

# Construction Management Plan

pro forma

Highgate Newtown Community Centre  
Redevelopment

25 Bertram Street

London

N19 5DQ

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
20.01.2021	01	Mel McMahon
15.04.2021	04	Mel McMahon

## 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.

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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](#)."

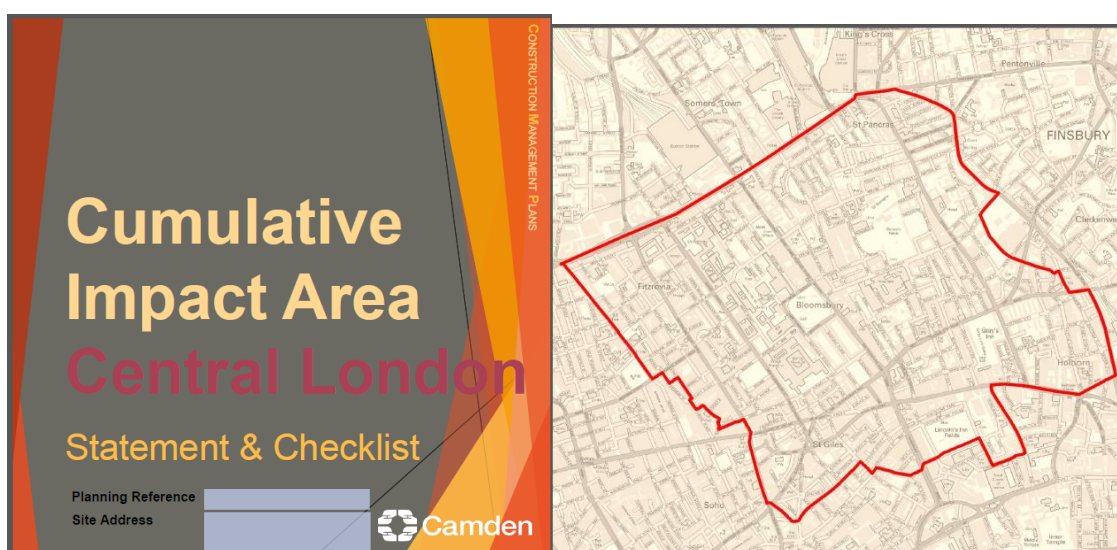
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.

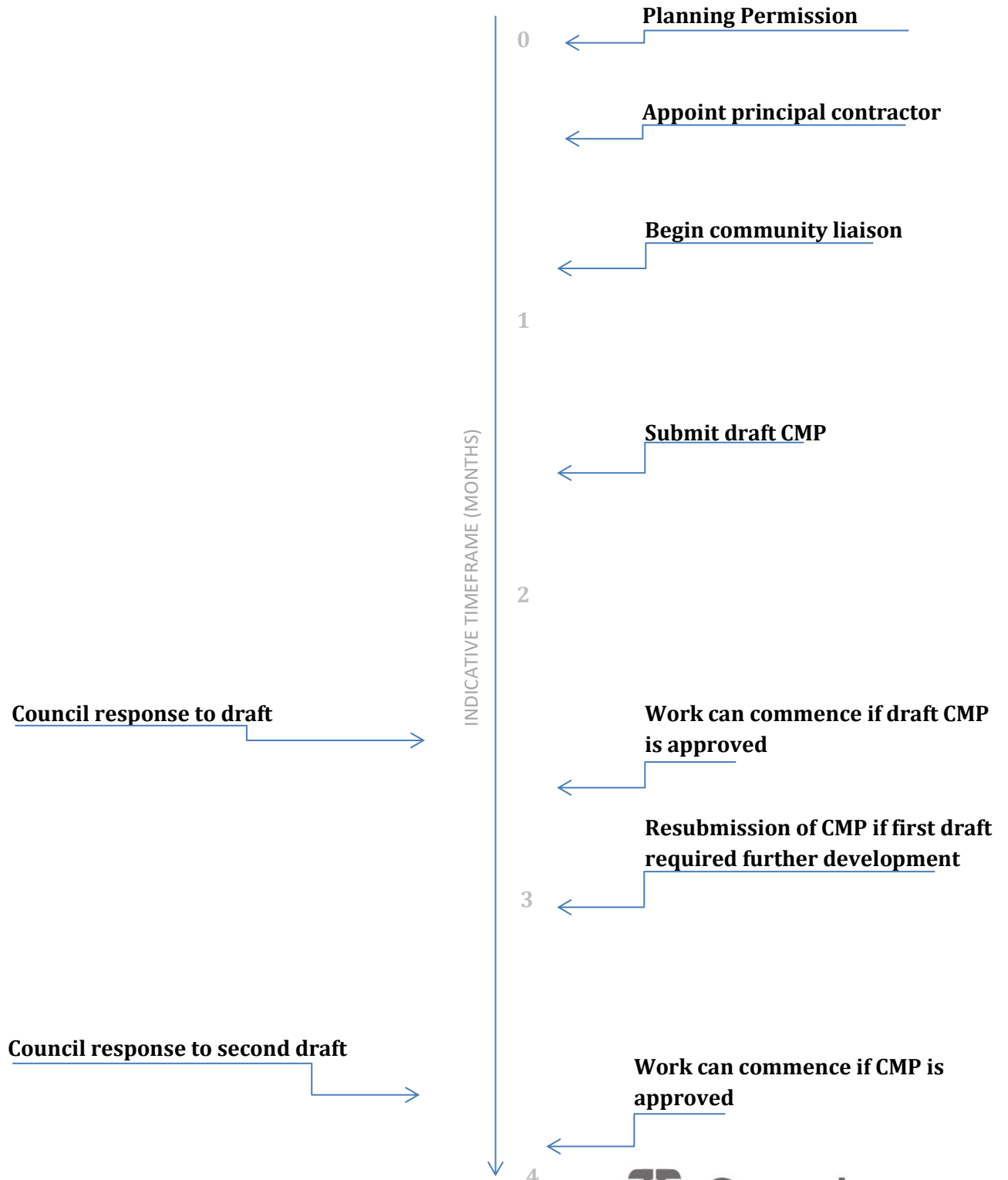
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



# 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: Highgate Newtown Community Centre Unit A, B, C, D & E 25 Bertram Street London N19 5DQ

Planning reference number to which the CMP applies: 2018/5774/P

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

Name: Mel McMahon

Address: Farrans Construction, 99 Kingsway, Dunmurry, Belfast BT17 9NU

Email: [mmcmahon@farrans.com](mailto:mmcmahon@farrans.com)

Phone: 02890551200

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.

Name: Ruairi McCormick

Address: New Cambridge House, Bassingbourn Road, Cambridgeshire, SG8 0SS. – Site address during works: The People's Gospel Mission Hall, Winscombe St, Highgate, London N19 5DG

Email: [rmccormick@farrans.com](mailto:rmccormick@farrans.com)

Phone: 07702137526

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.

**Main Contractor Community Engagement Co Ordinator**

Name: Sarah Fearon

Address: Farrans Construction, 99 Kingsway, Dunmurry, Belfast BT17 9NU

Email: [sfearon@farrans.ie](mailto:sfearon@farrans.ie)

Phone: 078 9996 3746

**Camden Officer –CIP Program – Development Manager**

Name: Brendan Mullens

Email: [Brendan.mullens@camden.gov.uk](mailto:Brendan.mullens@camden.gov.uk)

Phone: 075 2224 9664

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.

Name: Mel McMahon (Contracts Manager)

Address: Farrans Construction, 99 Kingsway, Dunmurry, Belfast BT17 9NU

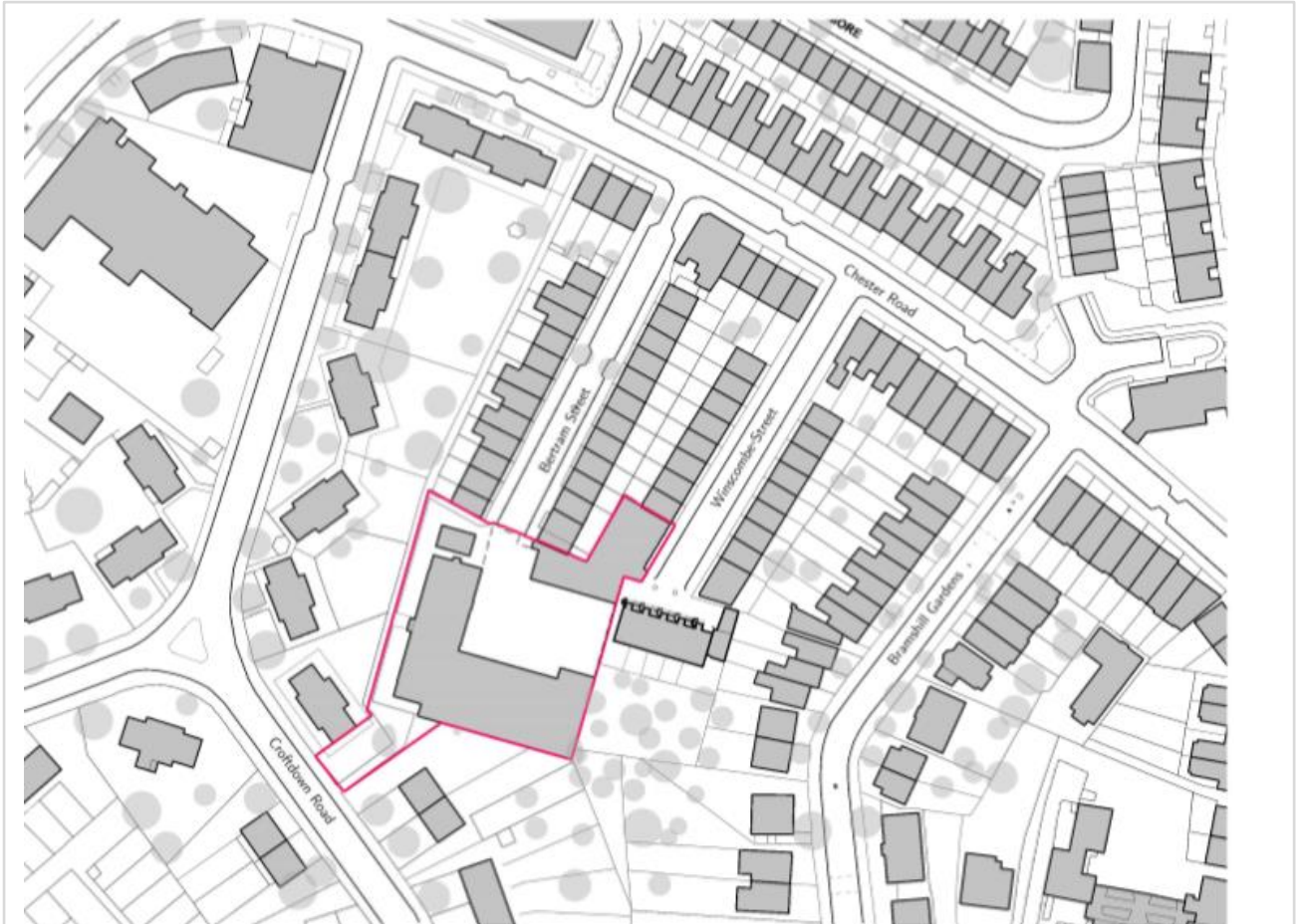
Email: [mmcmahon@farrans.com](mailto:mmcmahon@farrans.com)

Phone: 02890551200



# 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.



See larger image in Appendix 01

The site is located in the north east of the London Borough of Camden, within the Dartmouth Park conservation area. It is close to the boundary with the London Borough of Islington to the east and Haringey and Barnet to the north. The Dartmouth Park area is mainly residential and is characterised by its proximity to the wide-open spaces at Hampstead Heath, Waterlow Park and Highgate Cemetery.

The site is situated in a neighbourhood of social contrast and rich architectural history. Immediately to the south and west is the Brookfield Estate. To the west are the taller four storey brick mansion blocks of the estate on Croftdown Road. To the north is terraced late Victorian housing and a denser mix of social housing estates developed over the 20th century, including the Whittington Estate. The land rises to the northwest towards Highgate Cemetery and beyond that, and to the north is Waterlow Park.

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 construction works include the redevelopment of the existing Highgate Newtown Community Centre and Fresh Youth Academy and the change of use of the People's Mission Gospel Hall to provide replacement community facilities (Use Class D1) and 41 residential units (Use Class C3) with associated public open space, landscaping, cycle storage, plant and disabled parking. Primary Community Facilities are situated in Block B. Block A, C and D are predominately residential buildings.



Throughout all works, all vehicle access will be off Bertram Street with a temporary haulage route through the site to egress onto Croftdown Road will also be provided and managed pedestrian access will also be via Bertram Street.

Main issues and challenges in delivering the Construction works.

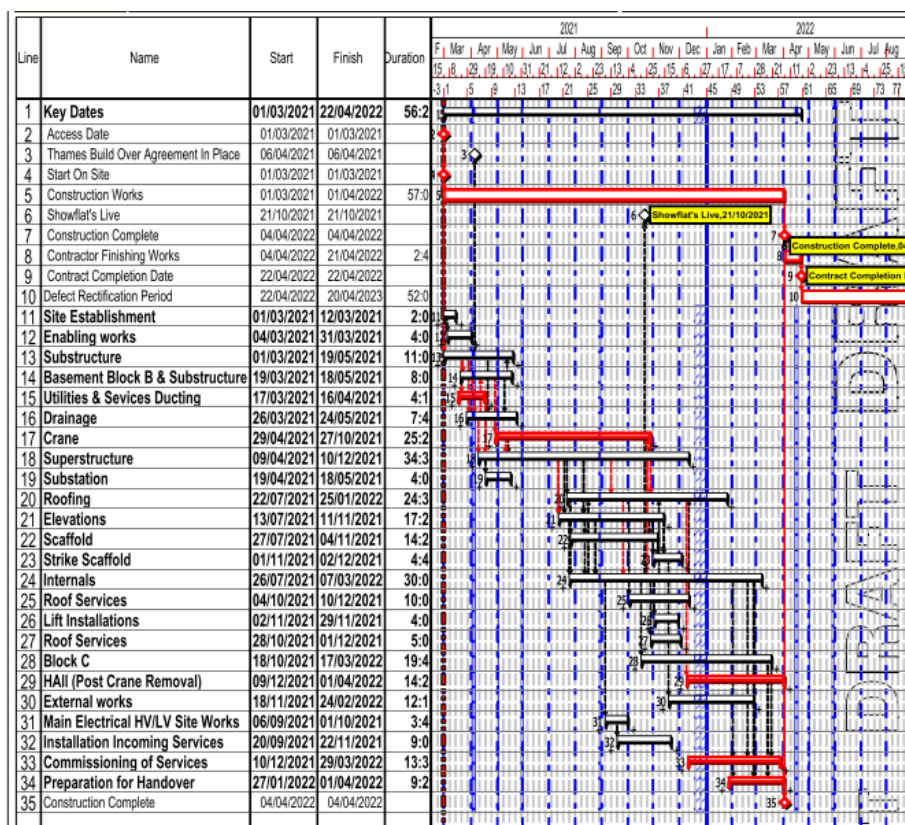
- Disruption to adjoining neighbours (Noise, vibration & dust)
- Impact on local road network
- Access to site via Chester Road and Bertram Street and egress via Croftdown Road

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).

Key Construction Dates:

**Start on Site:** April 2021

**Contract Completion Date:** May 2022



A full programme is attached in Appendix 02

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

The following working hours on-site during construction works will be adhered to:

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

These hours are in line with Planning Conditions and Camden's Standard working hours. Due to the current Covid 19 Pandemic the Government has also permitted sites to open until 21.00 however we have opted not to exercise our right to utilise these hours due to the sensitive nature of the site and as per previous discussions with the Construction Working Group.

# 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.

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## 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.).

Residents on:

- Bertram Street;
- Croftdown Road;
- Chester Road;
- Winscombe Street – specifically the residents of Pentad

## 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.

**Construction Working Group 01 Thursday 28/05/2020 via Microsoft Teams 18.30 – 19.30**

A Meeting was held with local residents, stakeholders and councilors to discuss the creation of the construction working group, the demolition management plan and the future programme for the redevelopment works.

**Construction Working Group 02 Wednesday 29/07/2020 via Microsoft Teams 18.30 – 19.30**

A meeting was held with the CWG discussing the upcoming demolition works.

**Construction Working Group 03 Wednesday 30/09/2020 via Microsoft Teams 18.30 – 19.30**

A meeting was held with the CWG discussing the consultation webpage 'wearecamden' where all documents relevant to the project would be shared and meeting notes would be uploaded for public view. In addition to this, the meeting discussed the works having commenced for demolition on 24 August 2020. The CMP was also discussed, noting the impending appointment of a main contractor and the consultation to follow.

**Wednesday 28/10/2020 via Microsoft Teams 18.30 – 19.15**

A Meeting was held on with the 5 residents of the Pentad Houses to discuss the party wall and the provisions put in place for the CMP.

**Construction Working Group 04 25/11/2020 via Microsoft Teams 18.30 – 19.30**

A meeting was held with the CWG to review the CMP and an introductory Meeting of Farrans Construction. This was following the issuance of the CMP and a mail drop notifying local residents of it being available for review. There was a 2 week consultation period with local residents which commenced 18 November. The plan could be found via the contractor's link: <https://bit.ly/highgatene NewtowncommunitycentreCMP> or on the [consultations.wearecamden.org](https://consultations.wearecamden.org) webpage by searching for Highgate Newtown. Comments were provided to Farrans at [camden@farrans.com](mailto:camden@farrans.com) All feedback was collated and can be viewed within Appendix 03. Within this appendix there is commentary on the individual items raised.

A newsletter showing the extent of parking bays to be suspended / impacted by a Temporary Traffic Management Order to the local neighbour's in the areas which will be impacted. See attached Appendix 04 for a copy of the Newsletter.

**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.

A Construction Working Group has been set up for the project, following on from the previous 'Community Impact Group' that was set up following the grant of planning permission to the original planning application in June 2017.

The initial meeting for the Construction Working Group had invited the HNCC trustees, local residents, Tenants and Residents Associations from the Brookfield Estate and Pentad, as well as local ward councillors. Invitations were also extended to the Friends of Highgate Library, the Local Neighbourhood Community Safety Officer (Police) and Brookfield School.

Due to the ongoing COVID-19 situation, it was not possible to arrange face to face meetings at this time, meaning that the working group shall operate online for the short term, with meetings then convened when government restrictions are lifted. The initial meeting was held online via Microsoft Teams, with attendees able to connect via the internet or dial into the meeting from their phones.

All communication with the working group is coordinated between the Farrans Construction and London Borough of Camden and includes the provision of quarterly newsletters highlighting key start dates, site managers details and also details of our community engagement team. This will include photo, email and telephone details of each member of staff involved for this aspect of the project. The newsletter will be updated and distributed on quarterly basis informing the local residents, as well as any community groups such as Dartmouth Park Neighbourhood Forum of any upcoming key activities and the timeframe in which they expected to last. If, however, there is significant changes being made between newsletters, an interim newsletter will be issued. Further to this, communications will be direct to the community groups on a monthly basis of general progress on site. This will be issued in the form of an email. LBC will be issuing the contractor a combined list of residents and local community and amenity groups for issue of all publications.

The notes from the first meeting have been made available publicly and can be viewed here:

<https://consultations.wearecamden.org/children-schools-families/highgate-newtown-cc-redevelopment/>

At the site entrance a notice board with, the site managers details including name and phone number will also be erected for the duration of the Construction works.

Our Community Engagement Officer will also liaise with Highgate Newtown Community Centre to co-ordinate notices on their designated Community Notices Board which is situated at the corner of Croftdown Road and Chester Road.



### 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.

Farrans will enrol the main development works in the CCS and measures will be put in place to follow the initiatives set out by this scheme. Farrans are currently an 'Associate Member' of the Considerate Constructors Scheme with other schemes achieving beyond compliance.

Currently Farrans Construction do not have a signed contract for the main development works and therefore the site cannot be registered and no CCS regeneration number can be issued at this time. CCS to be issued upon commencement of main development works.

### 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.

Chester Road Hostel Project (Chester Road Hostel 2 Chester Road London N19 5BP) – We will be working collaboratively with the appointed contractor for the Chester Rd Hostel development and hold regular meetings to ensure that both projects can operate in a

# 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](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## CLOCS Contractual Considerations

15. Name of Principal contractor:

Farrans Construction trading as a division of Northstone (NI) Ltd.

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

Requirement to abide by the CLOCS Standard will be a pre-requisite for all sub-contractors and suppliers. Farrans will appoint a CLOCS champion and will be responsible for setting up and monitoring the CLOCS standard via the use of the CLOCS manager tool for this site.

Audits will be carried out by the CLOCS champion to demonstrate compliance as per the guidelines set in the CLOCS guide managing driver training and licensing.

FORS accredited operators will be used during the works, where these are accredited to Bronze level drivers will have additional Safe Urban Driver training (or equivalent) and that vehicles will be fitted with additional safety equipment (nearside CCTV/Fresnel lens, audible left turn alert for example).

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:

Yes - Confirmed

Please contact [CLOCS@camden.gov.uk](mailto: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 intention is a one way system through the site accessing from Bertram Street and egressing onto Croftdown Road. This is subject to permission from London Borough of Camden for the removal of the tree at Croftdown Road (T1). This tree will be replaced with an *Ulmus Lutece* 'Nanguen', of a mature size (35cm girth, 6-7m height at purchase, 2m clear stem length). Some deliveries to the latter end of the project will have to access and egress via Bertram Street however these will be kept to a minimum as the one way system through the site will not be feasible due to the completion works of the building.

Construction vehicle movements will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. Due to the close vicinity of Brookfield Primary School the proposed access and/or egress routes deliveries will be suspended during the hours of 08.30 to 09.30 and 15.00 to 16.00 on weekdays during term time.

The disabled parking bay along Croftdown Road, located to the left-hand side of the site egress route will need to be relocated to the right hand side of the site egress route to allow suitable space for construction vehicles to exit site. Refer to appendix 05 showing currently and proposed new location of this.



Site Location Plan

**DRAWING KEY**  
 — Site Boundary  
 → Direction of travel to site  
 → Direction of travel from site  
 ● Traffic Marshall

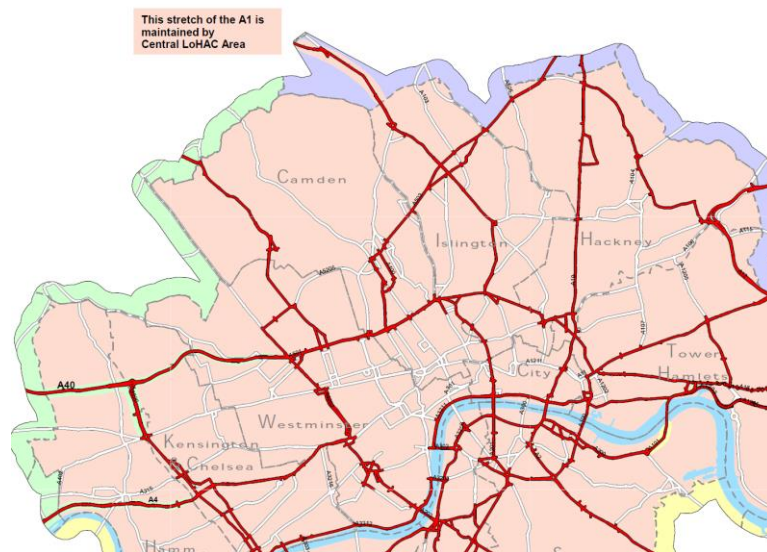
Direction of Travel to and from site  
**FARRANS CONSTRUCTION**  
 Camden Highgate Newfor  
 Scale: NTE  
 Date: 20.01.2  
 FOR INFORMATION ONLY

Please see Appendix 06 for a larger image

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.

All major deliveries will be managed and co-ordinated by our designated Logistics Manager of our site team. Weekly Delivery Schedules will be agreed with Supply Chain to ensure main routes do not become congested with 'waiting' vehicles. The delivery schedules will take account of peak traffic times. Traffic marshals will control the movement of lorries in and around the site Delivery restrictions will be implemented to account for rush hour.

All deliveries will be given prior notification of the time restrictions when an order/delivery is scheduled and a copy of the traffic management plan highlighting how to enter and exit the site. During our market test, this has also been highlighted in all packages sent out for pricing along with the London 'red route' as per the image below.



We will also ensure, for far as reasonably practicable, that smaller vehicles are utilised for deliveries however it is not possible to avoid the use of articulated lorries for the delivery of some key plant and materials. When these are required traffic marshals will be deployed to ensure the safety of pedestrians and cyclists with a minimum of one at the rear of the vehicle

**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



It is anticipated that the following construction vehicles would be utilised during the works:

- Small skip lorry – anticipated 120 nr visits over the duration of the project – 6.26m in length;
- Concrete mixer – anticipated 65 nr visits over the duration of the project – 8.36m in length;
- Rigid truck – anticipated 600 nr visits over the duration of the project – 13.5m in length;
- Large tipper – anticipated 100 nr visits over the duration of the project – 10.2m in length;
- Articulated Truck – anticipated 40 nr visits over the duration of the project – 15.4m in length;
- Low Loader (piling rig delivery) – 17.9m in length; - anticipated 16 nr visits over the duration of the project
- Mobile Crane – anticipated 8 nr visits over the duration of the project – 19.0m in length.

It is reasonably assumed that the maximum number of heavy vehicles would not exceed 15 HGVs per day during the peak periods of the construction phase. These vehicles would include tipper type vehicles, delivery and concrete mixer trucks. The number of heavy vehicles accessing the site is expected to be considerably less during the fit out phases. As such, the estimate of 15 HGV's per day is considered to be a suitably robust or worst-case scenario.

Additional parking bays will be required to be suspended when low loaders are accessing site. These will be kept to a minimum throughout the project. When the additional parking bays are required to be suspended to allow access for a low loader, Farrans will distribute a specific newsletter in advance to the local neighbours. Refer to appendix 07 of location of parking suspensions.

Construction vehicle movements will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. Due to the close vicinity of Brookfield Primary School the proposed access and/or egress routes deliveries will be suspended during the hours of 08.30 to 09.30 and 15.00 to 16.00 on weekdays during term time.

The disabled parking bay along Croftdown Road, located to the left-hand side of the site egress route will need to be relocated to the right hand side of the site egress route to allow suitable space for construction vehicles to exit site. Refer to appendix 05 showing currently and proposed new location of this.

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.

Chester Road Hostel Project (Chester Road Hostel 2 Chester Road London N19 5BP) – We will be working collaboratively with the appointed contractor for the Chester Rd Hostel development and hold regular meetings to ensure that both projects can operate in a conducive manner.

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

See attached appendices 5 for Swept Path Analysis

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.

There will be no off-site holding areas for the duration of the works. The site will liaise with other nearby construction sites to ensure that the impact on the public highway of multiple construction schemes is kept to a minimum. There will be no waiting allowed on Chester Road or Bertram Street. This will be reinforced through daily liaison meetings with all contractors on site.

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.

The use of rail or waterways to transport site material is not considered to be appropriate for this site.

We have, however, ensured a number of components of the project which will be Designed and Manufactured off site in order to reduce installation time on site, materials wastage and number of deliveries to site.

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).

Farrans will exercise an anti-idling policy, whereby drivers, particularly when working in public areas, will always remove the keys from the ignition when they park and leave their vehicles.

**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.

The site compound will be established off site in Winscombe Street, the building formally used as the Peoples Mission Gospel Hall. All pedestrian access onto site will be through the Gospel Hall. A number of small deliveries will be required to access Winscombe Street to deliver office supplies only. No site deliveries will be permitted onto Winscombe street. Vehicular access will be off Bertram Street and egress from Croftdown Road.

Access gates will be established with clear visibility splays for pedestrians and traffic/directional signage for the site will be agreed the London Borough of Camden. All gates will be closely monitored and managed with only designated key-holders authorised to operate them.

Please refer to Appendix 06 for an image on this

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.

The site will be accessed from Bertram Street and egress site from Croftdown Road. There will be 4 traffic marshals in 2 way radio contact, one positioned at the site vehicle entrance on Bertram Street, one positioned on the junction of Chester Road and Bertram Street and two positioned on Croftdown Road Exit. Should a vehicle be required to hold it will be held within the site.

Please refer to Appendix 06 for an image on this

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.

As detailed in Question 19C see attached drawings in Appendix 08.

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.

A wheel washing facility will, in accordance with good practice, be provided at the site for use throughout the construction period through a drip trough and rumble grid. Further to this, any mud or debris that might find their way onto the public highways will be removed by a dedicated member of the Contractor's staff as well as deploying a road sweeper. Liquid or spoil run-off will be controlled on site via regular inspections and protecting mats. The site will also contain a store for diesel generator oil, fuel and other similar liquids. This will be managed through our daily third-party check sheets which is completed by a member of the

**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.

## Vehicle Call Up Procedure/ Vehicle Holding Areas

Pre-arranged delivery times will be set by the logistics manager and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any one time. The above requirement will form part of all contract documentation with suppliers. In view of the above procedure, no 'wider' off-site vehicle holding areas are proposed in association with the proposed works.

## Site Parking

There will be no site parking permitted on site and operatives will be asked to utilize public transport. They can drop off and collect tools and materials however, on site parking will not be available. Operatives are prohibited from parking in streets in the vicinity of the site which will be reinforced during site inductions and when orders are let

## Parking Suspensions

Parking suspensions will be required as per Section 24 below.



Please refer to Appendix 09 for an image on this

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.

The site will be accessed from Bertram Street and egress site from Croftdown Road. There will be 4 traffic marshals in 2 way radio contact, one positioned at the site vehicle entrance on Bertram Street, one positioned on the junction of Chester Road and Bertram Street and two positioned on Croftdown Road Exit.

Should a vehicle be required to hold it will be held within the site.

Please refer to Appendix 06 for an image on this

## 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.





Site Location Plan



Bertram Street / Chester Road Junction



Cycle Parking and Bus Shelter on Chester Road

#### DRAWING KEY

- Site Boundary
- Direction of travel to site
- Direction of travel from site
- Welfare & Office
- Parking Bays
- Cycle Storage
- Bus Shelter
- First Aid
- Muster Point

#### Site Location and Highway Arrangement



FARRANS CONSTRUCTION  
Camden Highgate Newtor

Scale: NTS

FOR INFORMATION ONLY

See Appendix 10

## 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](#).

The parking suspensions as noted on the swept path analysis' will be carried out under a Temporary Traffic Management Order for safe access onto site for the duration of the project.

Parking suspension required on Croftdown Road, Bertram Street and Chester Road are to facilitate the one-way system through the site and will be required for the duration of the contract (60 Weeks).

The disabled parking bay along Croftdown Road, located to the left-hand side of the site egress route will need to be relocated to the right hand side of the site egress route to allow suitable space for construction vehicles to exit site. Refer to appendix 05 showing currently and proposed new location of this.

Additional parking bays will be required to be suspended when low loaders are accessing site. These will be kept to a minimum throughout the project. When the additional parking bays are required to be suspended to allow access for a low loader, Farrans will distribute a specific newsletter in advance to the local neighbours. Refer to appendix 07 of location of parking suspensions.

Rigid vehicles will be able to drive from Chester Road onto Raydon Street. Parking suspensions 7 - 18 will be kept under review and revised if necessary – should large rigids be unable to depart via Raydon Street, then they will do so via Chester Rd / Swains Lane.

## **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.



We do not foresee any closures of footpaths for our works. Were we need to relocate street furniture at the junction of Chester Road and Bartram Street this will be positioned closer to the bus stop on Chester Road. We will cover any services in this area by installing 10mm thick steel road plates, topped with tarmac and ensure compliances with the relevant regulations.

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.

At present, and subject to agreement from London Borough of Camden the fencing to the right hand side of the image below along with the tree will be required to be removed at the junction of Chester Road and Bertram Street.

In respect of the tree at the entrance to Bertram Street, this will be replaced with a tree of the same species and of an equivalent size to the tree removed.



See appendix 11 for larger image

A temporary crossover will be required to exit the site on Croftdown Road. This will involve the widening of the drop kerbs already in place, installing a carriageway spec crossover, and the removal of white lining to facilitate the safe egress of vehicles exiting the site. Vehicles exiting the site will be escorted by traffic marshalls to ensure the safety of oncoming traffic and pedestrians crossing the footpath.

## **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.

The Ancient Right of Way that runs parallel to Bertram Street off Croftdown Road has been closed off by previous demolitions contractor so will not be able to be used by pedestrians. There is an alternative pedestrian footpath available.

## **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.

All works will be undertaken within the confines of the site boundary so we do not expect any pedestrian footway diversion will be required owing to the limited traffic entering the site and Bertram Street is a Dead End. Due to the existing entrance we do not foresee the existing condition being increased greatly.



Site Location Plan

**DRAWING KEY**  
 — Site Boundary  
 → Direction of travel to site  
 ← Direction of travel from site  
 ● Traffic Marshal

Direction of Travel to and from site  
 FARRANS CONSTRUCTION  
 Camden Highgate Newtor  
 Scale: NTS  
 Date: 20.01.2  
 FOR INFORMATION ONLY

See Appendix 06 for a larger image

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.

N/A

## 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.

The following Utility companies are involved and have been contacted by the Client Team currently on behalf of the LBC;

- UKPN electrical supplies
- Thames Water - New water supplies
- Squire - New Gas supplies

Openreach and Virgin Media are required on site but currently there are no quotations within the current documentation. Once payment has been made to the utility providers we will be able to liaise with them in relation to programme and networking.

# 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.

Having considered the issue of Noise Pollution on the HNCC Project we have identified the main sources of noise on the project as:

- Sheet Piling – these will be one of the first operations undertaken on site and should take around 1 week to complete
- Groundworks – this will involve the use of machinery and will take approximately 12 weeks to complete, however idling machinery will be turned off
- Structural Steel Install – this will involve the use of impact wrenches and will take approximately 1 week to install
- Site Vehicles and Site Plant operating on the site

All works will be undertaken within the normal construction hours as outlined in Section 9

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.

Acoustic Survey was completed on November 2018 as per the attached in Appendix 12. However within Section 4 of the Report outlines the Noise Survey. This is currently taking place during the Demolition Works.

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

Farrans will comply with British Standard 5228 'Code of practice for noise and vibration control on construction and open sites'. Frequent Noise Monitoring will be undertaken and reviewed with Camden officers.

Average noise on the site boundary is estimated to be in the region of 70 – 80dB there will be peaks or spikes but these will not be continuous. It is anticipated the maximum noise level to be 90dB at 10m from the site boundary. This noise will not be continuous. We will endeavour to keep within the permitted levels which will be monitored throughout the Project to ensure compliance.

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.



The measures we will take to reduce noise pollution will be as follows:

- We will work closely and cooperate fully in terms of working in normal site hours, as set out by London Borough of Camden which also takes into account the planning condition that has been stipulated regarding working hours;
- Well maintained, sound attenuated plant will be used to carry out all operations;
- Reducing plant noise to acceptable levels;
- Solid hoarding will be used along the boundary to the residential properties. This will reflect sound back into the site to a significant extent. This will be supplemented locally to machinery with movable sound reflecting/absorbing barriers as required;
- Noise arising from Site Vehicles and plant will be managed first of all by rigorously implementing the site hours;
- Coordinated delivery times and efficient traffic management to prevent queuing of traffic accessing the site;
- Positioning plant away from properties;
- Cutting operations will be kept off site as much as possible by prefabrication;
- Localised shrouding of plant in accordance with BS5228;
- Toolbox talks to site operatives.

Careful selection of plant and vehicles is essential. All plant used on this site will be sound attenuated and will be regularly serviced/maintained to ensure it is operating correctly. The site induction for plant operators will cover the issue of noise specifically and they will be warned against over revving of plant and the operation of horns in all but necessary situations. Machine operatives will be advised to isolate plant/ equipment during idle periods reducing not only noise levels but encouraging efficient running of equipment and reduced fumes.

In terms of misbehaviour of operatives and staff on the site this will be guarded against by strict rules being out in place that will form part of Supply Chain method statements and will be covered in site induction and tool box talks. Any operative found in contravention of the required standards will be warned for a first offence and removed from the site should there be a reoccurrence.

All the measures mentioned above, and others will be captured and monitored in our proposals under the Considerate Contractors scheme.

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

Staff will be briefed on site with toolbox talks on this British Standard.

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

In relation to dust, groundworks is likely to be the main source of disruption. Prior to starting daily operations wind speed and direction will be assessed and method/ sequence of works adjusted if necessary. Water spraying techniques will be utilised throughout the project to suppress dust.

Apart from groundwork activities dust is likely to present a problem during long dry spells and in these periods damping down across the site will be employed to avoid windborne dust crossing the site boundary and causing inconvenience. Further to this, any localised cutting or drilling water-based dust suppression will be utilised at all time and will adhere to agreed Risk Assessments.

Further measures to reduce dust pollution and other airborne debris which will be implemented are:

- Ensuring that all materials transported to and from site are in enclosed containers or fully sheeted;
- Avoidance of stock piles of topsoil etc. are with materials being brought in as and when required;
- All vehicles removing dust generating materials or waste are to be completely sheeted with tarpaulin/ netting;
- Ensuring materials have a minimum of packaging;
- Ensuring all polystyrene and similar lightweight materials are weighted down;
- Making sure all dust generating materials are adequately packaged;
- Ensuring all vehicles leaving the site have been through the wheel wash and that loads are covered where spoil or demolition material is being removed;
- Keeping the loading drop heights of soil into lorries as low as possible;
- Establish air quality procedures to minimise dust generation and control plant and vehicle dust emissions;
- Dampening the site with use of mechanical aid such as utilising the waterjets on a road sweeper but not engaging the suction;

In addition to the above provisions, the following measures will be taken to reduce any further negative effects on the environment:

- Ensuring all contaminants on site are safely stored with the necessary procedures put in place for leaks and spillages etc.
- A waste management system will be implemented on site.
- Further provisions are included in Appendix 13

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.

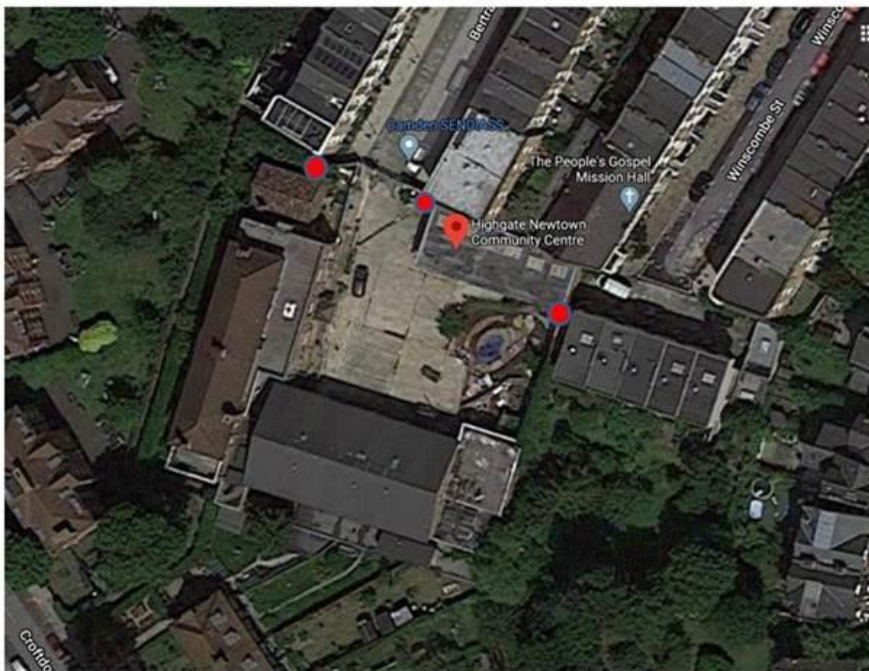


With regard to the risk of mud being spread to adjacent highways, Farrans will maintain wheel washing facilities on site, through a drip trough and rumble grid, and carefully maintain clean hardstanding's across the site to ensure the surrounding highways remain in a clean acceptable condition and are not impacted on by our work. Any mud or debris that might find their way onto the public highways will be removed by a dedicated member of the Contractor's staff.

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

Dust, Noise and Vibration monitors will be used throughout the project. The results will be logged and analysed on a monthly basis. The trigger levels will be issued to current British Standards with automatic confirmation to the site team if there is a breach as all monitoring will be done in real time. 3 nr monitors will be installed with their locations noted in the drawing below. Should a breach be triggered works within that area will stop and we will ascertain a proactive solution to move forward with to ensure works can commence but the disruption is minimised.

The baseline dust monitors which were installed prior to Demolition Works commencing to the fences on Winscombe Street and the ancient Walkway Elevation have the baseline levels as per the London Borough of Camden's agreed Requirement.



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.**

An Air Quality Assessment was undertaken by the Client in November 2018. Please see attached in Appendix 14. The method has been agreed with the Council air quality representatives.

The air quality impact of the vehicles using the development is negligible as the development is traffic neutral. Similarly, the use of a small gas fired CHP and low NOx domestic boilers means that the point source emissions are unlikely to be worse than for the existing site.

An air quality neutral assessment has been completed, which is aimed at meeting the requirements for such an assessment as detailed in The Mayor of London Supplementary Planning Guidance on Sustainable Design and Construction. Consistent with the extant scheme approved in 2017, the proposed S73 scheme is anticipated to generate similar or fewer car journeys to and from the existing site and the residential development will be 'car free'. The air quality impacts of the proposed scheme in relation to traffic are therefore negligible and therefore below benchmarks. A gas fuelled CHP unit will meet the energy needs of the development. Emissions will be significantly lower than benchmarks for heat and electricity generation for a scheme of this improvement on the existing scheme and significantly site. Overall emissions are therefore an lower than relevant emission benchmarks. The scheme is therefore compliant with the requirements of The Mayor of London Supplementary Planning Guidance on Sustainable Design and Construction.

The construction dust impact will also be acceptable once basic mitigation measures are applied in line with best practice. These mitigation measures must be agreed with the Council and would be subject to a planning condition and will need to be appropriate for a 'medium' impact risk.

On this basis, the predicted air quality / dust impacts are within acceptable limits for purposes of determining the S73 planning application.

An Air Quality Report was also carried out by the Client in September 2020. Please see attached in Appendix 13. A summary of the results is:

- There were no exceedances of the 15-minute 'Warning' level at Monitor 1 and also no exceedances of the 15-minute PM10 'Action' trigger levels at either monitor during the monitoring period.
- Overall, there is good agreement in the trend line for both monitors and there were no exceedances of the 1-hour mean 'Action' trigger level during the monitoring period.
- During this monitoring period, demolition works commenced on site. As such, the results presented for September 2020 relate to the first construction phase monitoring period.

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](#).

Yes can confirm the highly recommended measures will be implemented on site as per Appendix 15.

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

Note: real-time dust (PM<sub>10</sub>) 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 (PM<sub>10</sub>) 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.**

There is a total of 3 dust monitors on site as per the image within Question 35. These will be in place for the duration of the contract and will only be removed following a request to LBC. These will take real time dust monitoring and will produce monthly dust reports to that effect.

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).

Prior to works commencing the site, including the Gospel Hall will be assessed to check for evidence of rodents with relevant site inspections being issued to LBC. Pending the outcome of this, a Specialist Contractor will be approached to lay strategically placed traps around the perimeter of the site. These traps will be monitored and emptied as required.

During the site induction we will make operatives aware of the risk the presence of rodents can cause a health hazard to workers. Leptospirosis is a disease that is closely linked to rats. This will include

- Gloves are to be worn at all times whilst on site;
- Strict hygiene must be adopted by everyone on site with hands being thoroughly washed prior to eating, drinking and smoking;
- Only eating within designated areas;
- All canteen waste to be disposed off inside closed skips.

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

OC Consulting t/a Manestream have conducted 2 x R&D Asbestos Surveys on 12-06-2019 for the Highgate Newtown Academy during which a substantial amount of ACM's were identified, these have now been removed and air test reports issued. The other R&D Asbestos Survey undertaken on 12-06-2019 for the Fresh Youth Academy there were no ACM's identified.

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.

In terms of misbehaviour of operatives and staff on the site this will be guarded against by strict rules being put in place that will form part of Supply Chain method statements and will be covered in site induction and tool box talks. Any operative found in contravention of the required standards will be warned for a first offence and removed from the site should there be a re-occurrence.

All the measures mentioned above and others will be captured and monitored in our proposals under the Considerate Contractors scheme.

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 1<sup>st</sup> 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 1<sup>st</sup> 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 (01/20 - 03/21):
- b) Is the development within the CAZ? No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? 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: Yes.
- 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: Yes.
- 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: Yes.





# 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:** 15.04.2021

**Print Name:** Mel McMahon

**Position:** Contracts Manager

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

**End of form.**

V2.5