

## Highgate Newtown Regeneration Project Construction Working Group Meeting #4

25<sup>th</sup> Nov 2020 6:30pm – 7:30pm

Venue: Online via Microsoft Teams

### Attendees

John Carrier	HNCC
Ellen Gates	Dartmouth Park Neighbourhood Forum
Thanos Morphitis	Bertram Street Resident
Catharine Wells	Chester Road Leaseholder Association
Oliver Lewis	Highgate Ward Councillor
Anna Wright	Highgate Ward Councillor
Eileen Willmott	Local Resident
Linda Christian	Ikon Consultancy
Christos Kouge	Ikon Consultancy
Mel McMahon	Farrans
Cathal Montague	Farrans
Sarah Fearon	Farrans
Kate Cornwall-Jones	LBC Officer (Chair)
Luke Joyce	LBC Officer
Jagdish Tak	LBC Officer
Brendan Mullens	LBC Officer

### Apologies

### Meeting Notes

### Actions from Previous Meeting

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- **Timber Slat Salvage** – As per the request from the meeting, the slats at the front of the Fresh Youth Academy were salvaged for Wood That Works.
- **Croftdown Lorries**– It was confirmed that the lorries sighted on Croftdown Road were unrelated to the demolition contractor for HNCC.

## Construction Management Plan

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- The chair explained that a draft CMP was prepared by consultants for the initial planning submission, which proposed a one-way through route for construction traffic entering the site from Bertram St and exiting via Croftdown Road.

This CMP has been reviewed by the team and considerations around practicalities during construction were and still are being investigated. Potential solutions still being investigated by the team include:

- Initially provide a one - way system for smaller vehicles to allow vehicles to exit onto Croftdown Road. Larger vehicles will not be able to use this route due to the location of the tree and substation implementation early on in the programme;
  - Investigating the use of smaller vehicles for bringing in materials to site were possible;
  - The adaptation of the scaffolding at pinch points to allow smaller vehicles to move through the site;
  - Possible options for offloading deliveries via Croftdown Road and being moved by a telehandler onto site;
  - Possible use of a larger tower crane;
  - Potential for further Traffic Marshalls.
- An apology was made by the Chair on behalf of Camden for the mistakes made with the planning submission draft CMP and its assumptions for vehicle movements being in a one way.
  - A series of questions were raised by attendees around the CMP and these have been summarised below along with the responses provided:

- Q: Confirmation of the end user vehicle movement strategy for waste trucks and ambulances was requested.  
A: All vehicles, including emergency service vehicles and waste trucks will enter via Bertram St, drive down into the courtyard and exit by turning around and driving back up Bertram St.
- Q: Could the tree be removed or the substation relocated to facilitate vehicle movements?  
A: It is our intention to retain the tree and protect its roots from damage by vehicle movements during construction. The location of the substation has been reviewed and no appropriate alternative has been found.
- Q: Is the CMP uploaded to the wearecamden webpage?  
○ A: The CMP was uploaded to the wearecamden webpage and can be found by clicking on the Highgate Newtown CC redevelopment page where all documents pertaining to the CWG have been uploaded.
- Q: Would Bertram Street be repaired following works as per the factsheet submitted during the consultation on the demolition management plan?  
○ A: The Section 106 agreement states that the project would provide a financial contribution to repair the local surroundings including Bertram Street, following completion of the works. It is most likely that Camden would engage the in-house highways team to undertake the works at the end of the project.
- Q: What assessment is to be made of the capacity of Bertram Street and the foundations of surrounding houses to withstand the impact of further heavy vehicles?  
○ A: The contractor will undertake dilapidation surveys of the street prior to the commencement of works. The contractor will also have regard to the weights of the vehicles entering the street and assess the spread of the loads. As part of the

planning application, the transport planners will also assess the suitability of the proposed routes.

- Q: What protection measures will be put in place for large vehicles backing down Bertram Street, particularly where the draft CMP shows they will mount the kerb and drive over an area that currently houses a tree?
  - A: The contractor will ensure Traffic Marshalls are present for large vehicles reversing down the street. The contractor intended to temporarily remove part of the barrier protection and the tree to facilitate the heavy vehicle movements. This will be reviewed with the transport planners as part of the review of the draft CMP.
  
  - Q: How many large vehicles will be expected?
  - A: A general estimate can be provided on a weekly basis, but at this stage it is difficult to be wholly accurate. Estimates of the vehicles entering the site will be provided within the CMP. Larger vehicles reversing down the street would be minimised wherever possible - including offloading at storage yards for materials such as bricks, however larger sections of steel and crane equipment would not be able to be offloaded onto smaller vehicles.
- **ACTION:** Camden and Farrans shall take the feedback on board when reviewing the CMP vehicle access methods and consult with the transport planners around the challenges and the proposed solutions.

## Programme & Next Steps

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- Demolition works are forecast to be completed by the middle of December, with the main construction works planned to commence in January 2020.
- The commencement of the main construction work is dependent on the timely submission and approval of the Construction Management Plan following the submission to planning after the informal consultation period has been completed.
- The pre-submission consultation period for the CMP closes on Monday 30 November 2020. A further period of consultation will be open through the planning process for discharging the CMP condition.
- The next meeting will be scheduled for Wednesday 27 January 2020. Future meetings will be tentatively booked as follows:
  - Wednesday 31 March 2021
  - Wednesday 26 May 2021
  - Wednesday 28 July 2021
  - Wednesday 29 September 2021
  - Wednesday 24 November 2021

### Target Delivery Programme

