted a solution that accounts for this issue by closing Fisher Street, and a hotel development to the south has similarly closed Catton Street. Both developments are utilising these streets to provide space for servicing their respective sites. It is envisaged at this stage that a similar solution be used for the Proposed Development by closing Fisher Street and Catton Street for through traffic in order to service the site. However, access for local premises would be provided. We believe that this solution is best for all parties and minimises the impact on surrounding areas.

We understand that a hotel development is underway to the south of Catton Street, which includes highway works to the entire length of Catton Street including parking bays to the south side of the street. At the time of writing, it is not known when these works are due to take place, but it is likely that liaison with the hotel relevant stakeholders will be required in order to secure agreement on the use of Catton Street for the Proposed Development.

2. Constructing the new development without affecting adjacent businesses and their ability to operate with regards to environmental requirements.

Further research is needed on the local neighbourhood to establish who are the potential businesses and residents that might be affected by the Proposed Development and how, as a considerate developer, their concerns can be addressed. Also it is recognised that the neighbourhood has been impacted by Crossrail construction works and the nearby hotel development over the last few years and that further construction work in building the Proposed Development must be considered proactively. Local consultations with the neighbours will be carried out on an ongoing basis to minimise any environmental and community issues.



*Figure 3 View looking west from Procter Street down Fisher Street*



*Figure 4 View looking west from Procter Street down Catton Street*



*Figure 5 View looking north up Southampton Row towards Theobald's Road*



*Figure 6 View looking south towards Holborn Underground Station*

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

A full study regarding the potential receptors has not yet been completed. However, they are expected to include:

- UKPN building
- 2-6 Southampton Row - Hotel under construction to the south of Catton Street, Planning reference 2007/5204/P, (Main Contractor is McLaren)
- English Studio on Catton Street
- Lion Court on Procter Street/Fisher Street corner
- 12-42 Former Central Saint Martin's buildings – planning permission submitted for hotel by Global Grange Ltd / The Holborn Hotel Ltd.
- Cochrane Theatre – on the site of the former Central Saint Martin's building

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Please see the site logistics plan in appendix detailing site access points and access routes for vehicles.

The site is located to the east of Southampton Row (A4200). The A4200 runs in approximately a north/south direction, and crosses the A501 near Euston Station. The A501 is a major route that becomes the A40, later linking to Junction 18 of the M25.

In the vicinity of the site, Southampton Row is a dual carriageway road, with the closed Kingsway Tram Tunnel running between the two carriageways, from Vernon Place (A40) north of the site to High Holborn (A40) south of the site. The southbound carriageway runs along the site frontage and has one lane for general traffic and a Bus Lane on the nearside lane, operational Monday to Saturday, from 7am to 10am and from 4pm to 7pm. Southampton Row is subject to a 20mph speed limit and has footways and street lighting on both sides of the road. Along the site frontage, parking is prohibited at all times on Southampton Row and loading is prohibited Monday to Saturday from 7am to 7pm.

Fisher Street bounds the site to the north and runs in a west/east direction from Southampton Row at its western end to Procter Street (A40) at its eastern end. The road is currently closed along the site frontage, between Southampton Row and the eastern end of the site, due to the Crossrail Fisher Street Headhouse works. Based on Crossrail's current programme, Fisher Street should be re-opened in September 2017. Between the eastern end of the site and Procter Street, Fisher Street previously had pay and display parking along the south side (maximum of 2 hours Monday to Friday 8:30am to 6:30pm and on Saturday 8:30am to 1:30pm) and parking with similar restrictions on the north side. At present however, all Traffic Regulation Orders (TRO) are suspended and parking and loading is restricted at any time on this section of Fisher Street in order to allow delivery vehicles clear access to the Crossrail site. Fisher Street was previously subject to a 20mph speed limit and has footways and street lighting along both sides.

Procter Street (A40) runs in a north/south direction, parallel with Southampton Row to the east of the site, commencing from Theobalds Road (A40) at its northern end and terminating onto High Holborn (A40) at its southern end. The road is a four lane carriageway, one-way southbound, with the middle two lanes for general traffic and the outer lanes are Bus Lanes. The road is subject to a 20mph speed limit and has footways and street lighting along both sides.

Catton Street bounds the site to the south and runs in a west/east direction from Southampton Row at its western end to Procter Street at its eastern end. The road is currently closed along the site frontage from Southampton Row to approximately 15m east of the site. It is closed as part of the construction works to renovate an existing building into a hotel (planning application ref: 2007/5204/P) directly opposite the site, to the south of Catton Street and east of Southampton Row. As part of the approved hotel development referred to above, Catton Street will be upgraded along its entire length. The details of these works and programme for completion are not currently available. Catton Street was previously one-way in a westbound

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

At this stage it is envisaged that the overall construction period will be 22 months to 24 months commencing in Quarter 1 (Q1) 2018.

An outline of the key construction stages and indicative durations is as follows:

- Piling and Substructure works up to Level 2 transfer slab: Q1 – Q2, Year 1
- Superstructure Works: Q3 – Q4, Year 1
- Cladding and Envelope: Q4, Year 1 - Q4, Year 2
- Services, Finishes and Hotel Fit Out – Q4, Year 1 – Q4, Year 2

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays, Bank or Public Holidays

At this stage it is envisaged that the Contractor will abide by the above stated working hours, apart from special situations where out of hours working is required, for example, tower crane erection and dismantling, significant concrete pours such as for the Level 2 transfer slab. These special working arrangements will be agreed with Camden and other relevant parties, as required.

In order to maintain the above working hours, the Contractor may require a period of up to one hour before and after normal working hours to start and close down activities (this would not include works that are likely to exceed agreed maximum construction works noise levels).



12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

It is envisaged that connections to existing services / public utilities will be required during the project lifecycle. Further details and timing will be indicated at a later date once the design has been developed and a contractor appointed.

From information obtained from the Crossrail project, some new drainage has been provided to the Headhouse and shaft, including some new manholes. Other utilities in the vicinity of the site include: power cables, Thames Water assets, BT cables and cables noted as 'NTL' (likely to be telecoms).

# Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

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## Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

**The Council can advise on this if necessary.**

## 13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Mace Ltd are providing this CMP as a construction advisor at this stage. Following the granting of a planning consent and the appointment of a main contractor, the CMP will be developed further and a community consultation process undertaken prior to the submission of an updated draft.

#### **14. Construction Working Group**

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

The proposed approach to community liaison would be:

- Identify the parties who may be affected by the construction of the Proposed Development, neighbours or other parties.
- Once planning consent has been obtained, agree with Camden on the appropriate form of consultation that should be carried out. Formal contact will then be established with those previously identified. Details of the CMP would be shared and any comments received incorporated into the next draft for submission.
- The Site Project Manager would be responsible for dealing with any consultation with the neighbours during the construction period, in particular for liaison with any neighbouring construction sites.
- Any calls/comments received would be logged, investigated and responded to quickly, advising on the action which will be taken.
- Public noticeboards are to be established at the site entrance.

## 15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

Once a contractor has been appointed then Registration details will be given. It is intended that the tender documentation will stipulate that the final appointed contractor must be fully committed to the 'Considerate Constructors Scheme'.

## 16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

Fisher Street will be used as the principal site construction access for the proposed development shell works, with Catton Street providing a secondary access.

It is understood that a new hotel is under construction to the south of Catton Street, south of the Proposed Development. As part of this scheme, Catton Street is due to be re-modelled and re-landscaped, but the timing of the works is not currently known. It is currently assumed that Catton Street could still be used for limited construction access associated with this development, subject to further liaison on the scope and timing of these works.

The Logistics Plan identifies that Catton Street will be used for access for smaller vehicles, serving a hoist located to the south of the Proposed Development. Scaffold will also be required in Catton Street to allow for new façade works and restoration of the existing façade.

It is also understood that a new development is planned for the former Central St. Martins Academy building to the north of Fisher Street. The appointed contractor for the Proposed Development will liaise closely with the adjoining developer's contractor.

Fisher Street to the north of the Proposed Development will provide access for larger vehicles, such as concrete wagons and articulated vehicles, in particular for goods access to the crane.

# Transport

**This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.**

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.**

## CLOCS Contractual Considerations

### 17. Name of Principal contractor:

Mace Ltd are providing this CMP as a construction advisor at this stage. Once a contractor has been appointed, then a revised CMP will be issued and relevant contact details provided.

### 18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

Mace Ltd are providing this CMP as a construction advisor at this stage. Once a contractor has been appointed, then a revised CMP will be issued.

### 19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

The Developer will abide by the CLOCS Standard in any contracts with contractors and suppliers.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

**20. Traffic routing:** *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

Mace Ltd are providing this CMP as a construction advisor at this stage. Once a contractor has been appointed, then an updated CMP will be issued.

In the interim, please refer to the Logistics Plan in the Appendix. This indicates the public highway network and details of the proposed construction vehicle routing to access the site. Access to the site will be from Theobalds Road into Procter Street, then reversing from Procter Street into Fisher Street or Catton Street. On egress, vehicles will turn right onto Procter Street and continue southbound towards High Holborn.

b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.



Prior to visiting site, contractors, delivery companies and visitors will be briefed by e-mail, with route maps and details of access to the site. This e-mail will also outline any restrictions at the site, such as no parking facilities. The Contractor will brief all drivers of construction vehicles on the route, in accordance with the guidance in CLOCS. This will include information that can be usefully programmed into any satellite navigation system.

This statement will be enhanced by the Contractor on appointment, when a revised CMP will be issued.

**21. Control of site traffic, particularly at peak hours:** *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

Subject to confirmation from the appointed Contractor, it is anticipated that construction deliveries will primarily take place between 9.30am and 4.30pm Monday to Friday, and 8.00am to 1.00pm on a Saturday. They will consist of a combination of rigid delivery vehicles under 3.5 tonnes and HGV wagons over 3.5 tonnes together with articulated flatbed vehicles.

The peak construction vehicle usage is likely to be during the substructure works and the pouring of the Level 2 transfer slab. Average daily vehicle trip numbers are likely to be in the region of 20-30 per day, with a peak of 40-50 trips per day.

b. Please provide details of other developments in the local area or on the route.

It is understood that a new hotel is under construction to the south of Catton Street, south of the Proposed Development.

A new development is also planned for the former Central St. Martins Academy building to the north of Fisher Street.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

It is envisaged that vehicles entering and egressing the site will be strictly controlled and monitored, and that a Construction Logistics Plan will be developed. Construction deliveries will be managed via a web-based system and using a 'Just in Time' policy. This will be used to regulate deliveries and ensure that there are no bottlenecks. As much as possible, vehicles will arrive fully laden to reduce the total number of vehicle movements.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Traffic marshalls will control vehicles entering the site from Procter Street to eliminate queuing construction vehicles. Vehicle / driver compliance checks will be carried out promptly at the site access within Fisher Street and Catton Street and loading/unloading will take place within the site hoardings. Details of any required vehicle holding areas will be given by the appointed contractor.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

When appointed, the Contractor will advise on other measures which may be employed. For example, if there is a large concrete pour for the Level 2 transfer slab, this may be scheduled outside of typical hours as a significant delivery of concrete will be required. This would both reduce the impact on Central London traffic, but would also further guarantee a continuous supply of concrete reaching the site at the appointed times.

**22. Site access and egress:** *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with ‘STOP – WORKS’ signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed access and egress routes to and from the site

Please refer to the Logistics Plan. Access to the site will be via Fisher Street and Catton Street, reversing into the street from Procter Street to the east, under the supervision and direction of Traffic Marshalls. Access to Fisher Street and Catton Street will be strictly controlled for vehicles, with trained personnel available to direct deliveries into the street from Procter Street. Loading and unloading will take place in Fisher Street or Catton Street, within the site hoardings.

Currently Crossrail have adopted a similar solution by closing Fisher Street, and the hotel works to the south have similarly closed Catton Street. Both projects are utilising these streets to provide space for servicing the sites. It is envisaged at this stage that a similar solution be used for the Proposed Development by closing Fisher Street for through traffic but allowing access for local premises, such as the Fisher Street Crossrail Headhouse. We believe that this solution is best for all parties and minimises the impact on surrounding areas.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

It is envisaged that traffic marshalls will be provided to direct vehicles into Fisher Street. There will also be site personnel to check driver details and give access to the site. See also response to Question 22a.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Please refer to swept path drawings in the Appendix.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

Wheel cleaning facilities will be provided at the designated site exit points supplemented by road sweeping as required.

**23. Vehicle loading and unloading:** *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.” (P19, 3.4.4)*

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Mace Ltd are providing this CMP as a construction advisor at this stage. Once a contractor has been appointed then a revised CMP will be issued. They will develop a full site plan to include materials, skips and plant storage areas.

In the interim, please refer to the Logistics Plan that shows the site access and egress points (via Fisher Street and Catton Street) and that loading /unloading will take place in within the site hoardings where possible. The assumption is that Fisher Street and Catton Street will remain closed to through traffic from Southampton Row, as it has been for the Crossrail works and hotel to the south of Catton Street. Marshalls shall ensure that any pedestrians in the vicinity are kept clear of unloading. However, pedestrian numbers are expected to be very low as there is no through route to Southampton Row, and access is to adjacent buildings only.

There will be no significant storage areas within the site as deliveries will be operated on a ‘Just in Time’ basis, and there will be no stockpiling of the limited excavation/demolition material expected.

## Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

### 24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

The Developer will apply to keep Fisher Street and Catton Street closed using a TRO to close the roads to through traffic and pedestrians, except for access to adjacent buildings from Procter Street. This would ideally be similar to the closure obtained for Crossrail and the nearby hotel development south of Catton Street, and will require further suspension of the previous parking bays on the north and south side of Fisher Street .

### 25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

The proposed site accommodation is proposed to be site cabins sitting on a structural steel gantry at the west end of Fisher Street. Ideally, these works will re-use the gantry in place for the Crossrail works due to finish in later 2017. The extent of the new building is such that the entire site area between Fisher Street, Catton Street, Southampton Row and the UKPN building is occupied by either new build or existing building to be retained. Hence the need to use the adjacent smaller streets for site access and accommodation.

The Contractor, when appointed, will provide further details. Please refer to the Logistics Plan in Appendix. This shows the extent of the site in both Fisher Street and Catton Street. See also response to Question 24.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

It is expected that access to site for both deliveries and personnel will be restricted by the use of barriers/turnstiles, and a security check point manned by security personnel.

Further details will be provided by the appointed contractor in an updated CMP.

## **26. Diversions**

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

Please see response to Question 24 regarding closure of Fisher Street and Catton Street to traffic and pedestrians, except for access to adjacent buildings.

## **27. VRU and pedestrian diversions, scaffolding and hoarding**

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

For the limited pedestrian access expected to the Crossrail Headhouse, a protected pedestrian route will be provided with overhead crash deck on Catton Street and Fisher Street. This will allow perimeter works to take place whilst maintaining safe access for the Headhouse personnel.

Scaffolding will be provided on Southampton Row to allow perimeter restoration works to take place. This will be within the hoarding line and will be fully netted above to protect pedestrians on Southampton Row. The footpath in this area is currently more than 4m in width, so there should be adequate room for both a pedestrian footway and scaffold. However, this will be agreed with the Council prior to construction. At the end of Fisher Street and Catton Street, traffic marshalls will ensure that pedestrian routes are maintained, and will control traffic, pedestrian and cycle flows during site deliveries.

The appointed contractor will confirm these details.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

Where scaffolding will overhang the footpath, the relevant permits will be obtained and measures will be put in place to provide public protection. During erection of scaffolding on Southampton Row, Fisher Street and Catton Street, temporary diversions for pedestrian routes will be required. These will be agreed and signposted.

A tower crane will be erected to the south side of Fisher Street, between the existing building at 8-10 Southampton Row and proposed infill building at 1 Fisher Street. This is to allow for construction works primarily to the new infill building.

When appointed, the Contractor will provide further details of scaffolding, cranes etc and will update the CMP.

Please see the response to Question 25a for details of the proposed gantry for site accommodation at the west end of Fisher Street.

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# Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

Mace Ltd are providing this CMP as a construction advisor at this stage. Once a contractor has been appointed then a revised CMP will be issued.

A detailed list will be provided at a later stage. Typically for this kind of construction noisy works are but not limited to:-

1. Piling
2. Excavation
3. Concreting
4. Steelwork erection
5. Fixing of cladding
6. Any percussion drilling works prior to the cladding being installed.
7. Some unloading and loading of trucks

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Details of the noise survey will be provided once it has been commissioned by the Developer.

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

A Section 61 Prior Consent approach will be adopted for this development, where noise and vibration thresholds will be agreed prior to construction. Monitoring will take place to ensure these levels are not exceeded, but if they are, work on site will stop until mitigation methods have been adopted.



31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

The Contractor will enhance the statement below when appointed:

Best Practicable Means (BPM) will be employed to keep the level of noise and vibration generated on site as low as reasonably practicable. Measures to be considered in implementing BPM will be consistent with the recommendations of BS 5228-1:2009+A1:2014.

- Only plant conforming to relevant national, EU or international standards or directives on noise and vibration will be used. Plant will be properly maintained and silenced where appropriate. Engines will be switched off when not in use and when practicable to do so
- Activities will be programmed to ensure that those that generate significant noise and disturbance are planned with regard to local occupants and sensitive receptors
- Solid and well maintained hoarding around the entire perimeter of the site will be used to screen for noise generation from low-level sources
- All demolition and construction activities will be undertaken within the previously listed work hours to minimise disturbance of local receptors. If works are required outside these hours, 'Prior Consent' (in compliance with Section 61 of the Control of Pollution Act 1974) will be agreed with Camden. The statutory Section 61 process will specifically consider the expected noise impact of the proposed works and agree necessary mitigation;
- Use of encapsulated scaffolds when works are close to the site boundaries;
- Contractors and subcontractors will operate a 'Just in Time' policy for the delivery and supply of materials for the work to minimise the disruption to the local community;
- Loading and unloading of vehicles, dismantling of equipment such as scaffolding or moving equipment or materials around the site will be conducted in such a manner as to minimise noise generation and where practical will be conducted away from noise sensitive areas;
- All trade contractors will be made familiar with current noise legislation and the guidance in BS 5228-1:2009+A1:2014 (parts 1 and 2) which will form a pre-requisite of their appointment; and
- A noise and vibration monitoring programme (in compliance with BS 5228-1:2009+A1:2014) will be developed in accordance with Camden to ensure that sensitive receptors are adequately monitored and managed.

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

All trade contractors will be made familiar with current noise legislation and the guidance in BS 5228-1:2009+A1:2014 (parts 1 and 2) which will form a pre-requisite of their appointment.

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

The Contractor will enhance the statement below when appointed:

Demolition and construction plant emissions are considered to be a small, insignificant and temporary emission sources relative to ambient conditions. However, suitable best practice mitigation measures for site plant will be adhered to as follows to reduce the likelihood of significant adverse air quality effects from Non Road Mobile Machinery (NRMM) throughout the demolition and construction works:

- No vehicles or plant will be left idling unnecessarily;
- NRMM will be well maintained. Should any emissions of dark smoke occur (except during start up) then the relevant machinery will be stopped immediately and any problem rectified before being used again;
- Engines and exhaust systems will be regularly serviced according to manufacturer's recommendations and maintained to meet statutory limits/opacity tests;
- Plant will be located away from the boundaries close to residential areas;
- Use of diesel or petrol powered generators will be avoided by using mains electricity or battery powered equipment where possible and if safety concerns can be overcome; and
- All NRMM will meet the emission standards required by the Mayor of London's SPG on The Control of Dust and Emissions during Construction and Demolition.
- The site will be well maintained with regular washing down, and any adjacent buildings affected can also be washed down. Site boundaries will be inspected regularly. Spills will be cleaned up immediately.
- Construction methods will be used to minimise dust by using dust suppression techniques
- Drop heights for materials to be minimised
- Waste will be reused or recycled where possible to reduce dust from waste material
- Windows and building perimeter to be sealed prior to strip out of the existing building
- Excavations to be damped down with water sprays as they are dug
- Lorries leaving the site to be covered, if carrying dusty material

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

The Contractor will enhance the statement below when appointed:

- The construction site will be managed to prevent site runoff of water or mud
- The site will be well maintained with regular washing down, and any adjacent buildings affected can also be washed down.
- Site boundaries will be inspected regularly, especially in times of very dry or windy weather
- Facilities will be provided to allow personnel to change footwear prior to egress from the site
- Dust monitors will be used to warn of high levels of dust
- Regular wet cleaning of hard-surfaced roads used to enter site with sweeper vehicle;
- Ensuring that dusty materials are transported appropriately (e.g. sheeting of vehicles carrying spoil and other dusty materials);
- Hoardings utilised to prevent dust breakout; and
- All vehicles to be cleaned before they exit the site onto the public highways as necessary.
- In addition to the above, measures to reduce exhaust emissions of oxides of nitrogen and particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>) from vehicles will include:
  - Vehicles idling will be prohibited;
  - Not allowing the queuing of vehicles at site entrances; and
  - The effective management of vehicles within the site.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

The Contractor will enhance the statement below when appointed:

Noise, vibration and dust levels will be monitored in real-time and the monitors will be checked regularly. Monitoring points will be agreed with Camden prior to construction commencing. The monitors can be connected via a mobile network and deliver text and e-mail notifications to designated representatives should a trigger level or action level occur. If a trigger level is reached, the Contractor shall investigate and log any action taken. The results of the monitoring can be made available to Camden on a regular basis. The monitors will be regularly maintained – for example, they will be checked twice daily for power supply and performance, have a calibration and filter set every three months, servicing on a 6-monthly basis and laboratory calibration every two years. Records of this will also be kept.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

The Developer / Contractor is committed to producing a *Dust and Emissions During Demolition and Construction Risk Assessment*, which will be submitted once the appropriate assessor has been appointed. This will be completed and submitted prior to the start of enabling works or construction on site.

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

Following completion of the Dust Risk Assessment (see Question 36), the Contractor will complete the GLA Mitigation Measures Checklist and will implement the measures identified on site. Many of these measures have been covered in the response to Questions 33-35.

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

A Dust and Emissions Risk Assessment has not yet been carried out, but it is expected that the site will be classed as Medium or High Risk. A plan showing the location and number of monitors will be submitted by the Contractor, following their appointment and at least 3 months prior to the commencement of the Proposed Development works. Specification of the monitors will also be provided. The SPG document will be followed. Data will be made available to the Council as outlined above, and details of exceedances and measures taken to resolve the exceedances will be provided.

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

The site will be kept clean and tidy, consumption of food on site will be in restricted areas only, and food waste will be disposed of appropriately. If traces of rodents are found, pest control measures will be taken where necessary. During construction, existing and new drainage will be sealed appropriately to prevent rodent ingress.

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

It is anticipated that the existing building at 8-10 Southampton Row will contain asbestos, given its age. Therefore a full demolition survey will be carried out to identify the location and type by means of visual and intrusive survey. The Contractor will update the CMP with this information when available.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

The Contractor will follow the Considerate Contractor's Scheme which seeks to:

- Eradicate offensive behaviour and language from construction sites
- Keeping the site clean and tidy and well presented to give a positive impression of the industry
- Promoting respectable and safe standard of behaviour and dress. Disciplinary action can be taken if there is derogatory behaviour.

Appropriate consultation will take place with neighbours and others affected by the works, and any complaints will be logged and resolved by the Contractor.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

### **From 1<sup>st</sup> September 2015**

**(i) Major Development Sites** – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

**(ii) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

### **From 1<sup>st</sup> September 2020**

**(iii) Any development site** - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

**(iv) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period 22 months, prior to 1<sup>st</sup> September 2020
- b) Is the development within the CAZ? Y
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? The Contractor will comply with the relevant standard.
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: When appointed, the Contractor will confirm that the NRMM for the development is on the NRMM Register.
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: The Contractor will comply with this requirement.
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: The Contractor will comply with this requirement.

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# Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

**Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.**

**Signed:** .....

**Date:** .....

**Print Name:** .....

**Position:** .....

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.