


Construction Management Plan Linton House

**39-51 Highgate Road
London
NW5 1RT
(Penthouses)
Rev. August 2015**

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<p>Queries: planningobligations@camden.gov.uk</p>	
<p style="text-align: right;"> Camden</p> <p style="text-align: center;">CONSTRUCTION MANAGEMENT PLAN</p>	

INTRODUCTION

A Construction Management Plan (CMP) should help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The completed and signed CMP should address how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance ([CPG](#) 6: [Amenity](#) and [CPG](#) 8: [Planning Obligations](#))

This CMP follows the best practice guidelines in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety](#) (CLOCS) scheme) and [Camden's Minimum Requirements for Building Construction](#) (CMRBC).

The approved contents of this CMP must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

Site Address: Linton House 39-51 Highgate Road, London NW5 1RT

Planning application reference: Penthouse Ref 2013/3494/P & APP/X5210/A/13/2207697

Type of CMP – Condition discharge / Section 106 planning obligation / ~~Major sites framework~~

Q2. Please provide contact details for the person responsible for submitting the CMP

Name:	Nigel Dexter, Savills
Address:	33 Margaret Street, London, W1G OJD
Tel:	020 7420 6374
Email:	NDexter@savills.com

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name:	Blenheim House Construction Ltd
Address:	The Old Bank House, 11-13 London Street, Chertsey, Surrey, KT16 8AP
Tel:	01932 578700
Email:	rtaylor@bhcltd.co.uk

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name:	Paul Smith, Senior Project Manager
Address:	Blenheim House Construction, Site Office, Linton House, 39-51 Highgate Road
Tel:	07825 022198
Email:	paulsmith@bhcltd.co.uk

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the responsible Camden officer.

Name: Paul Smith, Senior Project Manager
Address: Blenheim House Construction, Site Office, Linton House, 39-51 Highgate Road
Tel: 07825 022198
Email: paulsmith@bhcltd.co.uk

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name: All as Q5 above
Address:
Tel:
Email:

Q7. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Richard Taylor, Construction Director
Address: Blenheim House Construction, The Old Bank House, 11-13 London Street, Chertsey, Surrey,
KT16 8AP
Tel: 01932 578700
Mobile: 07799 767673
Email: rtaylor@bhcltd.co.uk

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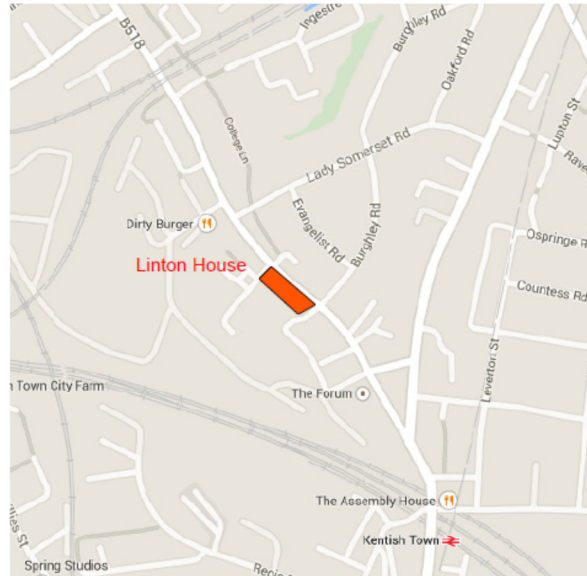
Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The site is located as indicated on the map below with its main frontage on Highgate Road. On the opposite side of Highgate Road, to the east, are a series of residential buildings and shops. The site is bounded to the south by

Greenwood Place from which there is a large entrance gate into a service yard. Greenwood Place provides access to a series of warehouse and office buildings which are located on it. To the rear of the building is a further office building, a large service yard and an office building which runs along the length of the building. To the north of the building is the pedestrian and vehicular entrance to Highgate Studios, a shared office building, together with some additional parking spaces adjacent to the building.

The Penthouse works follow the same approach as the Residential development on the 1st to 4th floors which was covered under the appropriate CMP approved in January 2015.



The Penthouses are constructed at 5th floor level over the top of the existing roof where 50 apartments are currently being constructed as part of a Permitted Development. The Penthouse element includes curtain walling / terraces / brown roof elements and the fit out of 7 number high quality apartments.

Q9. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

The Penthouse comprises the construction of an additional floor above the existing roof to Linton House. There will be a total of 7 new apartments which will be fitted out with kitchens, bathrooms and en-suite facilities.

The Structure is formed from transfer steels spanning the width of the existing roof to divert all loads to the external masonry walls and new steel frame for the Penthouse enclosures. These are then clad in curtain walling with a brown roof deck above. The low level terrace will have a timber deck cladding. Above the penthouse will be elements of condenser and chiller plant behind perimeter screens as well as photovoltaic panels. The existing lift shafts are also being extended to serve the new levels.

The apartments are provided with power / lighting / comfort cooling via fan coil units / underfloor heating and access control with a coordinated control strategy.

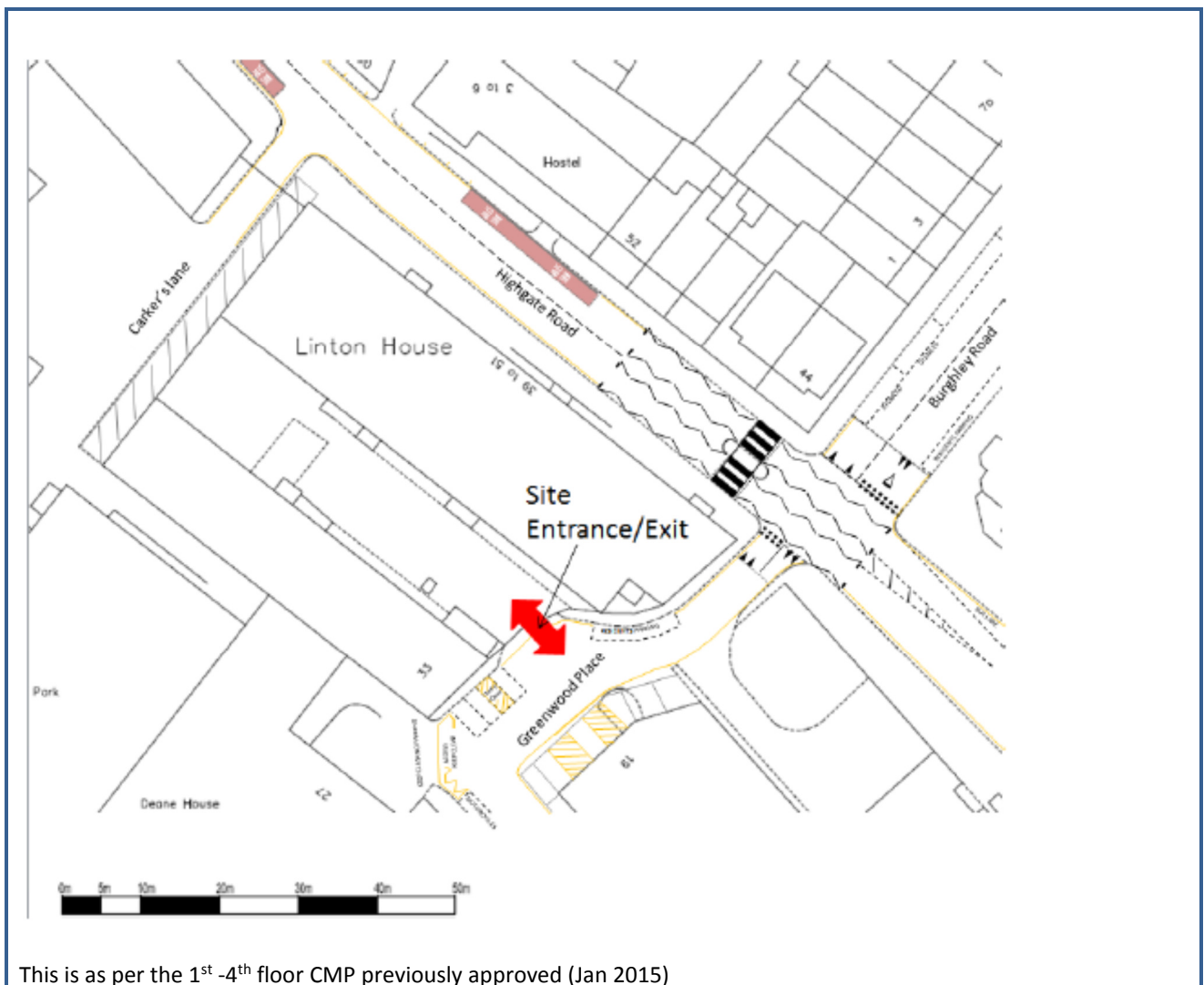
The main issues will be minimising disruption to local residents and businesses, particularly during the structural alterations. This will be addressed by having all access to the site via the existing goods yard where hoists and mobile cranes will be utilised for loading materials to the Penthouse level. Is it also feasible that the new developments on the 1st to 4th floor will be completed and partially occupied ahead of the Penthouse completion which will necessitate close coordination and management to ensure building works do not affect the previous developments.

Again this follows the same principles as the previous CMP for 1st to 4th floors approved January 2015.

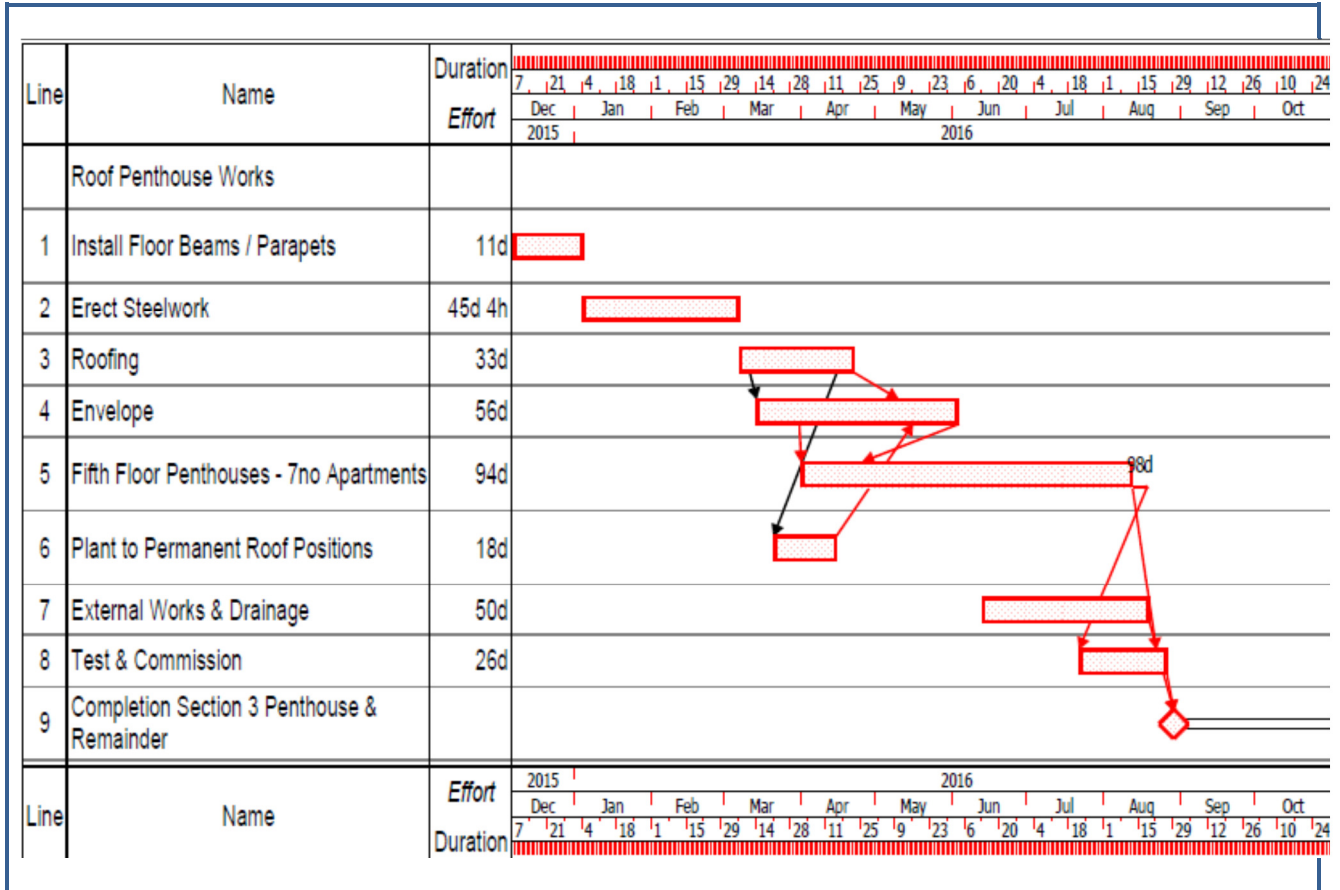
Q10. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

Residential Accommodation: 41-58 Highgate Road
 Offices: Highgate Studios, 53-79 Highgate Road
 Highgate Business Centre, 33, Greenwood Place
 Deane House Studios, 27, Greenwood Place
 Retail/Business: A & A Self Storage Ltd, 19, Greenwood Place
 The College Practice 60, Highgate Road

Q11. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.



Q12. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be useful)



Q13. Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

We confirm that we will abide by the working hours as noted above (as per the previous approved CMP)

Q14. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT. etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

All changes to the services are carried out during the initial Permitted development works (January 2015 approved)

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

All asbestos surveys (and subsequent removals) were carried out as part of the permitted development works, as approved CMP Jan 2015.

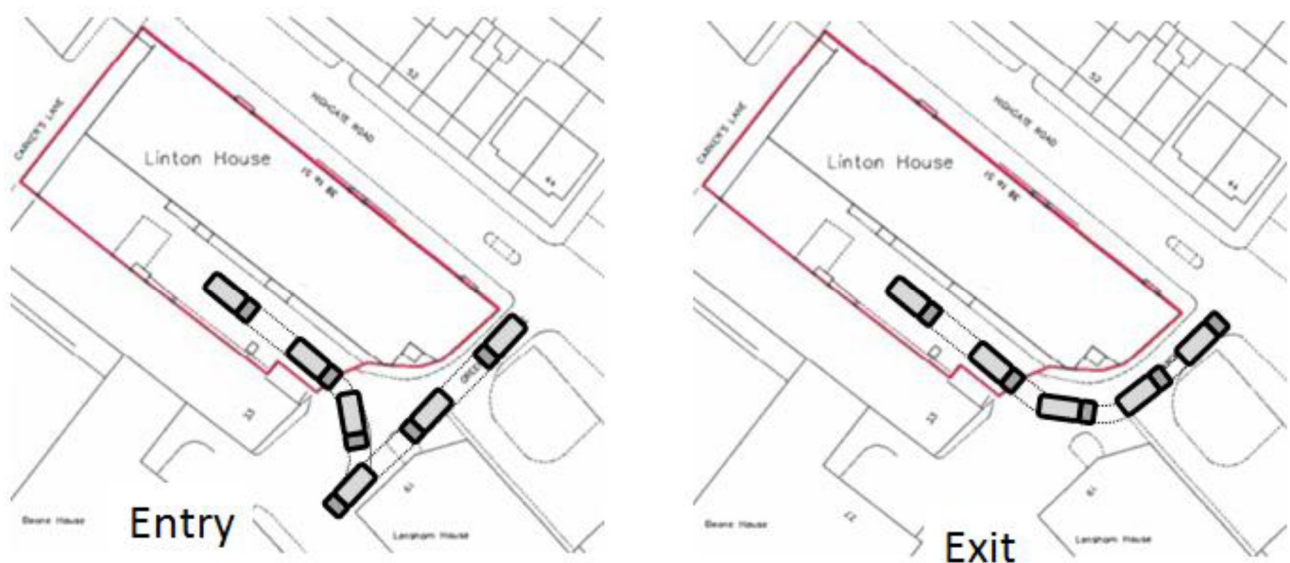
We would note that no asbestos was encountered / identified at roof level during the previous stage of works.

Section 3 – Transportation Issues Associated with the Site

Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the [Guide for Contractors Working in Camden](#)). Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.

Deliveries will be planned so that they do not inconvenience other road users and businesses and neighbours in surrounding properties. Deliveries will be coordinated and arranged so that, as far as possible, they arrive at site during Working hours (Monday to Friday 8am to 6pm, Saturdays 8am to 1pm, and not on Sundays or bank holidays). Additionally we will arrange deliveries during weekdays to avoid peak hours of 8am to 09.30am and 4.30pm to 6.00pm.

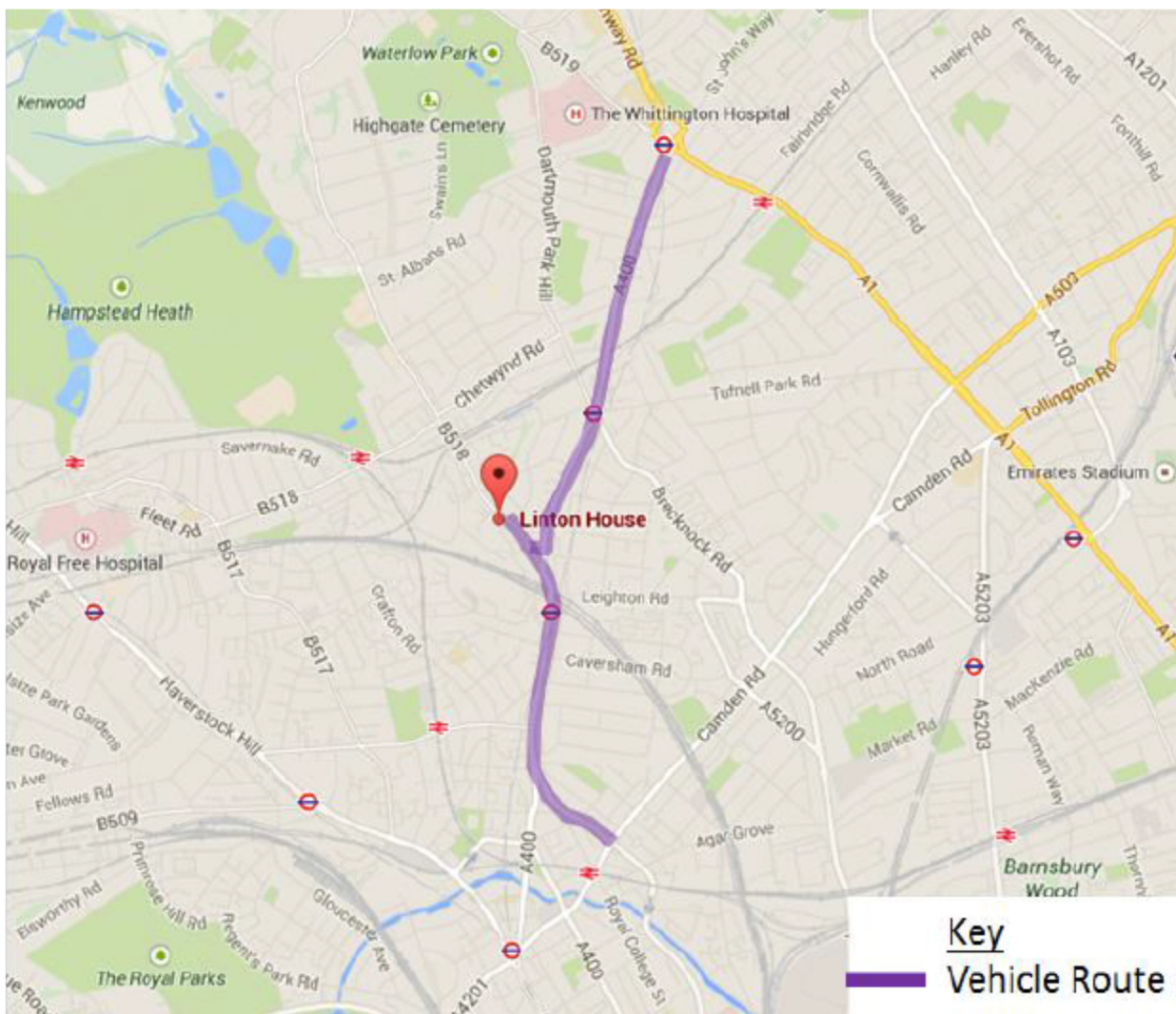
Vehicles will be met at the site by a trained banksman who will remain with the vehicle until it is instructed to leave the loading zone. Detailed discussions will be held with the local Highways Authority prior to a formal application being submitted and times will be agreed to avoid rush hour periods and heavy traffic disruption. The diagram below shows the current proposed access route.



All as per the previous phase of works covered under the approved CMP, Jan 2015.

Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

Type of Vehicle	Length	Width	Height	Dwell	Structural	Envelope	Internals	Shared
Small Vans	1.7m	1.4m	1.12m	30min	4	2	4	2
Large Vans	4.2m	1.7m	1.7m	1hr	2	2	2	1
Small Skip Wagons	4.3m	3m	3.8m	30min	1	1	2	1
Roll on / Roll Off skips	9.2m	3m	4.3m	30 min	1	1	1	0.2
7.5t Truck	5.7m	2.4m	2.2m	1hr	2	1	0.5	0.2
Articulated Lorries	13.6m	2.5m	2.7m	up to 4hr	1	1	0.2	0.2
Mobile Cranes	12.5m	3.2m	4.2m	up to 9 hr	1			



Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

For The Penthouse works the access scaffolding will be maintained in the service yard and no areas of the public footpath will be covered.
Hoarding and scaffolds for the previous phase of works covered under approved CMP Jan 2015, will remain in place.

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

As Q 18 above, all access will be via the service yard.
Hoardings for the previous phase works covered under CMP Jan 2015, will remain in place.

Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). Use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

No highway works are envisaged as part of the Penthouse development

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

No parking bay suspensions will be required as part of the Penthouse development.
The suspensions required for the duration of the 1st to 4th floor development covered under our previously approved CMP – Jan 2015, will remain in place.

Section 4 - Traffic Management for the Site

Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

As noted above, there will be very limited interfaces with the public in terms of obstructing pavements or highways. As such there are no plans for provision of alternative pedestrian or cycling facilities.

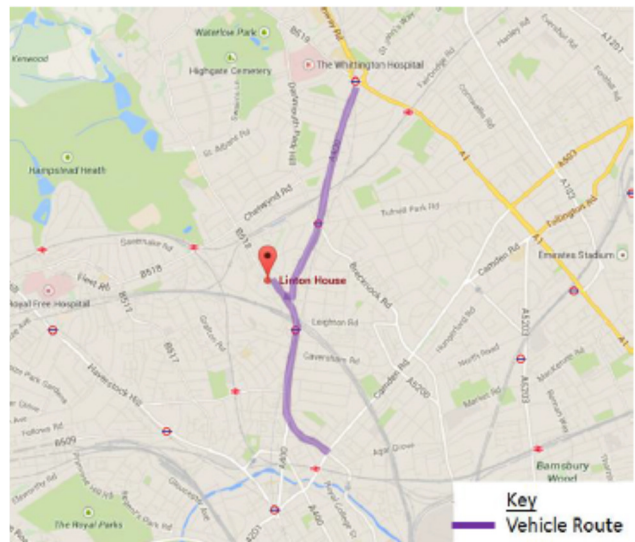
Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the [Transport for London Road Network \(TLRN\)](#). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

The current red routes as identified below:

Red Routes - Central Area

Key

- Red Route
- Red Route managed by DBFO team (Design, Build, Finance, Operate Team)
- A Roads
- London borough boundaries
- Area boundary



Key
Vehicle Route

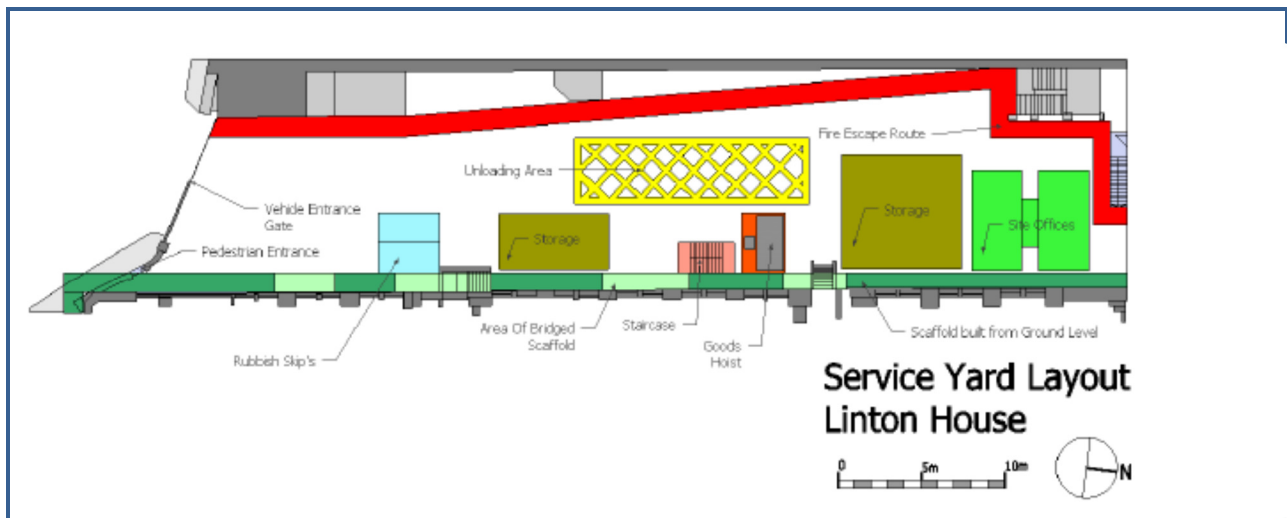
- Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.**

The access and egress arrangements for construction vehicles and personnel will form part of our Construction Phase Health and Safety Plan, which will be produced for the project by the site team and will be regularly reviewed and updated throughout the life of the site. The access arrangements will be prepared as part of this document and will be issued to all parties concerned in the project. Additionally, the access arrangements will form part of the site induction which is given to all operatives and personnel visiting the project.

As part of our company procedures when placing orders and during the pre-commencement meetings with subcontractors and suppliers the site access and egress arrangements will be confirmed.

All deliveries to site will be coordinated by a member of our site team who will be responsible for arranging deliveries and ensuring that the vehicles adhere to the restrictions placed on them. Banksmen are available and the delivery area is free to accept the vehicle prior to finally calling it in.

- Q25. Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site.**



- Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).**

We do not believe this is applicable given that the area and access into the service yard is already designated for heavy goods vehicle access.

Section 5 – Environmental Issues

To answer these sections please refer to the relevant sections of **Camden's Minimum Standards for Building Construction (CMRBC)**.

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

Breaking out of the existing Parapet for new bases will probably be the noisiest works and will utilise diamond sawing wherever feasible to minimise disruption.
These works will be carried out during 2hr on / 2hr off periods in accordance with good building practice

Q28. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Noise readings are been carried out on a daily basis both internally and externally. All records of which are kept on site.
At present no levels have exceeded 75DB

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

The programme of works mainly involves the conversion of the existing building and no large demolition or excavation work is planned which should result in only very low levels of vibration. Noise levels will rarely exceed 75DB however instances may be encountered during the works when levels will be exceeded for short periods of times

In order to prevent nuisance problems developing, we will ensure the following precautions are taken:

- All machines will be fitted with silencers and breakers will be fitted with bafflers to reduce noise and vibration; where generators are used on site they will be housed within enclosures to reduce noise levels
- Within reason the timings of the breaking out works will be sequenced around the users of the adjoining properties (this will require further development and review against the programme)
- The method of selection of the breaking out method will be based on keeping the environmental impact to a minimum.
- Site working hours will be as stated in the planning conditions for the development but noisy works will be carried out within two-hour-on and two-hour-off periods
- We will comply with the Council Environmental Health Officer's noise and vibration levels for this type of work.

Q30. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Noise monitoring equipment will be used on site to monitor activities during the works and where an activity exceeds the predicted level works will be stopped and investigated and additional measures/alternative means will be undertaken to carry out the works within the permitted levels. Locations have been identified at both front and rear of building to monitor the readings.

The quietest and newest plant/machinery shall be used at all times. All mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers. These shall be maintained in good and efficient working order and be operated in such a manner as to minimise noise emissions.

The Best Practicable Means (BPM) as defined in section 72 of the control of pollution act 1974 shall be employed at all times to reduce noise (including vibration) to a minimum with reference to the general principles contained in BS5228 2009 noise and vibration control on construction and open sites

Where noise levels are more than 3DB above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out. This will ascertain the cause of the exceedance of the complaint and to check that the best practicable means are been used to control the noise in accordance with the steps set out in the application for prior consent. Noise levels shall be reduced further if it is reasonably practicable to do so.

Q31. Please provide evidence that staff have been trained on BS 5228:2009

As a company all our site employees undertake a Site Managers Safety Training scheme (certificates attached). This course incorporates training on noise and vibration to BS 5228:2009.



Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

We do not currently envisage large amounts of dust emanating from our works on site however, should an activity arise

we would deal with it in the following manner:-

- Prior to commencement of operations detailed method statements will be prepared on the control of gaseous and particulate matter emissions
- Where possible equipment will be provided with dust collection and dust extractors will filter out particulate emissions

(where direct collection is not possible areas will be sealed and room extraction provided; should this not be possible then dust will be suppressed at source by damping down using a fine mist spray)

- All skips and muck away wagons leaving site will be fully sheeted to prevent any dust arising
- Visits by road sweepers will be provided as and when required
- Should vehicles have significant amounts of dirt or debris on their wheels then they will be jet washed prior to leaving site using appropriate facilities.

Q33. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Should significant amounts of dirt or dust be spread onto the highway then visits by road sweepers will be provided as and when required.

Q34. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

Our Site Managers will firstly undertake risk assessments and implement method statements prior to any works being carried out and will identify the appropriate requirements for monitoring. As required we will have noise monitoring equipment on site. Due to the nature of the works we will not be monitoring dust and vibration levels.

Q35. Please confirm that a [Risk Assessment](#) has been undertaken in line with the [GLA's Control of Dust and Emissions Supplementary Planning Guidance \(SPG\)](#), and the risk level that has been identified, with evidence.

We confirm that following a review of the SPG that the site falls into the low risk category.

Q36. Please confirm that all relevant mitigation measures from the [SPG](#) will be delivered onsite.

We confirm all identified mitigation measures will be implemented on site in line with the SPG guidance.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Not applicable

Q38. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and copies of receipts (if work undertaken).

As we are undertaking works to an existing building where control measures are already in place and we are not significantly increasing the risk we will monitor the situation and continue with the existing measures.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to [Tfl best practice guidance](#) and [\(CMRBC\)](#) sections: [noise operations](#), abatement techniques, noise levels, vibration levels, [dust levels](#), rodent control, community liaison, etc.)

- Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksman must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.**

Deliveries to and from site will be co-ordinated to avoid disruption to other road users and surrounding properties / members of the public. Vehicles will be met at the site by a trained banksman who will remain with the vehicle until it is instructed to leave the loading zone. Detailed discussions will be held with the local Highways Authority prior to a formal application being submitted and times will be agreed to avoid rush hour periods and heavy traffic disruption

- Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).**

Waste will be segregated where possible on-site and CMCS's will be used as appropriate.

- Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying it out.**

The site will be registered under the Considerate Constructors Scheme and will be operated in accordance with the requirements of the scheme. Prior to commencement, we will issue contact details for key personnel and subcontractors to the Client, and establish points of contact in case of emergency. We will also undertake to contact the adjoining neighbours personally to establish a contact point and to take on board any issues they may have. Additionally, we will contact the other local residents who will be affected by the works due to the increased volume of vehicles, deliveries, noise etc at the site. This will be undertaken with a letter drop to those affected and a meeting with interested parties where we will provide information about the nature of the works and the extent of disruption envisaged, as well as contact details. On a monthly basis we will issue a newsletter advising on progress of the works and any issues which may arise, as well as advising of any significant upcoming activities such as crane lifts or disruptive works.

Operatives will not be allowed to loiter around the perimeter of the site at break times with site rules clearly setting out the requirements for appropriate behaviour.

All scaffolds will be Monarflex sheeted and regularly maintained and any vantage points will be shielded to prevent overlooking into neighbouring properties.

Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison will be advertised to the local community and how the community will be updated on the upcoming works i.e. in the form of a newsletter/ letter drop, or weekly drop in sessions for residents.

Due to the nature of the works we will undertake to contact all local residents affected by the works prior to commencement to explain the works and understand any issues or concerns they may have. Additionally we will advise them at this time of the central points of contact and emergency numbers.

Other local residents who may be affected will be contacted by a letter drop and a meeting with interested parties where we will provide information about the nature of the works and the extent of disruption envisaged, as well as contact details.

On a monthly basis during the works, we will issue a newsletter advising on progress of the works and any issues which may arise, as well as advising of any significant upcoming activities such as crane lifts or disruptive works.

Q43. Please provide details of any schemes such as the ‘Considerate Constructors Scheme’, the ‘Freight Operators Recognition Scheme’ or ‘TfLs Standard for construction logistics and cyclist safety – [CLOCS scheme](#)’ that the project will be signed up to. Note, the [CLOCS standard](#) should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the “[Guide for Contractors Working in Camden](#)” also referred to as “[Camden’s Considerate Contractors Manual](#)”.

The site will be registered under the Considerate Constructors Scheme and will be operated in accordance with the requirements of the scheme. Additionally we will comply with the requirements of the Guide for Contractors Working in Camden.

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Operatives will not be allowed to loiter around the perimeter of the site at break times with site rules clearly setting out the requirements for appropriate behaviour.

All scaffolds will be Monarflex sheeted and regularly maintained and any vantage points will be shielded to prevent overlooking into neighbouring properties.

Our site rules will clearly establish the code of conduct expected from site operatives and we operate a yellow and red card system for rigorously implementing the code.

Q45. Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site.

Following a review of the route we are not aware of any existing or anticipated construction sites of significance which will impact on the construction.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the [CLOCS Standard](#)

OPERATIONS:

- **Quality operation:** accreditation via an approved fleet management audit scheme e.g. [Fleet Operator Recognition Scheme \(FORS\)](#) or equivalent.
- **Collision reporting and analysis:** of any collision involving injury to persons, vehicles or property, ideally including use of the [CLOCS](#) Manager collision reporting tool.
- **Traffic routing:** any route specified by the client is adhered to unless otherwise specified.

i. VEHICLES:

- **Warning signage:** warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection:** fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation:** front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings:** enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. DRIVERS:

- **Training and development:** approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing:** regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan:** is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment:** that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress:** should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading:** vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing:** should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours:** other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance:** contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

We confirm that as a company we ensure that all contractors and subcontractors operating large vehicles over 3.5 tonnes will meet all of the conditions as outlined in the CLOCS Standard.

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

Not applicable.

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed: 

Date: 14/08/15

Print Name: PAUL SMITH

Position: PROJECT MANAGER

Submit: planningobligations@camden.gov.uk

End of form

Appendix A

Responses to comments raised on e-mail comment 07.09.15 below

Our responses to the relevant sections are in **red text**.

*Please find below comments from **Environmental Health**, I am yet to provide you with Transport's comments:*

*Thank you for the **Construction Management Plan (CMP)** for the proposed development at **Linton House, 39-51 Highgate Road NW5 1RT**. This project is for construction of an additional floor of penthouse apartments on top of an existing 4 storey building presently being converted to 50 residential flats, which are expected to be occupied by the time this penthouse development takes place. Works will include demolition of an existing parapet wall using diamond saw cutting techniques.*

Elements of the construction process will overlap, most significantly the removal of the parapet, structural opening up works and erection of the steel frame.

*Please would you make the applicant aware that **'under the Control of Pollution Act 1974 and Environmental Protection Act 1990 London Borough of Camden has the legal duty to protect from the effects of noise and statutory nuisances those who are living and working in the proximity of the proposed works. The Council also expects to receive no valid complaints regarding the proposed demolition works to be undertaken at Linton House, 39-51 Highgate Road.'***

Noted – We are maintaining the 2 hours on / 2 hours off for all noisy works and are utilising best practices for minimising and controlling noise and dust pollution

This CMP is well thought out, and well written and uses the Camden template, and on the face of the CMP, satisfactorily addresses all the environmental questions raised by the template. However, due to the particularly unusual nature of this development, there is a risk of structure borne noise being regenerated inside occupied residential apartments, and this matter will need to be addressed in some detail.

As noted above the intention is to undertake all structural works ahead of the completion of the flats on the 1st to 4th floors to remove the majority of disruption and disturbance ahead of the new flats becoming occupied. The intention is that we will be progressing internal services and finishes as well as roof terrace landscaping at this time.

The applicant has correctly used BS 5228 in respect of predictions for airborne noise, however this standard has no application to internally regenerated structure borne noise. It will not be acceptable to create levels of 75 dB(A) inside occupied residential accommodation. There is no statutory guidance on the control of structure borne noise from construction activities. The only notable practice for assessment of structure borne noise, and the impact this may have on occupiers, is set out in Crossrail information document D10. This measure used by Crossrail is the same measure as was used for the CTRL (HS1), the Jubilee Line

extension, and Thameslink. However it has no statutory force or applicability to any British Standard, and relates to major tunnelling projects. It does however give an indication of the type of levels at which residents may start to complain about regenerated ground and structure borne noise.

The design of the new penthouse element includes robust acoustic detailing to prevent any noise transfer through the structure as well as airborne noise. There is a 900mm air void between the penthouse structure and existing roof, the new steel frame is largely independent of the existing structure, the principle being that the new structure is supported off the external masonry walls on new padstones. The flats from 1st to 4th floor have an insulated and resilient wall lining against the external walls to minimise sound transfer back into the flats.

The applicant should state the length of cutting operations in the CMP, and identify any other activities that are likely to cause higher levels of structure borne noise, and predict the likely impact of these on any future residents. To this end, if the cutting operations will take any significant length of time, the applicant should collect data now to predict internally regenerated structure borne noise, by conducting test drilling or cutting if technically possible, and measure the levels in one of the upper presently unoccupied apartments, or in a surrogate monitoring location.

The most significant operations that will generate noise are identified as follows.

- 1) Removal of sections of the existing parapet for construction of padstones
 - i. This will be the first operation on the programme and should be completed within 2 months, ahead of tenants moving in to the lower flats
- 2) Steel Frame.
 - i. This will include significant mobile craneage and noise from the connections and erection of the steel members.
 - ii. All mobile craneage will be undertaken from within the existing service yard.
 - iii. The operations will commence as soon as there is sufficient areas of the padstones available from the previous task and will not overlap with the lower flats becoming occupied.
- 3) Curtain Walling / Glazing
 - i. Minimal disruption is anticipated although some mobile craneage may be required, this again will be located within the existing service yard.
 - ii. This operation will not overlap with the flats below being occupied.
- 4) Removal of scaffolding
 - i. The Highgate Road elevation scaffold is due to be removed ahead of the flats becoming occupied (once the new parapet works have been completed).
 - ii. The rear / service yard elevation (or at least a proportion of it) will overlap with the occupation. This is because the goods and passenger hoist that services the Penthouse works needs to stay in place until the works are sufficiently complete, this also ensures that our trades and operatives are kept away from the completed and occupied areas.
 - iii. We anticipate having to provide further shielding for privacy and acoustic separation particularly around the hoist tower / cage.
 - iv. The scaffold removal itself will also generate some disturbance however the workforce will be briefed and supervised to ensure that there is no undue disturbance to existing residents during this operation.

The applicant should also consider what steps it will take to provide information to prospective leaseholders and tenants about the length and extent of any likely disturbance from

structure borne noise, and what waiver of rights may be sought from new owners in respect of internally regenerated noise.

For the vast majority of the Penthouse works programme the only occupants within the building will be Linton Holdings' staff and their tenants – War Child and UIB. Their facilities are limited to the Ground and Basement floors, therefore the risk of causing disruption is minimal.

Notwithstanding the above there are weekly meetings held with incumbents to keep them advised of the up and coming works as well as addressing any issues of concern. The good relationship with these tenants has been cultivated by adopting an open and cooperative approach with them throughout the early stage works.

For the residents of the new flats on 1st to 4th floors through the latter stages of the project, we will generate and distribute newsletters giving advice on impending works or material deliveries that could affect them. We would also liaise with the Client's receptionist in the ground floor main entrance lobby to make sure there is a means of communication between all parties as well as keeping them advised of impending or future works.

These considerations should be set out as an appendix to the existing CMP, and submitted for approval.

Should you have any queries on these matters please do not hesitate to contact me again.

Regards

Ayesha Ali-Khan

Placeshaping Technician