

Construction Management Plan

pro forma v2.3

Contents

Revisions	3
Introduction	4
Timeframe	6
Contact	7
Site	9
Community liaison	12
Transport	16
Environment	29
Agreement	34

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
09.12.19	Submission V1	Ardent Consulting Engineers (Paul Rynton) and St George West London Limited.
17.01.20	Submission V2	Ardent Consulting Engineers (Paul Rynton), BECG (Chris Sharp) and St George West London Limited.

Additional sheets

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

- **Drawing Number 196120-SK05G** – All Movements Access with Temporary Lights Solution
- **Appendix A** – Gantt Chart of Programme
- **Appendix B** – Noise and Vibration Impact Assessment (Ardent report no. 160630-10)

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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 nature 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 \(CMRBC\)](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during construction. 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 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 only provide the information requested that is relevant to a particular section.

(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.)

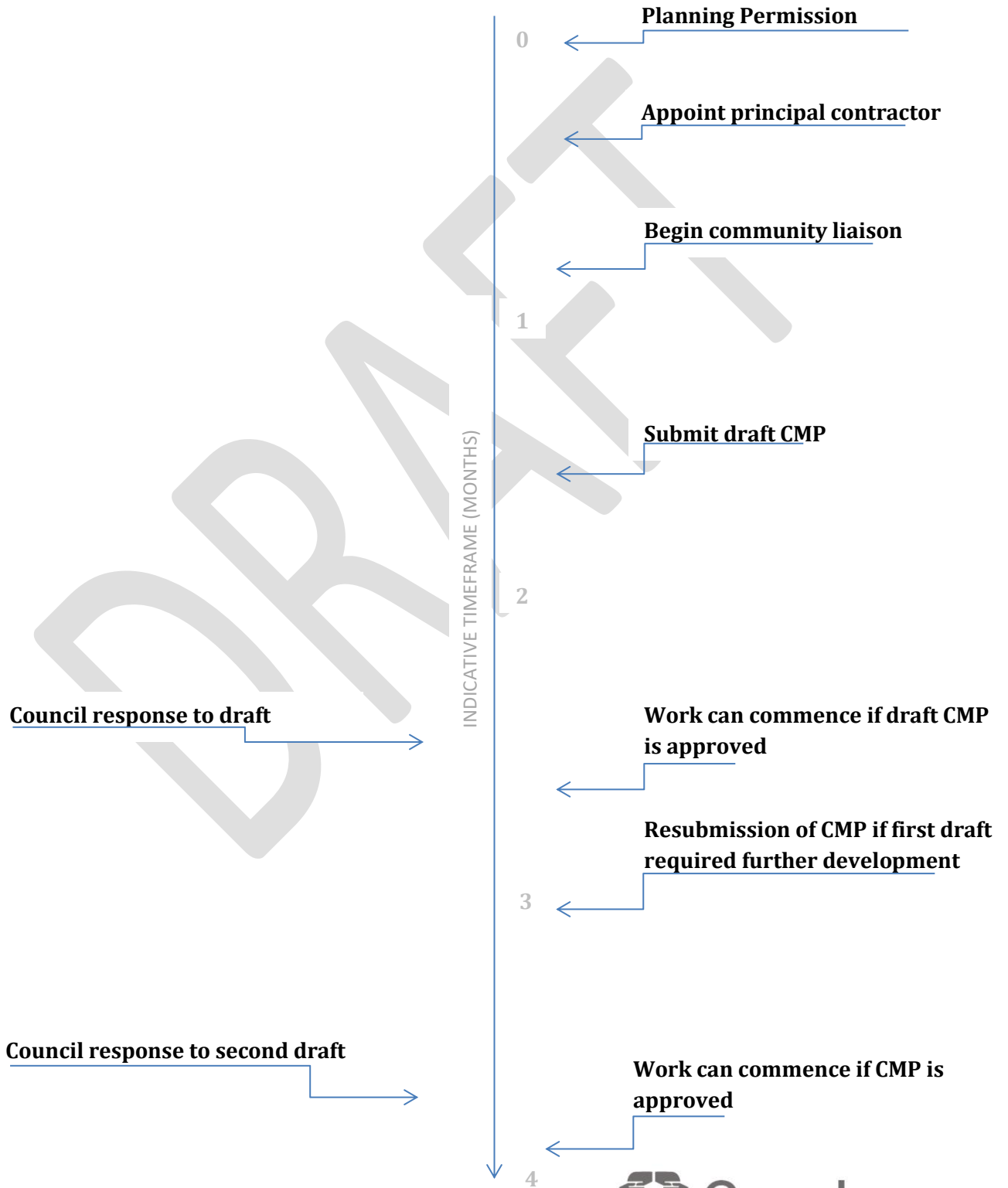
Revisions to this document may take place periodically.

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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.

Planning reference number to which the CMP applies: 2017/3847/P, granted 15 June 2018.

Site: Camden Goods Yard, Chalk Farm Road, London, NW1 8EE

(Camden Council's Planning Register refers to the full site address as: Morrisons Superstore and Petrol Filling Station Camden Goods Yard Chalk Farm Road LONDON NW1 8EH).

This CMP provides specific details relating to the Petrol Filling Station (PFS) parcel of land. It takes into account both the extant permission (2017/3847/P) and the amended proposals for a single storey temporary foodstore (Phase 1a of the development). Bringing forward a standalone temporary store for 50 months, rather than the permanent office building, will accelerate delivery of the overall scheme.

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

Name: Claire Hammond

Address: St George House, 16 The Boulevard, Imperial Wharf, Fulham, SW6 2UB

Email: clairehammond@stgeorgeplc.com

Phone: 020 7471 4444

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.

Once the Site Project Manager is known this information will be provided and this document will be updated.

Name: Nick Hazzard, Senior Construction Manager

Address: Beaufort Park Project Office, Aerodrome Road, Hendon NW9 5ZR

Email: nick.hazzard@stgeorgeplc.com

Phone: 0208 359 1500

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: BECG (Max Camplin)

Address: The Building Centre, 26 Store Street, London, WC1E 7BT

Email: Feedback@CamdenGoodsYard.com

Phone: 0800 298 7040

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: Paul Robinson, Construction Director

Address: St George House, 16 The Boulevard, Imperial Wharf, Fulham, SW6 2UB

Email: paul.robinson@stgeorgeplc.com

Phone: 020 7471 4444

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.

The site comprises the existing Morrisons Camden Foodstore, which is located to the south-west of Chalk Farm Road, towards the north-western end of Camden Town Centre. The site area includes the Morrisons store and associated car park, which are located to the south-west of the Northern Line underground rail line, as well as the Morrisons Petrol Filling Station (PFS), which is situated in between Chalk Farm Road and the Northern Line.

The PFS element of the site is classified as Phase 1 of the overall development. An aerial view of the site is shown at **Plate 1** below.



Plate 1: Site Location

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).

This CMP provides specific details relating to the Petrol Filling Station (PFS) parcel of land which is identified as Phase 1 by application 2017/3847/P. Within the S106 for the original planning application (App Ref: 2017/3847/P), Phase 1 is defined as:

“...the construction of the Access Road (Petrol Filling Station Site) and the redevelopment of the Petrol Filling Station Site to include the erection of a new building of up to six storeys and up to 11,243 sq m GEA floorspace to accommodate a petrol filling station (Sui Generis use), flexible retail/food & drink floorspace (Class A1, A3 uses), Class 81 floorspace and a winter garden; with cycle parking, public space, public toilets and other associated works and highways works: all following demolition of the existing petrol filling station. Use of part ground/1st floors as a foodstore (Class A 1 use) with associated car parking for a temporary period of up to thirty months pursuant to the Planning Permission.”

However, it is proposed to amend the s106 agreement to introduce ‘Phase 1a’ to the development to ensure the temporary supermarket becomes its own phase. Bringing forward a standalone, single storey temporary store as Phase 1a, rather than the permanent office building, will accelerate delivery of the overall scheme. This amendment is subject to a S73 application submitted 3 January 2020, and corresponding Deed of Variation.

The main issue and challenge for the construction of this phase is constructing a suitable temporary access for construction and the temporary store. The proposed approach has been developed in liaison with Camden Council’s Design Team, Transport Strategy Service (Simi Shah).

8. 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).

See **Appendix A** for Gantt chart.

9. 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 or Public Holidays

- 8.00am to 6.00pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays unless deemed necessary.

To relieve road congestion in the local area, where practicable, deliveries will be encouraged (but not bound) to arrive during the inter-peak period – broadly 10.00am to 4.00pm. All contractors are responsible for ensuring their deliveries do not park or wait within Chalk Farm Road. Any works or deliveries required outside these hours are by request only, such as erecting and dismantling tower crane, and must be made 48 hours in advance.

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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.

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.

10. Sensitive/affected receptors

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.).

The site adjoins Chalk Farm Road and Juniper Crescent and is also bounded by Network Rail Lines to the East and West and Gilbeys Yard residential units to the South.

Chalk Farm Road is a London Borough of Camden highway which can become busy throughout the day. Juniper Crescent is a private road serving the existing PFS, supermarket and adjacent residential properties.

It is understood that the High Speed Rail 2 (HS2) project have requisitioned a right of access over Juniper Crescent to a proposed works compound during the construction of HS2.

The surrounding area includes a range of commercial, retail and entertainment uses, including Camden Market, Proud night club along with residential development.

11. 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.

St George is committed to liaising proactively with the community throughout the project. A dedicated website and contact number have already been set up, with the details as follows:

- Website: <http://www.camdengoodsyardconsultation.com/>
- Number: 0800 298 7040
- Email: feedback@camdengoodsyard.com

Further, a newsletter was distributed to over 7,000 local residents, businesses and stakeholders on w/c 16 December 2019, introducing St George and informing the community of the forthcoming planning application.

The newsletter included information about our impending application for a temporary store located at the Petrol Filling Station site; people were asked to get in touch via email or phone, should they have any queries or require further information about this.

Additionally, stakeholders (including ward councillors) were sent copies of the newsletters through email. A meeting took place with ward councillors in January 2020, and St George have offered surrounding community stakeholders an opportunity to meet with us, should they wish to discuss the scheme.

Furthermore, a letter regarding the Draft Construction Management Plan (DCMP) was distributed to over 1,600 neighbouring addresses. The letter specified key points of the DCMP, such as vehicle routes and traffic arrangements during construction.

The letter asked for feedback and included a link to the DCMP, which featured on the project website.

This letter was also forwarded onto stakeholders via email, and the project team will reach out to Haverstock School, to explore engagement with staff, pupils and parents in relation to safety around construction sites.

St George has also agreed a joined-up approach to wider consultation with One Housing Group to liaise with their residents and a meeting took place on 4th November 2019. Further meetings are planned, with the next due to take place on 3rd February 2020.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

Details of the Construction Working Group have been discussed with our Case Officer Gavin Sexton to accord with the S106 requirements for the site as set out within Schedule 1, Part 1, Section 3.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring.

Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

Details of CCS registration and CLOCS monitoring will be undertaken. Once registered, this CMP will be updated accordingly.

It is confirmed that St. George will follow the "Guide for Contractors Working in Camden" / "Camden's Considerate Contractors Manual".

14. 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.

It is understood that the High Speed Rail 2 (HS2) project have requisitioned a right of access over Juniper Crescent to a proposed works compound during the construction of HS2. A Transport Technical Note (Report Ref: 196120-02A) has been produced that accounts for the predicted traffic associated with HS2.

Beyond the HS2 site, it is not believed that there are any other significant construction sites in the surrounding area (within 450 metres of the site), as confirmed from the Construction map found via the Considerate Constructors Scheme website (<https://www.constructionmap.info/>). Anticipated construction sites will continue to be monitored as part of our ongoing engagement plan.

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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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, 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 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

15. Name of Principal contractor:

St George West London Limited

16. 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](#)).

St. George comply with the CLOCS standard, and insist that all applicable vehicles confirm to minimum FORS Silver.

17. 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:

St. George confirm that CLOCS compliance is a standard requirement in their contract documentation.

Please contact 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.

18. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the [Transport for London Road Network](#) (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

All construction vehicles will be instructed to travel to site from the A406 in the north and via the A502 to Chalk Farm Road. Taking into account the vast amount of infrastructure improvements and construction works within the surrounding area, contractors will need to plan their routes (TfL’s freight journey planner is a notable tool) based on TfL’s Construction Logistics Information Plan.

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

Anyone who has been appointed will receive a pack that details the requirements for the construction of the site, which will include the routing strategy.

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

The submitted Construction Management Plan for application 2017/3847/P detailed predicted construction traffic movements as below:

Work Stage	Estimated vehicles per day ¹	Estimated vehicles per month ²
Enabling works and demolition	Up to 40	Up to 880
Substructure	Up to 60	Up to 1320
Superstructure	Up to 30	Up to 660
Façade	Up to 15	Up to 330
Fit out works	Up to 20	Up to 440

It is predicted that the following typical distribution of vehicle types are generated for each stage.

Vehicle	Percentage Split	No. of Daily Movements
Large Tipper	30%	18
7.5 tonne lorry	25%	15
Artic	10%	6
Large mobile crane	0%	0
Skip lorry	2%	1
Small tipper	5%	3
Small oil tanker	1%	1
Concrete mixer	2%	1
Transit Van	25%	15
Total	100.0%	60

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Co-ordination is taking place with HS2 prior to commencement. To address condition 49A, discussions have taken place with James Fox, Safeguarding Planning Manager, Infrastructure.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

At this stage it is important to note that the current site attracts movements from maximum legal articulated vehicles (Width: 2.5m, Length: 16.5m). The information above predicts that the most onerous anticipated vehicle associated with the works is a large mobile crane (Width: 2.4m, Length: 12.3m). Given that the existing use generates larger movements than those predicted for the demolition/construction works, it is therefore considered that the local highway network can accommodate the predicted construction traffic turning movements. Locally, please see **Drawing Number 196120-SK05G** for all relevant swept path analysis.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

The scheduling of construction vehicles will be stringent and ensure that only one vehicle will be booked to the site at a time. Space is available for vehicles to wait within the site, and alternative off-site locations are being explored. These locations will be away from the public highway as to minimise any impact on existing traffic flows.

e. Delivery numbers should be minimised where possible. Please investigate the use of [construction material consolidation centres, and/or delivery by water/rail](#) if appropriate.

This has not been explored at this time in connection with Temporary store proposals, but it will be something that St. George will look into as the process continues.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

All staff will be encouraged to turn off their engines when at the site for an elongated period of time, and this will be enforced by the site manager. Where possible, vehicles with a tracking system in place that alerts managers of any periods of engine idling will be sought.

20. 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)*

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

See **Drawing Number 196120-SK05G**.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Traffic marshals and banksmen will be present on-site during construction periods to ensure all construction traffic enters/departs the site safely onto the public highway. These marshals shall be fitted with body cameras and keep suitable records of traffic numbers and any issues that occur.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Please see **Drawing Number 196120-SK05G** for all relevant swept path analysis.

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

To ensure that the highway is kept clear of mud or debris resulting from the demolition of the site, the following will be provided: -

- A road sweeper has been included within the contract that will clean the site and/or highway of any mud or debris deposited by site vehicles in the vicinity of the site;
- Adequate sheeting on all vehicles carrying waste materials; and
- Measures to ensure that mud and detritus is not swept into gullies.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

N/A

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

N/A

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Please see **Plate 1** for reference.



Plate 1: Site Location

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

No parking bays are required to be removed or suspended as part of the construction.

A TTO will be required to amend the Chalk Farm Road / Juniper Crescent / Ferdinand Street signal junction.

24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

No occupation of public highway required.

The footway on the eastern edge of the building will required to be closed for a short stretch, with a crossing to be proposed further south along Juniper Crescent.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

To allow construction traffic to enter and exit the site, a temporary junction reconfiguration is required at the existing Chalk Farm Road/Goods Yard Access is required as shown on **Drawing Number 196120-SK05G**. The reconfiguration includes temporary lights and signal stages to allow the junction to become an all-movements junction. The existing exit onto Chalk Farm Road shall be closed off, but the pedestrian crossing over Chalk Farm Road shall be maintained.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

Drawing Number 196120-SK05G shows how the PFS access route will be utilised for construction and the signal junction will be amended to allow two-way traffic from the Juniper Crescent arm.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Please see **Drawing Number 196120-SK05G** that shows the hoarding arrangement. The hoarding along the northern edge of the site intrudes onto the footway slightly, but a 2.3 metres footway is still retained. As mentioned above, the footway along the eastern edge will need to be closed, but the main desire line for pedestrians would be along Chalk Farm Road so it is considered that this is acceptable.

To minimise the impact on pedestrians, an on-site traffic manager will oversee the entry and exit manoeuvres of each vehicle to avoid conflicts between vehicles, pedestrians and cyclists. Site access/egress will be controlled by gates to facilitate safe manoeuvres and only permit access to authorised vehicles. The gates will open inwards, and gates that open outwards onto the public highway would not be acceptable. The on-site traffic manager will ensure these gates are open as vehicles approach to prevent any blocking back into the highway.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

St. George can confirm that no structures are to oversail. Crane options are being examined at present, and accept that if required a temporary oversail licence will be applied for separately.

27. Services

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.

St. George will require water and power for the works. Applications will be made for temporary connections to be provided for the purpose of the works. It is not envisaged that these works will require excavations and connections on the main road.

DRAFT

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.

Demolition works – No onsite crushing is envisaged. Demolition using pulverising jaw and breaker attachments to 360 degree tracked machine.

Foundations formed by either excavation and concrete pads and ring beams or CFA bearing piles and caps.

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.

A comprehensive baseline noise survey was completed as part of the Environmental impact Assessment to support the planning application 2017/3847/P. The survey was completed July 2016.

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

For each phase details will be provided once plant and equipment are confirmed. This will be submitted in accordance with planning permission 2017/3847/P, as amended. Condition 12 "Petrol Filling Station (PFS) site plant – noise and vibration requires details prior to installation of any plant/machinery/equipment.

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.

- All plant/ vehicles shall be maintained in accordance with manufacturers recommendations and will include effective exhaust silencers.
- The most appropriate plant for the task will be used at all times.
- Semi-fixed plant will be positioned as far away from sensitive receptors as practicable and where necessary plant will be screened from sensitive receptors to reduce sound levels.
- Site hording will be positioned around the site and will have a minimum surface density of 5kgm⁻². Hording will not contain any gaps
- Noisy operations will only take place during 0800-1800 Monday to Friday, 0800-1300 Saturdays and at no times on Sundays or Bank Holidays.
- There will be a defined point of contact to enable nearby receptors to comment on noise and vibration emissions from site and those receptors will be notified of any particular short terms noise levels.
- Noise and vibration levels will be routinely measured at agreed positions and the results compared to the guidance in BS5228, should the results exceed the criteria personnel will immediately investigate the cause for the exceedance and put measures in place to avoid recurrence, this would include ceasing the operation until an alternative is found.

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

St. George confirm that staff will be provided with familiarisation training on BS 5228:2009.

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

Dust prevention shall be proposed on the site. This can include suitable covering of materials that is stored. Damping down of equipment/roads/construction activities shall be undertaken to suppress dust. Suitable screening can also be considered on certain activities (e.g. crushing/breaking concrete). Suitable hoarding shall be put in on all site boundaries.

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.

Wheel washing shall be undertaken prior to vehicles leaving the site and road sweeping undertaken where required. Suitable vehicle covering shall also be undertaken to minimise dirt/dust coming from material on back of vehicles.

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

Monitoring shall be undertaken to monitor dust and noise levels at regular intervals throughout the construction processes, which more regular monitoring during particularly evident periods (earthwork movement/piling etc). These can be undertaken by hand-held monitoring equipment or dispersion tubes. These shall be checked and recorded regularly.

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.

Details to be provided as a separate Risk Assessment and Mitigation Checklist Appendix.

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](#).

Details to be provided as a separate Mitigation Checklist Appendix.

- 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.

St. George will provide and monitor dust monitoring devices in accordance with the risk category prevalent for the site.

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).

Vermin and pest controls shall be proposed on the site during the various demolition and construction stages, in the form of temporary traps and controls. These shall be checked/replaced on a regular basis and if issue persist, additional treatments shall be implemented.

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

An asbestos demolition survey of the existing building will be undertaken prior to the works. Any likely asbestos containing products/materials will be treated in the appropriate way.

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.

Strict rules in place will form part of the supply chain method statements and will be covered in site induction and tool box talks. Operatives found repeatedly in contravention of the required standards will be removed from site.

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 1st 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 1st 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 (mm/yy - mm/yy): MARCH 2020 – FEBRUARY 2021
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
- 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:

THIS WILL BE PROVIDED.

- 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:

THIS WILL BE PROVIDED.

- 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:

THIS WILL BE PROVIDED.

◉ SYMBOL IS FOR INTERNAL USE

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.

Signed:

Date:

Print Name: Claire Hammond

Position: Land Director

Please submit to: planningobligations@camden.gov.uk

End of form.