

S ASPRIS & SON LIMITED  
PROPOSED DEVELOPMENT AT  
17 & 19 FERDINAND STREET, LONDON, NW1 8EU.

CONSTRUCTION MANAGEMENT PLAN

November 2011

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## 1.0 INTRODUCTION

- 1.1 Paul Mew Associates has been instructed by S. Aspris & Son Limited to prepare this Construction Management Plan to support a planning application which will be made at 17 & 19 Ferdinand Street, London (London Borough of Camden), NW1 8EU.

### Existing Site and Proposed Scheme

- 1.2 The buildings, 17 & 19 Ferdinand Street, are used by S. Aspris & Son Limited; a company that imports wines and other products from Cyprus, Greece and France. The ground floor of the building currently operates as a warehouse. The first floor of the building is in a poor state of repair and was last used for storage approximately fifteen years ago. See Figure 1 for site location.
- 1.3 The planning application will be for 6 × B1 offices with a total floor area of 450sqm and 17 × C3 self contained residential flats.
- 1.4 The building is situated in a courtyard that is accessed from Ferdinand Street. The building is owned by S. Aspris & Son Limited. The ground floor of the building currently operates as a warehouse. The first floor of the building is in a poor state of repair and was last used for storage approximately fifteen years ago.

### Site Access and Servicing

- 1.5 Existing vehicular and pedestrian access to the buildings/courtyard is from a narrow access way off of Ferdinand Street. These arrangements will be retained for the proposed development.
- 1.6 Vehicles have to negotiate the access in a one-way shuttle operation. It is understood that HGV service vehicles up to 7.5t in size, such as Box and Panel Vans can access the courtyard. It is also understood that larger service vehicles load/unload from Single Yellow Line kerbside on Ferdinand Street.

- 1.7 Refuse vehicles service the site by reversing in to the courtyard and stop before building 17's arch way. Bins are then wheeled to the refuse truck.
- 1.8 Construction vehicle access and movements are discussed in this report.

#### **Aims and Benefits of This Construction Management Plan**

- 1.9 As set out in the 'London Freight Plan sustainable freight distribution: a plan for London' (TfL, 2007) document, the aims/benefits of Construction Management Plans are as follows :

The economy will benefit from an increase in legal loading and improvements in reliability resulting from fewer trips, a reduction in construction duration and illegal waiting at or near sites, and the promotion of off-peak and out-of-hours deliveries.

In terms of the environment, air quality impacts will be reduced by minimising site deliveries and using the most sustainable forms of freight available.

Society will be improved by reducing the number of casualties caused by freight vehicle accidents, by minimising congestion and deliveries, and by reducing theft through the use of consolidation centres.

#### **This Construction Management Plan**

- 1.10 Chapter 2 of this Construction Management Plan report looks at policy and guidance to determine what the report should include, Chapter 3 deals with the site and anticipated construction vehicle issues.
- 1.11 Note that as this Construction Management Plan has been prepared to support a planning that is yet to be submitted, no contractor has been appointed and all aspects of this document are preliminary.

## 2.0 GUIDANCE AND POLICY REVIEW

### LB Camden's Local Development Plan

- 2.1 LB Camden adopted its Local Development Framework (LDF) Core Strategy and Development Policies development plan documents in November 2010.
- 2.2 The LDF 'Camden Development Policies 2010-2025' (LB Camden, 2010) document has policy on Construction Management Plans in Policy DP20 – Movement of goods and materials. This policy is as follows:

#### DP20 – Movement of goods and materials

##### Minimising the movement of goods and materials by road

In order to minimise the movement of goods and materials by road the Council will:

- a) expect development that would generate significant movement of goods or materials both during construction and in operation to minimise the movement of goods and materials by road, and consider the use of more sustainable alternatives such as rail and canal links;
- b) promote the development and use of freight consolidation facilities and other initiatives with potential to reduce the impact of goods vehicles, and encourage the use of cycle courier services for local deliveries; and
- c) seek to promote and protect facilities for the movement of goods by rail and water, including facilities for transfer between road, rail and canal.

##### Minimising the impact of the movement of goods and materials by road

The Council will expect development that would generate significant movement of goods or materials by road, both during construction and in operation, to:

- d) be located close to the Transport for London Road Network or other Major Roads;
- e) avoid any additional need for movement of vehicles over 7.5 tonnes in predominantly residential areas;
- f) accommodate goods vehicles on site; and

g) seek opportunities to minimise disruption for local communities through effective management, including through the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries.

- 2.3 The LDF document gives further guidance on what a Construction Management Plan for a site in the borough should include. This is as follows:

Construction management plans

20.13 Where appropriate, the Council will ensure that applicants provide Construction Management Plans to demonstrate how a development will minimise impacts from the movement of goods and materials during the construction process. Construction Management Plans should deal with the hours of site activity; pick-up and delivery times for materials and equipment; limits on construction vehicle size; trip numbers and routes; the safety of road users during construction; and any temporary use of the highway for siting of construction plant. They should also deal with any temporary disruption or severance of highway links needed during the development process, as well as any other relevant measures needed to manage the construction phase.

20.14 Our Camden Planning Guidance supplementary document sets out further details regarding the Council's requirements for Construction Management Plans. See also policy DP26 for information regarding the Council's approach to managing the impact of the construction process on local amenity.

- 2.4 Very similar guidance is given in 'Camden Planning Guidance' (LB Camden, 2006) which is a supplementary planning guidance document.

**TfL's Guidance**

- 2.5 TfL give guidance on Construction Management Plans (referred to as Construction Logistics Plans or CLPs) in the 'London Freight Plan sustainable freight distribution: a plan for London' (TfL, 2007) document and 'Building a better future for freight: Construction Logistics Plans' (TfL, undated) document.
- 2.6 Both documents include similar guidance, 'Building a better future for freight: Construction Logistics Plans' is considered more detailed.

2.7 'Building a better future for freight: Construction Logistics Plans' states that:

The plan needs to be tailored to the specific requirements of the site, but outputs can include:

- A plan identifying where safe and legal loading can take place
- An agreement for the developer and construction company to use freight operators who can demonstrate their commitment to following best practice – for example, FORS members.
- Proactive management of deliveries to reduce the number of vehicle movements and use more sustainable modes, where possible

2.8 'Building a better future for freight: Construction Logistics Plans' states that the plans should include the following items:

Design

- Ensure new developments include appropriate servicing facilities and off-street loading bays, where practicable
- Make sure collection and delivery will take place away from main roads and bus and tram routes
- Assess the physical constraints of the site, including:
  - on-site turning space allocation
  - size of loading bays
  - queuing facilities
- Complete a swept path analysis showing how freight vehicles will access the site
- Conduct a risk assessment of loading points
- Audit local traffic management regulations and consider the likely impacts for freight

Procurement strategy

- Procurement process should demonstrate an awareness of all vehicle activity associated with the site, its impacts and appropriate measures to reduce it.
- Demonstrate a commitment to safer, more efficient and more environmentally friendly distribution by contracting operators registered with a best practice scheme, such as FORS
- Encourage contractors to source items locally, or from the same supplier, to reduce the number of deliveries required

Operational efficiency

- Consider methods to implement and enforce peak-hour delivery restrictions
- Develop a plan informing freight operators where they can legally collect from, and deliver to, the site
- Implement a vehicle booking/management system, if appropriate. Large or constrained sites may particularly benefit from such a system to manage and reschedule vehicle activity

Waste management

- Consider options for reducing, segregating, storing and removing waste
- A Site Waste Management Plan may be required – find out more at [www.wrap.org.uk](http://www.wrap.org.uk)

Road trip reduction

- Encourage deliveries by more sustainable modes, such as rail and water, where possible
- Review delivery and collection frequencies
- Promote load consolidation by providing sufficient space for larger vehicles
- Consider use of local consolidation facilities which could:
  - Help manage delivery schedules to increase delivery success rates
  - Offer a holding centre for deliveries by larger vehicles. It may then be possible to forward loads by a more sustainable mode

Targets and monitoring

- Ongoing review process to determine whether the measures implemented comply with the CLP requirements and planning authority's conditions
- Consider whether any additional actions are needed to reduce the impact of freight

### 3.0 PROPOSED CONSTRUCTION AND IMPACT MITIGATION MEASURES

- 3.1 As previously stated, it is important to note that as this Construction Management Plan has been prepared to support a planning that is yet to be submitted, no contractor has been appointed and all aspects are preliminary.

#### Programme

- 3.2 The scheme architects, GLA Architecture and Design Ltd, have stated that they anticipate the following construction works programme:

- Demolition up to three months
- Construction up to fifteen months

#### Construction Hours

- 3.3 Construction works will be within the standard working hours as set out by LB Camden. Note that build contractors tendering for the project will be expected to be members of the Considerate Contractors Scheme.

#### Vehicle Access and Vehicle Access Hours

- 3.4 GLA Architecture and Design Ltd have advised that they anticipate the following construction trips:

- Demolition up to three months – 3-4 trips per day
- Construction up to fifteen months – 2-3 trips per day

- 3.5 It is anticipated that the largest construction vehicles needing to access the site will be large muck-away lorries (similar to Volvo FM12 4-axle vehicles which are 2.75m × 9.75m in size), these vehicles will be equivalent size to refuse vehicles currently accessing the site.

3.6 As requested in TfL's 'Building a better future for freight: Construction Logistics Plans' contractors tendering for the project will be expected to:

- Keep construction vehicle trips to the site to a minimum by consolidating deliveries and by using a booking system
- Restrict peak hour deliveries where possible
- Use freight operators who are part of Freight Operators Recognition Scheme (FORS) where possible

#### Routes

3.7 Construction traffic will use the Transport for London Road Network (TLRN)/major roads in any of the following ways:

North – A1, A41, A598, A406, M1

East – A503, A400, A1

South – A5205, A501

West – A502, A40, A5205

3.8 The site and Ferdinand Street itself is accessed to north from Prince of Wales Road at the Princes of Wales Road/Malden Crescent/St. Leonards Square four-arm signals junction. The right turn from Prince of Wales Road in to Malden Crescent/Ferdinand is a banned manoeuvre.

3.9 Ferdinand Street is accessed from Chalk Farm Road at the south at another four-arm signals junction. Ferdinand Street can be accessed from Chalk Farm Road by left and right turns. The only turn permitted from Ferdinand Street to Chalk Farm Road is a left turn; ahead and right turn manoeuvres out of Ferdinand Street are restricted by a median strip at the signal junction.

3.10 As stated, where possible, contractors tendering for the project will be expected to source items locally and use freight operators who are part of the FORS scheme.

### Loading/Access

- 3.11 No construction vehicles will need to load/unload on the TLRN.
- 3.12 The scheme architects, GLA Architecture and Design Ltd, have stated that they do not anticipate skips (and suspended parking bays) being required on Ferdinand Street as skips could be parked on site or in the courtyard.
- 3.13 It is understood that at the start of the project a skip will be located within the building site itself. S. Aspris & Son Limited have one parking space in the courtyard. If an additional skip is required, or if a skip is needed and it is no longer practical to keep a skip within the building site, this parking space will be used to store a skip.
- 3.14 Banksmen will be used where necessary for highway safety reasons.

### Highway Cleaning

- 3.15 A wheel wash station will be set up at the construction site entrance and exit and will be used throughout the demolition phase of the programme. The section of Ferdinand Street adjacent to the site will be swept and washed down at the end of each day.

### Targets and Monitoring

- 3.16 Build contractors appointed for the project will be expected to undertake an ongoing review process to determine whether the measures implemented comply with the guidance requirements and LB Camden's planning conditions, at the same time contractors will be expected to consider whether any additional actions are needed to reduce the impact of construction works.

#### 4.0 SUMMARY & CONCLUSIONS

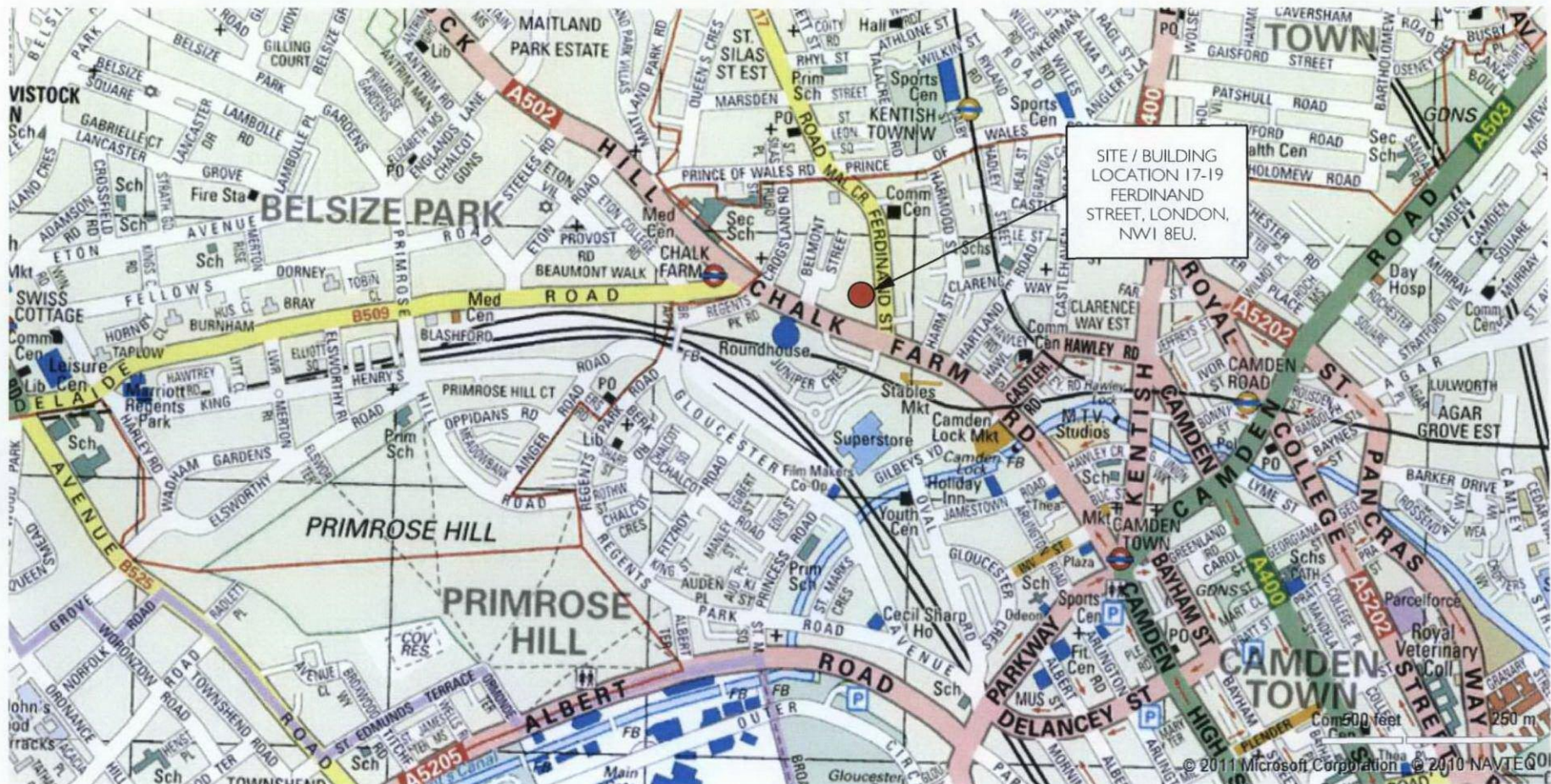
- 4.1 Paul Mew Associates has been instructed by S. Aspris & Son Limited to prepare this Construction Management Plan to support a planning application which will be made at 17 & 19 Ferdinand Street, London (London Borough of Camden), NW1 8EU.
- 4.2 The buildings, 17 & 19 Ferdinand Street, are used by S. Aspris & Son Limited; a company that imports wines and other products from Cyprus, Greece and France. The ground floor of the building currently operates as a warehouse. The first floor of the building is in a poor state of repair and was last used for storage approximately fifteen years ago.
- 4.4 The proposal is to demolish 19 Ferdinand Street, and construct 6 × B1 offices and 17 × C3 self contained residential flats.
- 4.5 This report has been prepared with reference to: LB Camden's 'Camden Development Policies 2010-2025' LDF document, TfL's 'Building a better future for freight: Construction Logistics Plans' document and TfL's 'London Freight Plan sustainable freight distribution: a plan for London' document. In accordance with policy and guidance the aims/benefits of the plan will be as follows:

The economy will benefit from an increase in legal loading and improvements in reliability resulting from fewer trips, a reduction in construction duration and illegal waiting at or near sites, and the promotion of off-peak and out-of-hours deliveries.

In terms of the environment, air quality impacts will be reduced by minimising site deliveries and using the most sustainable forms of freight available.

Society will be improved by reducing the number of casualties caused by freight vehicle accidents, by minimising congestion and deliveries, and by reducing theft through the use of consolidation centres.

## FIGURES



Date: October-2011  
 Scale: NTS  
 Source: [www.bing.com/maps/](http://www.bing.com/maps/)  
 Drawing No: P903\_I



P903: RESIDENTIAL + OFFICE DEVELOPMENT AT 17-19 FERDINAND STREET, LONDON, NW1 8EU.

Figure 1. Site/building location



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