

Construction Management Plan
Condition 3 – WBC Planning Consent 23/00765/FUL

Construction of an Electric Vehicle Charging Station
Land To South Of 883 St Albans Road
Watford
WD25 0NH

Date Prepared: 05-01-2024
Status: Approved Version 1.2
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Audited By: Natalie Shieber
TSG CHARGE UK IP Ref: _____
Job Number: _____

The St Albans Road Watford EV Hub Project – Construction Management Plan:

This Construction Management Plan (CMP) has been prepared by TSG Charge UK in response to Watford Borough Council's (WBC) condition 3 with regard to the Conditional Permission for Development Reference 23/00765/FUL.

This is a working document and as such it will be developed and updated as the project progresses.

Note: (a-f) on headers relate to Condition 3 references.

Description of the proposed development - Construction of Electric Vehicle Charge Hub.

Development consists of an existing redundant vehicle garaging site off the A412 St Albans Road Watford. Construction will include: new mains power connection; new telecommunications connections; replacement paved surfaces; boundary landscaping treatments including fencing; 3 high power EV chargers and associated protection bollards and power infrastructure such as, Feeder Pillar and Substation.

Prior to mobilisation to site for Construction Phase.

A pre-start record of existing site conditions on the adjoining public highway will be undertaken with Watford Borough Council invited to attend. A commitment to repair any damage caused by our works operations during construction will be made.

Site Set-up Plan during Construction Phase. (b, c, d, e & f)

- External Fencing to secure the site and protect the public will be installed to highway frontage.
- The Fencing and site perimeter will be subject to a regular maintenance inspection regime and will depict a readily visible 24 hour contact number for queries or emergencies.
- The first phase of the works will be begun via the existing vehicle crossover from St Albans Road.
- Once the existing single storey garages have been demolished works will progress to stage 2.
- The second phase of the works, to development completion, will again be constructed via the existing vehicle crossover.
- Gates will remain closed between uses to prevent unauthorised access.
- A single pedestrian access gate will access direct to site office and compound.
- Material storage within the secure site area.
- All deliveries will be to pre-planned schedules and restricted to between the hours of 9:30am and 3pm.
- HGV Delivery Vehicles will be reversed onto site, utilising Traffic Marshals / Banksman, thus ensuring a forward exit back onto the live highway.
- All deliveries/haulers (LGV and HGV) are to approach the site via A412 St Albans Road Northbound from the A41 'The Dome' Roundabout Junction.

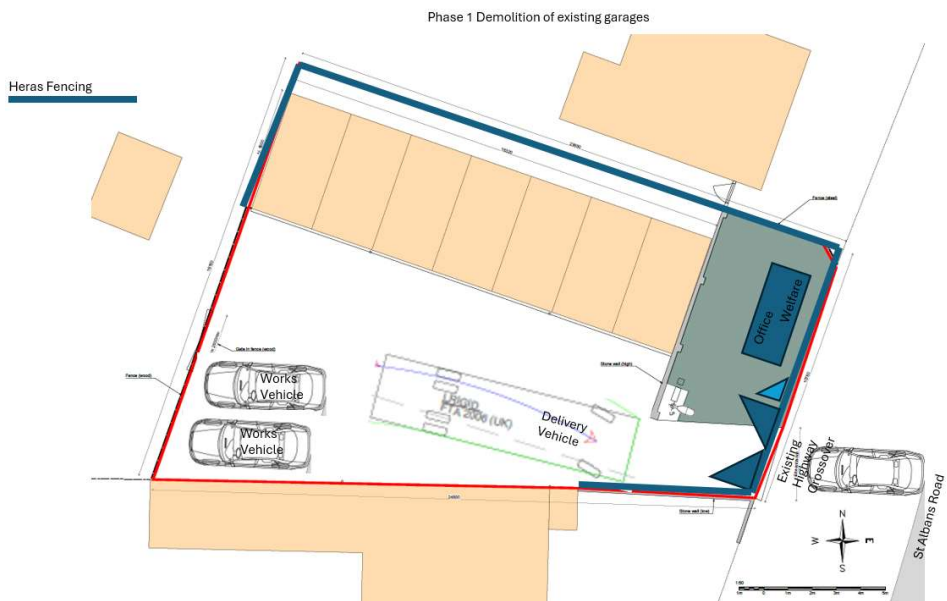
Site Google Streetview existing views and site set up layouts drawings below:



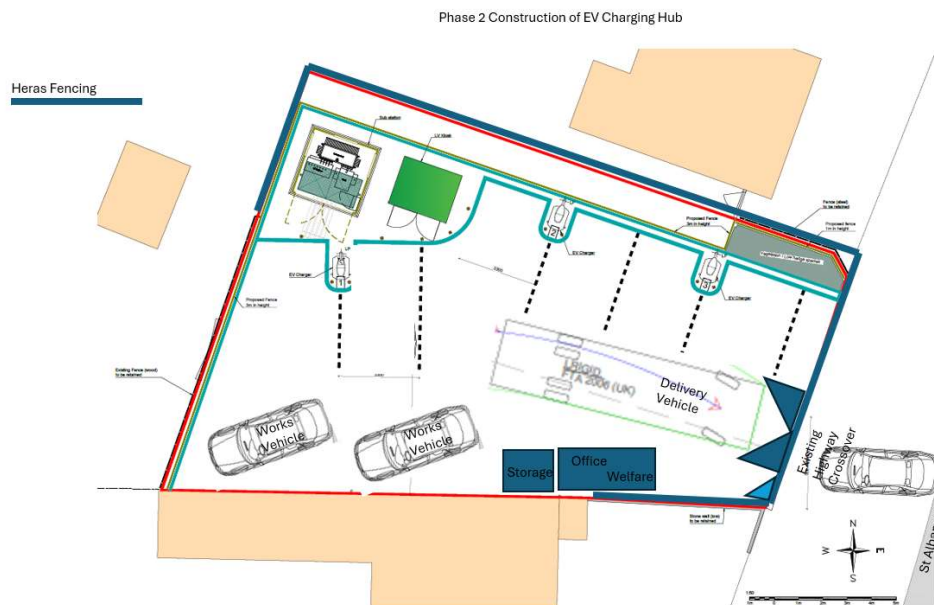
View of existing site looking Northwest from Northbound carriageway St Albans Road



View of existing site looking Southwest from Southbound carriageway St Albans Road



Site Set Up Layout Plan Phase 1 (showing existing single storey garages to be demolished).



Site Set Up Layout Plan Phase 2 (showing EV hub infrastructure).

Working hours during construction period proposed are; (e)

- 07:30 - 18:00 hours (Monday to Friday);
- 07:30 - 13:00 hours (Saturday)
- No work on Sundays or Bank Holidays without the express permission of the WBC
- Deliveries restricted to between 09:30 – 15:00 (Monday to Friday)
- Note: 'Noisy' construction works shall not take place before 8:00am.

Minimisation of possible Construction Noise during construction period proposed.

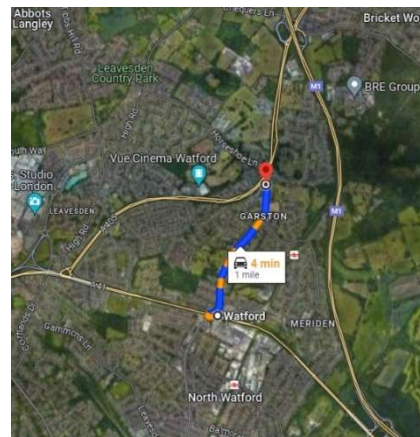
- Any works which may be audible at the site boundary will be restricted to the following hours:
 - Monday to Friday 8am to 6pm
 - Saturdays 8am to 1pm
 - Noisy work is prohibited on Sundays and bank holidays
 - Heavy equipment and plant shall not be operated before 8am
 - Deliveries & Collections restricted to between 9:30am – 3:00pm.

Provision for the parking of vehicles for operatives and visitors. (f)

- Site parking for works vehicles and small LGV and will predominately be onsite. Parking restrictions apply to the Southbound (East) side of St Albans Road adjacent to the site. Contractor personnel numbers are low with the construction of an EV hub when compared to an office or residential property for example. Peak personnel numbers on site are expected to be below 10, with below 5 persons on site for the majority of construction period. Essential works vehicles; such as those containing required day to day tools and equipment will be accommodated on site.
- Off-site 'paid' parking, if required, is available at WBC Longspring Parking WD24 6PX (all day £3); operatives would be either ferried to site or could utilise the available public transport along the A412 St Albans Road. No parking for visitors is provided on or near the site.
- Active travel / public transport to site and ride sharing is encouraged wherever possible:
 - Nearby Rail:
 - Garston Rail Station (Northwestern Railway) (0.7miles)
 - Watford Junction (Rail and Tube) (3miles)
 - Nearby Buses, directly on St Albans Road:
 - North Bound stop (160 yards) also to Luton, Harlow, Hatfield, St Albans, Stevenage.
 - South Bound stop (240 yards) also to Watford, Rickmansworth & Heathrow.

Vehicle Routes to and from site during Construction Phase. (a, b & c)

- All deliveries/haulers (LGV and HGV) are to approach the site Northbound on the A412 St Albans Road from the A41 'The Dome' roundabout.
- Egress from site will be direct via St Albans Road.
- Vehicles over transit size cannot be turned around on site, so a traffic marshal will be employed to assist with the reversing of vehicles from/ to St Albans Road.

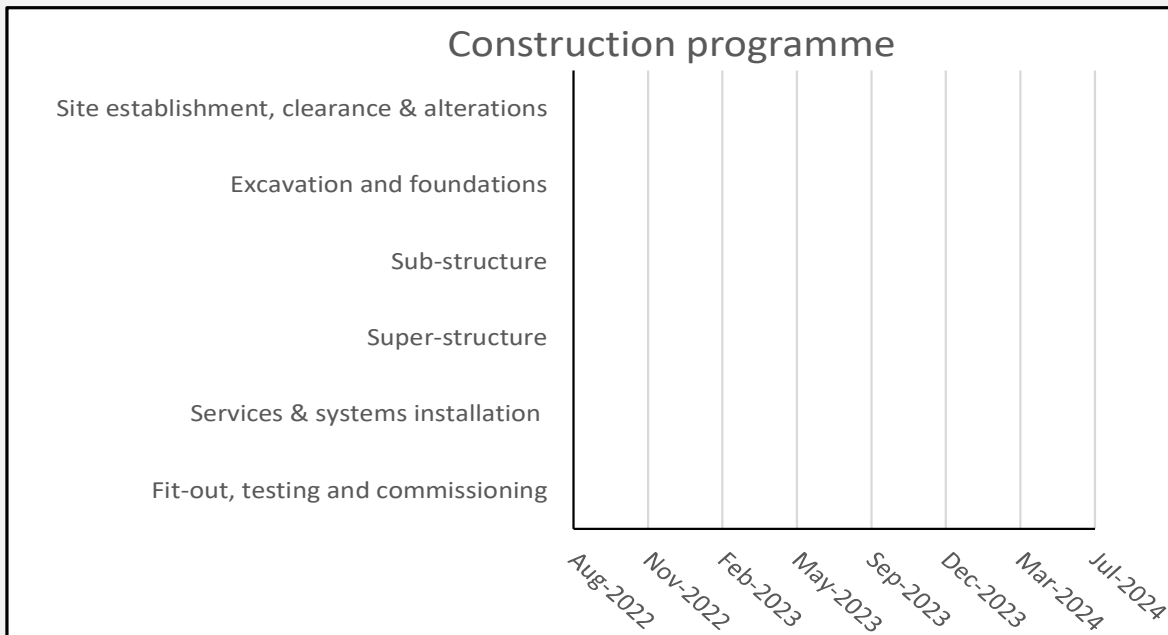


- Outputs from TFL Construction Logistics Plan tool (a) on following pages:
Note: Dates are indicative only.



CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site establishment, clearance & alterations	May-2024	May-2024
Excavation and foundations	May-2024	May-2024
Sub-structure	May-2024	May-2024
Super-structure	May-2024	May-2024
Services & systems installation	May-2024	May-2024
Fit-out, testing and commissioning	May-2024	May-2024



NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

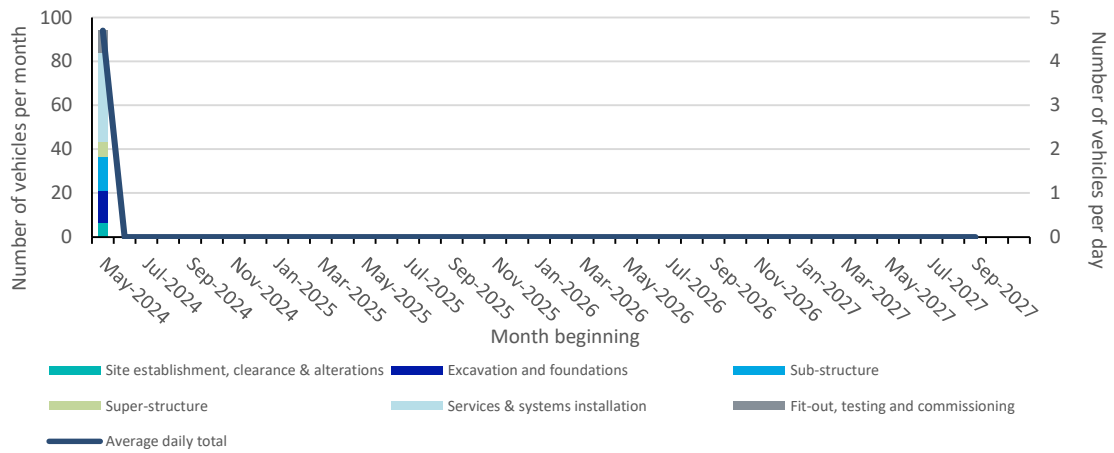
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site establishment, clearance & alteration	Q2 2024 - Q2 2024	7	0
Excavation and foundations	Q2 2024 - Q2 2024	15	1
Sub-structure	Q2 2024 - Q2 2024	15	1
Super-structure	Q2 2024 - Q2 2024	7	0
Services & systems installation	Q2 2024 - Q2 2024	40	2
Fit-out, testing and commissioning	Q2 2024 - Q2 2024	10	1
Peak period of construction	Q2 2024 - Q2 2024	94	5

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

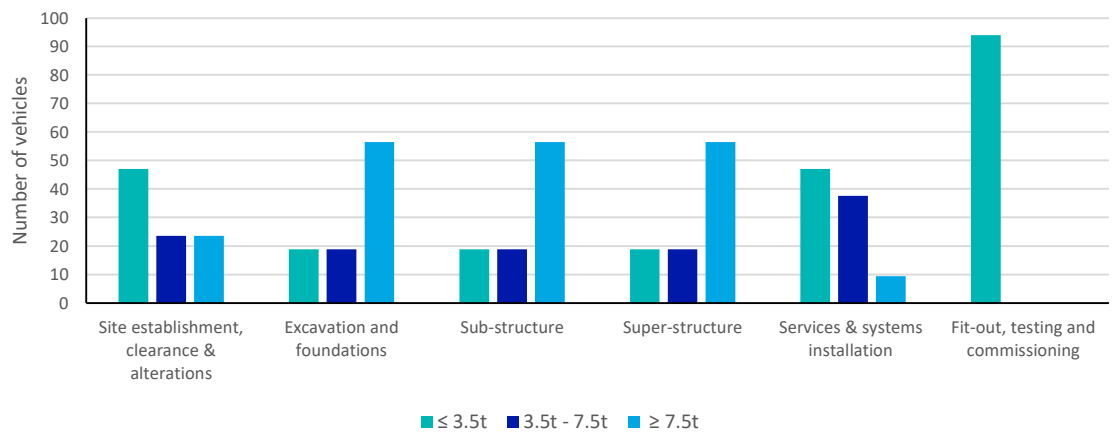
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site establishment, clearance & alteration	Q2 2024 - Q2 2024	94	5
Excavation and foundations	Q2 2024 - Q2 2024	94	5
Sub-structure	Q2 2024 - Q2 2024	94	5
Super-structure	Q2 2024 - Q2 2024	94	5
Services & systems installation	Q2 2024 - Q2 2024	94	5
Fit-out, testing and commissioning	Q2 2024 - Q2 2024	94	5



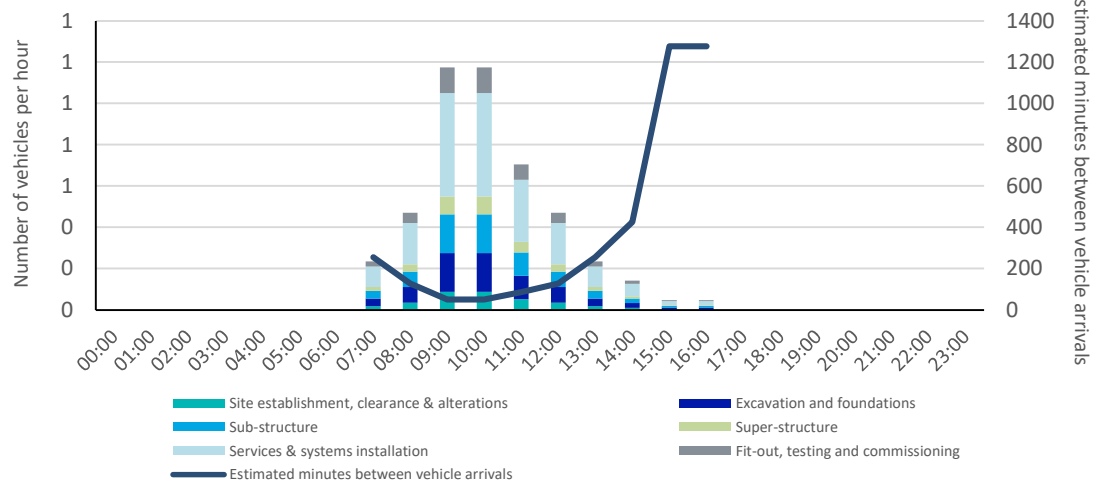
Total number of vehicles through construction programme



Number of vehicles by types during peak of phase



Number of vehicles in peak month (May-2024)



Measures to control the emission of dust and dirt during construction;

- TSG Charge UK is committed to the adoption of best practice policies in respect to air (dust) pollution on-site. Procedures to minimize air pollution will follow best practice guidelines outlined in documents such as:
 - Mayor of London's 'Control of dust and emissions from construction and demolition activities best practice guidance'
 - London Councils Best Practice Guidance
- Demolition and removal of the previous single storer garages on the site will take place. There will be a reduced level dig to formation of new surfacing and for excavations for the foundations of the electrical infrastructure. Limited cutting and breaking is envisaged, hence potential noise and vibration is reduced.
- Methods employed during any activities that may potentially create dust will include:
 - Damping
 - Sweeping
- The adjacent road will be monitored for site bourn detritus. We will both manually and mechanically sweep the road whenever required, due to any detritus spread from our site.

Waste Management, Recycling, Waste Disposal.

- We will ensure that all waste will be dealt with via suitably registered and licenced waste carriers with Duty of Care Waste Transfer Notes, and Consignment Notes where required for any hazardous waste, to Licenced waste transfer stations.
- Contractors will hold suitable industry accreditations.
- Hauliers used for all specific deliveries will be requested to be FORS members.

Illumination of the site during construction;

- Additional site illumination is not anticipated due to proposed construction period working hours.
- Task lighting may be employed. However, is not expected to be required.

Liaison with other nearby Contractors.

- We will liaise with other contractors along the Northern end of St Albans Road within a circa 500m vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts.

Measures to ensure the safety of all users of the public highway in the vicinity of the site, with particular reference to cyclists and pedestrians.

- Site will be fenced to roadside boundary. Existing boundary wall/fence exists to other 3 site development boundaries. Boundary fencing will be maintained.
- North/South Pedestrian footway to St Albans Road (West side) will remain open.
- No existing Shared path or On-highway cycle provision exists in the vicinity of the site.
- Access for active travel will remain open throughout by utilising the adjacent footway and road.