



Draft Construction Management Plan

1.0 Introduction

- 1.1 This draft Construction Management Plan (CMP) has been prepared to accompany a planning application for the redevelopment of land at 1 – 11A Swain’s Lane and 109 – 110 Highgate West Hill.
- 1.2 It sets out the general approach which the project will take including broad environmental management systems.
- 1.3 The appointed contractor would be required to register the site under the Considerate Constructors’ Scheme. This is a national initiative set up by the construction industry to encourage best practice in construction beyond statutory requirements.
- 1.4 The draft CMP has been prepared in accordance with *Camden Planning Guidance 6: Amenity* which provides guidance on the preparation of construction management plans. A detailed CMP will be agreed with the Council at post-planning stage when a contractor is appointed. This can be secured via the discharge of condition or s106 Agreement.

Description of the Proposed Scheme

- 1.5 The scheme comprises a residential and retail development including:
- 1 Demolition of the two existing buildings and garages.
 - 2 Erection of two new buildings: the proposed East Building is three-storey in height, and; the west building is part two-storey and part three-storey in height plus a basement housing a lift overrun and Combined Heat and Power plant.
 - 3 Removal of vehicular egress and access from Swain’s Lane.
 - 4 Provision for 5 car parking spaces including one disabled car parking space and two electric car charging points
 - 5 Improvements to public realm (including areas for external seating) and the planting of new trees.

Considerations

Site Hours

- 1.6 The site hours will be dictated by the planning permission. Construction plant will only be allowed to operate between the hours agreed with the Council. These are likely to be:
- Monday to Friday – 8am to 6pm
 - Saturday – 8am to 1pm

- Sunday and Bank Holidays – no working allowed

1.7 Non-intrusive and quiet activities (e.g. internal fit out) may be carried out outside of these hours.

Security

1.8 The site will be made sufficiently secure to deter and prevent entrance to the site by unauthorised persons and to prevent removal of material or goods from the site. This will be achieved generally by installation of hoardings as necessary.

Display of notices and warning signs

1.9 Adequate and sufficient signs will be posted to warn of danger. All statutory requirements regarding posting of notices will be complied with at all times.

1.10 The notice board will contain details of the site manager along with principle Health & Safety information relating to the project.

2.0 Pre-Commencement Investigation

2.1 Surveys will be carried out to verify the position of existing services. Any additional surveys that are required following the demolition of existing buildings will be carried out prior to the commencement of construction on site.

2.2 Notification of commencement will be issued to all Statutory Authorities. Drawings of existing services will be obtained and compared to the site survey.

2.3 A survey of dilapidations of the existing buildings and features will be carried out before any major works commence. This will consist of a photographic record of the conditions of the adjacent buildings and roads. All necessary measures to protect existing features will be put in place.

3.0 Demolition and Construction

3.1 A Construction Stage Health & Safety Plan would be agreed with all relevant parties prior to any works commencing on site and will include all necessary measures required to minimise the effect of the construction works on the surrounding buildings, roads and the public. These measures will include the following:

- 1 A dedicated traffic management system and method statement
- 2 Adequate signage on and off site
- 3 Specific parking restrictions
- 4 Proposals for phasing of deliveries
- 5 Proposals for restricting dust and debris

3.2 The details below provide an outline summary of the proposed working systems and would be confirmed through the preparation of a detailed CMP at post planning stage.

Programme

3.3 The demolition and construction period is expected to take approximately 18 months. A draft construction plan is enclosed at Appendix 1.

3.4 A detailed construction programme and phasing strategy would be prepared by the contractor and agreed with the Council by way of a pre-commencement condition.

4.0 Construction Traffic and Highway's Safety

Traffic Routing

4.1 The Principal Contractor will take all reasonable steps to ensure construction traffic will access the site using A class and other major roads (where possible) to reach the Site. It is anticipated that all construction traffic will arrive in the area via the A1, then routing to the Site via Highgate Hill, High Street and Highgate West Hill. The contractor will provide adequate directional signage for a route, with the location and type of signage to be agreed with the Council.

4.2 Site clearance and demolition traffic will access the Site during the hours of 9.30 a.m. to 4.30 p.m. Monday to Friday, with only exceptional movements outside of these hours.

Site Access

4.3 Where possible the existing site accesses will be used for demolition and construction traffic in order to minimise impacts on adjacent roads. The site entrance on Highgate West Hill will be operated one-way eastbound, such that construction vehicles exiting the site leave via the Swains Lane access.

4.4 A Banksman will be provided to control the vehicular site access point during operational hours.

Site Parking

4.5 The Site labour force would be encouraged to use public transport and not to park on local public roads.

4.6 Provisions would be made within the Site for essential on-site parking if required for disabled members of staff or for emergencies.

4.7 Details of the car and cycle parking will be provided for approval by LB Camden.

Parking Bay Suspension

- 4.8 The Principal Contractor will seek to minimise the number of bays suspended and the period over which they are suspended.

Deliveries, Collections and Servicing

- 4.9 The Principal Contractor will take all reasonable measures to ensure that deliveries to the site and collection of material from the site are carried out in a controlled manner and avoid vehicles waiting on the surrounding roads.
- 4.10 All site clearance vehicles will be accommodated within the site. Deliveries to, and movements off-site will take place during the hours stated in paragraph 4.2.
- 4.11 The state of the roads will be closely monitored and the use of wheel cleaning and road sweepers could be implemented to ensure that the impact of the project is minimised.

Road Closures and Diversions

- 4.12 No road closures are envisaged to be required during the Construction Works; however lane closures on local roads may potentially be required in order to deliver large items of building plant. This will be agreed with LB Camden prior to commencement.
- 4.13 Notices regarding any planned closures and diversion of either roads or footpaths will be given by the Principal Contractor to the police, fire brigade and other emergency services sufficiently in advance of the required closure or diversion.

5.0 Dust, Noise and Vibration

- 5.1 At all stages of the development the control of nuisance such as dust, noise and vibration will need to be managed. Certain key elements of the development programme will produce more nuisance than others, particularly demolition and ground works. Control mechanisms could be implemented as follows:

Dust Mitigation

- 5.2 Dust management and monitoring measures would be put in place to mitigate the impacts arising from dust during demolition and construction. Measures for this could include (but are not limited to):
- 1 All cut and grinding tools will be fitted with water suppression attachments to reduce dust during their use;
 - 2 Regular watering down of ground areas during dry period; and,

- 3 Wherever possible, off site manufacturing will be used in preference to onsite construction.

5.3 Air quality monitoring could be undertaken throughout the process.

Noise and Vibration

5.4 The contractor would be required to comply with the requirements of BS 5228-1: 2009 'Code of practice for noise and vibration control on construction and open sites – Part 1 Noise'.

5.5 The following is considered to be good practice guidance for the management of construction noise and vibration:

- 1 Effective communication between the main contractor and nearby noise sensitive receptors (residential and commercial) outlining current and forthcoming activities, including timescales. A 'point of contact' with dedicated phone number and email address could be made available for queries and complaints if this is considered necessary for a client of this scale. Effective communication is important in controlling adverse community reaction to noise;
- 2 Liaison with local residents to encourage a positive attitude in the community;
- 3 Appropriate hours of noisy work, particularly adjacent to residential dwellings should be restricted (see 1.6 above);
- 4 Site vehicles should not be left idling, particularly when in close proximity to residential dwellings. This is also applicable to other site machinery, such as pumps, generators etc, which, if not in use, should be shut down;
- 5 Over-revving of works vehicles should be avoided and site access should be configured to minimise disruption;
- 6 Site hoarding should be installed to provide barrier attenuation against noise. To be effective, the barrier should block the line of sight between the noise source and receptor, and screens are more effective closer to the noise source. Site hoarding can also be used as an effective communication tool if details of the construction programme and activities are placed on the hoarding. Transparent screens can be used to allow a visual appreciation of on-going works;
- 7 Careful selection of plant and machinery should be made to minimise noise impact and all items of plant and machinery should be well maintained in accordance with the manufacturer's instructions. Where feasible, appropriate silencers should be used to reduce noise levels at source;

- 8 Constant monitoring of activities and noise levels around the site will be required to identify areas where any additional mitigation measures could be employed;
- 9 Careful consideration will be required to the use of heavy equipment, particularly piling equipment to reduce vibration impact on nearby persons, such as auger driven piling as opposed to impact piling, where feasible.

6.0 **Protection of biodiversity and trees**

- 6.1 Protection of biodiversity and trees should be carried out in accordance with the agreed Arboricultural Method Statement. This includes details of site management and supervision required for successful tree retention.
- 6.2 Tree protection barriers should be carried out based on BS 5837. The exact location of the barriers and other protective measures should be confirmed at the pre-commencement meeting prior to any demolition or construction activities, including site clearance, starting.
- 6.3 Prior to works commencing a meeting would be convened with the site manager, arboricultural consultant and Camden Council tree officer to discuss tree protection measures and programme of tree protection.
- 6.4 Further details of the proposed tree protection barriers, ground protection and methodology are provided in the Arboricultural Impact Assessment.

7.0 **Ground Contamination**

- 7.1 Existing buildings on the site will be demolished. A ground investigation report has been prepared by Harrison Environmental.
- 7.2 This has identified a number of buried tanks with associated filler pipes and an oil inceptor on site by historical records and visible evidence. It is believed the tanks were filled with concrete when the fuel station was decommissioned. The main concern with respect to contamination related to hydrocarbons within ground adjacent to and below the buried fuel tanks and associated pipework.
- 7.3 Further investigation and assessment is likely to be problematic due to the existing site constraints and assessing the ground below tank and further examination would therefore be undertaken during the demolition phase and tank removal. This can be secured by way of pre-commencement planning conditions.
- 7.4 Removal of any known contaminants and the tanks would be by a specialist contractor and any hazardous material will be removed prior to construction works.

7.5 All of the workforce will be issued with, and expected to wear, personal protective equipment suitable for undertaking any task in which they are engaged. Suitable gloves, overalls and footwear will be provided. Procedures for decontamination, such as hand washing and showering, will form part of the Method Statement briefing given to the operatives.

8.0 **Summary and Conclusions**

8.1 The main contractor for the development has yet to be selected, however the successful contractor will be required to comply with the procedures set out above. A CMP will be secured by way of a pre-commencement planning condition and will be approved prior to commencement of works.

8.2 Procedures will be put in place to minimise the impact on neighbours during the construction works in accordance with the mitigation measures identified in the CMP.

Appendix 1 Draft Construction Plan

