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CONSTRUCTION MANAGEMENT PLAN

August 2020

Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
27/08/2020	1	Jack Thompson (Paul Mew Associates)

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature 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 as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. 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 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](#)."

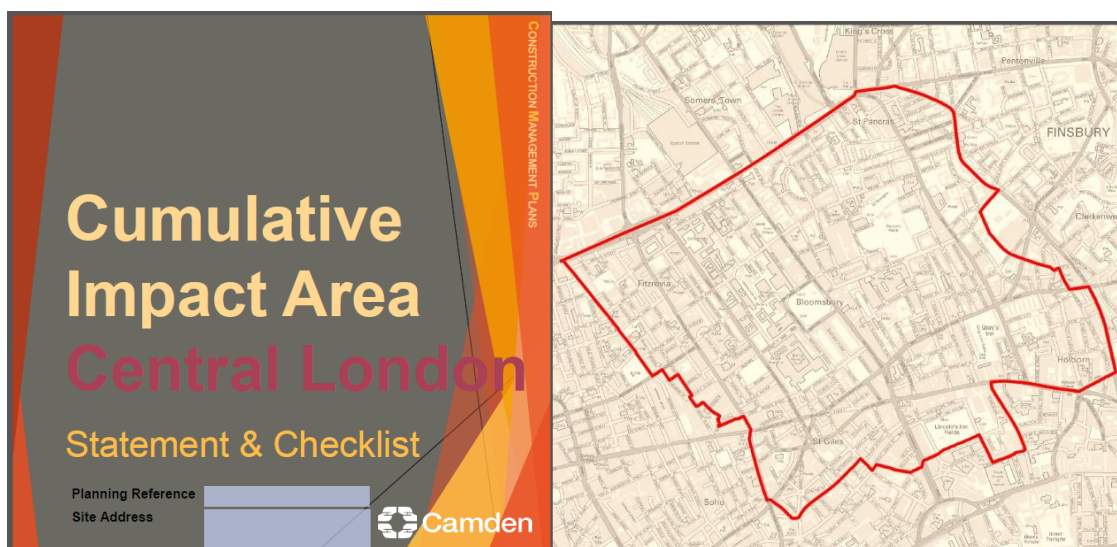
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(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.)

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

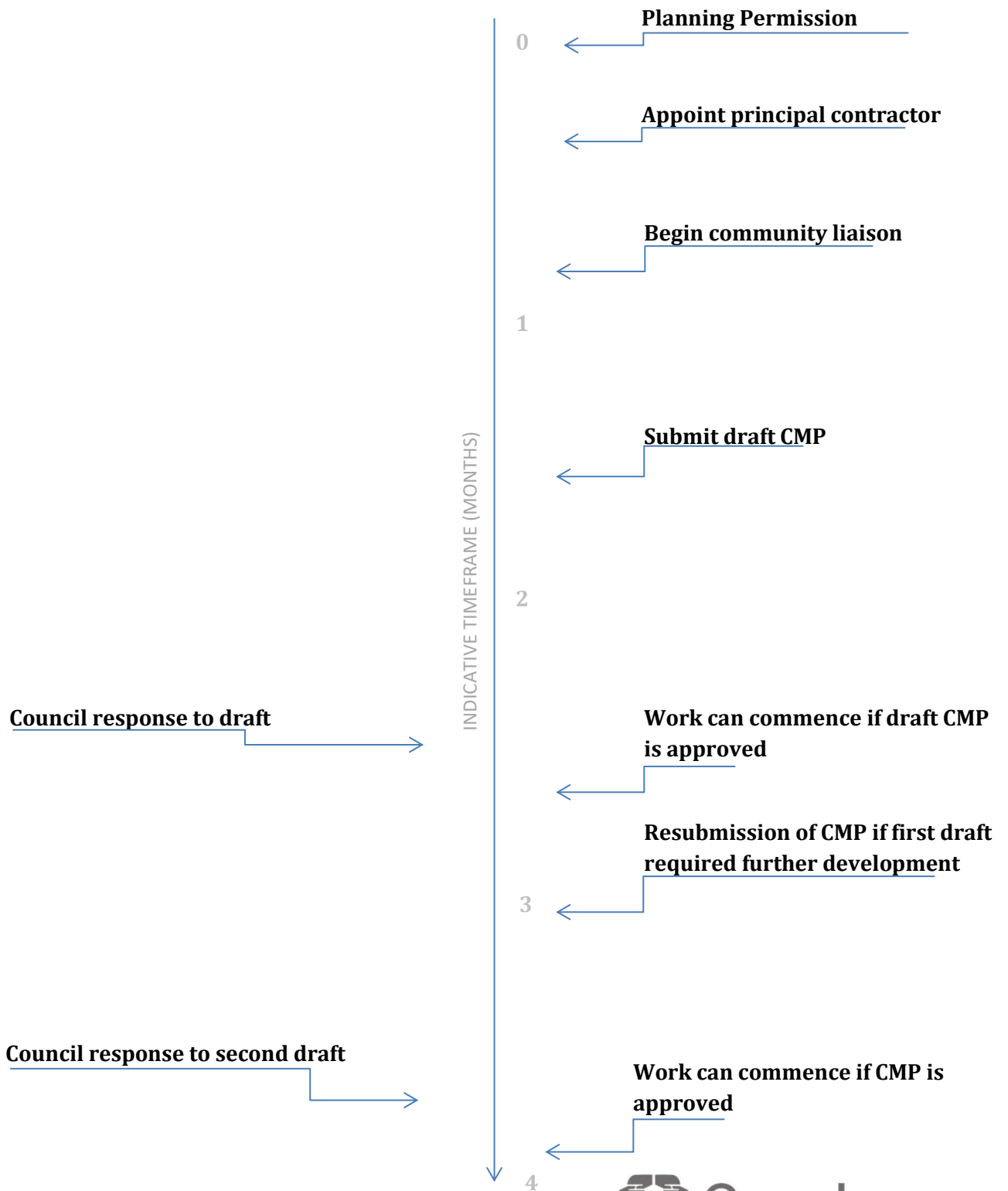
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: 11 Highgate West Hill, Highgate, London N6 6JR

Planning reference number to which the CMP applies: N/A

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

Not available at the time of writing.

Name:

Address:

Email:

Phone:

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Not available at the time of writing.

Name:

Address:

Email:

Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

Not available at the time of writing.

Name:

Address:

Email:

Phone:

5. 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.

Contractor is yet to be appointed. This section will be updated when details are provided.

Name:

Address:

Email:

Phone:

Site

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

Site location plan can be found within Figure 1 and the red line boundary plan within Appendix A.

The site is located on a residential street in the Highgate side of the Hampstead Heath area.

The proposed development will see creation of new basement space and a rear extension to create more habitable living space.

The roads adjoining the site are within Camden Council's controlled parking zone CA-U which operates Monday to Friday from 10am to Noon.

The area adjoining the site has a public transport accessibility level (PTAL) rating of 2 is a 'poor' score as defined by Transport for London (TfL).

7. 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 etc).

The works include the provision of a new basement in addition to a rear extension.

Plans of the proposed works can be found within Appendix B.

8. 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 ideal).

The proposed start or end date is currently unknown, however for the purpose of this document the proposed start date is November 1st 2020.

Similar sized schemes PMA have worked on in the past typically have a build time of around one year.

9. Please confirm the standard working hours for the 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

Work will take place during the following hours:

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

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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.).

The nearest receptors include neighbours at numbers 12, 13, 10 and 9 Highgate West, all of which are houses.

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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 them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Consultation has taken place with the aforementioned neighbours.

The letter provided to them can be found within Appendix C.

This section will be updated with comments when received.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

N/A

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

The contractors shall be registered to the considerate constructors scheme, details of which shall be provided here when known.

Contractors will also follow the Guide for Contractors Working in Camden.

14. Neighbouring sites

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. The council can advise on this if necessary.

There are currently no know or anticipated construction sites within the near vicinity of the proposed site, however this section will be updated if any arise.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Not currently know – this will be updated when the contractor is appointed.

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

The Contractor will check operational, vehicle and driver compliance with the CLOCS standard throughout the duration of the contract.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

The contractor has read, understood and shall abide by the CLOCS Standard

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

The vehicle routing has been carefully considered and can be found within Figure 2 of this report.

Vehicles will approach the site via the south of the site, pulling into the closest side of the carriageway for loading / unloading.

Vehicles will exit via the north, towards Highgate, joining the B519 where the vehicle can join other onward routes.

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Contractors will be made aware of the routing and on-site restrictions via a phone call made prior to the journey taking place. Contractors will be provided a copy of the CMP so that they are aware of the routing shown within Figure 2.

The contractor will make sure that the site is clear of vehicles before additional vehicles arrive on site through a delivery plan.

19. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

Due to the number of schools to the south of the site, namely La Sainte Union Catholic School, William Ellis School and Anna Fiorentini Theatre and film school, vehicles will be restricted to the hours of 9.30am and 3pm on weekdays during term time.

During the school holidays vehicle movements will take place between the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

A delivery plan will be put in place and provided to suppliers and contractors in order to ensure that only one vehicle is on site (within the parking bay) at one time.

The number of movements relating to each phase is currently unknown however for the purpose of this document, the following movements are estimated to take place.

Large Tipper: two or three movements per day during the main excavation work

Flatbed Van: Two movements a week throughout the duration of the build

Concrete Vehicle: two or three movements per day during the main construction work

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

There is potential development being undertaken at the following relatively local relevant addresses:

3 Fitzroy Close (ref: 2019/5852/P)

53 Fitzroy Park (ref:2018/2104/P)

Coordination with contractors deliveries will take place as much as possible.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

As can be seen within Figure 3, the largest vehicle (a large tipper) currently anticipated to access the site can fit within parking bays suspended in front of the property.

As can be seen from the figure, other vehicles can adequately drive around the vehicle unimpeded when it is in place and loading / unloading.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public

highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

A holding area will not be necessary. Only one vehicle will be allowed within the suspended bays at one time which will be managed through a vehicle call-up procedure.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

N/A

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

Vehicles engines will be switched off when stationary.

Only one vehicle will be on-site at any given time, which will be managed through a vehicle-call up procedure.

20. Site access and egress: *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Vehicles will not enter the site.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Vehicles will not enter the site.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Swept-path analysis of a large tipper and a concrete mixer can be found within Figure 3 and 4 respectively. Other smaller vehicles will need to access the site at other points of the build.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that

wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Vehicles will not enter the site.

21. Vehicle loading and unloading: *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.” (P19, 3.4.4)*

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

The parking and servicing arrangement can be seen within Appendix D.

The point at which materials will be stored has been shown within the Appendix.

Materials and excavation will be stored within the front garden.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

A Traffic Marshall will be at hand to safely greet the vehicles into the suspended parking bay, making sure that the space is safely clear of pedestrians and cyclists and to ease the impact on other passing traffic.

The location of the Traffic Marshall can be found within Appendix D.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

The site setup plan can be found within Appendix D.

This shows the highways layout in the vicinity of the site, footway extent, street furniture and the proposed use of the suspended parking bays.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in

months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found [here](#).

A parking bay suspension will be required at points of the build.

This will be confirmed when and for how long once a contractor is appointed and more detail provided.

The extent of the suspension can be seen within Appendix D.

24. Occupation of the public highway

Please note that 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. 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.

a. Please provide justification of proposed occupation of the public highway.

The highway will not be used for storage. Materials will be kept within the site boundary.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

N/A

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion

signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

N/A

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

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, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Secure hoarding will be provided along the site boundary with lockable access.

A covered walkway with conveyor will also be provided in order to move spoil from the site onto the waiting vehicle. This will also ensure pedestrian safety and maintain wheelchair accessibility past the site.

All relevant licenses will be obtained by the Contractor where needed.

The adjoining public highway will be kept clean and free from obstructions, and hoarding will not restrict access to adjoining properties, as can be seen from the site plan within Appendix D.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

Details of the location of the proposed conveyor (which would overhang the footway) can be seen within Appendix D.

The conveyor will aid with loading awaiting vehicles with spoil, ensuring that vehicles are situated within the suspended bay for as short a time as possible, minimising disruption to others.

27. Services

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.

It is not envisaged that any changes to services will be required, however if they are this section will be updated accordingly.

Environment

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

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

Construction methods are currently unknown.
Once a contractor is appointed this section will be updated accordingly.

29. 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.

No noise survey has been taken out.
When the planning application is approved a noise survey will take place prior to construction and this section updated accordingly with a copy.

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

Predicted levels of noise are currently unknown.
When a contractor is appointed this section will be updated accordingly.

31. 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.

Construction methods (and therefore mitigation measures) are currently unknown.

When a contractor is appointed this section will be updated accordingly.

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

When a contractor is appointed this section will be updated accordingly.

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

When a contractor is appointed this section will be updated accordingly.

34. 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.

No vehicles will enter the site, therefore dirt or dust will not be transferred onto the highway through movement of vehicles.

Secure hoarding will be provided around the site boundary which will significantly aid the reduction of spread of dust onto the highway.

Water suppression will be used to reduce the amount of dust going onto the Highway if / where needed.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Noise, vibration and dust levels will be monitored throughout the build.

Trigger levels will be set when a contractor is appointed and construction methods confirmed.

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at planning application stage in line with the GLA policy [The Control of Dust and Emissions During Demolition and Construction 2014 \(SPG\)](#), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](#). **Please attach the risk assessment and mitigation checklist as an appendix.**

Air Quality Assessment or Dust Risk Assessment has been undertaken at planning application stage in line with GLA policy.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of dust impact risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

All of the GLA's highly recommended measures from the SPG document relative to the level of dust impact risk identified within question 36 have been addressed by completing the GLA mitigation measures checklist.

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust

monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

If required, dust monitoring will take place in accordance with the SPG and IAQM guidance. The proposed monitoring regime will be submitted to the Council for approval.

Monitoring will take place for the entire duration of the development and will be in place at least three months prior to the commencement of works on-site.

39. 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 present copies of receipts (if work undertaken).

Details of how rodents will be prevented from spreading on site will be provided once a contractor is appointed.

Information about site inspections carried out, along with copies of receipts will be provided.

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

This section will be updated with results of the asbestos survey once it has been carried out.

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

Provision of a suitable smoking area will be provided.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period (mm/yy - mm/yy): to be confirmed
- b) Is the development within the CAZ? (Y/N): No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: All machinery will be registered where necessary
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: An inventory of all NRMM will be kept on site and all machinery regularly serviced and logs kept on site for inspection.
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: records will be kept on site which details proof of emission limits, including photos of engine plates for all equipment and documentation will be made available to the local authority if / where needed.

● SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by 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 in writing 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:

Print Name:

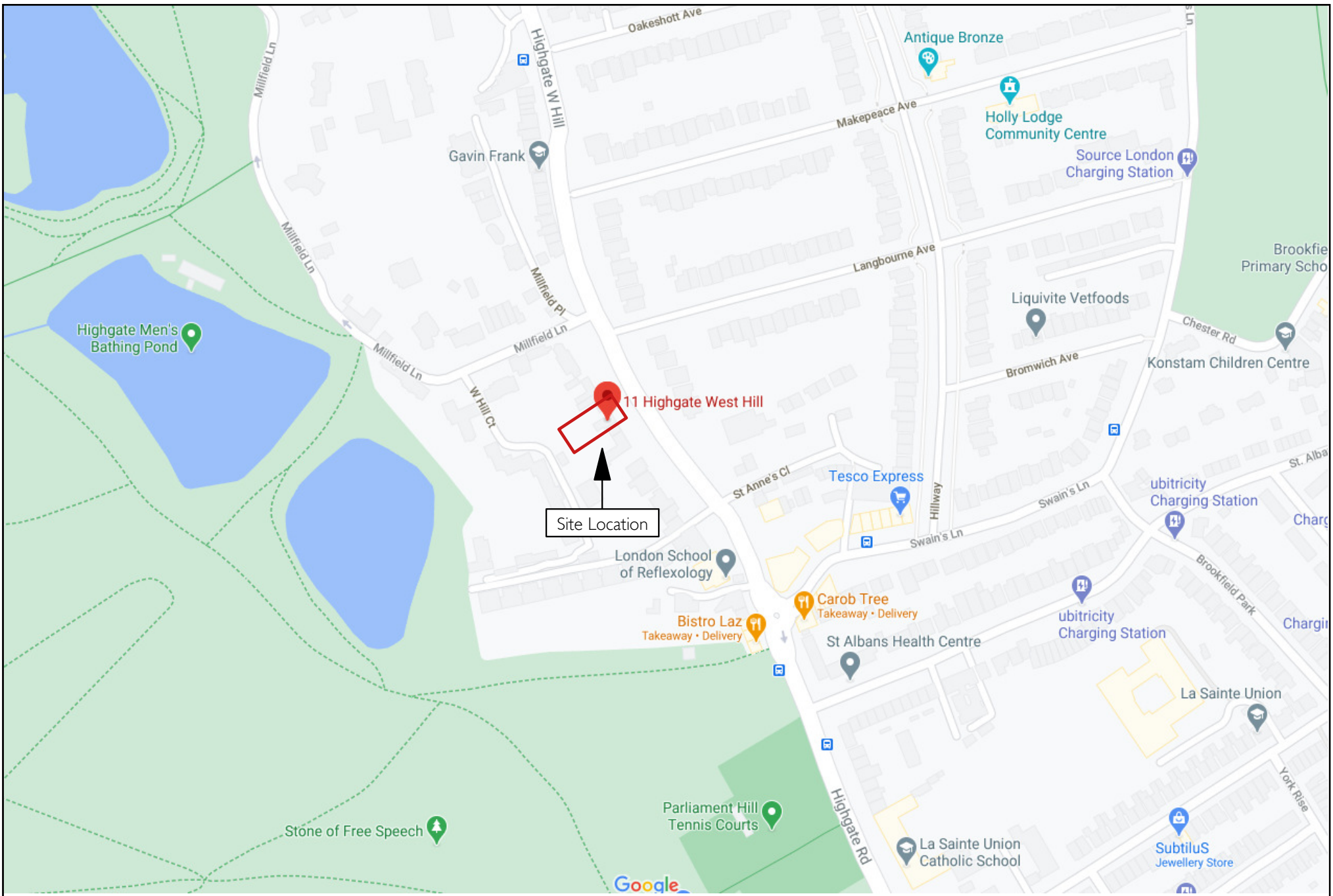
Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5

FIGURES



Date: Aug 2020
 Scale: NTS
 Source: GMAPS/PMA
 Drawing No: P2365/CMS/01

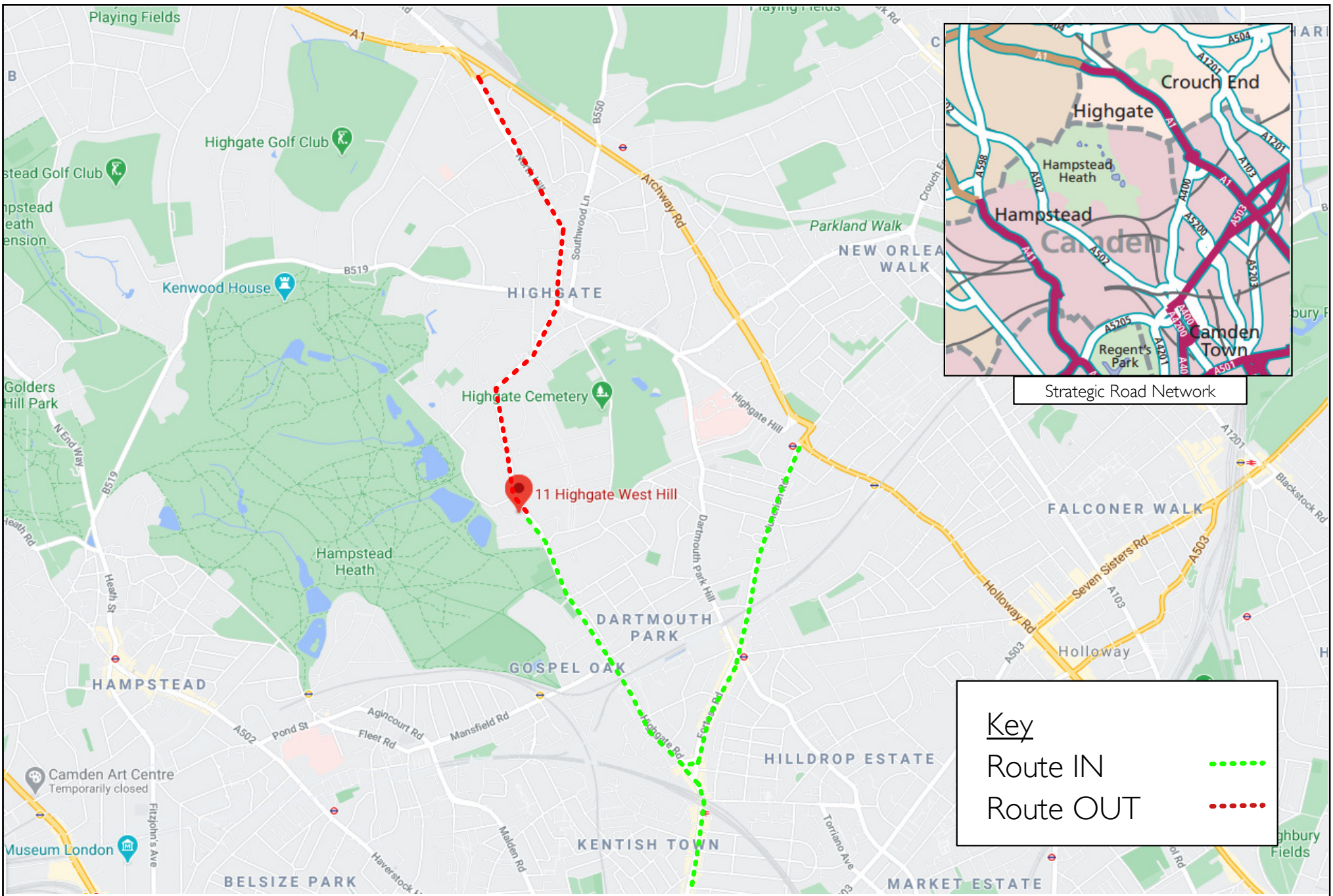


P2365: 11 Highgate West Hill, Highgate, London N6 6JR

Figure 1.
 Site Location



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: Aug 2020
 Scale: NTS
 Source: GMAPS/PMA
 Drawing No: P2365/CMS/02



P2365: 11 Highgate West Hill, Highgate, London N6 6JR

Figure 2.
 Vehicle Routing

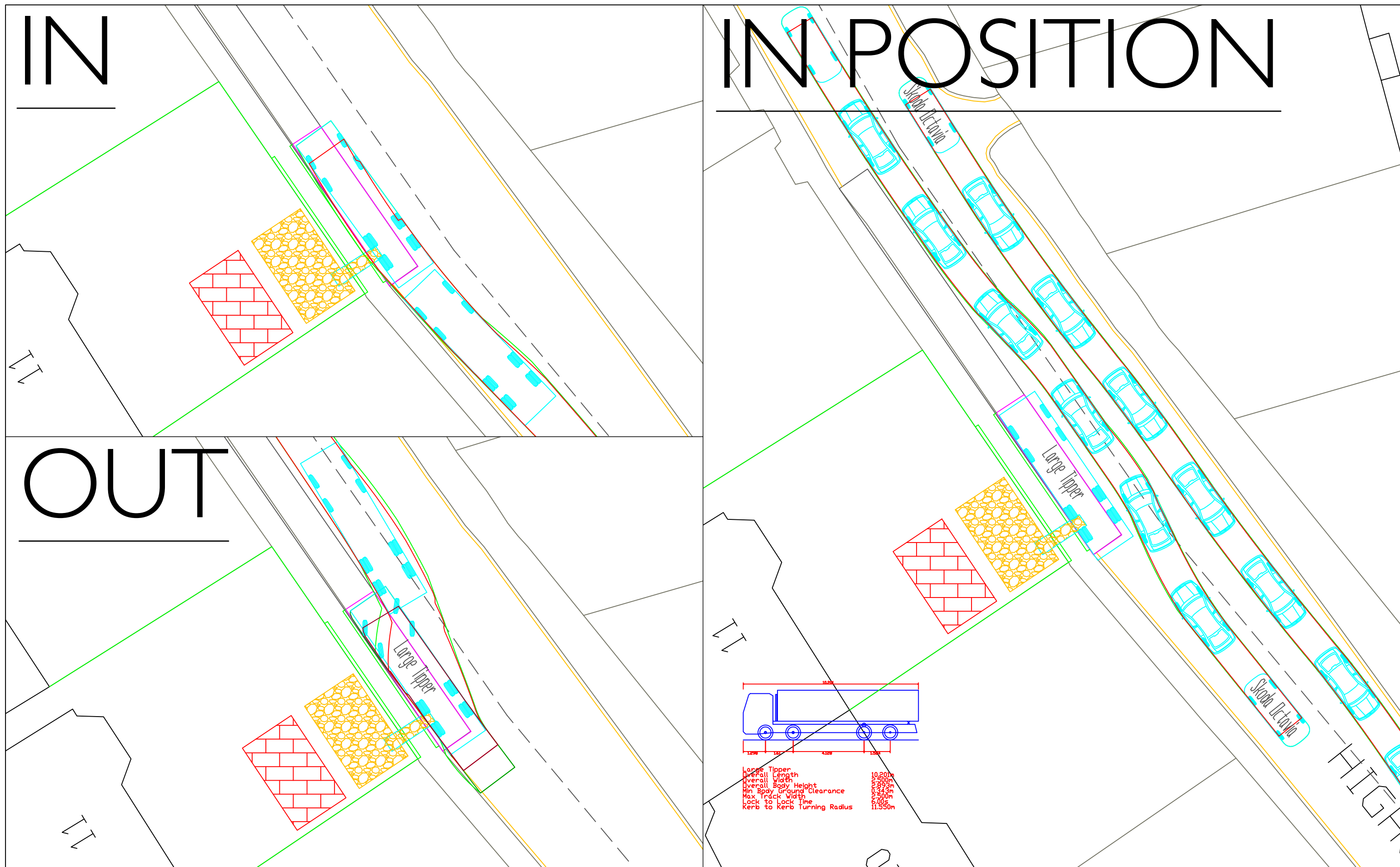


PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS

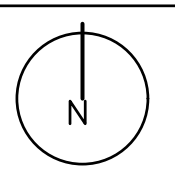
IN

IN POSITION

OUT



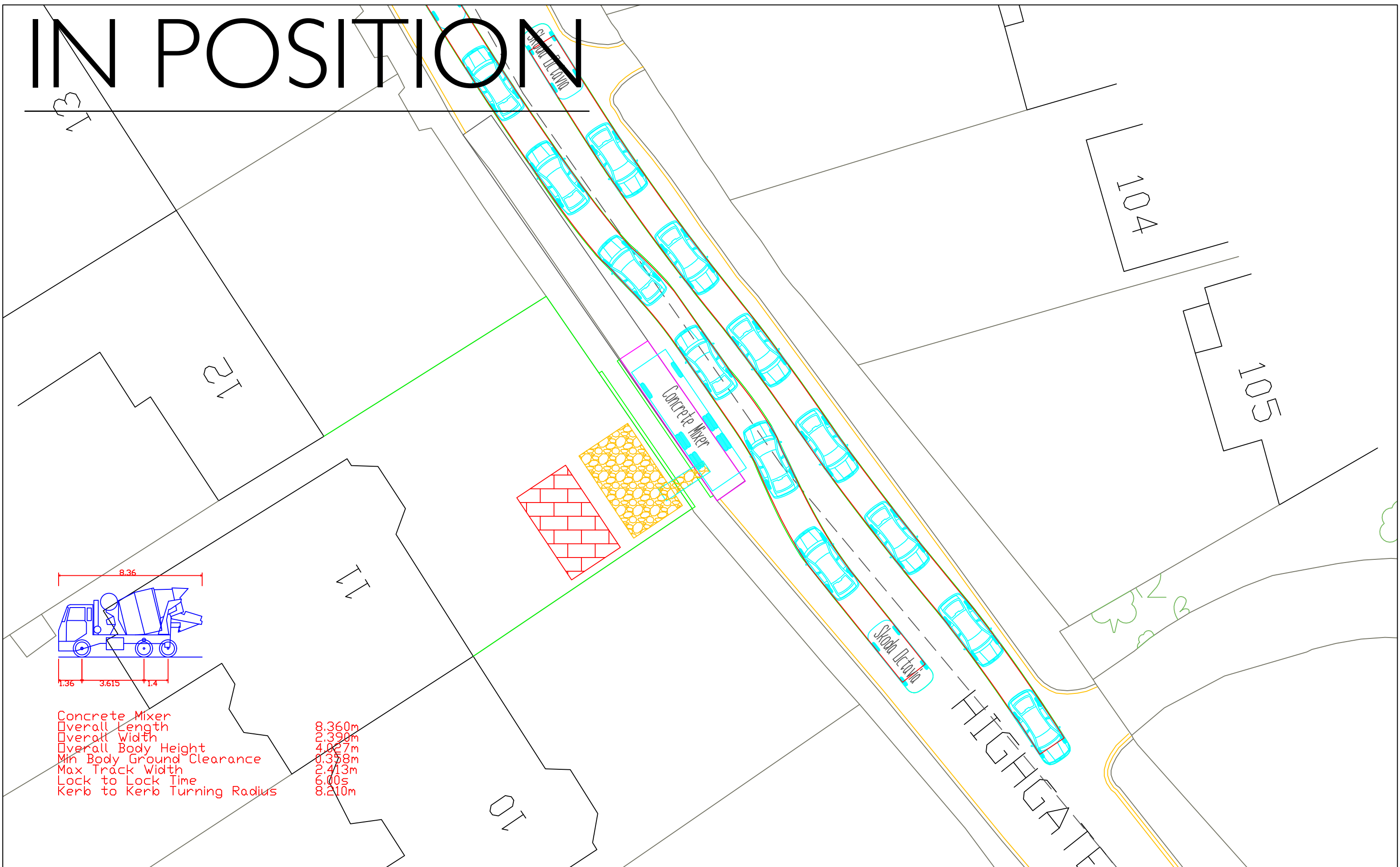
Date: Aug 2020
 Scale: 1:100@A3
 Source: OS/PMA/ATR
 Drawing No. P22365/CMS/3



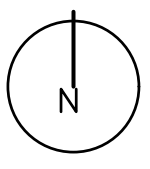
P2365: 11 HIGHGATE WEST HILL, HIGHGATE, LONDON, N6 6JR
 Figure 3.
 Swept-path analysis: Large Tipper Accessing the site


PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

IN POSITION



Date: Aug 2020
 Scale: 1:100@A3
 Source: OS/PMA/ATR
 Drawing No. P22365/CMS/4



P2365: 11 HIGHGATE WEST HILL, HIGHGATE, LONDON, N6 6JR

Figure 4.

Swept-path analysis: Concrete Mixer in Position

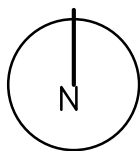


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APPENDIX A Site Boundary



Date: Aug 2020
Scale: 1:500@A3
Source: OS/PMA/ATR
Drawing No. P22365/CMS/A

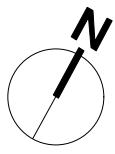


P2365: 11 HIGHGATE WEST HILL, HIGHGATE, LONDON, N6 6JR
Appendix A.
Site Boundary


PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

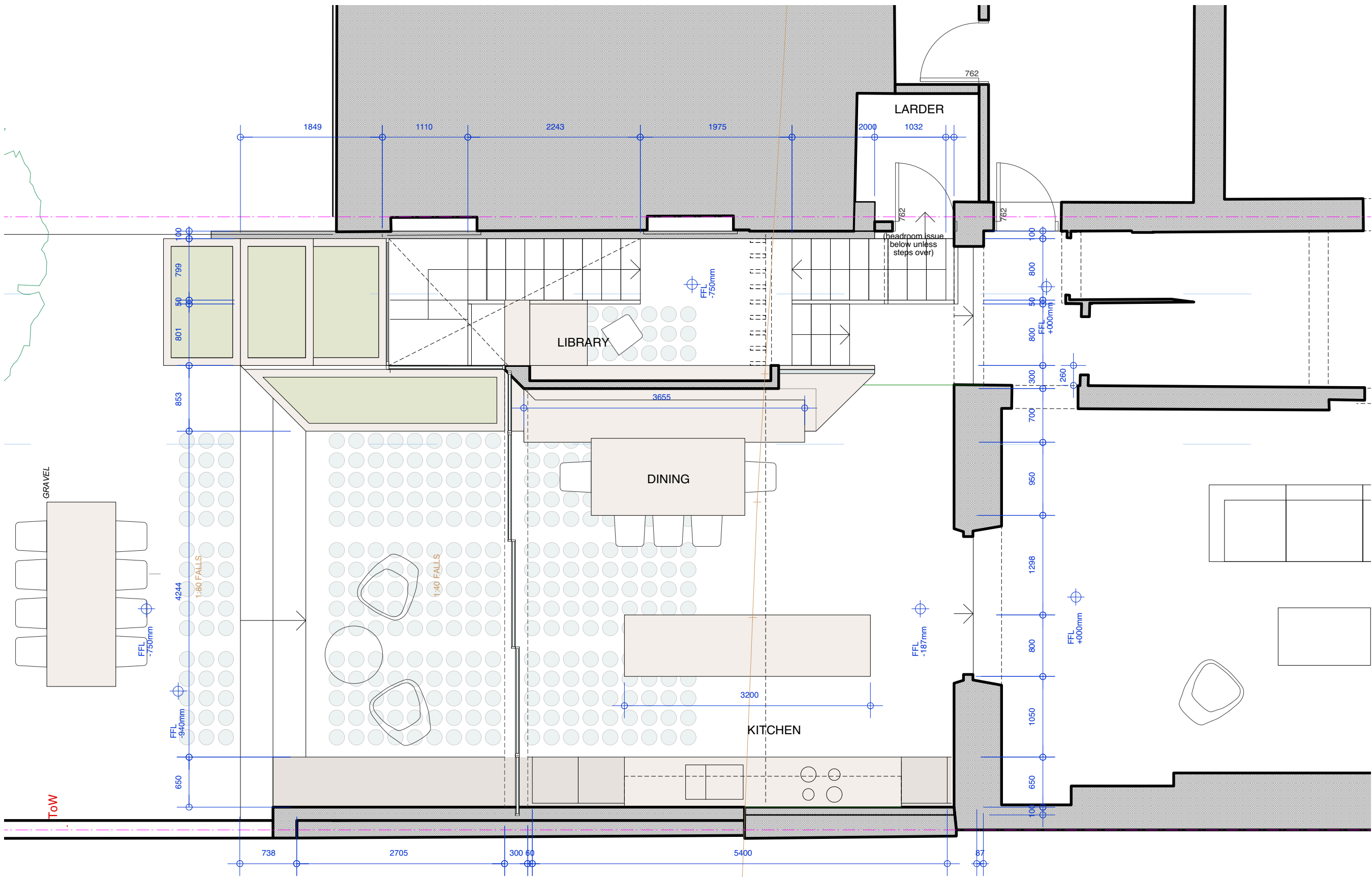
APPENDIX B

Proposed Site Plan



1. THIS DRAWING IS COPYRIGHT
 2. DO NOT SCALE WORK TO FIGURED DIMENSIONS ONLY
 3. THE CONTRACTOR MUST CHECK ALL DIMENSIONS AND LEVELS ON SITE AND CONFIRM WITH ARCHITECT BEFORE PROCEEDING
 EXISTING LEVELS \blacktriangleleft \blacktriangleright NEW LEVELS \blacktriangleleft \blacktriangleright
 4. DISCREPANCIES BETWEEN THE DRAWING AND THE SPECIFICATIONS MUST BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING
 5. FOR DETAILS OF STRUCTURE, REFER TO ENGINEER'S DRAWINGS AND SPECIFICATIONS

REVISIONS / NOTES:



Scale: 1:50
 Ground Floor Plan

1

Proctor & Shaw

The Studio, 78 Sisters Avenue,
 SW11 5SN, London
 +44 (0)208 244 6110 www.proctorandshaw.com

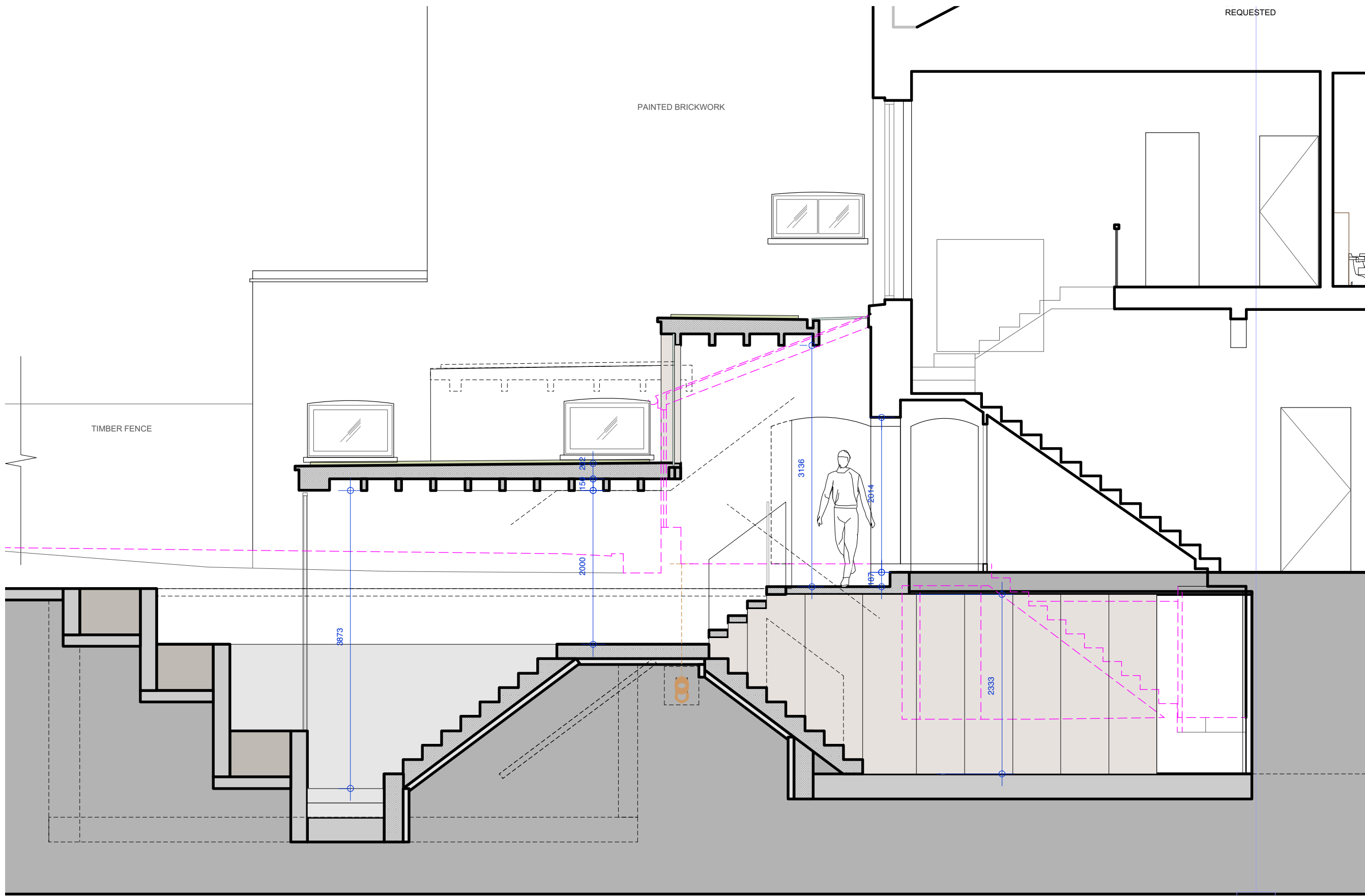
PROJECT NO. PROJECT
2006 11 Highgate West Hill
 N6 6JR

PROPOSED DD GF PLAN 1:50 @ A3
 DD OPTION 02 - split stair 1:25 @ A1

DRWG. NO. REV.
SK.29 A

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 2. DO NOT SCALE WORK TO FIGURED DIMENSIONS ONLY
 3. THE CONTRACTOR MUST CHECK ALL DIMENSIONS AND LEVELS ON SITE AND CONFIRM WITH ARCHITECT BEFORE PROCEEDING
 4. DISCREPANCIES BETWEEN THE DRAWING AND THE SPECIFICATIONS MUST BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING
 5. FOR DETAILS OF STRUCTURE, REFER TO ENGINEER'S DRAWINGS AND SPECIFICATIONS

REVISIONS / NOTES:



SECTION B-B

Scale: 1:50
 Cross Section 1

Proctor & Shaw

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 SW11 5SN, London
 +44 (0)208 244 6110 www.proctorandshaw.com

PROJECT NO. PROJECT
2006 11 Highgate West Hill
 N6 6JR

PROPOSED SECTION BB 1:50 @ A3
 1:25 @ A1

DRWG. NO. REV.
SK.31 A

APPENDIX C

Letter to Neighbours



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS 020 8780 0426

Date 27/08/20

Dear Neighbour,

RE: P2365 11 Highgate West Hill, Highgate, London N6 6JR

I am writing to outline plans for the proposed development at 11 Highgate West Hill.

The proposals relate to the provision of a new basement in addition to a rear extension and we wish to consult with yourselves; particularly with regards to the traffic management for the construction works.

As part of the Council's requirement, we need to assess any impact on parking and traffic flow that our plans would cause on neighbouring residents and businesses on and around the site.

We, therefore, have outlined the key traffic management related components of the proposal:

- Construction vehicles will load and off-load from the road into the site, from suspended parking bays outside of the site. Vehicles will then leave northbound.
- Vehicles will not enter the site and will remain on the road.
- Vehicles will not stop the free flow of traffic as vehicles will be able to pass the waiting vehicle when it is in place.
- An approximate 10 metre stretch of the Controlled Parking Zone 'CA-U' will be suspended during part of the development to allow for deliveries to gain access to and from the site. Banksmen will be on site to guide the vehicles in and out of the site.
- Due to the number of schools to the south of the site vehicles will be restricted to the hours of 9.30am and 3pm on weekdays during term time. During the school holidays vehicle movements will take place between the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.
- The pedestrian passage will not be impeded, a clear footpath width will be maintained at all times. Banksmen will aid vehicles and loading/unloading and will ensure the area is accessible and safe at all times.
- The contractor's contact details will be provided on the outside of the site for any correspondence during construction works.

A draft of the CMP is available for viewing at request from the following email address:
jack.thompson@pma-traffic.co.uk .

The document will also be made available for viewing once the application has been made on the Council's website.

Should you wish to discuss any aspect of this correspondence in further detail please do not hesitate to get back in touch (email correspondence would be preferred).

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Jack Thompson', written over a horizontal line.

Jack Thompson

Paul Mew Associates

Traffic Consultants

Tel: 0208 780 0426

Email: jack.thompson@pma-traffic.co.uk

Web: <http://www.pma-traffic.co.uk>

APPENDIX D

Proposed Set Up Plan

Hoarding

Spoil Store

Suspended Bay

Conveyor

Material Store

Traffic Marshall

Wider Road Context

