

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

**OUTLINE CONSTRUCTION
LOGISTICS PLAN
CAMDEN HIGH STREET
CAMDEN**

OUTLINE CONSTRUCTION LOGISTICS PLAN CAMDEN HIGH STREET CAMDEN

151 TO 153 CAMDEN HIGH STREET, LONDON, NW1 7JY

OUTLINE CONSTRUCTION LOGISTICS PLAN
SEPTEMBER 2019

CONTENTS

- 1 INTRODUCTION
- 2 SITE INFORMATION
- 3 CONSTRUCTION DETAILS
- 4 TRAFFIC MANAGEMENT
- 5 DEVELOPING CLP MEASURES AND POLICIES
- 6 MANAGING, MONITORING AND REVIEWING THE CLP
- 7 SUMMARY

1 INTRODUCTION

1.1 INTRODUCTION

KRONEN has been instructed to prepare this Outline Construction Logistics Plan to accompany a planning application which will be made at 151 to 153 Camden High Street, London, NW1 7JY (in the London Borough of Camden).

The application site comprises a 3 storey building. The entire property has an A1 Retail Use Class.

The proposal is for the change of use of retail ancillary and storage space on upper floors and alterations and extensions to create 2 × "car free" apartments (1 × 2-bedroom apartment and 1 × 3-bedroom apartment) on upper floors whilst retaining the existing ground floor retail space.

Place Architecture and Design are project architects. Refer to Place Architecture and Design's accompanying plans for the site location, boundary and existing and proposed layouts.

1.2 TYPE OF CONSTRUCTION LOGISTICS PLAN

Following pre-application engagement the applicant's project team has requested that an Outline Construction Logistics Plan (CLP) is prepared to accompany the application so that it can be used as a basis of a detailed CLP which is expected to be required as a planning condition, should the application be approved.

The applicant will not be instructing contractors until after the planning application has been determined. As such the information provided in this Outline CLP should be seen as preliminary and subject to contractor alterations at the detailed CLP stage.

1.3 OVERVIEW OF SITE ACCESS

The site fronts Camden High Street but has no vehicle access.

1.4 BENEFITS OF IMPLEMENTING A CONSTRUCTION LOGISTICS PLAN

As set out in "Construction Logistics Plan Guidance for developers" the main construction traffic issues that CLPs seek to address are (p.6, Mayor of London & TfL, 2013):

"Congestion reduction

Congestion reduction can be achieved by more efficient management and coordination of construction vehicles going to and from a site. The CLP will state what delivery booking and scheduling system is used to organise deliveries and reduce congestion near the site.

Environment

Environmental benefits arise by minimising the number of journeys needed to service a construction site and applying best practice efficiencies to those journeys.

This includes:

- Planning deliveries to maximise vehicle capacities
- High delivery success rates
- Using modern, low-emission vehicles
- Making optimal use of vehicle management
- Using rail and water freight wherever possible

Together these measures can reduce air pollution, CO2 emissions and noise levels.

Waste management is also a consideration, as effective waste management policies lead to low levels of total waste generated, and higher recycling rates.

Safety

CLPs encourage fewer road trips. This reduces the number of vehicles on the road and therefore the likelihood of collisions, including those involving vulnerable road users.

They also ensure developers maintain high operational standards throughout the contract arrangements with members of their supply chain."

The remainder of this document sets out: site information, outline construction considerations, potential CLP measures / policies to realise the benefits above, and information on how the detailed CLP should be managed and monitored.

Whilst preparing this Outline CLP attention has been paid to Construction Logistics Plan Guidance for developers and recent pre-application advice.

2 SITE INFORMATION

2.1 LOCATION OF THE SITE

As discussed the site is 151 to 153 Camden High Street, London, NW1 7JY.

The application site comprises a 3 storey building. The entire property has an A1 Retail Use Class.

2.2 SIZE AND NATURE OF THE DEVELOPMENT

The proposal is for the change of use of retail ancillary and storage space on upper floors and alterations and extensions to create 2 × apartments (1 × 2-bedroom apartment and 1 × 3-bedroom apartment) on upper floors whilst retaining the existing ground floor retail space.

The proposed apartments have a new pedestrian access from Camden High Street.

As discussed the site has no vehicle access and no off-street parking. It is not possible to create vehicle access or off-street vehicle parking.

It is intended that the proposed apartments will be "car free" and future resident occupants will be ineligible to apply for resident on-street CPZ parking permits or by condition / agreement.

Refer to Place Architecture and Design's accompanying plans for the proposed layout and accommodation.

2.3 DETAILS OF SITE ACCESS

The site fronts Camden High Street but has no vehicle access and no off-street parking.

The site is accessed on foot from Camden High Street.

Camden High Street the A400 is a classified single carriageway northbound only A-road from Victoria Embankment to Archway / the A1. The adjoining section of Camden High Street the A400 is a TfL Central Area Red Route road part of Transport for London Road Network (TLRN).

3 CONSTRUCTION DETAILS

3.1 DETAILS OF THE SCHEME

As discussed, the applicant will not be instructing contractors until after the planning application has been determined. Construction method details will be provided by the contractor and will be included in the detailed CLP.

3.2 WORKS PROGRAMME

The appointed contractor will provide a programme in the detailed CLP.

3.3 ACCESS ARRANGEMENTS FOR VEHICLES

The site has no vehicle access.

Contractors and suppliers will need to adapt accordingly, this may include small vehicles, small loads, limited plant / hand tools only etc. Loading would need to take place from the public highway kerbside and is likely to use the Red Route Loading maximum 20 minutes bays (Mondays to Saturday 8am to 4pm and Sundays 8am to 1pm) outside Pret A Manger 157 Camden High Street and ALDI 125 to 133 Camden High Street.

3.4 DETAILS OF ANY PARKING BAYS TO BE SUSPENDED TO ALLOW ACCESS FOR CONSTRUCTION VEHICLES

Should kerb space on the public highway need to be suspended for skips, plant and material etc. during the works programme full details of these suspensions / highways licenses / associated traffic management will be included in the detailed CLP.

3.5 NUMBER OF DELIVERIES

Once a contractor has been appointed demolition and construction supply chain details (primary products / materials, where they are sourced, how they are transported and waste recovery etc.) will be issued. These details will be set out in the detailed CLP as will the resultant number of deliveries etc.

3.6 HOURS OF SITE OPERATION

Construction works will be within the standard Considerate Constructors Scheme working hours as follows: 8am to 6pm Mondays to Fridays and 8am to 1pm Saturdays. It is noted that the pre-application response letter requested delivery hours outside of peak hours due to the site setting / context and position next to a pedestrian crossing point. No construction works or deliveries will take place on Sundays or Bank or Public Holidays without prior consultation and agreement with LB Camden and TfL.

This information will be set out in the CLP contractors handbook along with CLP aims, maps, health and safety information, travel details, key project contacts (including the CLP coordinator) etc.

3.7 PROPOSED VEHICLE ROUTES

The appointed contractor will provide vehicle route information once the supply chain details have been established.

It is assumed that most construction traffic will be routed to the site to / from the A400 and the A1 to the north of the site.

It is suggested that contractors ensure that deliveries are routed using a freight planner tool such as Freight Journey Planner < <http://www.freightjourneyplanner.co.uk/> >.

Proposed vehicle routes will be established in consultation with LB Camden and TfL officers and will be included in the detailed CLP.

This information will also be set out in the CLP contractors handbook.

3.8 NUMBER AND TYPE OF CONSTRUCTION VEHICLES FOR EACH DEVELOPMENT PHASE

The appointed contractor will provide vehicle size / type access requirements once the supply chain details have been established. These details will be set out in the detailed CLP.

At the current planning stage no one on the design team is able to provide meaningful estimates.

3.9 PARKING, LOADING AND UNLOADING ARRANGEMENTS

Construction parking, loading and unloading will take place on the public highway.

The site has Excellent PTAL 6b public transport connections. Any parking demand would need to be accommodated in nearby on-street car park parking (such as short stay 30 minute 8am to 4pm parking bays opposite the site or pay bays within the wider LB Camden Controlled Parking Zone CA-F).

Loading would need to take place from the public highway kerbside and is likely to use the Red Route Loading maximum 20 minutes bays (Mondays to Saturday 8am to 4pm and Sundays 8am to 1pm) outside Pret A Manger 157 Camden High Street and ALDI 125 to 133 Camden High Street.

Details of parking, loading and unloading arrangements will be included in the detailed CLP and will also be set out in the CLP contractors handbook.

3.10 SWEPT PATH ANALYSIS

The appointed contractor will provide vehicle size / type access requirements once the supply chain details have been established.

Should detailed swept path drawings be needed these will be included in the detailed CLP.

3.11 SPECIAL MEASURES TO ADDRESS ANY SITE ACCESS AND EXIT ISSUES

Once a contractor has been appointed and a method statement has been prepared a risk assessment will need to identify special measures, as suggested in the next Section there should be a banksman as part of the CLP measures to manage any potential construction vehicle conflicts during delivery times due to the site context.

3.12 DETAILS OF STORAGE FOR PLANT AND MATERIALS

Details of plant, materials and tools storage arrangements will be included in the detailed CLP and will also be set out in the CLP contractors handbook.

3.13 CONSTRUCTION NOISE AND DUST

The detailed CLP will set out measures to control the project's noise and dust emissions (hoardings, screens / sheetings / coverings, construction methods and activities) with reference to "British Standard 5228: Code of practice for noise and vibration control on construction and open sites" (BSI, 2009, as amended) and "The control of dust and emissions during construction and demolition" (TfL, 2014).

3.14 PAVEMENT STRUCTURE INSPECTIONS AND REPAIR

The detailed CLP will include contractor's (or their civil / highway engineer's) detailed pre-commencement visual inspection of nearby pavement structures likely to be impacted by construction works.

Following completion of the works a detailed post-completion visual inspection will identify any pavement damage repair work required and this will be completed as part of Section 278 off-site works secured by condition / agreement as per the pre-application advice.

4 TRAFFIC MANAGEMENT

As discussed in the previous report Section, the appointed contractor will provide trip estimates and vehicle size / type access requirements once the supply chain details have been established.

Once a contractor has been appointed and a method statement has been prepared a risk assessment will need to identify special measures, it is likely this will include a banksman as part of the CLP measures to manage any potential construction vehicle conflicts during delivery times due to the site context.

This Outline CLP has been prepared by a certified, National Highway Sector Schemes / Lantra Awards, traffic management operative. Given the Outline / preliminary stage of the project it is considered more appropriate to set out detailed construction traffic management plans at the detailed CLP pre-commencement stage.

Suggested CLP measures to manage construction impacts are discussed in the next report Section.

5 DEVELOPING CLP MEASURES AND POLICIES

In accordance with Construction Logistics Plan Guidance for developers it is suggested that the detailed CLP includes the measures set out below to realise the congestion, environmental and safety benefits highlighted in the report's introduction.

5.1 CLP MEASURES TO REDUCE TRIPS IN PEAK PERIODS LEADING TO LESS CONGESTION

The detailed CLP should include the following elements to reduce construction peak trips and congestion:

- Use of an online booking system / delivery schedule to plan construction trips in advance to resolve potential site access conflicts. The CLP coordinator, discussed in the next Section, will oversee the booking system.
- Use approved route plans to ensure construction vehicles use roads with adequate capacity. The CLP coordinator will develop the route plans in consultation with LB Camden and TfL officers. The CLP coordinator will also be responsible for setting this information out in the contractors handbook and checking the agreed routes use.
- If possible coordinate with nearby construction sites.

In addition the detailed CLP may include the following measures:

- Consolidation of material and waste trips where possible.
- The provision of all-off holding areas / holding points in consultation with LB Camden and TfL.
- The potential use of alternative modes.

5.2 CLP MEASURES TO REDUCE CONSTRUCTION TRAFFIC EMISSIONS

The detailed CLP should include the following elements in contracts to reduce construction traffic emissions:

- The use of contractors with acceptable vehicle maintenance / fleet management practices e.g. Fleet Operator Recognition Scheme FORS accredited members.
- Contractors with acceptable driver training standards.
- Construction trips and emissions reporting (discussed in following Sections).

In addition the detailed CLP may include the following measures:

- Consolidation of material and waste trips where possible.
- The potential use of alternative modes.

5.3 CLP MEASURES TO IMPROVE CONSTRUCTION-RELATED ROAD SAFETY

The detailed CLP should include the following contract (Work Related Road Risk WRRR) elements to improve construction road safety:

- Driver licence checks and approved training.
- A transport collision reporting system in place.
- Appropriate vehicle mirrors (blind spot mirrors) fitted to vehicles.

- Vehicles fitted with side guards.
- Vehicles fitted with close proximity warning systems, CCTV cameras, Fresnel lens.
- Vehicles with prominent warning stickers.
- Use of FORS Bronze accredited contractors.

In addition the detailed CLP may include the following measures:

- Consolidation of material and waste trips where possible.
- The provision of all-off holding areas / holding points in consultation with LB Camden and TfL.
- The potential use of alternative modes.

6 MANAGING, MONITORING AND REVIEWING THE CLP

The appointed main contractor's site manager will assign the best placed person the role and responsibilities of "CLP coordinator".

It will be the CLP coordinator's responsibility to oversee the effectiveness of CLP and communicate it with internal and external bodies.

The CLP coordinator will be named on the detailed CLP to secured by planning condition.

As set out in the previous Section the CLP coordinator will:

- Develop and prepare the detailed CLP.
- Manage the booking system.
- Compile the contractors handbook.
- Check arrivals and departures for compliance with the detailed CLP.

The CLP coordinator will also monitor the CLP by review meetings and reporting to LB Camden and TfL when required.

Construction Logistics Plan Guidance for developers suggests a combination of the indicators below are used to monitor the CLP. The CLP indicators used will be selected by the contractor and CLP coordinator in consultation with LB Camden and TfL as part of the detailed CLP.

"Number of vehicle movements to site

- Total
- By vehicle type/size/age

Vehicle mileage

- Total
- By vehicle type/size/age

Level of vehicle fill

- For each delivery/collection

Extent of vehicle sharing

- For each delivery/collection

CO2 calculation

Local air quality emissions

- NOx
- PM10

Noise

Delivery/collection accuracy compared to schedule

Breaches and complaints

- Vehicle routing
- Unacceptable queuing

- Unacceptable parking
- Supplier FORS accreditation
- LEZ compliance
- Contractual conditions compliance

Safety

- Logistics-related accidents
- Record of associated fatalities and serious injuries
- Ways staff are travelling to site
- Vehicles and operations not meeting safety requirements

Effectiveness of waste plan

- Percentage of recycled materials used in development
- Percentage of materials re-used on site
- Percentage of waste recycled

Scheme cost and efficiency impacts

- Identifiable cost savings
- Record of lost hours
- Material losses
- Material costs reclaimed
- Duration of scheme or phase"

The agreed selection of indicators and related SMART (Specific, Measurable, Achievable, Realistic, Timely) targets will also need to be selected by the contractor and CLP coordinator in consultation with LB Camden and TfL as part of the detailed CLP.

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