INTRODUCTION

Bleriot Construction Ltd has been commissioned by Wolff Architecture and Derwen Trust to compile a draft Construction Management Plan (CMP) to be submitted with the planning application for the redevelopment of Derwen Compton Avenue London N6 4LH and in line with the Planning Obligations (Section 106)

The existing plot at Derwen consists of a large two-storey detached property of 6,092 sq ft with accommodation in the roof space and is located on the western side of Compton Avenue. The property is not listed but is in Highgate Conservation Area (the Bishops Sub-Area), within the demise of Haringey Council. It is an area defined by very large, detached houses set within substantial garden plots. The property Derwen sits on a plot of half an acre and benefits from a large west-facing landscaped rear garden. The front of the property is set well back from the road behind a carriage driveway providing off-street parking.

The proposed development consists of extending the existing basement/lower ground floor toward the rear. The basement is to feature two lightwells set into the rear patio and an underground garage, accessed from a car lift in the front driveway. The front and side elevations of the existing house are due be retained, and temporary works would be designed to support these through the phase of basement works.

The primary aim of this CMP is to reduce the impact of the construction works on the residents of Haringey Council, specifically the residents of Compton Avenue and the conservation area. Several site-specific measures are being proposed to alleviate the disruption to residents as set out in this document; however, the CMP is a live document that will evolve as necessary to address issues that may be identified through ongoing consultation with residents as the project progresses. The Construction Project Manager will be responsible for implementing measures contained in the CMP and will be the point of contact for residents. The Project Managers name, telephone number and email address will be added to the CMP once he/she has been appointed.

2. **SITE LOCATION OVERVIEW**

Compton Avenue is a private residential road with manned security barriers at the access from Hampstead Lane, therefore there is no through traffic. All residents will be aware of the work on site, with contact detail for the contractor, once appointed.

3. **CONSIDERATE CONSTRUCTOR OBLIGATION – London Borough of Haringey Planning Obligations**

As the site is located on a residential street, the impact on the residents is of paramount importance. The logistics of how construction vehicles will reach the site will be considered thoroughly and "Minimum requirements for building /construction /demolition sites" has been considered in the preparation of this document. LBH Planning Obligations SPD March 2018 sets out Considerate Constructor Obligation in section 11.33 Sustainable development includes the impacts that the construction process of the development proposals may have on neighbouring activities, the general public, and the environment. For most forms of development, the Council will usually include a condition requiring the applicant to submit a construction management plan (CMP) prior to any work commencing. The CMP typically details the hours of construction activity, confirms the access arrangement, the times when HGV movements should take place, safety procedures, and environmental mitigation, such as wheel washing facilities and watering to prevent dust. Section 11.34 The construction industry has established its own Consideration Constructors Scheme to encourage best practice beyond statutory requirements. The Council supports this Scheme and will typically require that, prior to the commencement of any works, the site should be registered with the Consideration Constructors Scheme. Proof of registration should be sent to the Council.

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
20th June 2026	01 Planning	Caroline Parker – Bleriot Construction Ltd.

Date	Version	Produced by
9th Nov 2026	01 Planning	Caroline Parker – Bleriot Construction Ltd.

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 LBH Planning Obligations SPD March 2018

LBH Planning Obligations SPD March 2018

Considerate Constructor Obligation

11.33 Sustainable development includes the impacts that the construction process of the development proposals may have on neighbouring activities, the general public, and the environment. For most forms of development, the Council will usually include a condition requiring the applicant to submit a construction management plan (CMP) prior to any work commencing. The CMP typically details the hours of construction activity, confirms the access arrangement, the times when HGV movements should take place, safety procedures, and environmental mitigation, such as wheel washing facilities and watering to prevent dust.

11.34 The construction industry has established its own Consideration Constructors Scheme to encourage best practice beyond statutory requirements. The Council supports this Scheme and will typically require that, prior to the commencement of any works, the site should to be registered with the Consideration Constructors Scheme. Proof of registration should be sent to the Council.

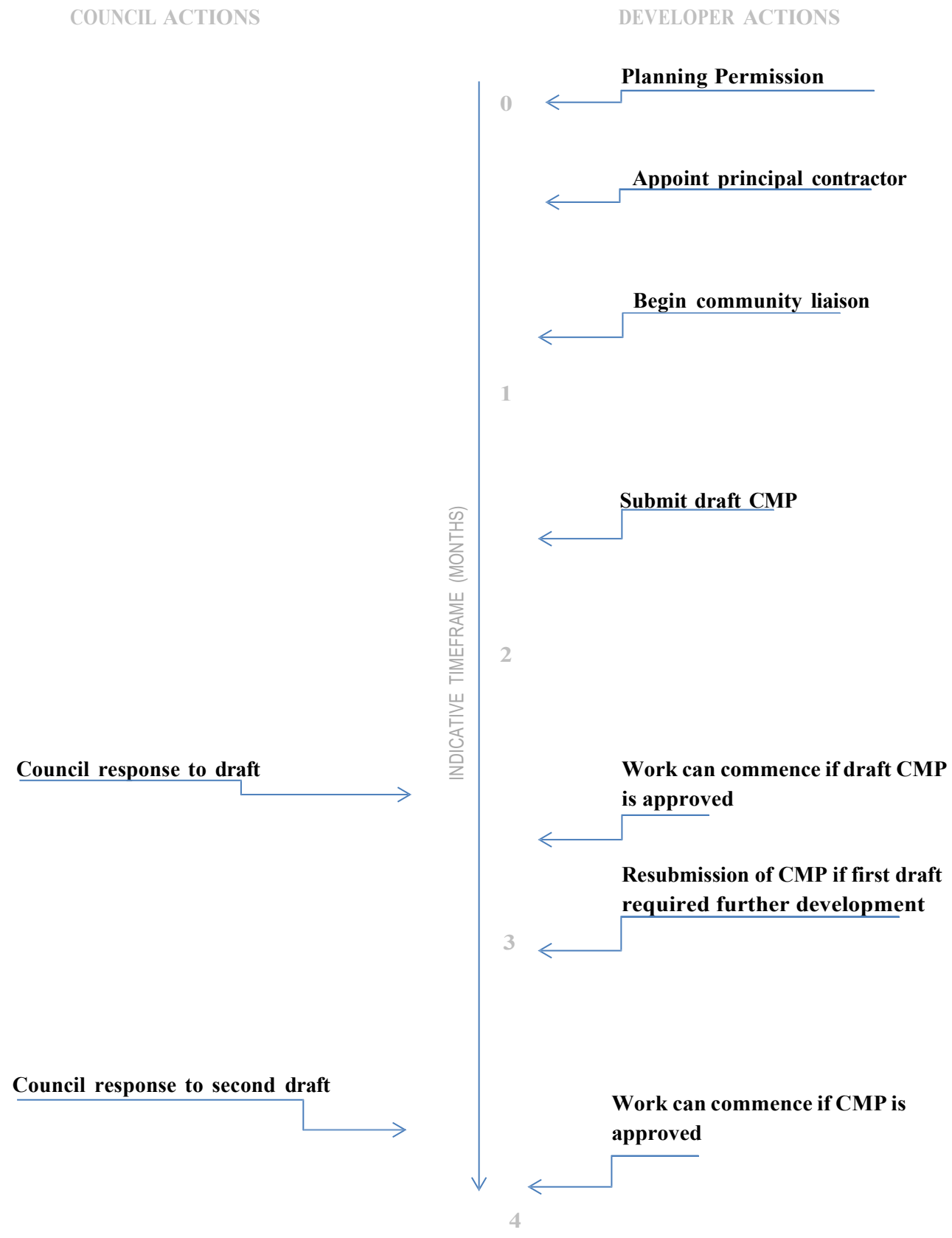
The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

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 house 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.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: DERWEN, COMPTON AVENUE LONDON N6 4LH
Planning reference number to which the CMP applies: TBC

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

Name: Caroline Parker

Address: Bleriot Construction Ltd. 15 Woodstock Road, Herts EN10

Email: Caroline@Bleriot.co.uk

Phone: 07976 352503

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: Caroline Parker

Address: Bleriot Construction Ltd. 15 Woodstock Road, Herts EN10

Email: Caroline@Bleriot.co.uk

Phone: 07976 352503

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: Caroline Parker

Address: Bleriot Construction Ltd. 15 Woodstock Road, Herts EN10

Email: Caroline@Bleriot.co.uk

Phone: 07976 352503

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: Mark Catherall

Address: Bleriot Construction Ltd. 15 Woodstock Road, Herts EN10

Email: info@bleriot.co.uk

Phone:

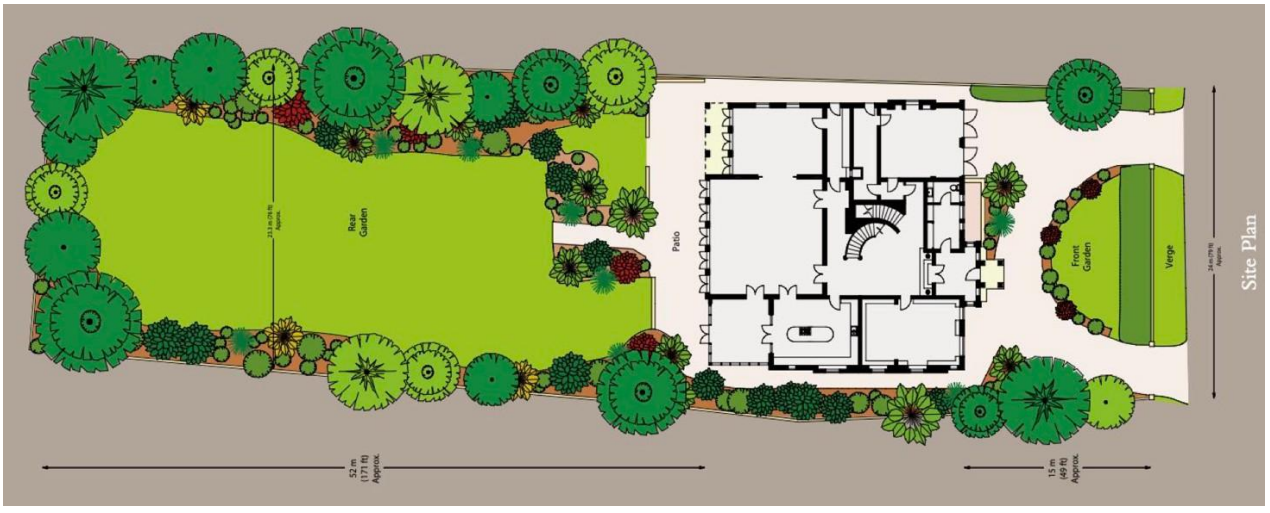
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

Derwen consists of a large two-storey detached property of 6,092 sq ft with accommodation in the roof space. It is located on the western side of Compton Avenue. The property is not listed but is in Highgate Conservation Area (the Bishops Sub-Area), within the demise of Haringey Council. It is an area defined by very large, detached houses set within substantial garden plots. The property Derwen sits on a plot of half an acre and benefits from a large west-facing landscaped rear garden. The front of the property is set well back from the road behind a carriage driveway providing off-street parking.

SITE PREPARATION AND ENABLING WORKS

The site will not be occupied during the construction period. As on previous similar projects, a hoarding will be erected directly outside the property, fully enclosing the front of the site as shown on the enclosed sketch. The hoarding will be 2.4 m high and painted (colour to be agreed), with a lockable access door providing entry to the site. It will act as a security measure and for dust control, so viewing apertures for the public are not planned on this scheme. A single area will be provided for 3 No. sign boards, each 1.2 m x 0.3 m high, for use by the Architect and professional bodies. Signage for Considerate Constructors, health and safety and emergency contact numbers will be placed next to the hoarding entrance. The hoarding will be fully lit and will have timber baulks at its base as required. Details of the Architect, Main Contractor, Basement Contractor and other consultants will be displayed, with contact phone numbers.\





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, proximity to residential dwellings etc).

The proposed development for Derwen is for the retention and modifications to the front and side facades of the existing building with the erection of a two-storey rear extension, and extended crown roof to include attic accommodation. There will be a new basement construction beneath the property with associated landscaping works. This design proposal follows several earlier planning applications for partial demolition of the existing building, retention of the front façade and erection of a new two storey house with enlarged rear envelope. This planning permission was granted most recently in 2017 and in earlier applications submitted in 2014 and

2012, although these earlier proposals were not implemented.

Challenges for construction of this type largely centre around piling, the movement of 'muck away', poured concrete loads, and craneage of heavy items. However, as the property has ample space with off-street parking on its frontage, impact will be considerably reduced. As the project is in planning stage and detailed structural drawings have not yet been issued, details of the below ground construction phase and piling will be updated following further information.

ASSUMED MAIN PROJECT CHALLENGES

- Demolition and Construction Noise, Vibration and Dust.
- Transportation logistics, plant and vehicle movements.
- Ground works, during basement construction with piling rig and the movement of 'muck away', with poured concrete loads. As the project is in planning details of the below ground construction phase and piling will be updated following information on structural below ground shell.
- Lifting Operations, moving large items into site boundary.
- Disturbance to neighbouring residents, community liaison.

The development will temporarily affect the local community through increased traffic visiting the site, elevated noise levels and limited vibration from the demolition and subsequent construction works. The works carry a risk of debris being transferred to local streets, and an increase in traffic will be unavoidable, particularly in the early stages. However, Compton Avenue does not pose any significant challenges as a construction site. It is a private road with 24-hour guard-operated security gates and CCTV, meaning there is no through traffic and little to no pedestrian movement. Access for larger vehicles is from Hampstead Lane; vehicles over 7.5 tonnes may use it for access and loading to the site only (see the Construction Traffic Routing Plan, CTMP-01). Compton Avenue is a dead-end road abutting Highgate Golf Course. It is a wide road where cars are almost exclusively parked on private drives, leaving ample space for vehicle movement. There are no school entrances on Compton Avenue, and no reason for pedestrians to use it other than to visit one of the properties.

As set out in the accompanying Basement Impact Assessment, the Main Contractor and Basement Subcontractor (to be appointed) will adhere to Haringey Development Management DPD Policy DM18: Residential Basement Development and Lightwells throughout the construction phase. The works will be managed so as not to harm pedestrian, cycle, vehicle or road safety, adversely affect bus or other transport operations, significantly increase traffic congestion, or place unreasonable inconvenience on the day-to-day life of those living, working or visiting nearby, and to minimise construction impacts such as noise, vibration and dust for the duration of the works.



8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

Works are programmed to commence in January 2027 and complete in June 2028, an estimated construction period of 18 months. The phasing below is indicative and will be confirmed by the appointed main contractor, who will issue a full Gantt chart with programme details for each phase before works begin.

Phase	Scope	Start	Finish	Duration
Site preparation	Building regulations, health and safety set-up, hoardings	Jan 2027	Jan 2027	2 weeks
Demolition, excavation and below ground	Demolition where required while retaining and modifying the front and side façades; piling, excavation, muck away and new basement construction	Jan 2027	Jun 2027	5.5 months
Building structure	Two-storey rear extension and extended crown roof with attic accommodation; all above-ground construction	Jul 2027	Feb 2028	8 months
Internal fit-out	Walls, ceilings, plumbing, electrics, plastering, bathrooms, joinery, flooring and the like	Nov 2027	May 2028	Overlaps structure
Landscaping	Front and rear landscaping as set out in the planning application	Apr 2028	Jun 2028	3 months
Overall programme	**Estimated construction period**	**Jan 2027**	**Jun 2028**	**18 months**

DERWEN COMPTON AVENUE SEQUENCE OF OPERATIONS BELOW GROUND
Note: the project has not yet received planning permission. The information below is based on the likely sequence of works and will be updated following issue of the construction-issue structural engineering pack.

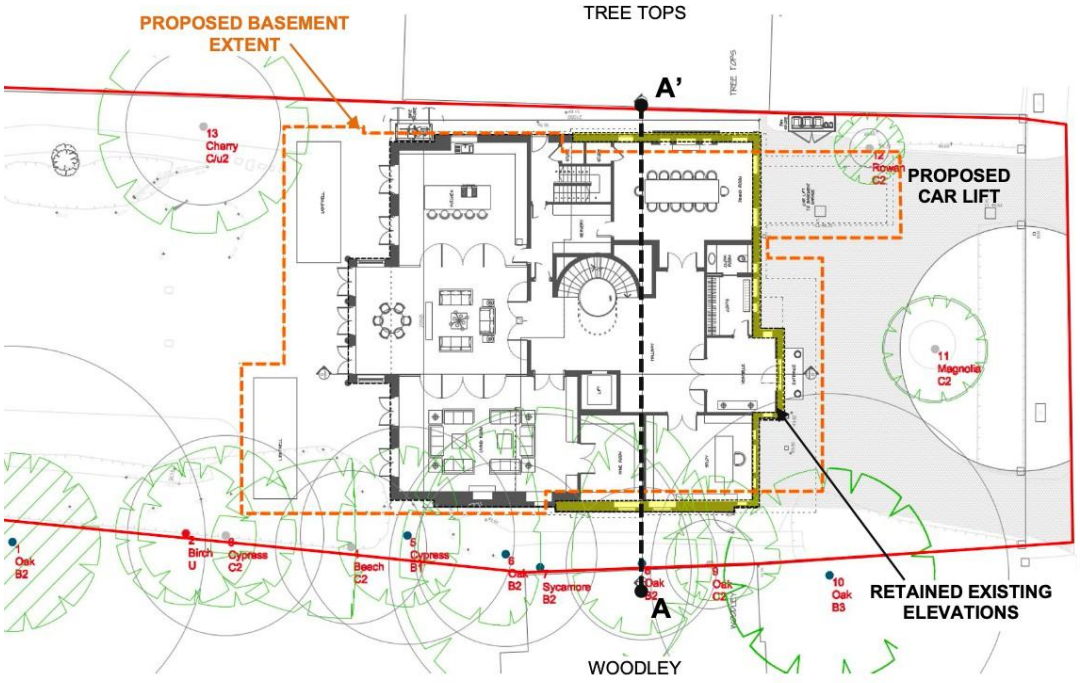
Following temporary support of the front and side elevations, the remaining sections of the existing building will

be largely demolished to make way for the basement construction.
The basement is expected to require excavations of approximately 4 m depth, and 6.2 m depth locally for the swimming pool. It is assumed the excavations will be formed inside a basement retaining wall formed by cast in situ RC bored piles.

Assumed basement design is set out in the accompanying Basement Impact Assessment, the following is an outline of the assumed construction sequence.

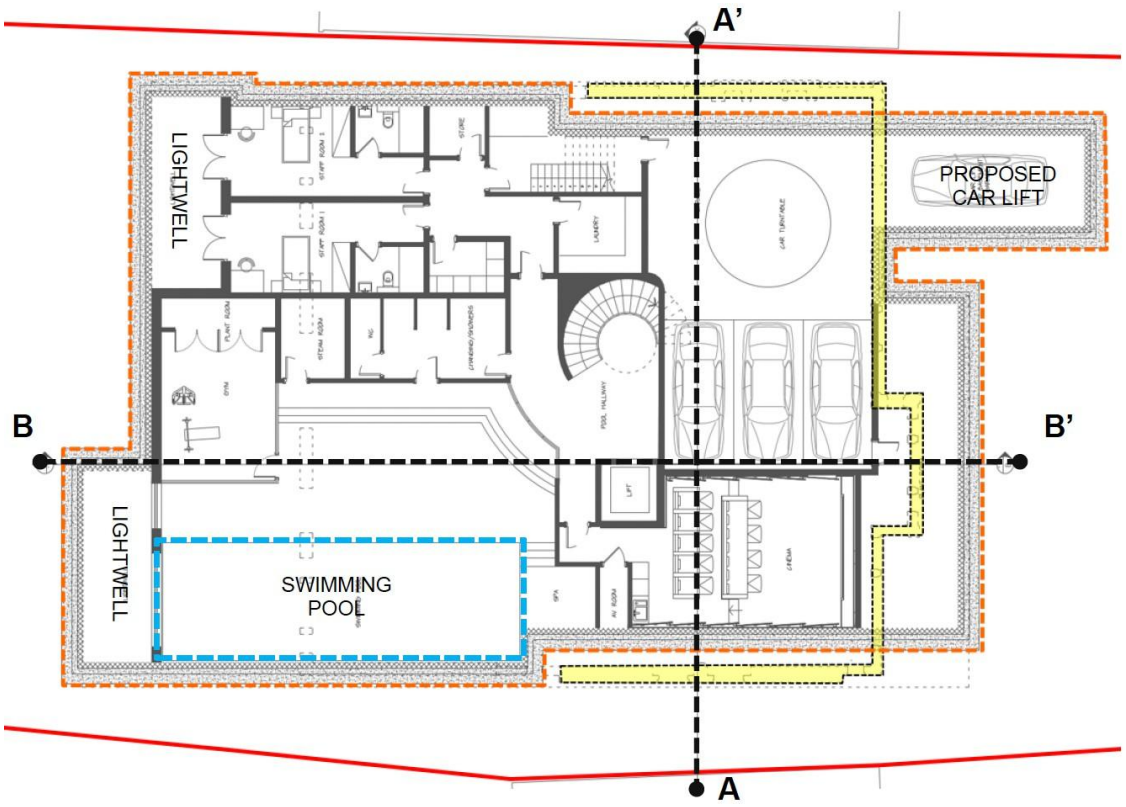
- Install external frame temporary works to support side and front elevations.
- Sacrificial temporary piles installed in front and behind the retained façade to provide temporary support.
- Install scaffolding and temporary works to support façade.
- Controlled demolition of rear existing building and internal structures.
- New basement piled retaining wall
- Pile capping beams
- High level propping to piled walls as in situ RC down stand beams within ground floor slab across basement.
- Excavation of soil and muck away, inc. to install additional propping at half depth
- Low level propping at full depth
- Blind base.
- Excavate for drainage and sumps.
- Install drainage runs below slab and backfill with concrete.
- Pour basement slab and cure
- Construct and pour RC walls following removal of temporary propping.
- Clear site and allow for construction of building above.

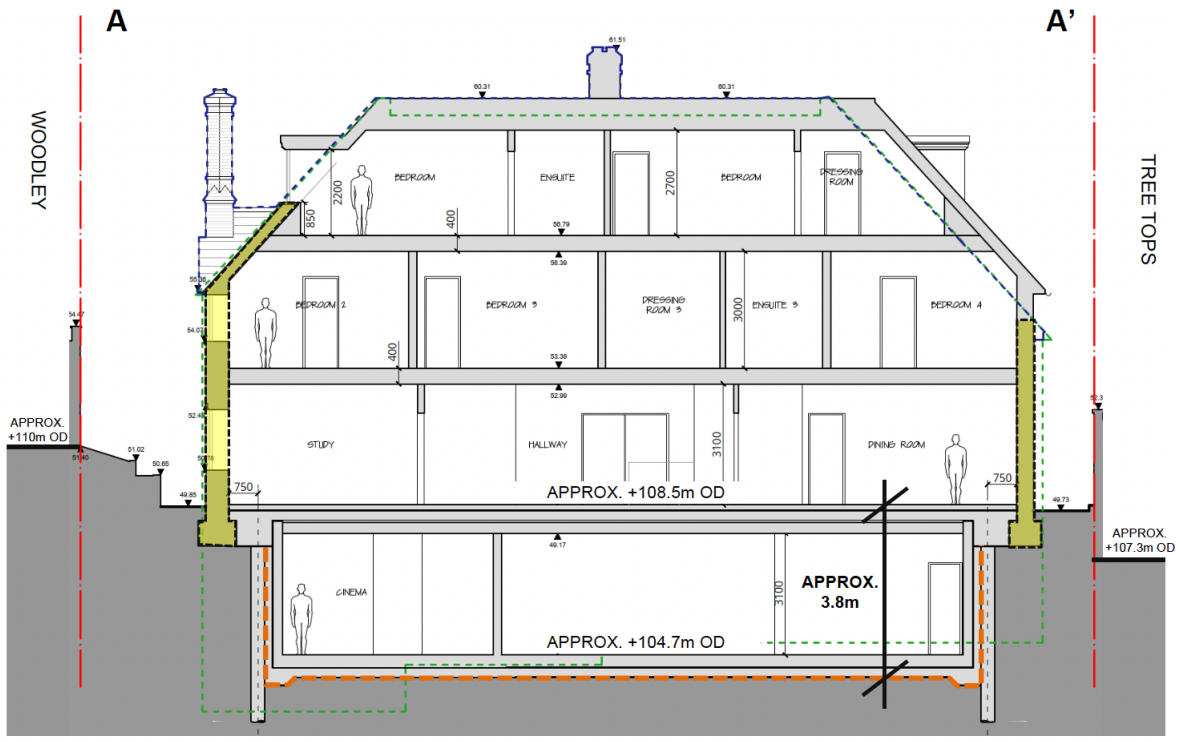
A conveyor will carry spoil from the working area over the garden to the materials bay. The conveyor will be fully encased and give a minimum clear height of 2.4 m beneath it. As the work extends to the deeper sections of the basement, extended conveyor sections, suitably restrained, will provide mechanised spoil removal from the deepening excavation.



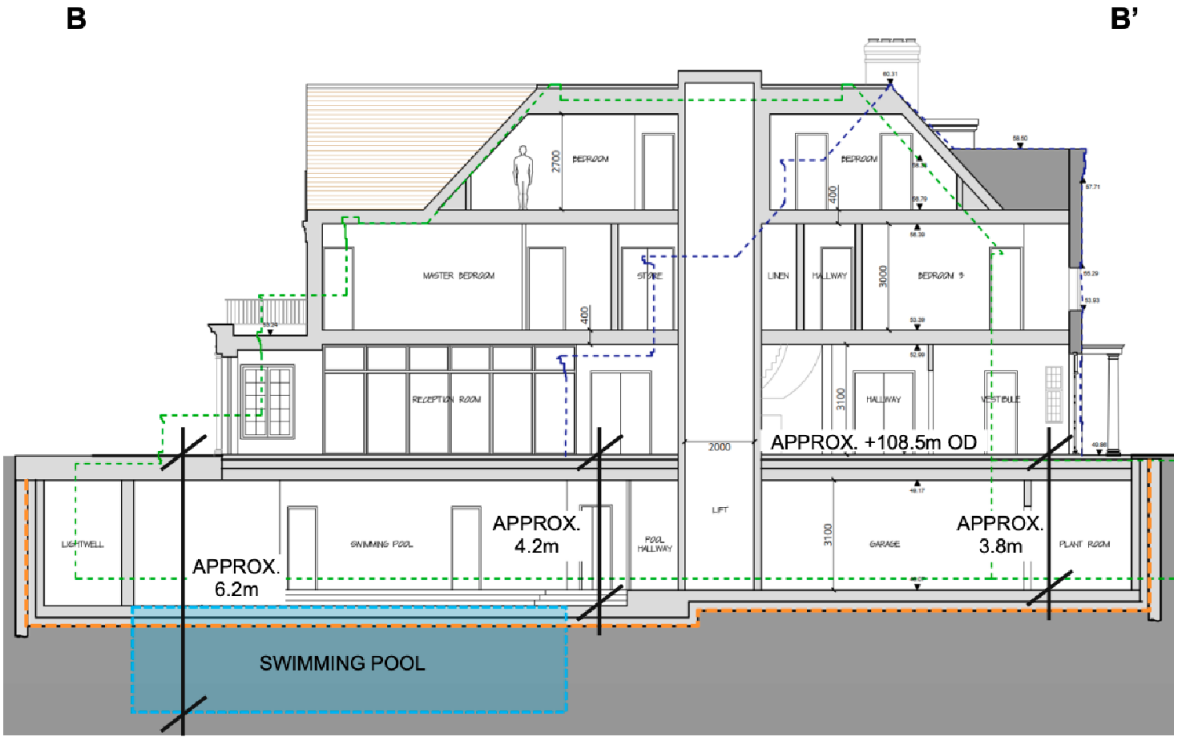
PROPOSED GROUND FLOOR AND EXTERNALS

NOTE: prior to works and following the appointment of Main Contractor, a full programme will be issued for each construction phase and sent to the council in the form of a Gantt chart.


A'
A
B
B'
LIGHTWELL
LIGHTWELL
PROPOSED
CAR LIFT
SWIMMING
POOL



PROPOSED SECTION A-A'



PROPOSED SECTION B-B'

9. Please confirm the standard working hours for the site. Construction works deliveries will be required to avoid high peak hours (08:00-09:00 and 17:00-18:00).

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

The standard working hours will be from 8.00am -6.00pm Monday to Fridays and 8.00am to 1.00pm on Saturdays. There will be no working on Sundays and Public Holidays. We will restrict some operations on Saturdays to ensure they are low impact.

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.

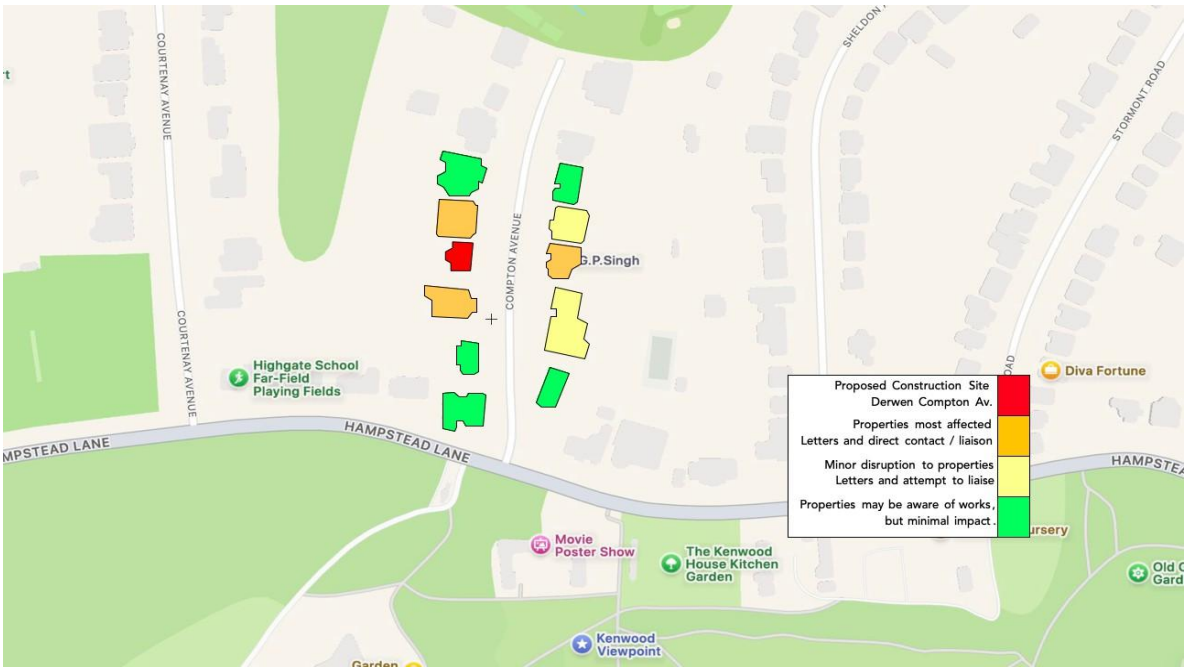
Cumulative impact

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.).



Maps above clearly mark out the nearest potential receptors, and key to show the actions required for each. All properties are residential and it is likely several are occupied by those with multiple homes and as such more transient that the norm, ie. less impacted by the works. There are no businesses in the vicinity so we do not believe there will be any affected by the works.



Properties marked in orange are the closest to the site and will be more affected by the redevelopment. However, they are generously spaced, with considerable numbers of trees and foliage to deaden construction noise.

All properties are on large plots and set back a long way when considering the width of the road. As such disruption should be relatively minor when controls are put in place.

Contact will be attempted in person with all immediate households, and a letter (sample below) left with all

houses in the street. Discussion and consultation will also be made with the Residents' Association and Conservation area representative.

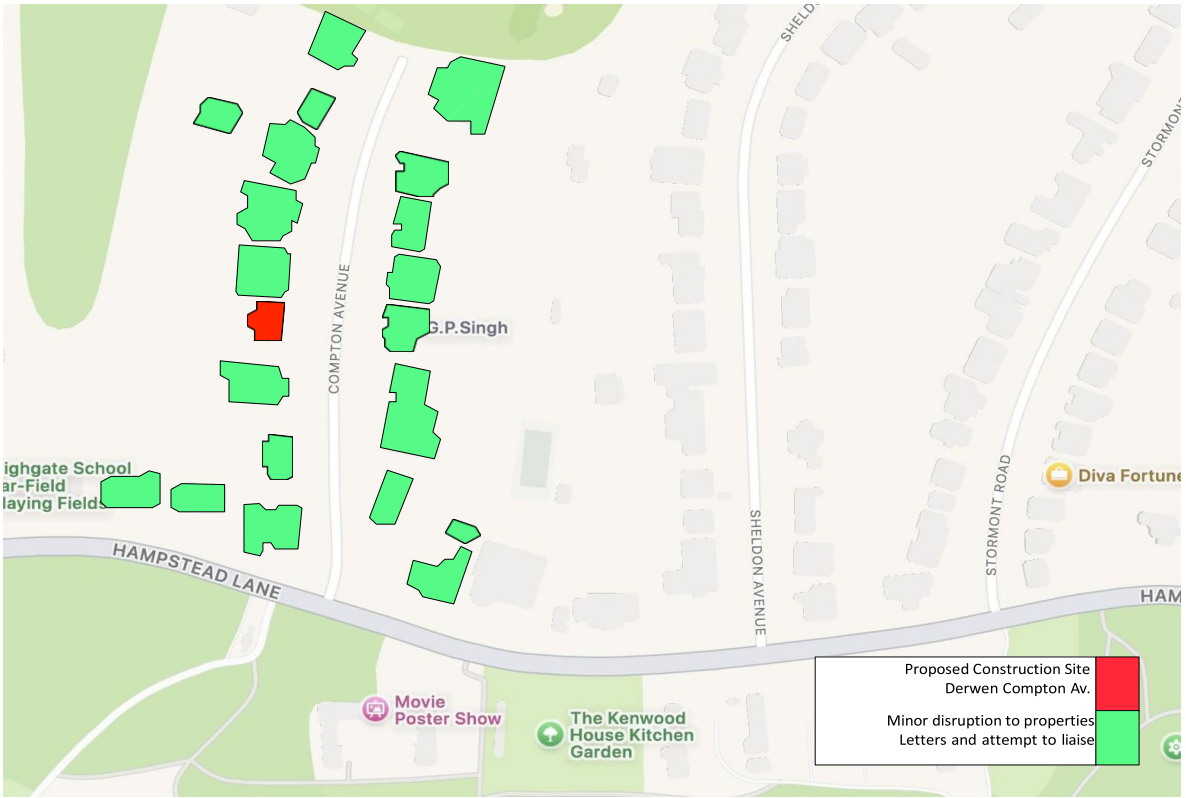
11. Consultation

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. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highways set up plans in advance with Camden if there is any uncertainty with this.

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 neighboring planning authority.

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



Preconsultation Proposal Derwen Compton Avenue N7

Property	Letter	Comments following contact	Feedback	Comments Addressed
Beauleigh House	TBC	Aim to make direct contact and take details for ongoing liaison - Letter sample below	Awaiting	To be completed and sent to council before start date
Woodley	TBC	Aim to make direct contact and take details for ongoing liaison - Letter sample below	Awaiting	To be completed and sent to council before start date
Tree Tops	TBC	Aim to make direct contact and take details for ongoing liaison - Letter sample below	Awaiting	To be completed and sent to council before start date
Palladio	TBC	Aim to make direct contact and take details for ongoing liaison - Letter sample below	Awaiting	To be completed and sent to council before start date
Chase End	TBC	Aim to make direct contact and take details for ongoing liaison - Letter sample below	Awaiting	To be completed and sent to council before start date
Compton House	TBC	Aim to make direct contact and take details for ongoing liaison - Letter sample below	Awaiting	To be completed and sent to council before start date
Oak Lawn	TBC	Aim to make direct contact and take details for ongoing liaison - Letter sample below	Awaiting	To be completed and sent to council before start date
Heath View	TBC	Aim to make direct contact and take details for ongoing liaison - Letter sample below	Awaiting	To be completed and sent to council before start date
Redstacks	TBC	Aim to make direct contact and take details for ongoing liaison - Letter sample below	Awaiting	To be completed and sent to council before start date
Barrie	TBC	Aim to make direct contact and take details for ongoing liaison - Letter sample below	Awaiting	To be completed and sent to council before start date
West Lodge	TBC	Aim to make direct contact and take details for ongoing liaison - Letter sample below	Awaiting	To be completed and sent to council before start date
Residents Association Contact.		Make contact with Residents Association, Conservation area and Golf Course	Awaiting	To be completed and sent to council before start date

Page 1

Dear Compton Avenue Resident,

I am writing on behalf of Bleriot Construction Ltd., to let you know that we are hoping to soon start construction works at Derwen, Compton Avenue N6 (Haringey Council Planning application 2023/2530/P) in the role of Main Contractor.

The demolition phase will be aiming to start at and take approximately (demolition contractor to be tbc.) after which Bleriot Construction Ltd. will then take over the site for the remaining duration of the contract works of around 20 months.

In line with the requirements of Haringey Council we will now be starting a process of Neighbourhood Consultation, specifically relating to construction impacts. We will be aiming to speak directly to any residents we consider to be affected by the works, so we can address your concerns from the outset. We have already written to Conservation Area Advisory Committee, Council and Neighbourhod contacts, and will be speaking to them about their recommendations for minimising any negative effects from our work.

I hope to gather contact details from those closest to the construction site, so we can speak on a more personal level and keep you directly informed as the job progresses. If you are close to Derwen then I will have knocked on your door today. As I have been unable to reach you, I would very much appreciate if you could get in touch by email caroline@bleriot.co.uk.

As a high-end residential Main Contractor for over 30 years, we pride ourselves on our work and reputation. Bleriot Construction Ltd. have worked on a large number of projects in the immediate area, and all our work comes through repeat business or referrals. We can only achieve this by customer satisfaction and reputation, so we will be doing everything we can to make sure work in the area is carried out with minimal disruption. We will ensure to have good communication throughout and will always have people available to deal with any concerns you may have.

As part of this process we will be submitting a Construction Management Plan (CMP) a draft copy of which can be seen https://camdocs.camden.gov.uk/HPRMWebDrawer/Record/10115978/file/document?inline. This document will be regularly updated over the coming weeks, as we discuss feedback with Haringey Council and finalise the requirements.

I will be a point of contract throughout the project as will be our Project Manager ~~Paul Catherall 07740 065 268l,~~ and site foreman Izet (who's contact details will be posted at the site entrance)

I look forwards to speaking to you, and we would welcome any feedback you may have over the consultation period of two weeks.

Kind regards,

Caroline Parker

☎ 07976352503
caroline@bleriot.co.uk

Bleriot Construction Ltd., 15 Woodstock Road, Broxbourne, Hertfordshire EN10 7NX

WORKING PRACTICES BLERIOT CONSTRUCTION LTD.

The working practices have been established in accordance of the following publications / documents and accepted codes of practice :-

- Health and Safety at Work etc Act 1974
- Personal Protective Equipment Regulations 2018
- Provision and Use of Work Equipment Regulations 1998
- Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013
- Construction (Design and Management) Regulations 2015
- Control of Substances Hazardous to Health 2002.
- Controlling of Noise at Work Regulations 2005.
- Controlling of Vibration at Work Regulations 2005.
- Environmental Protection Act 1990.
- Control of Substances Hazardous to Health COSHH 2002

NOISE & VIBRATIONS / DUST & AIR QUALITY CONTOL

Due to the size and type of works being carried out real time monitors are not deemed necessary however regular monitoring will be carried out by the site manager and records kept within the site office.

Operatives warned to take particular care over the use of dust masks and eye protection. Ear protection will be provided if deemed necessary (not expected).

Noise levels to be kept within a daily limit of 70 decibels (LAeq, 10hr) for airborne noise, measured at the nearest occupied premises/site boundary. Noise and vibration levels monitored and levels not to be exceeded at any time.

Site noise to be kept within working hours directive. Extraction with M or H class extractors to be used e.g on tool extractions. Bleriot Construction personnel to ensure the is no additional unnecessary noise during works (site radios etc.).

Bleriot Construction Ltd. are members of the Considerate Constructors Scheme and will ensure that staff are courteous and respectful to all neighbours and keep them informed about any noisy works.

All operations which create dust will be suppressed. It is noted that the suppression of dust is in the interests of both the operatives and the local inhabitants, and due care and attention will be paid to this process. Ensure dampening down where appropriate and safe to do so. If required Bleriot Construction to provide temporary screening to minimise the transfer of dust into neighbouring properties. Considerable foliage around the property will assist with Screening.

Bleriot Construction will ensure the site follows the Mayor of London's Control of Dust and Emissions during Construction and Demolition guidelines Bleriot Construction has commenced engagement with immediate neighbours, and will continue to liaise. During construction, Bleriot Construction will keep a complaints register, to contain if possible complainant's details, date and time of complaint's made, causes of complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, reasons for any unresolved complaint.

Residents will have been spoken to about the draft CMP and given details on how to access the planning portal. We will have made contact with Conservation Area Advisory Committee and other relevant local bodies. Any feedback received positive or negative will be responded to and added to a revised version of this plan.

Prior to starting on site we would again speak to local residents and representatives of residents committee with the confirmed start date, key construction dates within the programme.

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 should not be necessary for such a project such as this, with a low expected impact to the area. The Main Contractor will have people on site and available at all times to answer residents' calls and act upon their concerns

An out of hours contact will be posted on the external hoarding notice board. Within this board residents will be informed of any changes to circumstances as and when it may occur

.

Should any complaints be received regarding the works, the work method will be reviewed and halted, if necessary, until reviewed and resolved by all parties, which may mean changing working practices.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration.

Bleriot Construction have registered with the 'Considerate Constructor Scheme' which is the national initiative, set up by the construction industry to improve its image.

Registration details are as follows:

Registration ID: Site registration to confirm with start dates.

Subsequent reports from CCS will be forwarded when carried out and received.

Works will also be carried out in conjunction with the "guide for Contractors Working in Haringey" and "Haringey Council's Considerate Constructors Manual."

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.

To be confirmed later whether there are conflicting sites in the immediate area. If the contractor has more than one site in the immediate area, an attempt will be made to co-ordinate or amalgamate some deliveries to avoid consecutive deliveries from suppliers.

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.

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 CLOCS monitoring visits through CCS and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please note that this section may also be referred to as a Construction Logistics Plan.

15. Name of Principal contractor:

To be confirmed following appointment

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

There would be a minimum of 1 trained traffic Marshall that will be responsible for traffic movement for access and egress to the site, the site will be contacted by the driver when nearing the site in preparation for the delivery, at this stage they will be deployed to help manoeuvre the vehicle safety to the site so that it can be moved away safely and easily back into the traffic flow, priority will all ways be given to pedestrians during the delivery to and from site.

All operators shall ensure their vehicles will meet the requirements as described in the FORS standard, addressing the issue of management, vehicle, drivers and operations, and may be asked to provide evidence of this. All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

This will be reviewed and updated accordingly to improve and monitor the CLP.

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:

I confirm that as a contractor, I have included the requirement to abide by the CLOCS Standard in contracts to my contractors and suppliers: I can confirm that Bleriot Construction, as Principal Contractor, understands and has included the requirements to abide by CLOCS Standard within our appraisal of the proposed works at Derwen, Compton Avenue N6. Instructions to apply this standard during the project will be passed to all sub-contractors.

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.

a. 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.

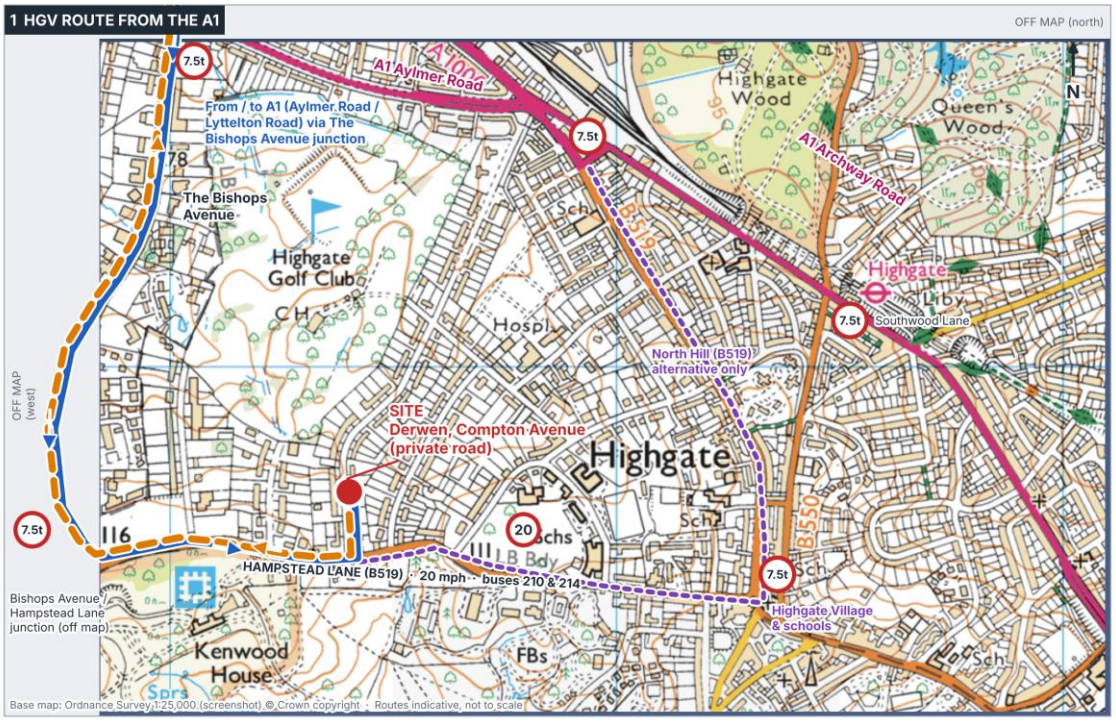
Approach and departure routes between the site and the TLRN (A1) are shown on the Construction Traffic Routing Plan, drawing CTMP-01, sheets 1 and 2, on the following two pages. Rigid HGVs (muck-away tippers, concrete and delivery lorries) and articulated low-loaders (piling rig) use the same route.

Construction Traffic Routing Plan

Derwen, Compton Avenue, Highgate, London N6 4LH · HGV routes between the A1 (TLRN) and site

Sheet 1 of 2

1 HGV ROUTE FROM THE A1



2 SITE ACCESS



KEY

- Route IN
- Route OUT
- Alternative (only if agreed)
- 7.5t — 7.5 t limit – access & loading only
- 20 — 20 mph speed limit
- Construction site (Derwen)

Routes are indicative and not to scale.
See Sheet 2 for routing notes, weight-limit explanation and site context.

Construction Traffic Routing Plan

Derwen, Compton Avenue, Highgate, London N6 4LH · HGV routes between the A1 (TLRN) and site

Sheet 2 of 2

7.5t

HIGHGATE LORRY WEIGHT LIMIT

Compton Avenue sits inside the Highgate 7.5 t weight-limit area, so every approach from the A1 crosses a restriction. The traffic order allows heavier vehicles in for access and loading: piling rigs and muck-away lorries may use the route shown to reach the site only, by the most direct route, with no through movements via Highgate Village.

ROUTING & RESTRICTIONS

IN:	A1 → The Bishops Avenue (south) → left onto Hampstead Lane (east) → left into Compton Avenue → site.
OUT:	Compton Avenue → right onto Hampstead Lane (west) → right into The Bishops Avenue → A1.
VEHICLES:	Rigid HGVs (8-wheel muck-away tippers) and articulated low-loaders (piling rig delivery) use the same route; low-loader visits pre-booked, with a banksman at the Compton Avenue turn.
ALT:	A1 Archway Road → North Hill (B519) → Highgate Village → Hampstead Lane: only if agreed with Haringey (passes schools).
7.5 t:	Access and loading only – no vehicles to continue through Highgate Village, Southwood Lane or North Hill.
LLCS:	Lorries over 18 t need a London Lorry Control permit Mon–Fri 21:00–07:00 & Sat 13:00–Mon 07:00; no deliveries then.
HOURS:	Deliveries Mon–Fri 09:30–15:00, outside school peaks; no waiting on Hampstead Lane (20 mph, buses 210 & 214).
SITE:	No parking or loading on Compton Avenue or footways; banksman for all reversing; neighbours notified in advance.

SITE CONTEXT

- Compton Avenue is a private, dead-end road abutting Highgate Golf Course.
- 24-hour guarded security gates and CCTV: no through traffic and very little pedestrian movement.
- Wide road; cars parked almost exclusively on private drives, leaving ample room for vehicles to manoeuvre.
- Larger vehicles access from Hampstead Lane.
- No school entrances on Compton Avenue; pedestrians only visit the properties.

PROJECT

Derwen, Compton Avenue, N6 4LH

DRAWING

Construction traffic routing plan

DRAWING NO.

CTMP-01

SCALE

Not to scale

DATE

09/11/2026

REVISION

C – draft

There is only one route for vehicles to access the site, and all will be stopped at the barrier to the private access road into Compton Avenue. Vehicles will access from Hampstead Lane.

All vehicles, whether delivering or collecting, will be met by the site banksman who will guide the vehicle into the

private access gate (see attached map). Front access will be kept clear at all times, and in the unlikely event of waiting, we would propose to use the site boundary along Compton Avenue.

Vehicles will arrive on a planned schedule and be met by at least one trained banksman. Vehicle banksmen will wear appropriate PPE to identify them as such and will be suitably trained for the role. Cyclists will not use Compton Avenue as it is privately maintained.

The site has sufficient space for smaller and larger vehicles (including large rigid vehicles) to drive into site and turn. However, in the event this is not possible, large rigid vehicles would be reversed and guided onto and off site, or to be off-loaded directly onto site from the roadside using appropriate equipment (HIAB) and ensuring they are not overhanging the footway.

During groundworks, grab lorries will reverse into the front drive, load the muck and leave; each load takes approx. 20 minutes. We expect around 300 muck-away loads over the groundworks (approx. 4 months). During piling and foundations we expect approx. 75 ready-mix concrete loads, each with a 30-minute turnaround. A 5" pump hose will be needed for approx. 25 minutes per pour from a vehicle parked in front of the property; all of this will take place on the private driveway and will be fully supervised by trained personnel and marshals.

Excavation shall be carried out using the pile wall as a guide. The site excavator shall dig itself into the hole and pass the excavated material up to a 13-tonne excavator which will be sitting on the top-down slab.

The excavated material shall be loaded into 8-wheeler wagons where all waste loads will be covered and secured to ensure no discharge of dust or waste onto footways or highways. Cart-away wagons shall enter the site from Compton Avenue and wait on the frontage of the property off-road.

They will be directed to the loading area inside the main gate by a traffic marshal and will be loaded using the 13-tonne excavator. It is planned to remove up to 5 loads per day during excavation. As the excavation progresses the excavator in the basement shall continue to move the excavated material to the 13-tonne excavator sitting on the top-down slab. The dig will progress to the Basement Formation level where it shall then cease.

All vehicles accessing the site will be guided off site and will leave via the Compton Avenue, Hampstead Lane route and away. Local instructions will be given to all traffic when leaving the site. Inspections of both the private and public highway/footway in the vicinity of the site will be carried out through the day, and in particular each time a large vehicle leaves the site. The area will be hosed down daily following sweeping and removal of any debris.

Where possible, all staff will travel by public transport or travel together. Some permit parking may be required, which will be paid for accordingly. Compton Avenue lies within the Highgate 7.5 tonne lorry weight-limit area; the traffic order permits heavier vehicles for access and loading, so site vehicles will use the route shown on CTMP-01 only to reach the site, with no through movements via Highgate Village. The front of the site will be hoarded, with vehicle and pedestrian access gates.

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 contractors and suppliers will be sent the Construction Traffic Routing Plan (CTMP-01) and site delivery instructions with every order, and drivers will be reminded of the route and the weight-limit conditions when they book and when they call ahead. The route is straightforward, leaving little room for error.

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.

ASSUMED VEHICLE MOVEMENTS.

Phase / activity	Vehicle type	Size / weight	No. of visits	Frequency / timing
Piling rig mobilisation / demobilisation	Articulated low loader	c. 40 t	2	Start and end of piling
Piling – ancillary vehicle	Rigid lorry	c. 26 t	2	During piling
Spoil removal ('muck away')	Rigid 8-wheel tipper	c. 8.6 m × 2.4 m	c. 300	Up to 5 per day during groundworks (approx. 4 months)
Concrete	Rigid ready-mix truck	c. 7–9 m × 2.4 m	c. 75	During piling and foundations
Reinforcement	Rigid lorry	c. 8.0 m × 2.4 m	c. 12	As required
General deliveries	Rigid lorry	c. 7.0 m × 2.4 m	–	Approx. 5 per week
Deliveries	Flatbed lorry	18 t	–	2 per week for the duration of the project
Small deliveries (contractor 'in house')	Van	3.5 t	–	2 per day for the duration of the project

b. Please specify the permitted delivery times.

Restrictions on timings of construction will be in place, in line with the standard working hours for construction sites (08:00-18:00 Monday – Friday, 08:00-13:00 Saturdays and no work on Sundays or Public Holidays). It is envisaged the vast majority of deliveries will take place between 09:30-15:00 to avoid network peak hours and opening and closing hours of schools.

All parking and deliveries will take place on site and be coordinated by the main contractor. No loading or unloading will take place on the public highway, in line with requirements that "Clients shall ensure that vehicles are loaded and unloaded on-site as far as practicable".

A booking system will be put in place to ensure large deliveries are not conflicting and contact details will be provided to the residents in the surrounding area for complaints.

No consolidation centres are required given the magnitude of the construction. Local Merchants and building suppliers will be used wherever possible to simplify delivery arrangements and keep the carbon footprint down for the project.

c. Cumulative effects 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.

To be updated prior to start – application is currently at planning stage only.

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

DUST, DIRT AND WHEEL WASHING

The nature of the soil being removed from this site (clay) in past experience does not produce quantities of dust, however the conveyor discharge point will be covered with a flexible sheet. Any debris which is likely to cause dust during removal will be carefully watered prior to disturbing. Wheel washing is not considered necessary for this site but will take place within the confines of the hard standing off road parking at the front of the property if required. Vehicles will then leave site onto the private road and then public highway. All waste loads will be covered and secured to ensure no discharge of dust or waste onto footways or highways

e. 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.

None required, all work off road.

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

All deliveries will be planned as set out previously and will be delivered when required on site. However, there is ample space off road, at the frontage of the property so we see no concerns.

g. 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).

The delivery drivers will be advised of site location when they call the site 20 minutes before. If drivers are delayed for any reason they will be told to wait with their engines off.

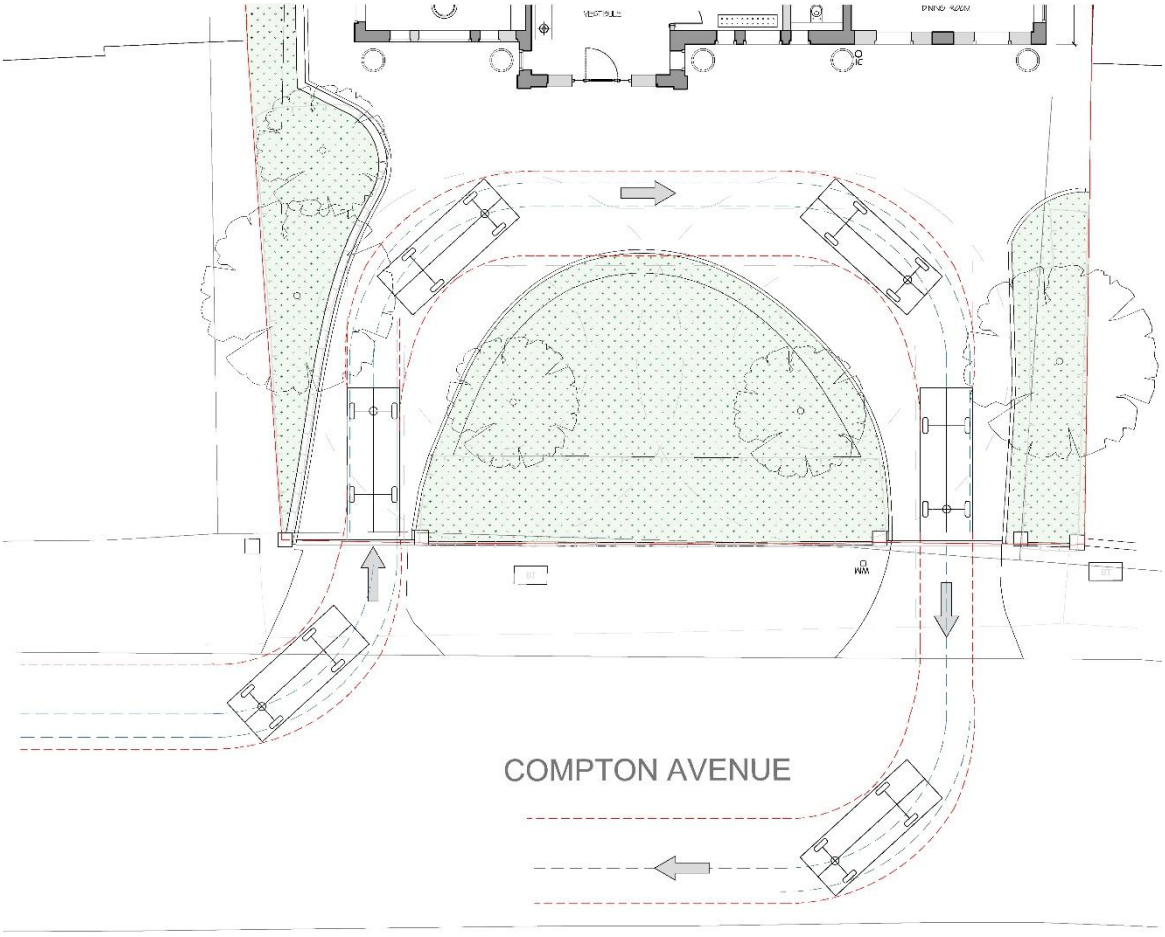
20. Site entry/exit: "*Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.*" (P18, 3.4.3)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

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 entry and exit points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.



b. Please describe how the entry and exit 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.

Noted above.

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

Noted above.

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.

It is not anticipated that any significant amount of debris or dust will arise from the works which might spread upon the Public Highway notwithstanding this it will be the responsibility of the Project Manager to ensure that the highway is swept on a daily basis. All waste loads will be covered and secured to ensure no discharge of dust or waste onto footways or highways

The excavation of the proposed basement and the removal of excavated material is a relatively clean process, and it is not anticipated that this will give rise to debris collecting in any public area. Excavation shall be carried out using the pile wall as a guide.

The site excavator shall dig itself into the hole and pass the excavated material up to a 13-tonne excavator which will be sitting on the top-down slab.

The excavated material shall be loaded into 8-wheeler wagons off road. Cart-away wagons shall enter the site from Compton Avenue and wait on the frontage of the property off-road.

They will be directed to the loading area inside the main gate by a traffic marshal and will be loaded using the 13-tonne excavator. It is planned to remove up to 5 loads per day during excavation. As the excavation progresses the excavator in the basement shall continue to move the excavated material to the 13-tonne excavator sitting on the top-down slab. The dig will progress to the Basement Formation level where it shall then cease.

DUST, DIRT AND WHEEL WASHING

The nature of the soil being removed from this site (clay) in past experience does not produce quantities of dust, however the conveyor discharge point will be covered with a flexible sheet. Any debris which is likely to cause dust during removal will be carefully watered prior to disturbing. Wheel washing is not considered necessary for this site but will take place within the confines of the hard standing off road parking at the front of the property if required. Vehicles will then leave site onto the private road and then public highway.

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 on the public highway and it has been agreed with Camden that a dedicated pit lane is not viable/necessary. If loading is taking place on site, or in a dedicated pit lane, please skip this section.

a. Please provide the location where vehicles will stop to unload. 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.

All vehicles will approach the site from the A1 via The Bishops Avenue and Hampstead Lane, turning into the private road Compton Avenue, and will leave by the same route (see CTMP-01). The alternative via North Hill and Highgate Village will only be used if agreed with the highway authority. The vehicle sizes proposed for the project will ensure safe navigation of this road network.

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. Please note that deliveries should pause where possible to allow passage to pedestrians.

All items covered above.

Site set up

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 Restrictions (TTRs) 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 four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

If the site is on or adjacent to the TLRN (red route), please provide details of preliminary discussions with Transport for London (TfL) in the relevant sections below. Please note that TfL are the highways authority for such routes and all permits will be issued by them.

Consultation with TfL will be necessary if the site requires the use of temporary signals on the Strategic Road Network (SRN), or impacts on bus movement, then TfL will need to be consulted.

Consultation with TfL will be necessary if the site directly conflicts with a bus lane or bus stop.

21. Site set-up and occupation of the public highway

Please provide detail drawings of the site up on the public highway. This should be presented as 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 all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays, hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised. Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

Not applicable for this site. All items covered above.

b. Please provide details and associated drawings/diagrams showing any temporary traffic management measures needed as part of the above site set up. Alternatively this can be shown as part of the above drawings if preferred. Please note that this must conform to the Safety at Street Works and Road Works Code of Practice.

Not applicable for this site. All items covered above.

22. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are allowed for a maximum period of 6 months only. Information regarding parking suspensions can be found here. For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a Temporary Traffic Restriction (TTR) will be required for which there is a separate cost. Please note that any temporary changes to parking and loading to be delivered using a TTR need to be consulted upon as part of our legal obligations as a highways authority. Camden may require separate consultation to take place specifically around such changes if these have not been adequately reflected in any prior consultation as part of the CMP process.

A space cannot be suspended for convenience parking, a trade permit is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

Please provide details of any proposed such changes on the public highway which are necessary to facilitate the construction works. Where these changes apply to parking bays, please specify the type of bays that are to be impacted and the anticipated timeframes.

Not applicable for this site. All items covered above.

23. Motor vehicle/cyclist diversions/pedestrian diversions

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

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar temporary facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide 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 and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

Not applicable for this site. All items covered above.

24. 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.

Unsure of requirement currently as project in planning stage.

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 operation and the construction methods used, and provide details of the times that each of these are due to be carried out.

PILING : TBC Piling rig (Klemm 709) install the contiguous and temporary piles.

The piles will be formed using non percussive rotary bored continuous flight auger techniques. These are frequently used in residential development and close proximity to party walls. The boring of piles in clay is considered very low vibration and of low impact to surrounding properties. A full geotechnical design will be carried out prior to installation.

To enable the basement structure to be safely excavated the perimeter of the proposed basement will first be piled. This will form a full contiguous or secant piled retaining wall within which excavations can take place. The depth of our excavations (circa 3.4m) and the ground is identified as clay. There is a likelihood of ground water being found at circa 3.2m over the stiff London clay. Further site investigations and water monitoring will help decide on the type of piled wall (contiguous or secant).

The piles are likely to be designed as an unpropped cantilever retaining wall in the temporary state with the reinforced concrete structure providing propping in the permanent state.

Further piles may be required as tension piles to resist both hydrostatic pressure and heave forces for release of over burden. These will be installed at the same time. The likely sequence of operations would be:

- Set up site
- Install pile guide wall to perimeter of proposed basement (for secant piles)
- Mobilise to site suitable bored piling CFA rig and set up
- Install contiguous/secant bored piles to perimeter of basement excavations
- Install internal tension piles from same platform level
- Install reinforced concrete capping beam to top of piles to link and brace together.

- Excavate within the area of the piled wall for proposed basement
- Install basement level drainage and R.C. basement slab and foundation beams
- Install R.C. lining walls to exposed pile faces to form basement retaining walls and columns bearing on basement slab/beam foundation
- Install ground floor structure over basement ready for above ground construction

29. Please confirm when the most recent pre-construction noise survey was carried out and provide a copy. If a noise survey has not taken place, and it has been requested by the local authority, 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.

A noise survey will be carried out before work begins, and subject to planning approval. This survey will not be carried out during construction work and will relate only to ambient noise in the area at the time.

30. Please provide predictions for noise levels throughout the proposed works.

All items are already covered above. To confirm other items if planning approval is granted and prior to works starting on site.

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.

It is very difficult to predict the level of noise and vibration that will be generated on this project. In the initial demolition phase noise and vibration will be anticipated at higher levels but this will be controlled by using modern techniques and machinery. The property also benefits from surrounding trees which will help to deaden noise.

Noise monitoring devices will be used externally once these works commence to determine the level of noise generated from the works.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions. We do not anticipate noise levels above 85dB(A) externally.

Vibration level (PPV, mm/s)	Description of effect	Effect
< 0.3	Vibration is unlikely to be perceptible in even the most sensitive situations for most vibration frequencies associated with construction.	**Negligible**
0.3 to 1.0	Increasing likelihood of perceptible vibration in residential environments.	**Minor**
1.0 to 10	Increasing likelihood of complaint in residential environments, but can be tolerated at the low end of the scale if prior warning and explanation has been given to residents.	**Moderate**
> 10	Vibration is likely to be intolerable for any more than a very brief exposure to this level.	**Major**

Source: guidance values based on BS 5228-2:2009+A1:2014, Annex B (Table B.1). PPV = peak particle velocity.

It is commonly held that if vibration can be felt, it is also likely to have a simultaneous adverse effect on the building, possibly resulting in damage of either a cosmetic or structural nature.

It is stated in BS 7385-2:1993 that cosmetic damage to residential or light commercial type buildings may occur at 15 mm/s. For industrial and heavy commercial buildings, this increases to 50 mm/s.

The LV10 parameter is the rolling hourly 10th percentile of the reported PPV levels measured at intervals of one minute. It is specified in relation to human perception of vibration. To prevent building damage from vibration an instantaneous vibration level of 10 mm/s will be applied. The contractors will endeavour to keep vibration to less than 1mm/s ppv.

Using modern excavating equipment and excavation techniques, vibration is not expected from the development unless obstructions underground are encountered in which case monitoring equipment will be deployed.

Any increase into the levels within the red highlighted section will require further investigation of work processes to reduce the vibration. Mitigation will be used in accordance with Best Practice Guidance

Regular monitoring will be carried out by the site manager. If exceeded readings are experienced the source of the excess noise/ vibration levels will be established, then the work process / methodology will be reviewed if required.

Hoardings to the boundary will help contain noise as well as an additional sheeting at high level if required localised screens will be used as and when required to mitigate the noise and dust. Modern tools will be used to ensure vibration/noise levels are reduced to the minimum.

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

All personnel will receive an induction including training in BS 5228:2009 code of practice and guidance on noise

reduction and nuisance. We will provide evidence once staff are booked.

The site manager will hold current SMSTS certification. All supervisors including subcontractors will have as a minimum SSSTS certification.

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with a focus on both preventative and reactive mitigation measures.

NOISE & DUST SUPPRESSION.

As stated the nature of materials removed from site in the basement excavation (clay and some gravels) is not expected to produce a dust nuisance, however all open topped spoil and skip lorries will be fully sheeted over as standard prior to leaving site.

The proposed conveyor will be fully hoarded in as indicated to prevent dust and debris. The spoil storage area will be monitored by the Site Manager and as necessary will be fully wetted down to prevent dust. Concrete and brick cutting is expected to be minimum on this site but when it occurs the surfaces will always be fully wetted prior to cutting.

Site machinery will be fully silenced and well maintained. The use of breakers is expected to be .

The full site hoarding, along with depth below ground of the proposed basement will mean noise will be minimal, however this will be monitored by the Site Foreman. The site will adhere to the guidelines of the Council's Control of Pollution and Noise Code of Practice.

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.

All items are already covered above.

35. For medium or high impact risk level sites, please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

All items are already covered above.

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) (document access at bottom of webpage), 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.

All items are already covered above. Additional material to be added if planning permission is granted.

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. (See Appendix 7 of the SPG document.)

All items are already covered above. Additional material to be added if planning permission is granted.

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

Note: real-time dust (PM_{10}) 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 an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

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.

Damping down will be carried out in accordance with BS 6187:2011 Works will be carried out in accordance with :

- Control of Pollution Act 1974
- Environmental Protection Act 1990 (ss79-82)
- BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites.
- Regularly sweeping and damp cleaning of surrounding areas and hoardings will be carried out

Air quality effects will be controlled through the selection of appropriate plant and machinery, careful planning of works and effective site management.

The principle of prevention and mitigation will be used to identify how each activity can be carried out while minimising dust and air pollution.

- Hard standing surfaces will be provided at the site entrance and exit.
- To prevent the creation of dust, hard standing surfaces will be damped down using water sprays and repeated regularly and frequently during dry and/or windy weather.
- Measures will be taken to ensure that run off from earthworks does not enter drains, watercourses or ditches including the use of silt fences.
- Areas of exposed ground and stockpiles will be minimised where possible to reduce silty run off.
- Provision will be made for settlement areas to deal with silty water. The settlement facility will be designed for the volume of water and suspended particles within it.
- Where periods of prolonged or heavy rainfall are forecast, appropriate additional measures will be taken to control surface run off and move potentially polluting activities out of the areas susceptible to flood risk.

Plant and Vehicles

- All loaded vehicles leaving site with the potential to cause dust will be sheeted.
- Vehicles will not be overloaded.
- All site vehicle engines, generators and plant will be switched off when not in use. Plant and equipment will be kept in good repair and regularly maintained in accordance with the manufacturer's specification.
- Plant and equipment maintenance records will be kept on site for the duration of the works.

Earthworks

- Completed earthworks will be sealed or seeded as soon as practical.
- Exposed earthworks will be kept damp to minimise air borne dust emissions. All stockpiles on site

will be sheeted to reduce pollution spread.

Materials Handling and Storage

- Stockpiles will be located out of prevailing wind or protected to minimise the potential for dust generation.
- Silos or stockpiles will be sited away from sensitive receptors.
- Tipping height of potentially dust generating materials will be minimised.

Concrete Work

- Large quantities of concrete, mortar or similar process where possible will be ready mixed and stored in enclosed/shielded areas to prevent the escape of dust. - After concrete pours, the surface of the concrete will be kept free of dust and mud until cured.

Demolition

- During demolition, water suppression of dust will be used.
- Skips and loose materials will be covered prior to leaving site.
- No crushing plant will be used on this site.

Smoke and Odours

Measures will be taken to avoid nuisance from smoke, odours, dust and other air emissions including the following:

- Burning of materials/ fires is completely banned on site.
- Vehicles and plant will be maintained in accordance with manufacturers guidance.
- Waste will be managed and will be removed from site on a regular basis to avoid excessive accumulation.
- Materials containing volatile compounds (VOCs) are banned from use on site.
- All dust will be supressed with irrigation or a Hepa filter dust extraction systems (Class L & Class M dependant on type of dust being produced).
- Designated operatives will regularly check and clean the site boundaries exits / entrances of the hoarding to the pavements and highway to ensure no dust or dirt is present.

- If necessary, an electric mechanical road sweeper will be used as and when required, although this is not expected.
- Due to the size and type of works being carried out real time monitors are not deemed necessary however regular monitoring will be carried out by the site manager and records kept within the site office.

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).

The site will be kept clean and tidy, and site rules include the consumption of food only being permitted within a welfare area that will be provided or space allocated within the building. Waste produced from this area will be disposed of in bins with lids not bags, which will be collected and disposed of in accordance with our waste management plan to prevent rodents spreading from the site.

A site survey will be carried out by an approved Pest Control specialist before commencement of actual construction. A Method Statement for pest control will be prepared and implemented by the specialist, in accordance with Camden's Minimum Requirements. Any redundant drains will be removed and any connections sealed with concrete. During the works the monitoring of the evidence of rodent activity will continue.

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

Not currently applicable as project in planning stage. Asbestos survey will be carried out in line with our Health and Safety procedures and as a duty of care before work commences. As this is an old property asbestos may be discovered, and this will be removed prior to any works commencing. A copy of this report can be supplied on request.

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.

All site personnel will receive a site-specific induction making clear that bad behaviour and bad language are not permitted and may result in immediate dismissal. Site supervisors will ensure there is no unnecessary shouting.

Smoking will not be permitted within the building footprint. Operatives who wish to smoke must do so in designated areas within the site boundary, where cigarette bins will be provided so that ends are not discarded, and fire safety measures will be readily available. This will form part of the site induction.

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm Direct link to NRMM

Practical Guide (V4): https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

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 completed if planning approval is granted and main contractor appointment

b) Is the development within the CAZ? (Y/N):

N. The site is in Highgate (N6), well outside the Central Activities Zone, and isn't in an Opportunity Area either.

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):

Y. All NRMM between 37 kW and 560 kW will meet at least EU Stage IV, which is the current standard for Greater London outside the CAZ and Opportunity Areas. Where it's available, Stage V machinery will be used.

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

Confirmed. All relevant NRMM will be registered on the London NRMM Register (nrmm.london) before it arrives on site. It will be registered under the site name "Derwen, Compton Avenue, London N6 4LH". Bleriot Construction Ltd will manage the registration and keep it up to date as plant arrives and leaves.

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:

Confirmed. An up-to-date inventory of all NRMM will be kept in the site office. All machinery will be serviced in line with the manufacturer's recommendations, and service logs will be 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:

Confirmed. Proof of emission standards for each item of NRMM will be kept on site, including legible photos of each engine plate and any retrofit or exemption certificates. These records will be available to local authority officers on request.

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. City of London Corporation lead the London Idling Action Project to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the Engines Off pledge to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/business/

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

No vehicles attending this site will be allowed to dwell outside with engines idling. All contractors and supply chain operatives will be informed of this prior to attending site.

Mental Health Training

44. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the "Building Mental Health" charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining Mates In Mind, which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding

and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

Not applicable at this stage.

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: ……

End of form.