

RESPONSE TO PHASE 2A CMP CONSULTATION FEEDBACK (DECEMBER 2020)

18 JANUARY 2021

*Please note that where multiple responses have been received from individuals they have been re-organised thematically to assist the reader reviewing the document.

Site Logistics and Vehicle Movements

Query No.	Consultation Comment	Response
1.	Some of St George's documents (e.g. Site Set-Up / Logistics Plan) presume that the OHG regeneration is going ahead and will coincide with Phase 2 of their scheme. This needs to be corrected to ensure all documents are written with the understanding that there will be residents living in close proximity to the construction site.	<p>This has been corrected in the submitted CMP site setup documentation within Appendix E of the CMP.</p> <p>For the avoidance of doubt neither the Phase 2A CMP nor the construction delivery is reliant or assumes the redevelopment of Gilbeys Yard or Juniper Crescent.</p>
2.	Are you confident that they have put sufficient measures in place to offset the risk posed to residents by 3600 vehicle movements a month (mostly HGVs/tipper trucks)? I am not convinced this is being adequately acknowledged in the CMP. It is not clear whether they have considered how they will manage additional HGV movements up Juniper Crescent as a result of HS2 ramping up.	<p>St George have recently consulted with HS2 on their anticipated construction activity going forwards. HS2 have confirmed that they will have limited construction activity and therefore vehicle movements to their compound through Juniper Crescent (Stephenson Street) as a result of their works.</p> <p>Section 20 of the Phase 2A CMP summarises arrangements for site access and egress for vehicles to the CGY site via Stephenson Street.</p> <p>HGV vehicles movements will fluctuate during the construction period. HGV construction traffic along Stephenson Street will be managed via a signalised traffic management system capable of accommodating the maximum anticipated number of vehicles during peak periods.</p> <p>During site working hours traffic marshalls will also manage construction and other road traffic. St George has undertaken road traffic modelling to confirm that anticipated vehicle numbers can be accommodated within Juniper Crescent and without impacting upon the local highway network. Section 19a of the CMP outlines that capacity modelling has been undertaken confirming that there is no adverse impact on the wider highway network.</p>

		<p>As set out and confirmed in Section 17 of the CMP St George and its contractors will fully comply with the best practice guidelines set out the Construction Logistics and Community Safety (CLOCS) Standard.</p> <p>The CLOCS Standard places requirement and responsibilities on St George, the principal contractor controlling the construction site and the supply chain including the operator of any road-going vehicles servicing that project.</p> <p>Examples of safety-led vehicle measures by St George include:</p> <ul style="list-style-type: none"> • Specify in tender and contract documents for all stakeholders to comply to the CLOCS Standard. • Ensure the project team develops and implements a suitable and sufficient CMP. • Ensure effective monitoring of compliance to the CLOCS Standard. • Obtain and monitor the contractor’s action plan to address all identified issues and non-compliances. • Ensure the project’s potential impact on the community has been properly risk-assessed. • Procure site and fleet operations that comply to the requirements of the CLOCS Standard. • Ensure site arrangements enable the safest fleet operations including, but not limited to, level access/egress, stable loading/unloading areas, effective delivery management systems and competent site access traffic marshalls. • Ensure effective and efficient site access gate checks of HGVs and their drivers to ensure they always comply to the CLOCS Standard. Non-compliances must be immediately risk-assessed, appropriately mitigated, and addressed through procurement processes. • Ensure effective independent monitoring of the project’s compliance with the CLOCS Standard is undertaken approximately every 6 months and appropriate action taken to address non-compliance. • Review information on all collisions that result in harm (and near miss incidents) that occur on journeys associated with the project and ensure they are quickly investigated, and actions taken to prevent recurrence. <p>We are therefore satisfied that sufficient control and mitigation measures are in place to control HGV/tipper truck movements to and from the site.</p>
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3.	Access to One Housing Group properties for all emergency services must be retained throughout and after the works.	<p>Vehicle access for emergency services to Juniper Crescent estate will be unhindered and access fully maintained throughout the project including Phase 2A. Emergency access will be prioritised and managed via the traffic management system described in place as described in the response to Query 2.</p> <p>Emergency access to Gilbeys Yard is unaffected by the CGY construction works.</p>
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Piling and Basement

Query No.	Consultation Comment	Response
4.	Can we ask them to confirm what type of piling rigs they will be using? Can we insist that they avoid using any form of noisy driven piling?	<p>Continuous flight auger (CFA) piles, which is the quietest method of piling will be utilised. In summary it utilises a cork screw effect rather than a hammering effect to install piles.</p> <p>Continuous flight auger (CFA) is a cast in-situ method of piling that was first used in the UK in the 1960s and is now one of the most common. Due to its low level of vibration, the CFA process is particularly suited to environmentally sensitive sites and soft and/or water-bearing strata where deep casings would otherwise be necessary.</p> <p>There are several advantages to using the CFA piling method. These include:</p> <ul style="list-style-type: none"> • Very low levels of sound and vibration. • Compared to conventional bored piles they can be installed very quickly. • They have high load-bearing, shear and moment capacities. • They are suitable for a wide range of challenging ground conditions. • Piling rigs can be adapted to operate in conditions with low headroom and confined space. <p>St George are progressing the design with the following methodology with the intention to minimise noise and vibration impacts upon neighbouring properties such as Gilbeys Yard as far as possible:</p> <ul style="list-style-type: none"> • CFA piles will be into the ground to form perimeter retaining wall.

		<ul style="list-style-type: none"> • The CFA pile is the least disruptive piling methodology in terms of noise and vibration. • Once the perimeter retaining wall is formed, the bulk dig will take place to safely remove material within. <p>In the event of vibration, dust or noise exceeding agreed levels, the construction team will be alerted by the environmental monitors located within the site to allow immediate action to be taken. The location of the environmental monitors is identified in Section 35 of the CMP and Appendix 5 of this document.</p> <p>Residents will also be provided on noticeboards around the site with contact details for the construction team in the event of any concerns to enable action. The Construction Working Group and other contact channels are covered in the response to Query 44.</p> <p>Contact details are also provided in Section 3 of the Phase 2A CMP and will be kept up to date in any future iterations.</p>
<p>5.</p>	<p>Given that the basement is being dug out in very close proximity to Gilbeys Yard properties, safety measures are needed and this digging out may have an impact on the properties closest to the site. When will surveying of these properties be undertaken? Are people going to be able to use garden space while piling happening?</p> <p>A Basement Impact Assessment was submitted as part of your recent planning application which covers the excavation works – it says:-</p> <p><i>“The properties along Gilbeys Yard have been constructed on an infilled area. In absence of historical records, these were assumed to be founded on shallow 1m wide strip foundations at 0.5m below ground level. In view of the thickness and high compressibility of Made Ground, this is likely to be a conservative assumption and therefore the damage classification is likely to be conservative. The building damage assessment showed the majority of the Gilbeys Yard walls falling into Damage Category 1 (“very slight” damage) or less. Only five of the garden walls perpendicular to the excavation indicate Damage Category</i></p>	<p>Prior to piling and excavation, St George will undertake condition surveys of the Gilbeys Yard property garden walls and fences to properties within Gilbeys Yard which run along the boundary to the CGY site. This is to ensure that baseline data is provided in order to monitor any potential impacts from construction.</p> <p>Separately, St George has a planning obligation to deliver a Detailed Basement Construction Plan (DBCP). The purpose of the DBCP is to provide detailed information relating to the design and construction of the basement forming part of Phase 2A with the aim of minimising any impacts upon neighbouring properties and the water environment within the vicinity of the site. The DBCP will include the mitigation measures to be undertaken and put in place to maintain the structural stability of the site and neighbouring properties. This will be submitted for approval by LBC prior to piling works starting.</p>

	<p>2 (“slight” damage) and only one of them marginally indicates Damage Category 3 (“moderate” damage). However, these (garden) walls are expected to be made of timber separating the gardens at the rear of the properties and therefore not of structural importance. As a result, the predicted damage category 2 is not considered to be of concern”</p> <p>The garden walls at Gilbeys Yard are brick built, not timber, and therefore we require further assessment of the risk of damage to our properties.</p>	
<p>6.</p>	<p>The draft CMP does not assess all impacts of the proposed works i.e. noise and vibration of the piling rig during piling operations, emptying of CFA auger etc. and further detail is required. Therefore, our response is not exhaustive.</p>	<p>Noise level predictions will be undertaken by the demolition contractor as part of their Noise Management Plan, once appointed and then submitted to LBC under the CMP process prior to works commencing.</p> <p>In the interim, demolition and construction will be controlled by the CMP and through a Section 61 application¹. The limits will be set and measured against the criteria outlined in British Standards / LB Camden minimum requirements and if they are exceeded additional control measures will be put in place. These criteria were assessed in the original noise and vibration assessments for the development as approved under planning application reference 2017/3847/P. Further to this, the Noise and Vibration Addendum to the original report as part of planning application ref 2020/3116/P is included at Appendix K of the CMP and was recently consented. Section 30 of the CMP has been updated to include the national levels of noise that are likely to have a significant effect.</p> <p>The method of piling is described above in response to Query 4.</p>
<p>7.</p>	<p>Use shorter and more stable low head piling rigs as network rail do rather than the taller ones. These taller ones can be up to 15m+ and would loom over our homes and have a very detrimental effect on our mental health as our homes overlook the demolition and construction site.</p>	<p>The method of piling is described above in response to Query 4. CFA piling is the most appropriate method of piling for the design aligning with the planning consent and therefore work required, therefore a low head piling rig will not be used.</p>

¹ The process by which contractors apply for 'Prior Consent' for noise generating activities during the construction phase of a development.

<p>8.</p>	<p>There will be significant piling and digging out close to Gilbeys Yard with significant vibration impacts. How will St George mitigate these vibrations?</p>	<p>The approach to mitigating vibration from piling and digging is described in the response to Query 6. The wider approach to mitigating vibration is described in the response to Query 9.</p> <p>Section 31 of the CMP describes the 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. Section 31 has been further updated post consultation.</p>
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Environmental and Health

Query No.	Consultation Comment	Response
<p>9.</p>	<p>The noise monitoring plan appears to be a generic document that has been slightly modified for this site (the mitigations/controls are all copied and pasted and barely site-specific). It is not made clear how many noise monitors they will have on-site and where. They have omitted key plant such as piling rigs, which from my experience are the noisiest bits of plant - especially when they are emptying their augers. Are there no noise trigger levels? What noise/vibration level results in them stopping works and finding alternative neighbour friendly methods of doing the work?</p> <p>Noise levels and attenuation are set out, but the plan doesn't show exactly where the noise receptors are to be located. The plan does set out a range of mitigating action points that could be undertaken to help mitigate the noise, we feel the following mitigations should also be considered</p> <ul style="list-style-type: none"> • 3m high acoustic fencing/hoarding along those boundaries nearest to residential dwellings, • all plant and machinery to have a six-month audit to ensure all are operating at quietest levels • ensure soundproofing covers fitted to plant and machinery where necessary. 	<p>Section 35 of the CMP Phase 2A CMP confirms details and the location of where two environmental noise, dust and vibration monitors will be located within the site. One monitor is located next to Juniper Crescent and the other next to Gilbeys Yard, the two most sensitive receptors to the CGY site. The location of the two environmental monitors is also provided in Appendix 5 of this document.</p> <p>The environmental monitors will capture 3 months of data prior to the first works (demolition) commencing in March 2021 to establish a baseline against which works can be monitored. This monitoring commenced in early December 2020.</p> <p>The monitors will provide alerts to the construction team if prescribed levels are breached so a review and then action can be taken if needed.</p> <p>The process to agree levels will be via a Section 61 application (the process by which contractors apply for 'Prior Consent' for noise generating activities during the construction phase of a development) and based on guidance in British Standards for noise and vibration respectively. These accord with Camden's minimum requirements also. St George will agree the maximum acceptable noise, dust and vibration levels with the Council for each stage of the project once each key subcontractor has been appointed (for example demolition and substructure (piling and basement)) and prior to the associated relevant works commencing.</p>

<ul style="list-style-type: none"> • install secondary glazing to properties in close proximity to noisy activities • installation on other soundproofing measures to neighbouring properties to mitigate noise impacts • Soundproofing of the back of the homes facing the demolition site to be undertaken by St George in conjunction with OHG. With more home working, this is essential to avoid undermining peoples work and home life. • Avoid using any form of noisy driven piling <p>We note that background noise readings were made in the noisiest parts of the site and nothing close to the rear of Gilbeys Yard despite those occupiers being noted as sensitive receptors. Additionally, although the material storage yard and welfare site parking might be low noise, a material recycling point was located within the material storage yard which can be a distinct source of noise if it is not well managed. We would request that noise readings be made at the rear of Gilbeys Yard and at the material recycling point.</p>	<p>In a situation where noise levels breach permitted noise levels or in the event of a complaint of noise, an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'.</p> <p>The illustrative noise management plan included in Appendix G of the Phase 2A CMP provides an example of the noise management plan for demolition stage. This will be prepared with the demolition contractor once they are appointed in January 2021. Ahead of Phase 2A demolition works anticipated noise levels will be provided by the demolition contractor as part of their Noise Management Plan to be submitted to the Council.</p> <p>Further, the CMP itself will continue to be updated setting out how noise produced key construction stages (such as demolition) will be mitigated to ensure the least amount of noise nuisance is created for the nearest residential receptors. Once the noise management plan for a stage is ready it will be submitted to LBC as part of an updated CMP for Phase 2A.</p> <p>St George will also fully comply with the Guide for Contractors Working in Camden, in addition to BS 5228.</p> <p>The purpose of the Guide is make sure that disturbances due to noise, vibration, dust and smoke arising from demolition and construction work on all building sites within the borough, including the public highway, are kept to an acceptable minimum level without restricting contractors unnecessarily. It provides information on good environmental practice for developers, architects, the main contractor and subcontractors, site and project managers, site workers, community groups and everyone else involved in construction, demolition, and refurbishment in the borough, as well as people who are affected by this work.</p> <p>The Guide does not include all the legal and technical requirements, but it does set out many of the standards for licenses and construction, demolition and refurbishment work, and the people to contact for advice and permission.</p> <p>St George is also a member of the Considerate Constructors Scheme initiative (CCS) for all its projects including Camden Goods Yard. CCS aims to raise the standards of construction design and management above</p>
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		<p>statutory requirements to best practice. CCS also seeks to minimise the impact of the construction process on the surrounding area and those who may be affected, by providing support and encouragement to the constructors.</p> <p>Under the CCS, contractors must follow an eight-point code of considerate contractor standards as set out in Appendix 7 of this document. Experienced industry professionals visit construction sites and suggest and encourage improvements monitor the scheme. National awards are made to the site managers of the best-performing sites in which St George actively participates.</p> <p>In terms of the request for certain measures to be explored, we have considered each item and provided commentary below in italics.</p> <ul style="list-style-type: none"> • 3m high acoustic fencing/hoarding along those boundaries nearest to residential dwellings: <i>Acoustic screening needs to be designed according to the noise level, source and receptor heights and criteria or limits. If noise levels exceed then this option will be explored as part of assessing the most appropriate mitigation measures.</i> • All plant and machinery to have a six-month audit to ensure all are operating at quietest levels: <i>Plant will be regularly maintained as a minimum according to the manufacturer’s guidance and statutory requirements. This may be more frequent than 6 monthly. Operatives and supervisors will more frequently assess the serviceability and performance of equipment.</i> • Ensure soundproofing covers fitted to plant and machinery where necessary: <i>All sound proofing covers, silencers will be fitted,used and maintained according to the plant and machinery manufacturer guidance, as a minimum.</i> • Install secondary glazing to properties in close proximity to noisy activities: <i>We will ensure that noisy activities are compliant within specified noise and vibration British Standards and Camden’s minimum requirements to be agreed. Should levels be envisaged to exceed these requirements for any substantial period of time additional measures will be considered and kept under review.</i>
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		<ul style="list-style-type: none"> • Installation on other soundproofing measures to neighbouring properties to mitigate noise impacts. <i>See above.</i> • Soundproofing of the back of the homes facing the demolition site to be undertaken by St George in conjunction with OHG. With more home working, this is essential to avoid undermining peoples work and home life. <i>See above.</i> • Avoid using any form of noisy driven piling. <i>As noted previously, CFA piling to be utilised.</i>
<p>10.</p>	<p>St George's CMP submission has concluded that the site is a "Medium Risk" site (according to their interpretation of GLA guidelines), despite the close proximity to houses on Gilbey's Yard. This greatly reduces the monitoring/mitigation requirement on St George during construction (e.g. 2 dust monitors on such a large site instead of 4). Do <u>OHG</u> agree with this assessment?</p>	<p>The site is designated as a 'Medium Risk Site' in Section 38 of the Phase 2A CMP.</p> <p>The sensitivity of the area to dust soiling and human health impacts has been designated 'medium risk' in accordance with the London supplementary planning guidance (SPG) on the control of dust and emissions during construction and demolition.</p> <p>The location of the environmental monitors is identified in Section 35 of the CMP and Appendix 5 of this document.</p>
<p>11.</p>	<p>Have trigger levels been agreed with Camden in respect of noise and dust and what happens if levels are breached?</p>	<p>Not yet but the baseline will be agreed with LB Camden shortly as part of the Section 61 application (described in Query 9).</p> <p>As discussed in Section 35 of the CMP, monitoring of dust, noise and vibration is to be carried out at two locations at the boundaries of the development site, closest to sensitive residential receptors in line with medium risk designation. These commenced December 2020 and in accordance with Camden requirements.</p> <p>In the event of a breach of permissible noise, dust or vibration levels the St George construction team will be alerted and can then investigate, and where needed, take action such as temporarily ceasing work whilst problems are investigated and rectified.</p> <p>Details on the mitigation of noise and vibration are set out in Section 31 of the CMP. The approach to dealing with noise breaches is described in the response to Query 9.</p>

		<p>Details for preventing dust are set out in Sections 33 and 34 of the CMP. In respect of actioning dust breaches, alerts are set from the environmental monitors such that the site management team is contacted where levels approach agreed trigger levels, at which point works would halt until investigations and additional mitigation or changes to activities or conditions, allow activities to continue without risk.</p>
12.	<p>Will OHG be alerted in the event of noise/dust level breaches as well as St George? I feel there needs to be another party involved to ensure St George act promptly to address any issues detected by the monitors. This can avoid issues between residents and St George further down the line.</p> <p>OHG to be alerted in the event of noise/dust level breaches as well as St George.</p>	<p>The process for dealing with breaches of permissible noise, dust or vibration levels is provided in detail in response to Queries 9 and 11. The process is overseen by the Council</p> <p>Environmental data will be available to the Council's environmental health team who oversee construction works in the borough.</p> <p>St George can share monitoring information with OHG on a monthly basis. This will require further discussion on the process with OHG.</p>
13.	<p>There is no lighting at top of Juniper Crescent, so it is important to set this up before sending HGVs up there.</p> <p>We request that St George assist with resolving the totally non-existent street lighting around the Morrisons roundabout area. This area will see a significant number of construction vehicle activity, and needs to be made safe with adequate lighting prior to any major construction work. The same applies to the damaged pedestrian barrier</p>	<p>The street lighting levels along the road will be maintained by St George once we take possession of the site in March 2021. Should we need to remove the existing lights, we will install replacements to maintain suitable lighting levels along this road and pavement.</p> <p>St George have engaged with Morrisons to progress the fixing of existing lighting columns which are faulty prior to St George taking possession of the site. Morrisons are actioning at the moment.</p>
14.	<p>We have seen extra rat activity on site, what can be done to mitigate this?</p>	<p>We have protocols for dealing with pests within our construction sites and completed schemes which implement if needed.</p> <p>Vermin and pest controls shall be in place 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.</p> <p>Section 39 of the Phase 2A CMP provides details of how rodents, including rats, will be prevented from spreading out from the site.</p> <p>If vermin and pest activity occurs within or arises from OHG needs to be dealt with by OHG.</p>

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		Once main site works start, we welcome feedback from residents on matters such as this during the Construction Working Group (CWG) meetings.
15	Minimising the impact of noise and dust/pollution creating activities for residents; we recognise there will be occasions when the construction operations will be more intrusive and would like to have residents given prior notice of such activities. In the current climate we have more people at home for more time and need to be mindful of this.	<p>We have described the approach to mitigating the impact of noise, dust and vibration in our response to Query 9 of this document.</p> <p>Residents will be notified in advance of any key activities which may result in disruption, for example erecting of cranes or ad hoc unavoidable out of hours working.</p>
16.	In relation to the amount of dust and dirt that this development will produce. Whilst I accept and welcome all the measures that will be put in place to tackle this problem there will inevitably be a noticeable increase. I believe it to be a fair request that the developer considers provides regular window cleaning of the properties in Gilbeys Yard. Please bear in mind that there are many flats in Gilbeys yard that are above the ground floor and as such the residents are unable to safely clean these themselves and certainly not with the regularity that will be required.	Where it is evident that significant dirt and dust has effected the cleanliness of windows as a result of construction activity, St George will agree to cover the cost of a window clean with One Housing Group at end of demolition and excavation stages of Phase 2A.
17.	In order for any measures to be maintained effectively and constantly there needs to be a quick and responsive method of communication established. In my experience with other developments too often there is no quick way to communicate that disturbance is unacceptable and beyond what has been agreed. Furthermore, by the time contact has been made (or the relevant person reached) the particular disturbance has passed and it is too late. This cannot be allowed to happen with this development, especially when considering the scale, duration and close proximity of the work involved.	<p>The process for monitoring, mitigating managing noise, dust and vibration are described in the response to Queries 9 and 11.</p> <p>Contact details for dealing with site feedback will be provided on noticeboards around the site and shared via the Construction Working Group (CWG). Other communication methods have been provided in response to Query 44.</p> <p>We have provided details earlier in this document about St George adhering to the Considerate Contractors Scheme (CCS) which puts in place good site practice and minimising the impacts of construction. Full compliance with CCS is confirmed within Section 13 of the Phase 2A CMP alongside confirmation that St George will follow the “Guide for Contractors Working in Camden” / “Camden’s Considerate Contractors Manual”.</p>
18.	I would like to stress the potential toll that this huge development could take on the physical and especially mental health of the residents of both Gilbeys Yard and Juniper Crescent. We gain absolutely nothing from this	St George is aware of how the impacts of construction is more acutely felt during current government restrictions, with more people working at home and the normal patterns of life disrupted. In the current draft of the CMP and

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	<p>development; we will have to endure years of disturbance during construction which will result in our neighbourhood and how we live being permanently altered, for the worse. Furthermore, the fact that this development was even granted permission triggered our landlord, One Housing to actively pursue the redevelopment of our own estates - an endeavour I believe they ultimately will succeed in despite the will of the residents.</p> <p>In plain terms, not only will we lose our way of life, for some the end result will be that they will lose their homes. I urge St George to keep this paramount in their minds at all times.</p>	<p>this document, we have set out measures to mitigate the impacts of construction.</p> <p>The proposed regeneration of our site is positive – new homes (including 35% affordable), office space, affordable workspace, a new Morrisons supermarket, community space, a rooftop urban farm all within around 3 acres of new public realm and green space accessible to all – and will have wider benefits to the area.</p> <p>Over £4 million of S106 planning improvements are planned, alongside approximately £20 million of community infrastructure levy (CIL) money to help improve infrastructure in Camden. The site is anticipated to generate 784 jobs during construction, 43 apprenticeships, and 1,159 jobs on the completed development.</p> <p>Our construction will be conducted professionally and minimise disruption to existing residents as far as possible, in line with all the relevant guidance, and will involve a regular interface with the local community through the CWG and other regular updates as outlined in Section 12 of the CMP. As mentioned earlier, St George are contactable via multiple channels should issues arise – details provided in response to Query 44.</p>
19.	<p>St George to finance bookings at the Pirate Castle for residents working from home to make zoom calls and phone calls which will be impossible during demolition and often during construction.</p>	<p>We do not believe this is necessary, however St George will consider requests on a case by case basis and will consult through the Construction Working Group once construction has started.</p> <p>The approach to addressing disturbance from construction activity are provided in response to Queries 9 and 11.</p>
20.	<p>We think the document is not explicit enough about the extent and impact of construction vibration. We understand that vibration is monitored on site once works start, but there will be significant piling and digging out close to Gilbeys Yard and this could have significant vibration impacts. It would be useful to have some consideration of approaches to be adopted to how these vibrations can be mitigated.</p>	<p>The response to Query 9 sets out how noise and vibration are monitored, mitigated and actioned.</p> <p>Construction activity will be strictly within agreed site working hours. Where possible we will avoid breaking out activity during demolition stage during Saturday working hours.</p> <p>As mentioned in the response to Query 6 demolition and construction will first be via the CMP and through a Section 61 application to be reviewed and agreed with the Council.</p>

		<p>In terms of piling activity, St George will be using the method piling with the least vibrations: Continuous flight auger (CFA) piles. This method is described in the response to Query 4.</p> <p>There will be little or no vibration from the bulk dig activity.</p> <p>Residents will also have contact details for the construction team in the on noticeboards around the site and through the CWG in event of any concerns to enable action where required.</p>
<p>21.</p>	<p>There is no reference to Covid and the fact that more people will be working from home and noise disruption will potentially affect working practices and businesses. Have any considerations been given to the provision of an offsite business hub that people could use as an alternative or at very least a half hour break every four hours - set times to allow for phone calls and zoom meetings etc.</p>	<p>The details for addressing noise, dust and vibration levels and monitoring are described in the response to Queries 9 and 11.</p> <p>We recognise that due to current circumstances with the Covid pandemic that more people are working from home. Noise and vibration is assessed against criteria for a residential setting. These trigger levels are more sensitive than an office setting, and therefore suitable measures will be in place to ensure exceedances do not occur.</p> <p>Where on occasions exceptionally noisy works are likely to take place we will notify residents.</p> <p>St George are very open to dialogue with residents regarding the impacts and needs arising from construction activity. Needs can be reviewed on a monthly basis via the Construction Working Group.</p>
<p>22.</p>	<p>We request that St George construct acoustic barriers between the construction site and neighbouring properties or encapsulate the demolition structures with acoustic wraps to mitigate noise and dust in the local area.</p> <p>This is a tried and tested method that has been implemented by HS2 for the safe and successful demolition of structures in the Euston Station area in Camden:</p> <p><i>In order to demolish the buildings, they were encapsulated within an acoustic wrap as part of the agreement to mitigate noise and dust in the local area. Excavators with breaking and munching attachments were then lifted onto the roof using the site tower crane and then worked down,</i></p>	<p>The noise management report to be produced by the demolition contractor will set out noise the mitigation measures during this stage of construction, having regards to best practice. The noise mitigation strategy will reflect the nature of the work being undertaken, i.e. demolition of a single level store building rather than say a multiple level concrete frame structure which will have a different approach.</p> <p>As mentioned in the response to Query 9, the noise management strategy to be updated by each construction package contractor will provide details of measures to maximise the mitigation of noise from site during Phase 2A. The strategies will be included in future updates to the CMP. Dust mitigation is provided in the response to Query 11.</p>

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	<i>demolishing the building floor by floor. Over 35,000 tonnes of reinforced concrete was demolished and processed on site for re-use on our Euston scheme.</i>	
23.	Watering down alone will not eliminate the construction dust that travels across the local area and into neighbouring homes.	In addition to the watering down, other measures have been identified to mitigate dust nuisance. These are described at length within Section 33 of the CMP.

Morrisons

Query No.	Consultation Comment	Response
24.	<p>Are you going to include a supermarket car park in the development? When is the current car park going to be out of action?</p> <p>2027 is far too long to build a new Morrisons!</p>	<p>The existing Morrison main store will be closed from 10 February 2021.</p> <p>The new Morrisons Temporary store will open 11 February and provide 25 car parking spaces for customers. Once the new main store opens circa Spring 2025 there will be 250 car parking spaces provided including some with electric vehicle charging points.</p> <p>The programme for the delivery of development is the maximum pace the development can reasonably be delivered given the scale and complexities of the project.</p>
25.	I am sorry to hear that about Morrison, I am not happy with your plan for morrison and living near this supermarket more than 20 year.	A new Morrisons temporary store will open on the former petrol filling station site (PFS) in February 2021 and will be in place until the new Morrisons store opens in early 2025.

Access

Query No.	Consultation Comment	Response
26.	Advanced signage for residents from Oval Road (and from other key access points such as the canal) notifying that there is no through access via the CGY site.	Signage will be provided 1 month prior to construction warning local communities and people travelling through the area that the CGY will be closed to access during the duration of construction. This will be from key access points to Camden Goods Yard site including Chalk Farm Road, Gilbeys Yard and the Regents Canal.

		<p>We have added further details of this to Section 25 of the Phase 2A CMP.</p>
<p>27.</p>	<p>We are disappointed with the large number of inconsistencies in the documents. These are particularly apparent in the dates referenced in the pro-forma and the various appendices and indicate a lack of attention to detail that we do not think bodes well for the future relationship between the developer and the public. It also makes the documents very difficult to follow. Appendix J is particularly poor.</p> <p>We believe that the impact of the construction-related vehicle movement and the single-lane working on Juniper Crescent will be much greater than implied in the document, especially after the opening of Blocks A, B and the store in 2024.</p>	<p>A full review of the draft Phase 2A CMP has been undertaken and any inconsistencies updated.</p> <p>Appendix I (revised Appendix J) of the CMP summarises vehicle movements on the following basis:</p> <ul style="list-style-type: none"> • All vehicles): daily and annual • Vehicle type split: % and daily <p>This approach has been agreed with the Council’s highways officers early on in the Phase 2A CMP process and is consistent with the approved CMP for Phase 1A (PFS site).</p> <p>We have updated Appendix I of the CMP (predicted vehicle numbers) and Section 19 of the CMP to ensure that it is focused on Phase 2A activities only and all references are consistent with the CMP.</p> <p>The bulk excavation early in the programme will be intensive but will reduce over time.</p> <p>The new Morrisons main store is anticipated to open in March 2025. Capacity modelling has been undertaken to determine the impact of the temporary traffic lights and the results show that the link would not result in a severe impact to the local highway network.</p>
<p>28.</p>	<p>No access from Juniper Crescent to Gilbeys Yard is disgraceful because it means that children will have to walk a mile to get to school. Could St George set up a school bus run as this will be disruption caused by you?</p>	<p>Unfortunately St George are not able to provide access across the construction site during the majority of the construction programme for public safety reasons.</p> <p>We understand that journey times as a result of needing to take diversions will lead to slightly longer travel times. St George has provided information on the alternate diversion routes for residents in Appendix 3 (Plans 3 and 4) of this document.</p> <p>We have reviewed schools provision in the area and believe this comment relates to Primrose Hill Primary School on Princess Road NW1. We have analysed the pedestrian (i) trip times via the existing Morrisons store via</p>

		<p>Gilbeys Yard and (ii) via Chalk Farm Road and Camden Market to the school.</p> <p>Plan 1 in Appendix 3 identifies the location of Primrose Hill Primary School in relation to the CGY site (red outline). Plan 2 (Appendix 3) highlights the existing route we understand is taken through the CGY site indicating an approximate walking distance of 0.4 miles and time of 8 minutes.</p> <p>We have noted in Plan 3 (Appendix 3) that the additional journey time with the diversion via Chalk Farm Road and canal would be 0.7 miles and 13 minutes. An increase of 0.3 miles walking distance and an additional 5 minutes.</p> <p>A second alternate route via Chalk Farm Road and Regents Park Road, illustrated in Plan 4 (Appendix 3) also offers a similar distance of 0.7 miles taking 14 minutes (an increase on existing time of 6 minutes). We do not consider a special school bus school service to be required.</p>
29.	Is there a possibility of building a pathway via Gate 2 to connect Gilbey's and Juniper?	<p>No. This is not something we can facilitate during construction for public safety due to live construction activity.</p> <p>A large part of the site will be excavated which will involve plant moving across the whole site. The risk this would create giving members of the public an access through the site would be unacceptable.</p>
30.	Could there be a marshalled route through at school times?	<p>Unfortunately not. See response to Query 29. Access routes via Chalk Farm road will be safely accessed via a new crossing currently being delivered at the Chalk Farm Road junction however traffic marshalls will be in place along the Juniper Crescent access road throughout all construction hours, including school times.</p> <p>We have provided details of the alternate route to Primrose Hill school in the response to Query 28 for Juniper Crescent families whose route is currently via the Morrisons site and Gilbeys Yard. The other schools will continue to be accessed as normal via Chalk Farm Road.</p>
31.	Apart from bus replacements, there will be a footpath closure and temporary traffic lights in Stephenson Street which will be realigned and become the major in/out for all construction traffic. Can you confirm how these restrictions	<p>Juniper Crescent residents on foot will continue to use the existing footpath on the north west side of Stephenson Street. Access for mobility scooters and wheelchair users will be maintained along Juniper Crescent</p>

	<p>will affect local residents, in particular, may need to look at wheelchair and mobility scooter accessibility as often temporary changes do not plan for these.</p>	<p>throughout Phase 2A with suitable widths in place and dropped kerbs where required.</p> <p>To access Chalk Farm Road pedestrians will use the newly upgraded pedestrian crossing at the Chalk Farm Road junction currently being delivered by LBC. The crossings will have drop kerbs and levels to enable mobility scooters to have full access to Chalk Farm Road. The upgraded Chalk Farm Road crossing is illustrated in the plan Appendix 6 of this document.</p> <p>Should any temporary diversions of the footpath be required during Phase 2A, St George will put in place the required crossings and ramps to ensure safe mobility along Juniper Crescent (Stephenson Street).</p> <p>Juniper Crescent cyclists and drivers will continue use the road however this will be single lane access until the latter part of 2022 when we hope to be able to open up the completed road in its new format.</p> <p>Vehicle access will be controlled via traffic signals and during site working hours construction traffic marshals will also be in place to ensure safe vehicle movements</p>
<p>32.</p>	<p>Detailed plans of the temporary site vehicle/pedestrian management need to be issued for consultation. As Stephenson Street will become light-controlled single lane operation from March 2021 until March 2025, has the impact upon traffic flow into and out of Juniper Crescent been assessed?</p>	<p>St George has undertaken traffic modelling which confirms that anticipated traffic flows via all anticipated vehicle modes can be accommodated via the single lane-controlled operation.</p> <p>Site vehicle and pedestrian management arrangements are covered in Sections 19 and 20 of the CMP.</p>
<p>33.</p>	<p>Having mentioned vehicle movement I feel it is important that there is no vehicle activity of any type outside of the permitted working hours. The type of vehicles and associated activities that will be used create great disturbance. Whilst I am not stating this of St George whom I have no direct experience of, too often I see building sites surrounded by such vehicles waiting for the permitted working time to begin. In my experience these vehicles can be waiting up to 2 hours before work commences, often with engines running.</p>	<p>Vehicles will not be parked in surrounding streets.</p> <p>Contractor contracts will be set up with strict working hours conditions relating to vehicles coming to and from site.</p> <p>No vehicles will be accessing the construction site via Gilbeys Yard.</p> <p>Section 24 of the CMP addresses this point.</p>

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34.	<p>Furthermore there should be absolutely no vehicle access via Gilbeys Yard of any type. This includes delivery vehicles effectively using Gilbeys Yard as a loading bay and any vehicle that may be used to transport workmen to and from the site.</p>	<p>No vehicles will be accessing the construction site via Gilbeys Yard, unless in the case of an emergency.</p> <p>Vehicle and pedestrian access needs to be maintained to the stairs to the Camden Market in the east corner of the site for maintenance and emergency purposes.</p>
35.	<p>Q1: The Delivery Strategy document suggests that workmen will gain access to the site by travelling through the east arm of Gilbeys Yard and enter via a security gate which will be manned 24 hours a day. I have noted the developer's logic in doing this in so much as it will offer the potential of an increased level of security to a quiet area of Gilbeys Yard. However, I feel that access for workmen should not be positioned at this point. My reason is that the residents of Gilbeys Yard will have to endure great disturbance to the rear of their properties which all face the main site. I feel any opportunity to not engage the front of these properties with the development process in any way should be taken. I certainly feel that allowing workmen access via Gilbeys Yard would make me feel engulfed by the development on all sides. The movement of people compared to huge construction work may seem a very small consideration, but I truly feel every such measure can only help, especially when considering the mental health of the residents.</p> <p>Q2: Workmen should not gain access through the east arm of Gilbeys Yard which would create disturbance to the front of our homes as well as the rear and seriously impact the mental health of the residents.</p>	<p>The proposed point of access-egress for construction worker pedestrians in this location is our preferred access as it keeps staff away from the single access vehicular route on Juniper Crescent. 24 hour security would also be located here.</p> <p>We believe it is safer to separate the vehicle entrance (via Juniper Crescent) from the pedestrian entrance to the site.</p> <p>All staff will be briefed and reminded of their responsibility to our neighbours when entering and leaving the site and the wider area.</p> <p>We also have the channels of communication open via email and the CWG for any concerns residents may want to report.</p> <p>We have updated Section 26a of the Phase 2A CMP to clarify the proposed pedestrian access arrangements for construction workers.</p>
36.	<p>Key area to consider is the approach to maintaining safe and unfettered access to the homes on the estates, including ensuring that visitors and operatives from One Housing are able to reach the properties to carry out ongoing maintenance/cleaning etc. In particular, we would like you to ensure that if there are going to be any temporary closures etc sufficient notice will be provided.</p>	<p>St George will maintain free unobstructed access to both Juniper Crescent and Gilbeys Yard for residents via foot, cycle and vehicles.</p> <p>One Housing Group will continue to carry out ongoing maintenance and cleaning as required.</p>

<p>37.</p>	<p>The new temporary bus stops (27, N27 and 393 buses) and rail/bus replacement services have been noted and information about their locations for our residents should be included in the plan.</p>	<p>St George has a planning obligation to develop a safeguarding the existing bus service stops (27/ N27, 393 as well as rail replacement services) both during construction and the final completed scheme locations.</p> <p>The buses will need to be moved off-site during the early construction stages. Discussions with TfL are ongoing.</p> <p>Residents will continue use the existing bus stops for both these services on Chalk Farm Road. These are identified in the illustrative plans contained at Appendix 1 of this document.</p>
<p>38.</p>	<p>At the peak of construction there could be nearly 200 vehicles in and out a day. This will impact particularly the residents of Juniper Crescent by noise and accessibility.</p>	<p>The maximum permitted number of vehicles at peak will be 180 vehicles per day during the construction of all phases. It should be stressed that these are maximum figures and in reality, the number of daily movements will fluctuate throughout the project. Peak traffic movements during Phase 2A will linked to the bulk dig and removal of spoil.</p> <p>Estimated construction vehicle movements were provided for consultation on a daily and monthly basis alongside by vehicle type in Appendix I of the CMP for consultation, including Phase 2A.</p> <p>There is also a significant reduction in other traffic movements to the Morrisons store, from both shoppers and Morrisons delivery HGVs. Overall the vehicle movements are reduced during Phase 2A.</p> <p>Full vehicle access for Juniper Crescent residents will be maintained via a traffic management system utilising traffic lights 24 hours per day and also traffic marshalls during site working hours.</p> <p>In terms of construction of vehicle safety, details on safety compliance with CLOCS, membership of Considerate Constructors Scheme and complying with the Guide for Contractors Working in Camden are provided earlier in this document.</p> <p>With respect to on noise this is addressed in the response to Query 9. This is also addressed in Section 29 of the CMP.</p>
<p>39.</p>	<p>Access to our properties for all emergency services must be retained throughout and after the works.</p>	<p>Full access will be maintained to Juniper Crescent. Emergency access to Gilbeys Yard is unaffected by the CGY construction activity.</p>

<p>40.</p>	<p>Main Document (Pro-forma)</p> <p><u>Section 7 (page 10)</u>: Three phases are defined here but the dates are not the same as in Appendices B and E. It implies that Morrison’s reopens at the beginning of Stage 3, in March 2025, but Appendix B has the store opening in September 2024.</p> <p><u>Section 18 (page 20)</u>: “Construction vehicles will be instructed when travelling to/from the site to do so from the A41 via Adelaide Road. If traffic is congested on this route however then an alternative route may be sought.” This is very concerning. Details of the alternative route and the criteria for using it should be supplied.</p> <p><u>Section 19 (page 21)</u>: States (section c) - “Volumes and size of vehicles is less onerous than current service vehicles”. This is highly misleading. It may be the case in Phase 1, but once the store opens in 2024 along with residential buildings A and B, traffic visiting the area will be at the current pre-construction level (store visitors and servicing), plus buses, plus residential traffic including pedestrians, cycles, taxis and deliveries, plus construction traffic for buildings C through F.</p> <p>This cannot be brushed off with the facile comment in the document but needs thorough analysis especially as access is apparently going to be on a single-lane road with alternate working until at least March 2025 and possibly until the end of the project.</p> <p><u>Section 26 (page 29)</u>: Access from Oval Road and Gilbeys Yard will be closed until the end of the project. This will be a huge disbenefit for people wanting to access the store from the west side of Camden Town and for residents of Blocks A and B wishing to leave other than via the main road. It will mean a long diversion and will encourage people to use non-sustainable transport modes as well as adding to pedestrian crowding on Chalk Farm Road and Juniper Crescent (which will have one footway closed until 2025). A</p>	<p>Main Document (Pro-forma)</p> <p>Section 7: We have updated Section 6 and Section 7 text (as well as associated appendices) of the CMP to make the overall phasing and dates clearer, in particular Phase 2A which this CMP relates to. We have inserted a separate summary table in this document at Appendix 8.</p> <p>Section 18: If unavoidable diversions are present on this route then an alternative route may be sought, i.e. via the A502 Haverstock Hill towards the A406, subject to agreement with Camden. We have updated the Phase 2A CMP at Section 18 to reflect this.</p> <p>Section 19: Section 19 of the CMP has been updated to make the analysis clearer and more relevant to Phase 2A which is what this CMP relates to. It should be noted as well that this section is about swept path analysis, i.e. can the physical turning manoeuvre of anticipated large vehicles be accommodated. Consideration to the level of traffic has been discussed within Section 19a.</p> <p>Section 26: The comments on access through Oval Road and Gilbeys Yard are noted and that temporary diversions for pedestrians and cyclists may lead to slightly longer travel times.</p> <p>Unfortunately, St George are not able to provide through access during the majority of the construction programme due to the need to ensure public safety given the nature and extent of the construction activity.</p> <p>We anticipate public access will be provided again through Gilbeys Yard via Spring 2025, initially via the Interchange Building. Full updates will be provided throughout the project.</p>
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	<p>passageway should be provided between buildings E1 and D to allow pedestrian and cycle access.</p>	
<p>41.</p>	<p>Appendix J – Vehicle Movements This is a very poor document. The ‘stages’ referred to bear no relationship to the construction phases in the rest of the document but are merely year by year. The numbers seem to be a pure guess and are ludicrously high. For example, maximum vehicles per month for stages 1-3 and 6 seem to be derived by multiplying the maximum per day by 20.</p> <p>This implies that in the month or months that the maximum refers to, the maximum per day will be used on every working day in that month. 180 vehicles per day represents 360 movements. In the allowed time-window for deliveries of 10-4 this equates to a movement every 2 minutes on a road with only one lane, alternate working. This is far in excess of current traffic levels. Has the effect of this on surrounding roads and Juniper Crescent been computed? Or is this just a really sloppy piece of work?</p> <p>A proper estimate, month by month and linked to the stages 1 through 3 referred to in the rest of the document is essential.</p>	<p>We have updated Appendix JI of the CMP regarding vehicle movement information provided to make more relevant to Phase 2A. This is consistent with the approved CMP for the Phase 1A CMP and approach agreed with Council officers.</p> <p>The approach to reporting on vehicle movements has been agreed with Council highway officers and is consistent with the approach taken for the Morrisons temporary store CMP (Phase 1A). St George will also provide vehicle movement updates via the Constriction Working Group as a ‘look ahead’ for the subsequent month.</p> <p>Vehicle movements will fluctuate throughout Phase 2A and the project. It is worth stressing that with the closure of the Morrison’s store, the level of traffic will be a net decrease during Phase 2A.</p> <p>Capacity assessments have been undertaken and have concluded that the temporary traffic management strategy would not have a severe impact on the local highway network.</p> <p>Future Phase Vehicle Movement Forecasts will be included in future iterations of the CMP for Phases 2b, 3 and 1b.</p> <p>Peak vehicle movements will be monitored and where necessary managed to ensure no negative impacts on surrounding roads.</p>
<p>42.</p>	<p>Will the pavement leading up to Juniper Crescent be wide enough for social distancing? The other side of the road will not be in use as you are taking it out of action, so something is required for social distancing as this is our only access in and out.</p>	<p>Appendix 4 in this document shows the pavement distances along the north west side of Stephenson Street for the footpath along between the bridge and Juniper Crescent. This shows that the narrowest pavement width is 1.7 metres (the section under the bridge) and the widest point is 4.4 metres. Noting the current circumstances surrounding Covid-19, this will enable social distancing along this route.</p> <p>St George are not proposing to reduce the width of the existing pavement and will maintain the existing width.</p> <p>We do not have scope to widen the northwest side of footpath further during Phase 2A due to having only a single length of road available for vehicles to access Juniper Crescent and the site.</p>

		<p>The opposite side of the pavement (south east side) along Stephenson Street will be closed due to construction work from March 2021 until March 2025 when the new Morrisons store opens. ,</p> <p>Signage will be installed along Stephenson Street requesting that footpath users of social distancing guidelines as advised by public health authorities at given points through the duration throughout Phase 2A, and to abide by them.</p> <p>Whilst the current pandemic continues, St George will be operating a fully Covid-19 compliant site with measures in place to keep staff and public safe. These procedures have been developed and implemented across all of the Berkeley Groups sites.</p>
43.	Appendix F – Bus Diversion Details, are currently missing from the CMP.D12	<p>St George has a planning obligation to safeguard the existing bus service stops (27/ N27 and 393 as well as rail replacement services) both during construction and the final completed scheme locations.</p> <p>The 27/N27 and 393 bus services will need to be temporarily moved off site during the early construction stages for an estimated period of circa 18 months.</p> <p>Residents will continue to be able to use the existing bus stops for these services on Chalk Farm Road, as confirmed in Section 23 of the CMP. The locations of these bus stops are identified in the illustrative plan showing these locations in Appendix 1 of this document.</p>

Site Working Hours

Query No.	Consultation Comment	Response
44.	In point 9 (and again in point 31) I note the plan is to work within the standard working hours for construction sites within Camden. It is also stated that work could be carried outside of these hours by request. I would like to request that local residents are provided with advance notice of such work especially noisy operations work as soon as St George as have approved the request.	<p>Site working hours are confirmed in Section 9 of the Phase 2A CMP as being:</p> <ul style="list-style-type: none"> • 8am-6pm Monday to Friday • 8am-1pm Saturdays • No working on Sundays or public holidays.

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	<p>Ideally this would be in the form of an email to either users who have requested to be kept up to date via your website or a new mailing group for residents of Juniper Crescent and Gilbeys Yard residents as boundary neighbours to the site.</p>	<p>St George confirms that it will provide advance written notice to residents effected by out of hours works in line with good practice.</p> <p>St George will also provide regular updates via:</p> <ul style="list-style-type: none"> • Monthly Construction Working Group (CWG) meetings, chaired by BECG. • CGY project website: www.camdengoodsyardconsultation.com • Email: feedback@camdengoodsyard.com • Regular newsletters updating the wider community on site news, community initiatives, and upcoming CWG meetings.
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Programme

Query No.	Consultation Comment	Response
45.	<p>Appendix B - Programme As stated above, the timelines here differ from Appendix E.</p>	<p>We have updated the programme information in both Appendix B and Section 7 of the Phase 2A CMP proforma to ensure they are consistent.</p>

Jobs Apprenticeships

Query No.	Consultation Comment	Response
46.	<p>Are there going to be any apprenticeship schemes offered to the local community?</p>	<p>Yes, St George will deliver the following employment and training opportunities:</p> <ul style="list-style-type: none"> • 73 apprenticeships • 20 work experience placements, • 20% local labour - we are working with the Kings Cross Partnership to advertise with them. <p>Not only is St George committed to delivering these benefits as company policy but it is also written into our planning agreement to deliver these employment benefits.</p>

		<p>St George would also be happy to provide the contact details of LB Camden’s Construction Skills Centre at Kings Cross to residents of Juniper Crescent residents to explore job, apprenticeship and training opportunities from the project. This was suggested by a resident at a meeting with the Juniper and Gilbeys Resident Steering Group (RSG) on 10.12.20.</p> <p>St George will also provide One Housing Group and residents with the contact details for Deepak Chavda, St George’s Employment Strategy Manager who liaises with the Camden Construction Skills Centre and LBC’s employment and skills team, to enable construction employment opportunities to be raised with residents during the project.</p>
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Phasing, Site Hoarding and Set up

Query No.	Consultation Comment	Response
47.	<p>Appendix D – Hoarding Plans</p> <p>The plans show Buildings A and B (including the store) behind the hoardings until Phase 3, which starts in March 2025. But Appendix B states that the store is expected to open in September 2024 and that Building A will have residents from May 2024.</p>	<p>We have updated the hoarding plan information provided to make relevant to Phase 2A only for Appendix D of the CMP.</p> <p>Details of future phases and associated hoarding will be included in subsequent CMPs for future phases (Phases 2b, 3 and 1b).</p>
48.	<p>Appendix E – Site Set-up Plans</p> <p>Dates are inconsistent with pro-forma and appendix B.</p>	<p>We have updated the site set up document plan information provided to make relevant to Phase 2A only</p> <p>Phase 2A construction activity timescales are provided in Section 6 of the Phase 2A CMP proforma and Appendix 8 of this document.</p>
49.	<p>There will be hoarding along the existing alleyway from Gilbey’s Yard to the Morrisons site, are there any plans for hoarding on the opposite side so this does not turn into an ASB hot spot?</p>	<p>St George would be happy to look at providing an additional side of hoarding to prevent ASB. We will pick this up and agree with One Housing Group (OHG) as landowner.</p>
50.	<p>The proposals look to hoard off the existing access to Morrisons from Gilbeys Yard via an alleyway. This will create an alleyway with a dead-end on One Housing’s land at Gilbeys Yard which will attract anti-social behaviour. We would request that both sides of this alley are hoarded off.</p>	<p>See response to Query 49.</p>

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51.	It would be helpful to have clear dates on the CMP that correlate with colours.	We have provided clearer information on phasing dates and scope of works in Section 6 of the CMP and Appendix 8 of this document.
52.	How close will welfare village be to Gilbey's Yard?	<p>The proposed location of the welfare village is highlighted in Appendix 9 of this document. The diagram provided is indicative. The reason it is indicative is that the early build packages (demolition and piling) will provide their own welfare within the site which will be small and more mobile to reflect the limited workforces required.</p> <p>The permanent welfare village will be installed circa August/September 2021.</p> <p>We will offset the welfare village away from the green space along the boundary as comments raised by OHG residents.</p> <p>We will also orientate the welfare village buildings so they do not look directly into Gilbeys Yard resident gardens, again reflecting on comments received from residents.</p>
53.	You intend to locate a tower crane located in close proximity to Gilbeys Yard. We would require reassurance that the tower crane will not oversail residential properties and if it does then there need to be safety measures put in place.	The crane locations included in the site setup plans of the draft CMP which was consulted on were indicative and for a subsequent phase after Phase 2A included in Appendix E of the CMP. Cranes will be required towards the end of Phase 2A for the basement construction. The location of future additional cranes will be included in future CMP updates for Phase 2B, 3 and 1B. We have updated the site set up plans documents in Appendix E of the CMP to reflect this.
54.	During construction of block E2 the scaffolding appears to be very close to residential gardens, will there be scaffolding screening provided and liaison with existing residents about this?	St George confirms that scaffolding will be screened for all phases. Detailed scaffolding plans for Building E2 will be included in the updated CMP for Phase 3 which will be consulted on and submitted separately in advance of this future phase commencing.
55.	Comment 1: A big concern is in relation to the Welfare Village & Limited Parking sited at the southern end of the main site behind the east arm of Gilbeys Yard where I am resident.	<p>We have responded to comments on the welfare village in the response to Query 52.</p> <p>Given that 80% of the site is due to be excavated there are limited options on the location of the welfare village. We have explored the option of the</p>

	<p>I have discussed the positioning of the Welfare Village directly with St George. I have put forward that it is sited elsewhere on the site, further away from the residential properties of Gilbeys Yard (for reasons I will discuss later on in this statement). For instance, one such site is the very south eastern area of the car park alongside the building once occupied by Gilgamesh and across from the Interchange building. This area is being relatively undeveloped in the overall scheme and is further away from the properties in Gilbeys Yard. St George have informed me that whilst this has been considered and is a possible option, it is more difficult for them when considering that an underground part of Camden Market lies beneath.</p> <p>Whilst I accept this, I feel the benefits to the residents of Gilbeys Yard more than justifies the increased difficulty it would pose the developer.</p> <p><u>Comment 2:</u> The developer has assured me that should the Welfare Village be sited as detailed in the current plan; it will be configured as best possible to reduce disturbance to the residents of Gilbeys Yard (both in general but especially outside of the permitted standard working hours of the site). These measures will include placing temporary structures etc. as far away from Gilbeys Yard as possible especially those that create noise (toilets etc). Furthermore, these will be orientated so that the noisier aspect of these structures face away from Gilbeys Yard. Obviously, these measures should be in place wherever the Welfare Village is ultimately positioned.</p> <p><u>Comment 3:</u> Welfare Village is too close to residents homes. Relocate in an alternative site such as the very south eastern area of the car park alongside the building once occupied by Gilgamesh and across from the Interchange building or an alternative site away from Gilbeys Yard</p>	<p>triangle land but our strategy for this area is to fence it off and not load it due to Camden Market which is situated below.</p> <p>As noted in other responses, full consideration will be given to the orientation and specification of the welfare village ensuring all mitigation considerations are implemented.</p>
<p>56.</p>	<p>I feel it is a requirement that the developer does not run generators or any other similar noise making equipment of any type (including vehicle movement) outside of their</p>	

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	permitted standard working hours. I can't stress enough how important it is that there is a total lack of disturbance outside of the permitted working hours, not just a different disturbance albeit at a lower level. This is important for the mental health of the residents - there should be genuine and complete respite from the major disturbance we will have to endure within the permitted working hours.	<p>St George will not work outside permitted hours except where it is unavoidable and prior written notice will be provided to residents and any appropriate authorisation, where required, from LBC.</p> <p>Following demolition, we will power the site via a temporary builders electric supply (TBS) which is via a mains supply, limiting the likelihood of any generators.</p>
57.	Workers who drive to the site must not take up any parking spaces on the estates.	No site workers will be permitted to park on the estates.
58.	St George are requested to ensure all vehicles have effective wheel washing before leaving the site, and street cleaning vehicles are used regularly to keep the local roadway clean.	St George confirms that construction vehicle wheel washing and street cleaning will be provided. This is provided in Section 20d of Phase 2A CMP.
59.	St George must ensure any work lights are shielded from Gilbey's Yard, and there is no unnecessary lighting left on overnight.	St George confirms that our policy is that this would not be the case.
60.	Can you have toilets away from side where houses are, as the smells will be awful?	Toilets within the welfare village will be fully plumbed which will reduce the chance of smells being produced. We will however ensure that toilets are sited at the far end of the welfare village set up.

Utilities

Query No.	Consultation Comment	Response
61.	The small diameter sewer serving Gilbeys yard will have to be diverted. What are the implications of this on the residents of Gilbeys Yard, does it mean that they will be without water/drainage while this work happens?	St George confirms that whilst all utilities will require to be updated within Phase 2A, continuous supply will be maintained.
62.	More information is needed on any temporary/permanent alterations to utilities serving our properties. Risk assessments (including mitigation for unplanned outages) and comms procedure will need to be in place.	<p>See response to Query 61.</p> <p>Risk assessments will be undertaken with utilities providers ahead of works taking place and appropriate actions taken to mitigate risks of unplanned outages.</p>

Community Engagement

Query No.	Consultation Comment	Response
63.	<p>We also recognise that St George have been engaging with the local residents regularly, and have accommodated some requests to maintain safe access, such as the temporary pedestrian crossing on Juniper Crescent. However we are concerned that measures such as this were highlighted and requested several months prior to construction works commencing, and were only implemented 6 months into construction after the identified risks and disruption had materialised. We hope that our comments will be acknowledged and addressed in a more timely manner in future, in to avoid any issues going forward. We request St George’s commitment to ensuring that any H&S risks or excessive construction inconvenience are dealt with proactively instead of reactively as has sometimes been the case in the past.</p>	<p>St George listened to the concerns of residents and delivered the temporary pedestrian crossing within the shortest timescale possible factoring in site ownership and legal constraints, site constraints (pavement widths and sight lines), the need to engage and agree with LBC highways.</p> <p>St George is fully committed to maintaining the highest health and safety standards and we would be happy to discuss in more detail at Construction Working Group.</p>

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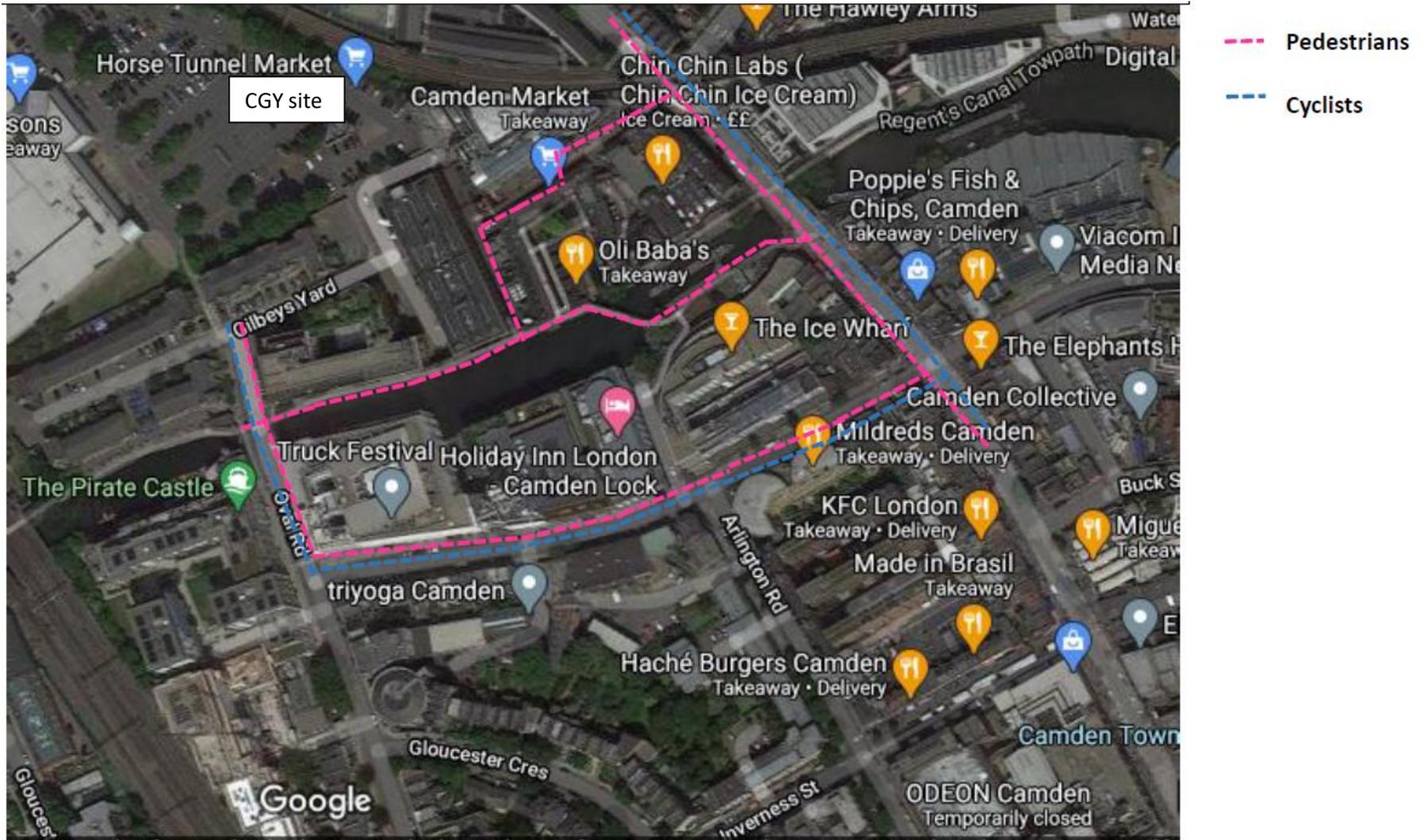
Appendix 1: Existing 27/N27 and 393 Bus Stops on Chalk Farm Road



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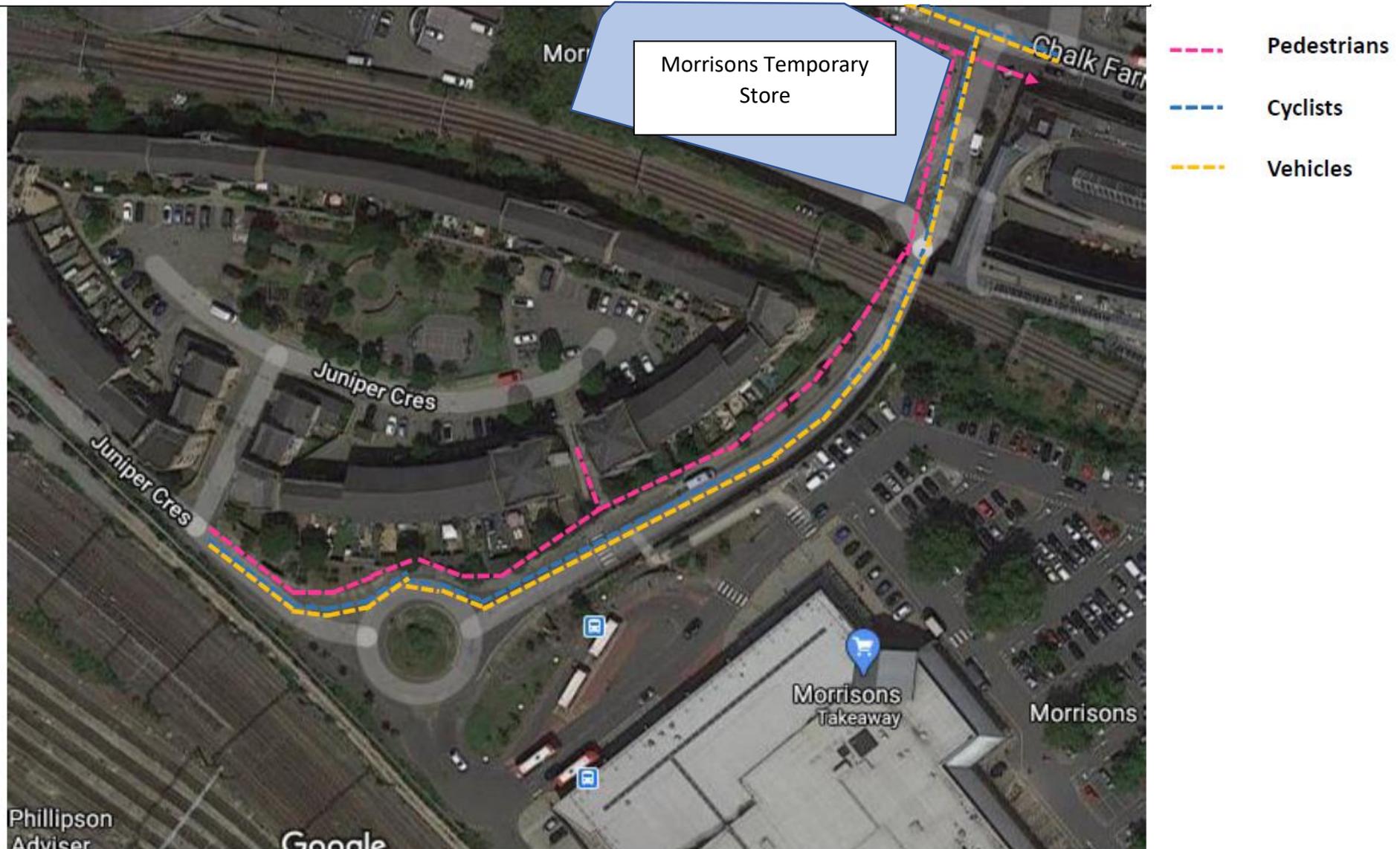
Appendix 2: Alternate Routes for Cyclists and Pedestrians travelling via Juniper Crescent and Gilbeys Yard

Gilbeys Yard Pedestrian and Cycle Movements via Chalk Farm Road



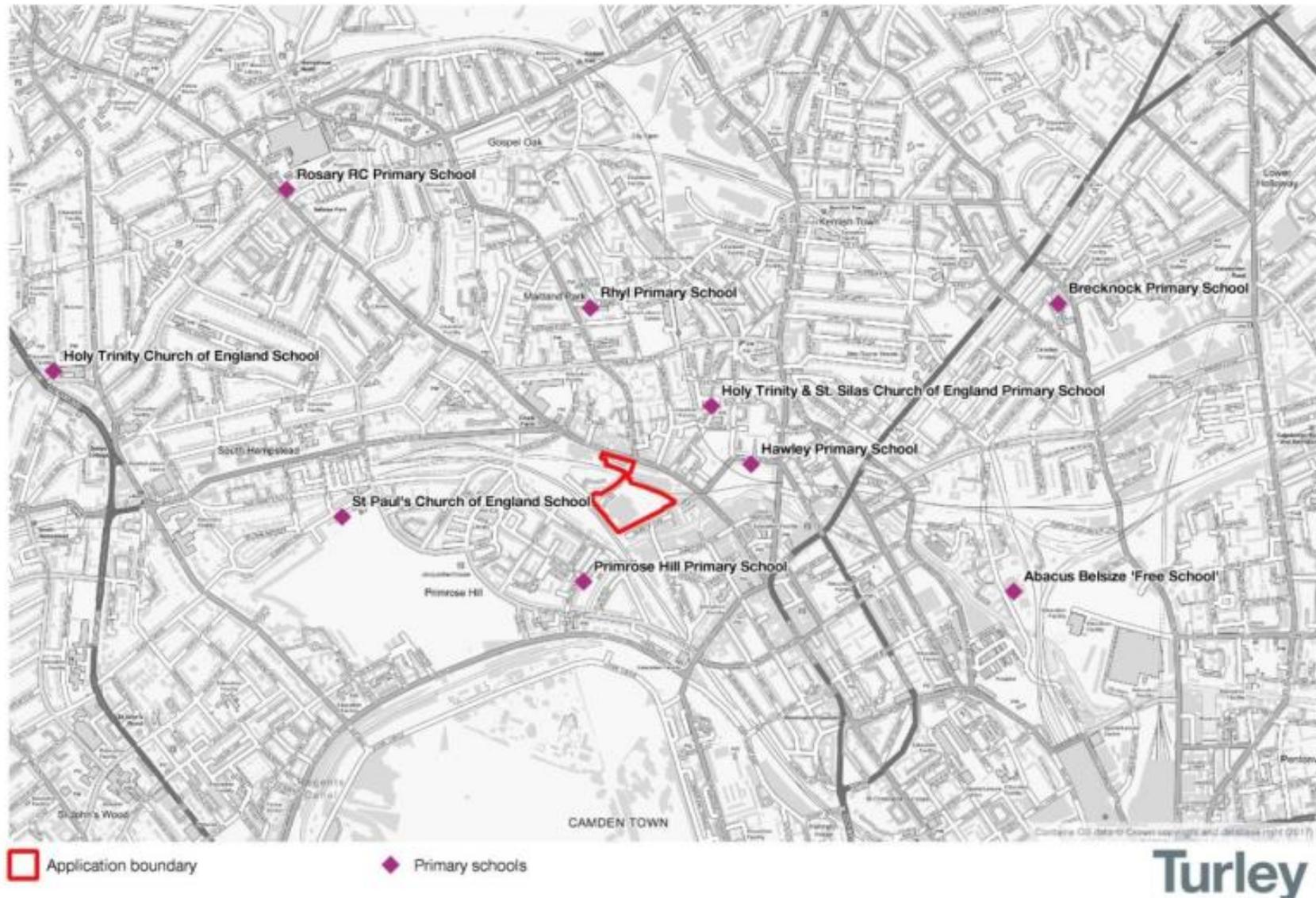
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Gilbeys Yard Pedestrian, Cycle and Vehicle Movements to/from Chalk Farm Road



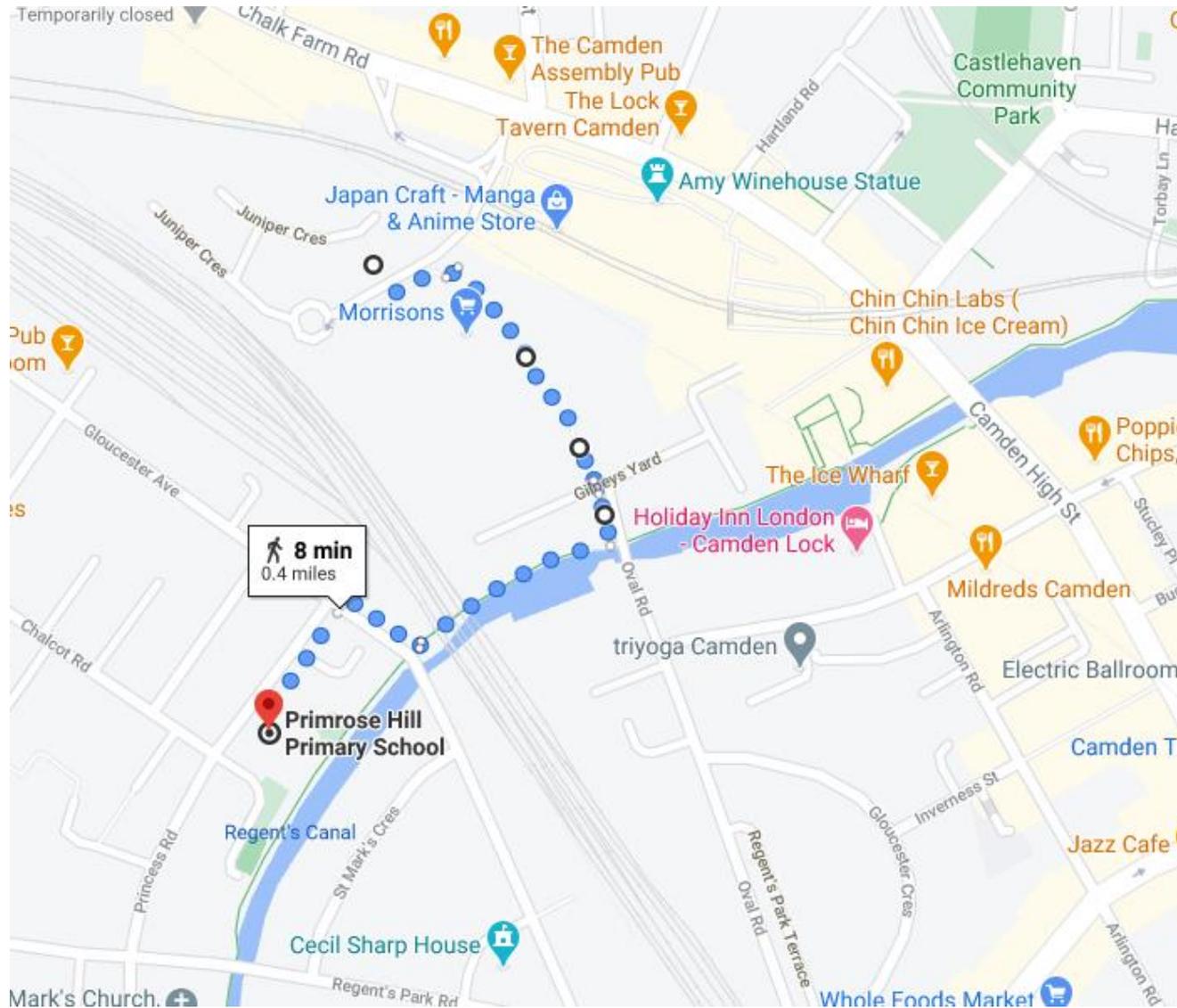
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Appendix 3: Travel Time from Juniper Crescent to Primrose Hill Primary School



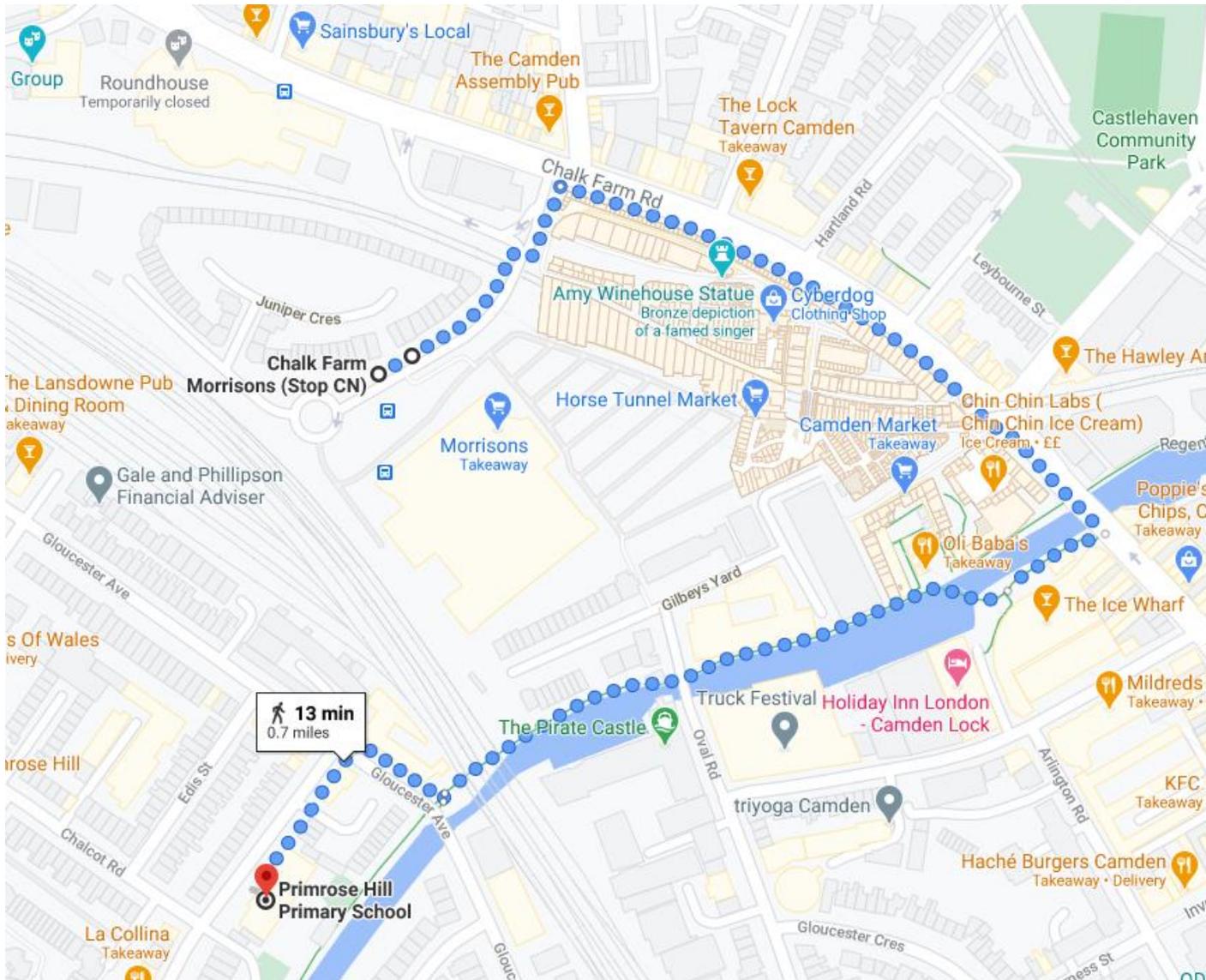
Plan 1: Location of Primrose Hill Primary School.

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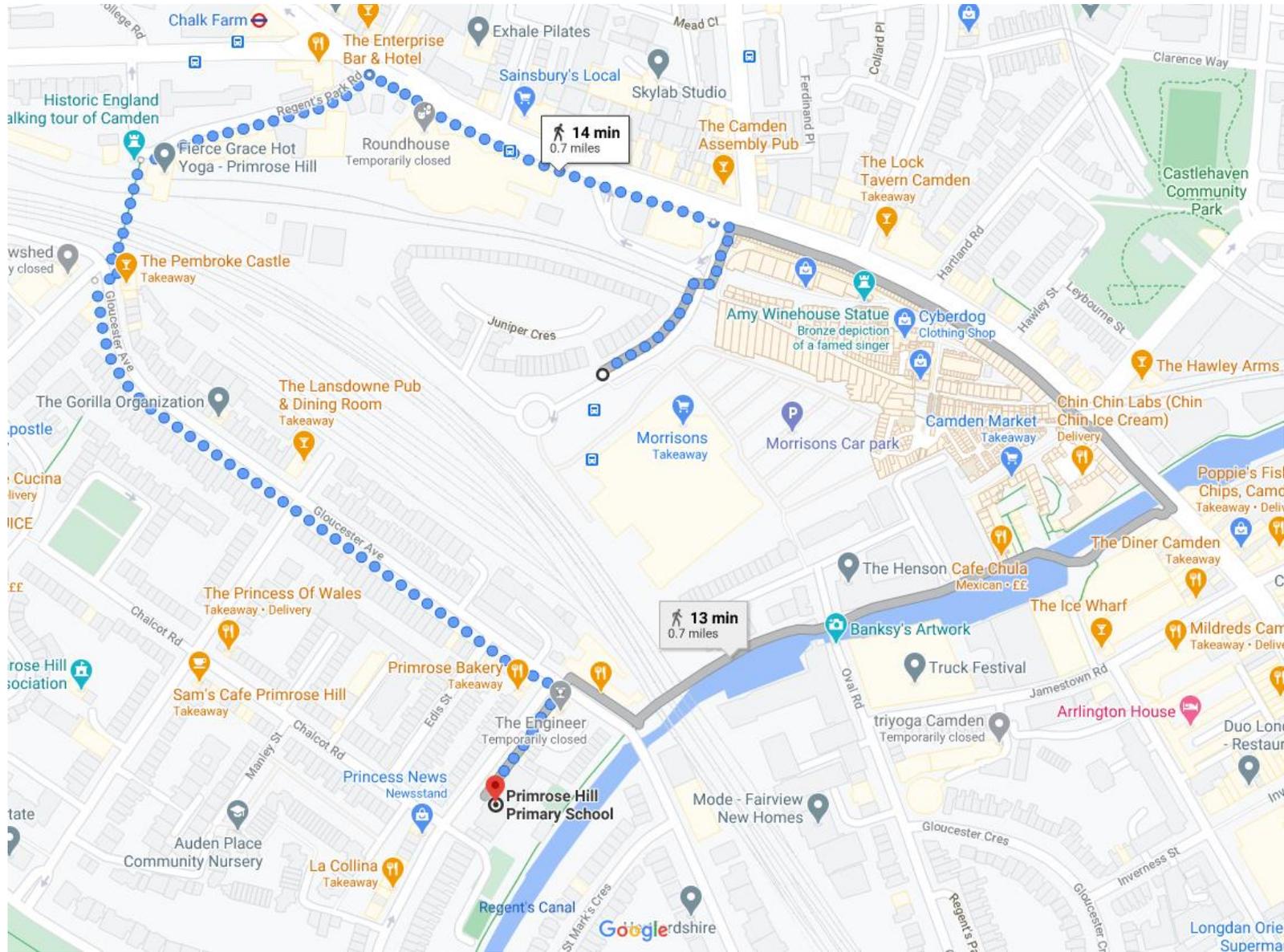
Plan 2: Walking times to Primrose Hill Primary School via existing Morrisons main store (8 minutes). Source: Google Maps.

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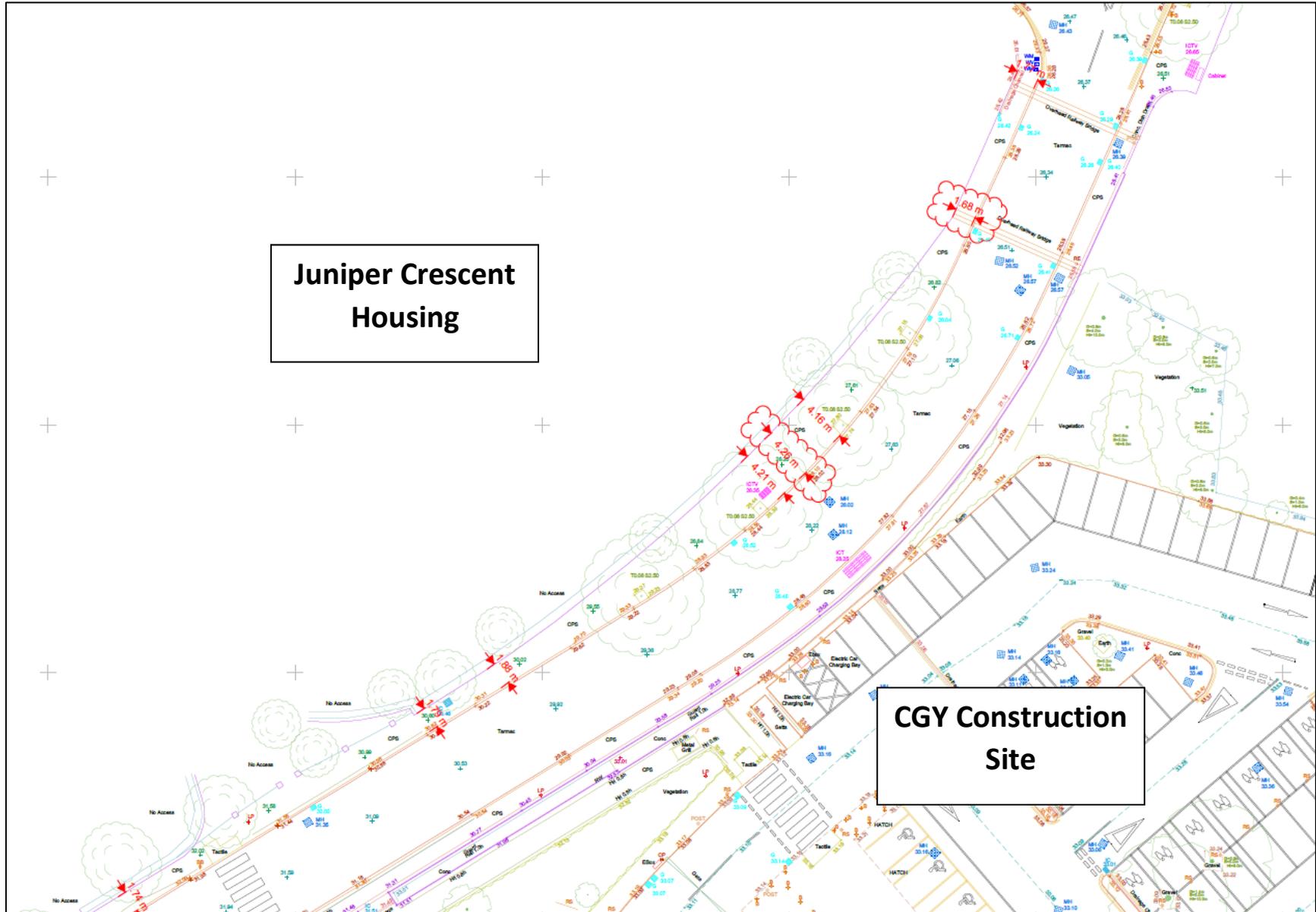
Plan 3: Walking times to Primrose Hill Primary School via Chalk Farm Road (13 minutes). Source: Google Maps.

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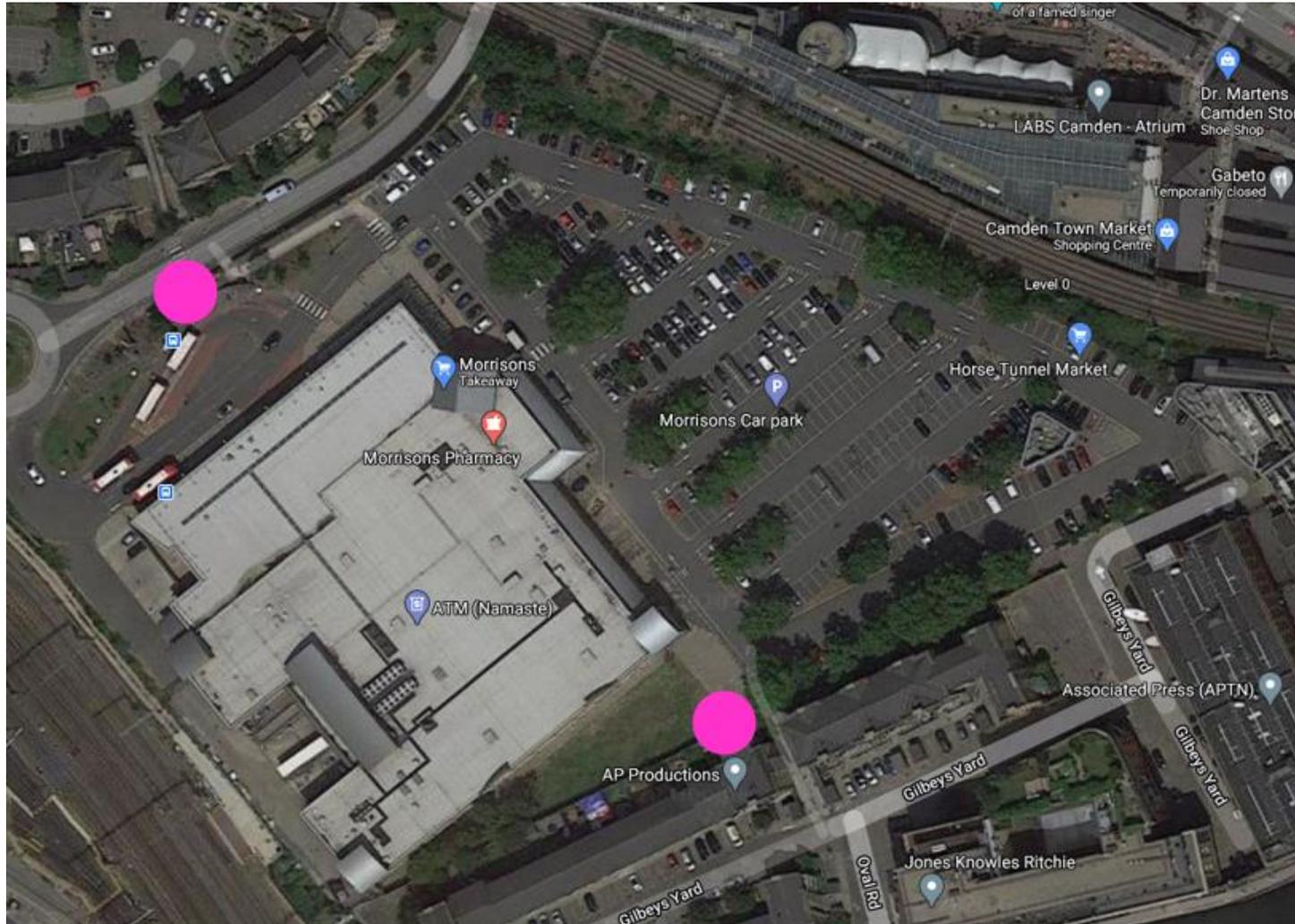
Plan 4: Walking times to Primrose Hill Primary School via Regent's Park Road (14 minutes). Source: Google Maps.

Appendix 4: Stephenson Street Pavement Widths (north west side)



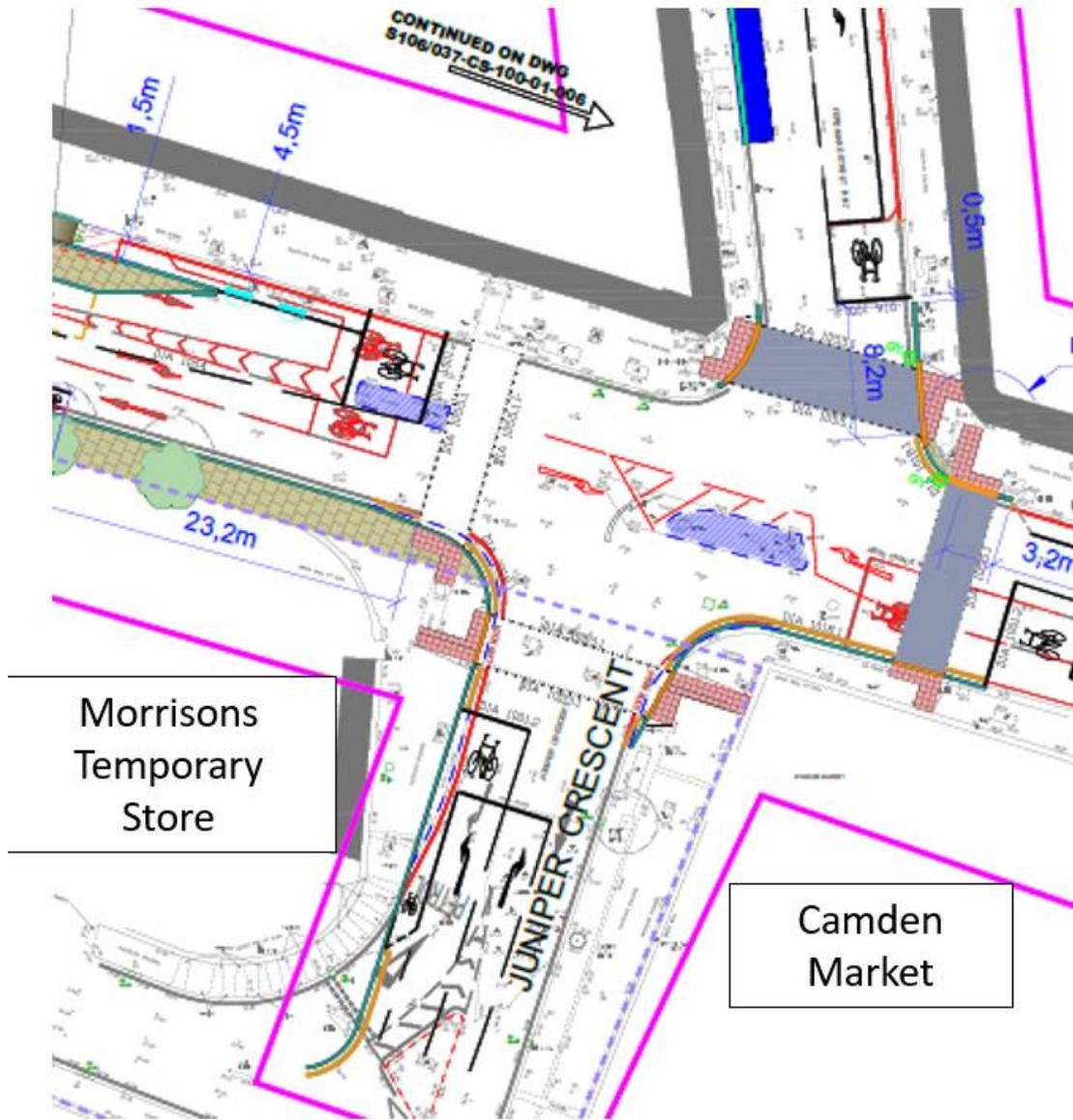
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Appendix 5: Location of Environmental Monitors within Camden Goods Yard Site



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Appendix 6: Plan Showing Location of New Upgraded Pedestrian Crossing at Chalk Farm Road Junction



Appendix 7: Code of Considerate Contractors Standards

<p>1</p> <p>Considerate</p> <p>Consider the needs of everyone who is affected by the construction process and of its effect on the environment. You must give special attention to the needs of people with sight, hearing, or mobility difficulties.</p>	<p>2</p> <p>Environment</p> <p>Be aware of the environment when choosing and using resources. You must pay particular attention managing waste, avoiding pollution, using local resources wherever possible, and keeping noise as low as possible.</p>
<p>3</p> <p>Cleanliness</p> <p>Keep the site, footpaths and surrounding area affected by the work clear of mud, spillage, litter, and any unnecessary rubbish.</p> <p>Make sure that the site, hoardings, scaffolds, and other features are kept in a clean, tidy, and safe condition.</p>	<p>4</p> <p>Good neighbour</p> <p>Consult with neighbours about site activity from before the work starts to the final handover. Provide site information and viewing facilities where practical.</p>
<p>5</p> <p>Respectful</p> <p>Promote respectable and safe standards of behaviour and dress. You must not accept rudeness and must deal with poor behaviour using the strongest possible disciplinary action.</p>	<p>6</p> <p>Safe</p> <p>Make sure all construction work and vehicle movements are carried out with care for the safety of passers-by, neighbours, and site personnel.</p>
<p>7</p> <p>Responsible</p> <p>Be responsible for making sure everyone on site understands the scheme.</p>	<p>8</p> <p>Accountable</p> <p>Be accountable (responsible for your actions) to the public by providing site contact details and being available to deal with their concerns and develop good local relations.</p>

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Appendix 8: CGY Phasing and Programme Summaries

Summary Phase 2A Key Workstreams and Programme

Phase 2A Construction Activity	Start	Finish
Demolition of the existing Morrisons main store and car park	April 2021	July 2021
Basement construction including piling, bulk dig and concrete slab	July 2021	August 2022
Access road realignment and upgrade	December 2021	September 2022

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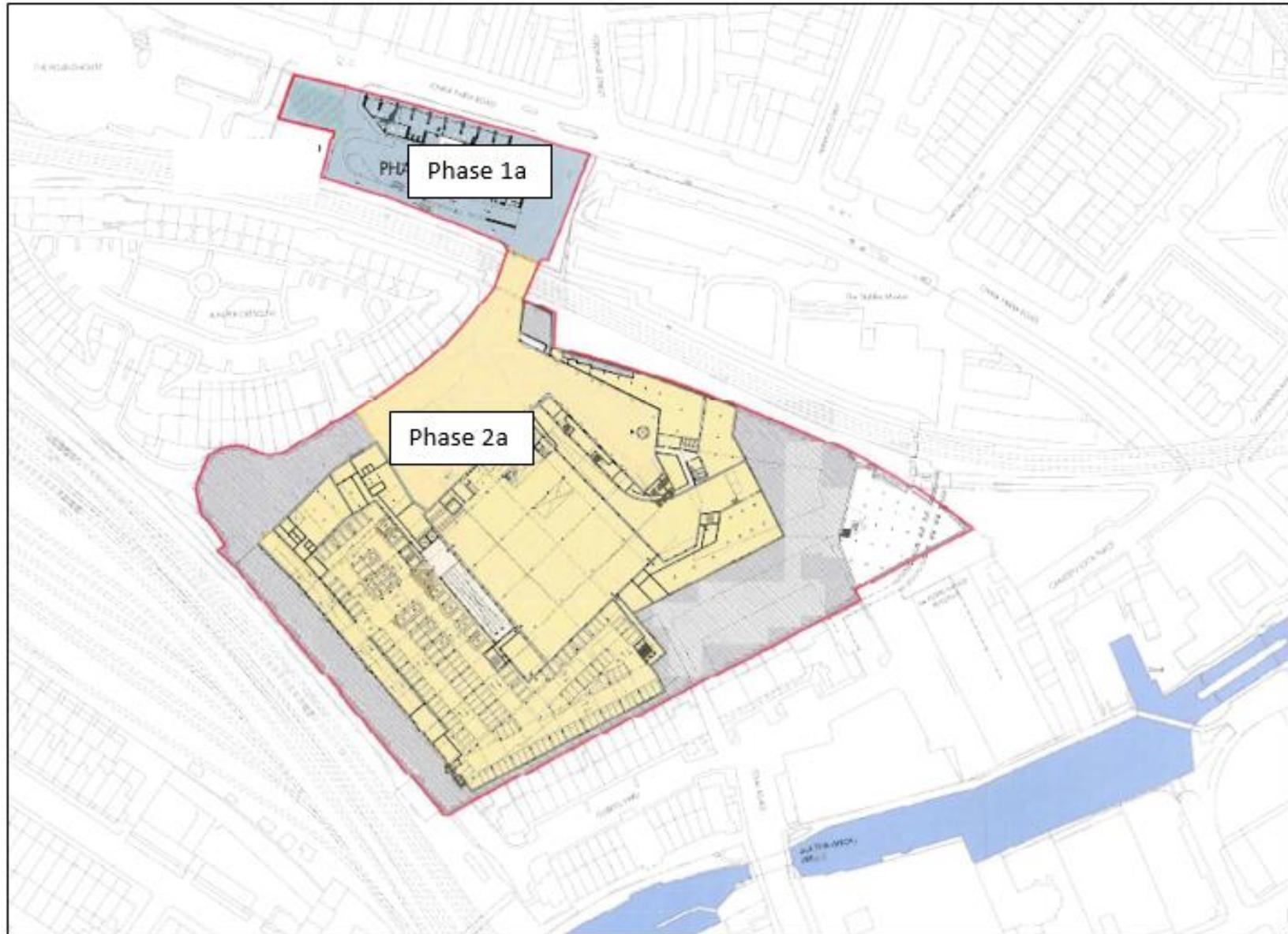
Overall CGY Planning Phase Summary

Construction Phase	Key Construction Activities	Start	Finish
Phase 1A: Petrol filling station site (PFS).	<ul style="list-style-type: none"> Construction of Morrisons temporary store. 	May 2020	February 2021
Phase 2A: Main site (this CMP)	<ul style="list-style-type: none"> Demolition of Morrisons main store Basement construction Access road (Stephenson Street) realignment 	April 2021	September 2022
Phase 2B: Main site	<ul style="list-style-type: none"> Construction of new Morrisons store Construction of Block A to envelope Construction of Block B to envelope Phase 2B external access, public realm, landscaping works (for handover of store to Morrisons) and utilities infrastructure. 	March 2022	September 2024
Phase 3: Main site	<ul style="list-style-type: none"> All remaining construction work on the main site including Blocks F, C, D, E1 and E2. All external works within Phase 3 phase. 	July 2022	December 2026
Phase 1B: Petrol filling station site (PFS).	<ul style="list-style-type: none"> Demolition of the Morrisons temporary store. Construction of new office building and ground floor retail/ food & drink. 	March 2025	2027

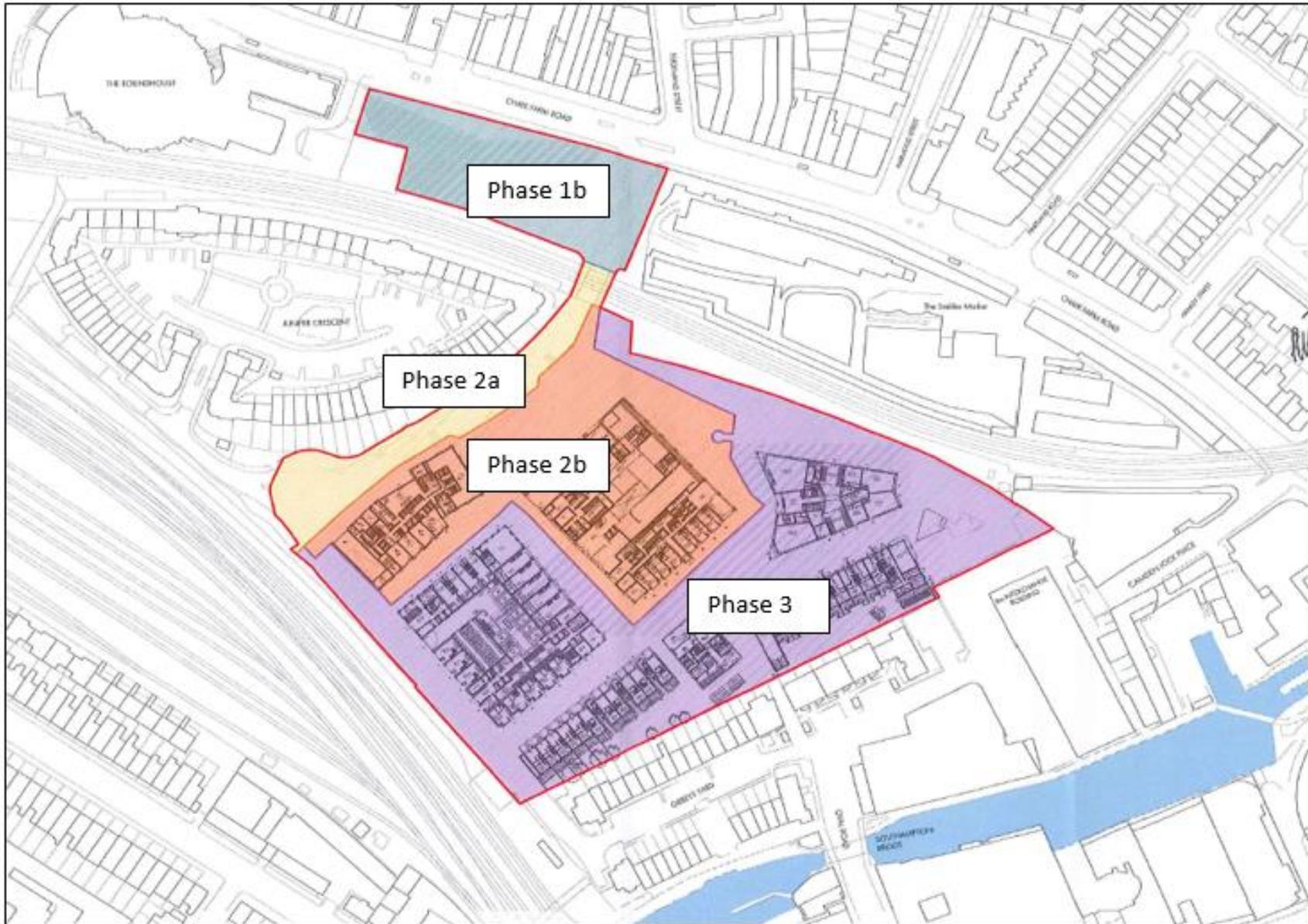
Note some phases run concurrently and are subject to programme changes.

Additional CMPs will be submitted for Phases 2b, 3 and 1b.

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Appendix 9: CGY Welfare Village Indicative Location and Set Up

