

Demolition Management Plan

pro forma v2.1

Parliament Hill School Enabling Works

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Revisions & additional material

Please list all iterations here:

Date 22/06/2017	Version 01	Produced by Nigel Corrigan
Date 20/07/2017	Version 02	Produced by Nigel Corrigan
Date 29/08/2017	Version 03	Produced by Cathal Montague

Additional sheets

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

Date	Version	Produced by

- Appendix One - Site Location Plan
- Appendix Two - Summer Enabling Works Plan
- Appendix Three - Potential Receptors
- Appendix Four - Local Highway Network Layout
- Appendix Five - Enabling Works Programme
- Appendix Six - Utilities Summary
- Appendix Seven – CCS
- Appendix Eight – Demolition Logistic Plan
- Appendix Nine - Noise Survey
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- Appendix Twelve - Asbestos Survey
- Appendix Thirteen - Access To & From Site

Introduction

The purpose of the **Demolition Management Plan (DMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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 DMP 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 DMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance [\(CPG\) 6: Amenity](#) and [\(CPG\) 8: Planning Obligations](#).

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

The approved contents of this DMP 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 in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

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

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

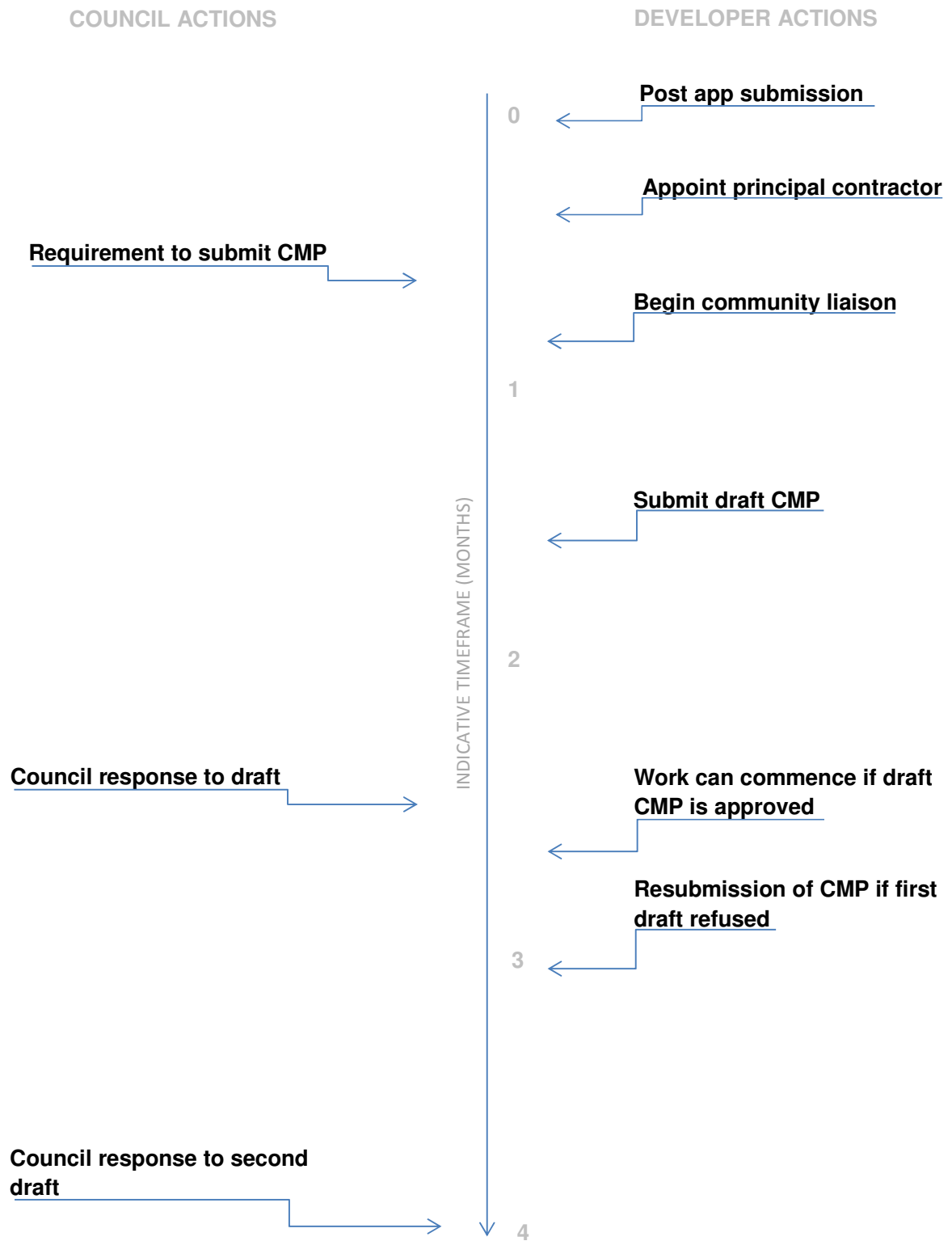
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(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



Contact

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

Address: Parliament Hill School, Highgate Road, London, NW5 1RL

Planning ref: 2014/7683/P

Type of DMP: Major Sites Framework - Planning Condition Number 28

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

Name: Nigel Corrigan

Address: New Cambridge House, Bassingbourn Road, Cambridgeshire, SG8 0SS.

Email: ncorrigan@farrans.com

Phone: +44 (0)7867 521244

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: Christopher Maguire

Address: : New Cambridge House, Bassingbourn Road, Cambridgeshire, SG8 0SS.

Email: cmaguire2@farrans.com

Phone: 07734000521

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

Camden Officer – CIP Officer

Name: Genny Fernandes

Address: Camden Council, 5PS, Kings Cross, London

Email: Genny.Fernandes@camden.gov.uk

Phone: 020 7974 8517

Main Contractor Community Engagement Manager

Name: Brigid McGuigan

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

Email: bmcguigan@farrans.com

Phone: 07901 711131

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 DMP.

Name: Cathal Montague (Contracts Manager)

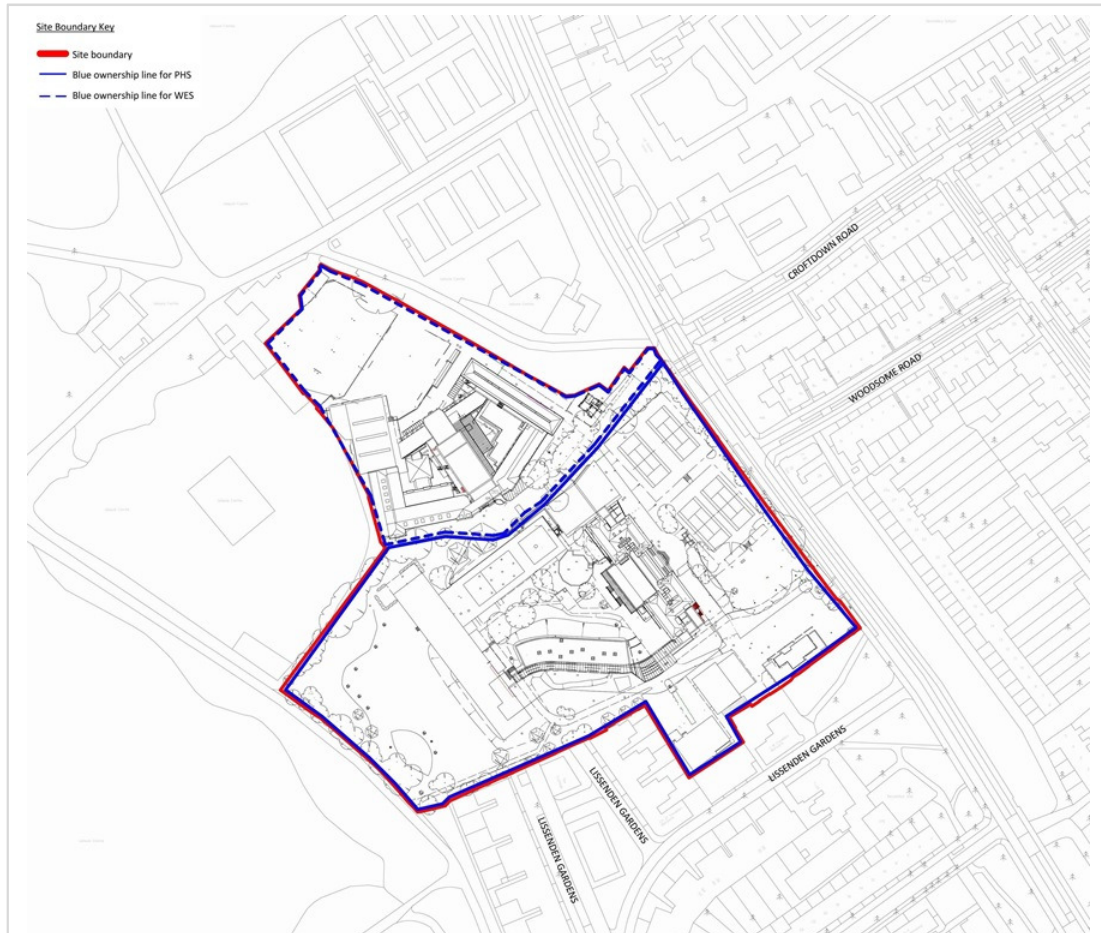
Address: Farrans Construction, 99 Kingsway, Dunmurry, Belfast BT17 9NU

Email: cmontague@farrans.com

Phone: 07747536317

Site

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



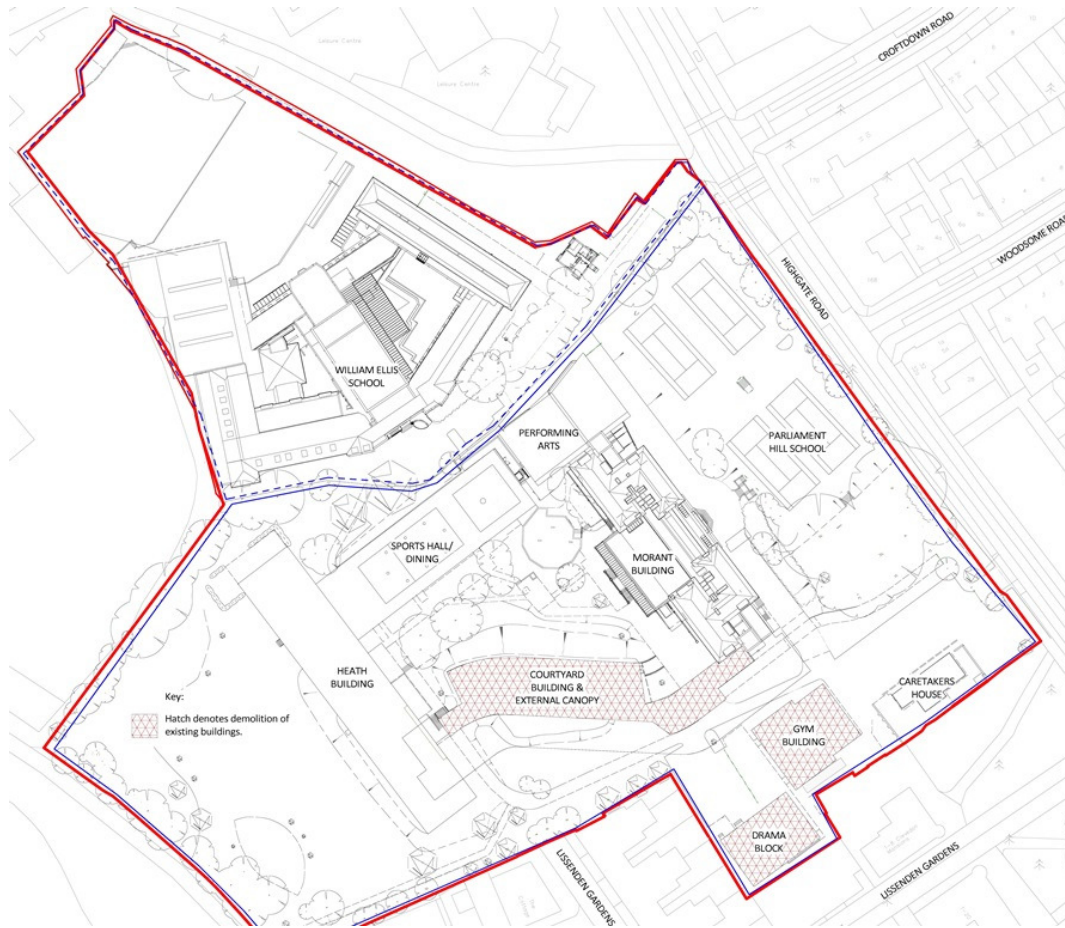
Appendix One – Site Location Plan showing Parliament Hill & William Ellis Schools

The site is sited within the area now known as the Dartmouth Park Conservation Area and is located below the highlands of Hampstead Heath and Parliament Hill, the southernmost part of Hampstead Heath. Highgate lies to the east, Hampstead to the west and Gospel Oak and Kentish Town to the south east.

The site, which comprises of Parliament Hill and William Ellis schools, is bounded to the north-east by Highgate Road (B518) and to the north and west by Hampstead Heath.

The southern boundary of the site is formed by a block of mansion flats, Lissenden & Clevedon Mansions fronting onto Lissenden Gardens. Highgate Road is a two-way single carriageway road which provides access to Kentish Town to the south and Highgate to the north.

Parliament Hill School is a 6FE all girls community school there are 900 students in years 7-11 and 365 students in years 12-13. William Ellis School lies adjacent to PHS and is a 4FE, voluntary-aided, non-denominational comprehensive school for boys. There are 600 students in years 7-11 and 250 students in yrs 12-13. Both of the Schools are part of the LaSwap sixth form consortium, which also includes La Sainte Union School and Acland Burghley School. Both school premises comprise a combination of both modern and traditional buildings dating from 1906 to more recent 21st century additions.



Appendix Two – Summer Demolition/Enabling Works Plan

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

The development proposal comprise the demolition of existing buildings and the redevelopment of the site to provide a new build 1 Storey LaSwap 6th Form Building, new build 3 Storey PHS Ribbon Building which will include a link onto the Existing Morant Building in the location of their existing courtyard building, new build 2 Storey William Ellis Extension and new build 1 Storey Dining Hall in the location of their existing dining hall to ensure adequate accommodation is available to meet the changing needs of the schools secondary curriculum.

The proposed enabling works which this DMP document only relates to will include the demolition of the existing Gym Building, Drama Block and Courtyard Building & Canopy as detailed on Appendix Two.

All works will be carried out within the site compound located within the school grounds.

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

The neighbouring Lissenden Mansions/Gardens and the school itself will be the nearest possible receptor likely to be effected by the enabling activities on site. The Grove Terrace and Highgate Road is located to the front of the site; it is possible this could be affected by the enabling activities also.

Potential Receptors:

- Lissenden Mansions/Gardens
- Grove Terrace
- Highgate Road (opposite the site)

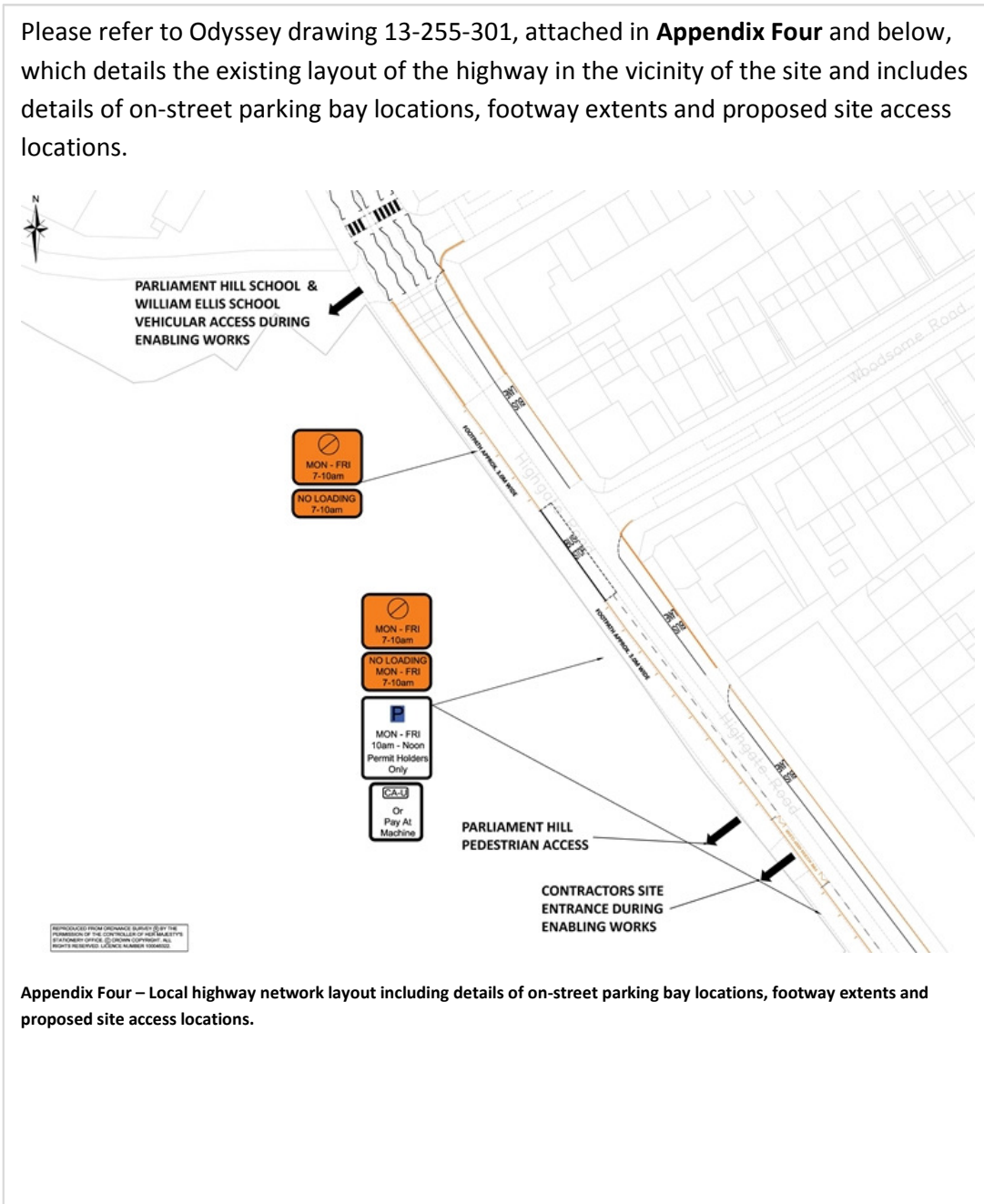


Appendix Three - Potential Receptors

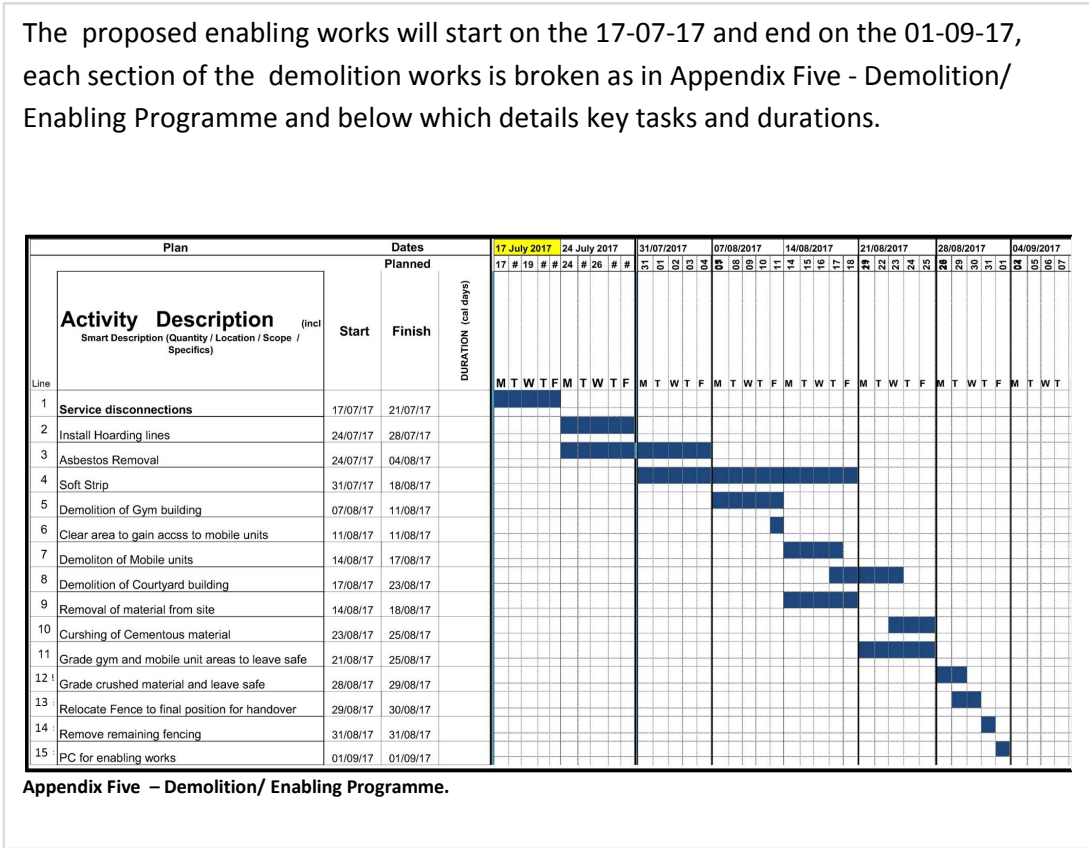
Works will be strictly monitored and restricted to agreed hours. We do not envisage any disruption to adjacent residential properties or businesses.

Further details, including mitigation measures will be provided by the contractor prior to the main development works.

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



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



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

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

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

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

12. 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.

There is no expected changes to any of the existing site services as a result of the Demolition/Enabling works. Further details will be provided following the appointment of a contractor for the main development works. See utilities summary **Appendix Six** for main development works.

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 grant 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 should consider establishing contact with other sites in the vicinity in order to manage traffic routing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

13. Consultation

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

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

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

Camden Council have had consultation with local residents and stakeholder groups with regard to the general scheme proposals see below. This included initial discussions on construction traffic.

Information received below from Camden Council:

1. **Monday 13th June 2016**: 6-7pm, Town Hall Committee Room 3 – Briefing to Ward Councillors Sally Gimson, Sian Berry & Oliver Lewis.
2. **Monday 20th June 2016**, 5-7pm, Parliament Hill School – Information Event - Community Drop In Night – organised by Camden Council to highlight the changes of the scheme from the previous planning approval through the use of an MMA and discussion of enabling works of the site including Demolition, temporary car parks and site works. 350 local residents invited from Lissenden Gardens and Dartmouth Park CA. approx.. attendance 20.

2 attendees from Farrans Construction detailed out the main changes to the scheme but also discussed construction management issues and these were illustrated on A1 boards. List of local residents that received the invite can be found by contacting London Borough of Camden (LBC). GSS Architecture were also present to discuss design elements of the scheme.

Camden council recorded the names & addresses of all those who attended. Representatives from Camden Council at this meeting were:

- Tim Rushforth – Project Manager
 - Kate Cornwall Jones – Senior Development Manager
 - Louise Trewavas- Project & Stakeholder Engagement
3. **Wednesday 22nd June 2016, 4-6pm**, Hampstead Heath, Bob Warnock & Declan Gallagher to discuss scheme in general, their involvement in liaison group and arrangements around temporary staff car parking in the Lido Car park which has now been agreed by LBC.

A community liaison group meeting was held on Wednesday 5th July 2017 at 5.30pm at Parliament Hill school. The purpose of the meeting was communicate the programme/scope of works taking place over the summer period to the local residents/business and review any of their concerns.

Also a drop-in event for the public was held on Tuesday 11th July 2017 between 5.30 & 7.30pm, at Parliament Hill School. The purpose of this meeting was to communicate the programme/scope of the summer enabling works 2017 and the main development works to the wider public.

14. Construction Working Group

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

Once Farrans Construction are in contract for the demolition works, a newsletter/letter drop will take place highlighting key start dates, site managers details and also details of our community engagement team. This will include photo, email and telephone details of each member of staff involved for this aspect of the project. The newsletter will be updated and distributed on a regular basis informing the local residents of any upcoming key/major demolition activities and the timeframe in which they expected to last.

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

Information received below from Camden Council:

1. The need to form a joint Contractor/Community Liaison Group (CCLG) has been widely discussed and most recently agreed at the School Governor Steering Group meeting on 14th July 2016.
2. It has been agreed that this meeting will be inaugurated as soon as a start date for demolition has been set with the main Contractor, and that the first meeting will take place before any demolition starts on site.
3. The meetings will run on a regular basis, at approximate intervals of one month, and at the agreement of all attendees.
4. The meetings will be held at Parliament Hill School, and at a time of day that enables the greatest ease of attendance by all members.
5. The Group will be made up of the following:
 - Representatives from both Parliament Hill School and William Ellis School,
 - Representatives from Camden's Project Team, who will Chair and minute the meetings,
 - Local Ward Councillors,
 - Representatives from Hampstead Heath,
 - Representatives from Lissenden Gardens Residents' Association,
 - Representatives from Dartmouth Park CA Residents' Association,
 - Representatives from the Main Contractor,

15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

Farrans will enrol the main development works in the CCS and measures will be put in place to follow the initiatives set out by this scheme. Farrans are currently an 'Associate Member' of the Considerate Constructors Scheme with other schemes achieving beyond compliance. See more information below on our current status & what our CEM will carry out:

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

16 Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your DMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

We are aware of works being undertaken at Linton House, West end lane Overground works, 9 – 11 Mansfield Rd and Kiln Place CIP site and Greenwood Place, located to the South East & West of the site.

Due to the very limited amount of bulk materials being taken to and off site, as all the demolished ground slabs, foundations, concrete frames and hard standings will be stockpiled on-site for subsequent on site crushing for use in the main development works.

But all reasonable efforts will be made to coordinate the scheduling of demolition traffic movement and attend construction logistic group meetings with these developments and any others as directed by the council in order to mitigate the cumulative impacts of the demolition works.

Transport

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

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

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

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

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

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

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

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

Requirement to abide by the CLOCS Standard will be a pre-requisite for all contractors and suppliers as confirmed by Steve Cardno, LBC on 1st August 2016. Farrans will appoint a CLOCS champion and will be responsible for setting up and monitoring the CLOCS standard via the use of the CLOCS manager tool for this site.

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

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

19. 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. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

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

Yes/Confirmed.

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

Site Traffic

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

20. 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, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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 indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network \(TLRN\)](#).

The demolition/enabling works will have limited traffic, vehicles will be coming into site via High Gate Road, which is direct into our site compound.

Please see updated Drawing 16-171-004C and 16-171-005C within Appendix Thirteen. Both drawings show an alternative route to our previous submission. It is confirmed that Greenwood Place project sponsors will be included and made aware of oversized deliveries so as not to conflict with works taking place on this site.

In addition to Greenwood Place scheme the following sites have been considered and are illustrated on Drawing 16-171-004C and 16-171-005C. The construction period of the below sites may overlap with the construction period at the Parliament Hill School site. The contractor, Farrans, will contact the project sponsors at these sites to establish if there is an overlap during their construction period. If there is an overlap sites will be made aware of oversized deliveries so as not to conflict with works taking place at Parliament Hill School.

1. 1-11A Swain's Lane & 109-110 Highgate West Hill London N6 6QX, Planning Reference 2013/6674/P:

Mixed Use Residential Development - Erection of a part 2/part 3 storey (plus basement) building comprising 5 retail units (A1/A2/A3) at ground floor level and 7 residential units (C3) on upper floors; and a 3-storey building comprising 3 retail units (A1/A2/A3) with 5 residential units (C3) above and associated works following the demolition of existing buildings).

2. 6 Highgate Road – Planning Reference - 2017/0465/P6:

Demolition of 2 storey Class D1 surgery and erection of 3 storey building with mansard roof extension comprising ground floor Class D1 surgery and upper floors 2-bedroom self-contained Class C3 maisonette.

3. Linton house 39-51 Highgate Road London - Planning Reference - 2016/5905/p:

New residential development for 7 residential flats.

4. 1A Highgate Road London NW5 1JY - Planning Reference - 2016/5336/P:

Change of use from warehouse (Class B8) to 13 self-contained residential units.

5. 41 Highgate West Hill, London N6 6LS, Planning Reference 2011/5414/L:

Construction of a building to provide residential accommodation as part of the Witanhurst House

6. Site at Hawley Wharf Land bounded by Chalk Farm Road Castlehaven Road, Hawley Road Kentish Town Road and Regents Canal London NW1, Planning Reference 2012/4641/C:

Proposed development for a A1 Shop, A3 Restaurants and Cafes, A4 Drinking Establishments, A5 Hot Food Takeaways, B1 Business, B2 General Industry, D2 Assembly and Leisure

7. 150 Highgate Road, Planning Reference, 2017/2383/P:

Residential part two storey extension (internal and external works)

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

All major deliveries will be managed and co-ordinated by key members of our site team. Weekly Delivery Schedules will be agreed with Supply Chain to ensure main routes do not become congested with 'waiting' vehicles. The delivery schedules will take account of peak traffic times on and around the site.

As the enabling works is being carried out during the schools summer holidays (20 July 2017 to 5 September 2017) this will greatly reduce traffic during peak traffic times.

Traffic marshals will control the movement of lorries in and around the site.

All deliveries will be given prior notification of our delivery schedule when an order placed. Also During our market test, this has also been highlighted in all packages sent out for pricing.

21. 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 are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

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. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait 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.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

It is anticipated that the following vehicles will be utilised during demolition/enabling works:

- Small skip lorry – 6.26m in length – For General Site Waste.
- Rigid truck – 13.5m in length – For General Site resources.
- Large Tipper – 10.2m in length – For 40yard metal bins for Waste that cannot be stock piled on-site.
- Low Loader -17.9m in length – For 20t Excavator. (Once during start & completion of demolition works)

It is reasonably assumed that the maximum number of heavy vehicles would not exceed 2 Large Tipper lorries per day during the peak periods of the demolition/enabling phase.

In view of the strict management of demolition vehicle activity at the site it is considered unlikely that more than one large vehicle would access the site simultaneously. Site management will detail out delivery slots to all subcontractors/suppliers once on site. Vehicles/suppliers will adhere to the delivery slots given. This will be detailed out and forecasted deliveries will be scheduled in.

Additionally, we will restrict non-essential HGV movements to off-peak hours where possible (9.30 – 16.00 during non-term time, 9.30 – 15.00 during term time).

b. Please provide details of other developments in the local area or on the route.

Mixed Use Residential Development: Swains Lane junction with Highgate Road.
Planning Reference 2013/6674/P.

New Mixed Redevelopment: The Greenwood Centre Greenwood Place & Highgate
Day Centre London NW5. Planning Reference: 2013/5947/P.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Pre-arranged delivery times will be set by the site manager and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any one time. The site manager will detail out weekly deliveries so all the site team are aware of what will be arriving. The above requirement will form part of all contract documentation with suppliers. In view of the above procedure, no 'wider' off-site vehicle holding areas are proposed in association with the proposed demolition/enabling works. It has previously been discussed that the site will make sufficient/ suitable provision in the event that more than one (large) vehicle simultaneously attends. This situation is however not expected to regularly occur owing to strict management of arrivals and the proposed scope of works. Fully trained and competent Traffic Marshall (TM) will be in attendance at all times to coordinate deliveries. Traffic Marshal will be instructed to turn away any un-scheduled delivery, with follow-up contact by the logistics manager to the delivery company involved to ensure adherence to contracts.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

It is not foreseen that holding areas are required throughout the duration of the demolition/enabling works due to the limited scope of works. However if this situation changes the Council will be notified immediately.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

The site manager, and by delegation the site foreman, will take ownership of the final/ approved DMP and will ultimately be responsible for implementing the measures set out therein. The Contractor will contact Camden Highways Officers prior to commencement of works to agree any final matters relating to the Demolition Management strategy.

Vehicle Call Up Procedure/ Vehicle Holding Areas

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

Co-ordination with Other Construction Activity

The site manager will liaise with Camden council officers when notified of other local construction activity for the purpose of liaising with those sites on matters relating to construction activity (including vehicle movements). Camden Council should inform the Site Manager of any other construction activity in the vicinity of the site.

Co-ordination with Domestic Waste Collections

The LB Camden's website states that domestic rubbish and recycling collection activity in the vicinity of the site takes place on Mondays. The Contractor, all sub-contractors and suppliers will be made aware of the existing collection activity and will ensure that waste collection vehicles are not unduly obstructed by the construction works. To this end, priority will be given by banksmen to waste collection vehicles where relevant.

Wheel Washing

A wheel washing facility will, in accordance with good practice, be provided at the site for use throughout the demolition/enabling period. Any mud or debris that might find their way onto the public highways will be removed by a dedicated member of the Contractor's staff.

General Management

The following general measures will be in place:

- All parties to sign In & Out (name / time) at main entrance;
- A daily record of visitors will be kept on site;
- Deliveries to site will be restricted between the hours of:
 - 08.00 – 18.00hrs Monday to Fridays;
 - 08.00 – 13.00hrs Saturdays and no other times, including Sundays and Public Holidays;
- The main Contractor, once appointed, is to liaise with the demolition Sub-Contractors to inform them of the agreed vehicle routes to and from the site;
- The Contractor is to notify all Sub-Contractors that no waiting or queuing is permitted on local roads;
- No vehicles will be left unattended. No stacking of vehicles or parking within parking bays is permitted. Vehicles not adhering to the above can and will be turned away by the Contractor;
- All vehicles will access the site off Highgate Road. The Contractor is to maintain safe control of traffic and deliveries across the public highway in and off site;
- A banksman will be provided to manage the site access. The banksman will additionally be tasked with ensuring that pedestrian access can be safely provided whilst works are taking place;
- All vehicles loading/ off-loading materials on-site to and from high level bedded vehicles will need to provide suitable guard rail protection;
- Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

Pollution and Dust Control

Camden Council require the control of construction vehicle and plant emissions, with particular emphasis on PM10 and NOx emissions. Upon appointment of a Contractor, and prior to any works taking place, a Method Statement will be prepared and submitted in line with the minimum recommendations set out in Camden's Local policy guidance.

Similarly, the Method Statement will include details relating to the control of dust emissions from the proposed demolition/enabling works.

The method Statements will include measures to reduce dust pollution and other airborne debris such as:

- Ensuring that all materials transported to and from site are in enclosed containers or fully sheeted;
- Ensuring stock piles of topsoil etc. are kept below hoarding heights and kept damp in dry windy conditions;
- All vehicles removing dust generating materials or waste are to be completely sheeted with tarpaulin/ netting;
- Ensuring materials have a minimum of packaging;
- Ensuring all polystyrene and similar lightweight materials are weighted down;
- Making sure all dust generating materials are adequately packaged;
- Ensuring all vehicles leaving the site have been through the wheel wash and that loads are covered where spoil or demolition material is being removed;
- Keeping the loading drop heights of soil into lorries as low as possible;
- Establish air quality procedures to minimise dust generation and control plant and vehicle dust emissions;
- Undertaking regular air quality sampling to monitor air quality levels.

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

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

Noise / Vibration

A variety of measures will be used to minimise the noise levels at the site, including:

- Coordinated delivery times and efficient traffic management to prevent queuing of traffic accessing the site;
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers);
- Utilising demolition techniques that minimise the production of noise;
- Strict adherence to the site working hours;
- Implement an action plan where noise levels exceed acceptable levels;
- Positioning plant away from properties;
- Machines not in use will be throttled down to a minimum;
- Cutting operations will be kept off site as much as possible by pre-fabrication;
- Localised shrouding of plant in accordance with BS5228; and
- Toolbox talks to site operatives.

Competent Heavy Vehicle Operators

All contractors and sub-contractors operating vehicles over 3.5 tonnes must meet all of the following conditions:

- All vehicles associated with the demolition/enabling works must:
 - Have Side Guards fitted unless it can be demonstrated to the reasonable satisfaction of the Contractor that the vehicle will not perform the function for which it was built if Side Guards are fitted;
 - Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre;
 - Have a Class VI Mirror;
 - Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

Construction Management Plan Review

The site manager will deal with any complaints from local residents and businesses. To this end, contact details of the project team will be displayed at the site entrance on the hoarding and will be detailed on regular newsletters.

The site manager will also review the DMP, in liaison with the foreman and will update the Plan as and when required. This will take into account local resident, business and Council views on how the operation may be improved. Any significant changes to the DMP will be reported to the Borough's Department of Planning and Borough Development by the main Contractor. It is highlighted that the main Contractor will be a member of the 'Considerate Constructors Scheme'. The Principal Contractor shall follow the recommendations and requirements set out in LB Camden's *"Guide for Contractors Working in Camden"*.

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

- a. Please detail the proposed access and egress routes to and from the site*

The site compound will be established in the East side of the site. **Appendix Eight** shows proposed site logistics layouts.



Appendix Eight – Demolition Logistic Plan

The site compound location will be based where the existing school car park & caretakers house is located as per the above location plans. This will also be the location of the contractor’s car parking for demolition staff and visitors but spaces will be limited to 4No.. Following the enabling works this area will then be reinstated back to school parking.

Demolition traffic will arrive to the site via the main vehicular access from Highgate Road to the Parliament Hill Site from July 2017 to September 2017 for the demolition works. The William Ellis entrance will be utilised by the school for general access during the summer period and utilise the WES staff car park.

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

It is not expected that any of the on-street parking bays will require suspension owing to the limited demolition traffic.

b. Please describe how the access and egress arrangements for demolition vehicles will be managed.

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

- Small skip lorry – 6.26m in length – For General Site Waste.
- Rigid truck – 13.5m in length – For General Site resources.
- Large Tipper – 10.2m in length – For 40yard metal bins for Waste that cannot be stock piled on-site.
- Low Loader -17.9m in length – For 20t Excavator.

Site Access/ Internal Highways

The site access arrangements and on-site layout during the demolition/enabling works be accessed via the existing car park access point at the southern end of the site. It is not foreseen that the existing site access will require widening due to the limited demolition vehicles. (refer to **Appendix Eight**)

It is acknowledged that access for the Low Loader would need temporary suspension of the existing parking bays to ensure that this vehicle does not encroach onto the southbound lane of Highgate Road. It is however relevant to note that refuse collection vehicles (of similar length to the Large Skip lorry) currently undertake this manoeuvre within the context of the existing bays.

Conflict Management

While the school is operational although very limited, interaction between staff/ pupils and demolition activity will be limited by having staff/ students use alternative entrances on-site.

Materials Unloading / Storage

The site will accommodate plant and material storage areas free of the public highway during the entirety of the works. The storage area for demolition/enabling works will be within the existing car park area of PHS school which is the contractors demolition/enabling works compound.

Diversion on the Public Highway/ Car Parking Bay Suspension

The expected volume and type of demolition traffic required for the considered works will not lead to the requirement for diversion of traffic on the public highway. It is also not expected that any of the on-street parking bays will require suspension owing to the proposed demolition works.

Provision for Pedestrians

Diverting pedestrians is not considered appropriate for the works. Pedestrian flows at the site entrance will accordingly be controlled by qualified banksmen, who will be on duty at all relevant periods. Additionally, deliveries will be programmed to avoid school exam result days etc..

Contractor's Vehicles

The Principal Contractor will actively manage use of on-site parking. All staff and sub-contractors will be informed that on-street parking in the vicinity of the site is restricted, with on-site parking provided for essential trips only, and only by prior arrangement with the site manager. It is thus anticipated that the amount of staff-related traffic resulting from the demolition works at the development will not result in any material impact on the operation of the public highway.

All construction staff will be encouraged to use public transport, with the nearest rail station being Gospel Oak and the nearest tube station being Tufnell Park. Buses operating on Highgate Road along the site frontage additionally provide access to the site which has a PTAL of 3.

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

The demolition/enabling works will have limited traffic therefore N/A, vehicles will be coming into site via High Gate Road, which is direct into our site compound. See **Appendix Eight** showing proposed site logistics layout.

Once demolition/enabling works are completed we confirm there will sufficient/additional hardstanding to get artic turned around.

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.

A wheel washing facility will, in accordance with good practice, be provided at the site for use throughout the demolition period. Any mud or debris that might find their way onto the public highways will be removed by a dedicated member of the Contractor's staff. Liquid or spoil run-off will be controlled on site via regular inspections and protecting mats. The site will also contain a store for diesel generator oil, fuel and other similar liquids.

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

If this is not possible, 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 details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Parking and off-loading will take place within the site compound of sufficient size.

Highway interventions

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

24. Parking bay suspensions and temporary traffic orders

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


*Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.***

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

It is not expected that any of the on-street parking bays will require suspension owing to the limited demolition traffic.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

-  a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Pedestrian flows at the site entrances will accordingly be controlled by qualified banksmen, who will be on duty at all relevant periods. Additionally, deliveries will be programmed to avoid school exam result days etc..

It is not expected that any reinforcing/widening to the existing footway will be required to accommodate the demolition works owing to the limited traffic.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Please refer to the answers and drawings shown at 25a)

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

N/A

27. VRU and pedestrian diversions, scaffolding and hoarding

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Works are contained within site compound and school premises throughout demolition/enabling works, so this is not applicable.

We do not expect any pedestrian footway diversion will be required owing to the limited demolition traffic entering the site, and due to the existing entrance currently being used by the school for all carparking, delivery's and refuse collections etc. we do not foresee the existing condition being increased greatly.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

Works are contained within site compound and school premises throughout demolition/enabling works, so this is not applicable.

 SYMBOL IS FOR INTERNAL USE

Environment

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

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

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

- Demolitions
- Site Vehicles and Site Plant operating on the site

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

Please refer to **Appendix Nine**.

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

Please refer to **Appendix Nine**.

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

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

- We will work closely and cooperate fully in terms of working in normal site hours, as set out by London Borough of Camden which also takes into account the planning condition that has been stipulated regarding working hours.
- Well maintained, sound attenuated plant will be used to carry out all operations
- Reduce plant noise to acceptable levels where feasible.
- Solid hoarding will be used this will reflect sound back into the site to a significant extent. This will be supplemented locally to machinery with movable sound reflecting/absorbing barriers.
- Noise arising from Site Vehicles and plant will be managed first of all by rigorously implementing the site hours.

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

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

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

As part of the CCS requirement and in line with our Company Policy, we will put in place a complaints procedure which will include 24/7 contact details for the Site Management Team, a logging system for complaints and a process for remedial action to be identified and implemented

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

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

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

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

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

With regard to the risk of mud being spread to adjacent highways, Farrans will maintain wheel washing facilities on site and carefully maintain clean hardstanding's across the site to ensure the surrounding highways remain in a clean acceptable condition and are not impacted on by our work.

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

Please also refer to the answers shown at 21e.

36. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage in line with the [GLA's Control of Dust and Emissions Supplementary Planning Guidance \(SPG\)](#), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

Please refer to **Appendix Ten**.

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

Please refer to **Appendix Ten**.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Please refer to **Appendix Ten**.

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).

Please refer to **Appendix Eleven**.

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

Demolition & Refurb Asbestos Survey carried out June 2016. Please refer to **Appendix Twelve**.

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

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

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

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

From 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):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- 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:
- 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:

Council to advise where the site lies.

Once this is confirmed and Farrans Construction are in contract – all sub-contractors will be notified of the procedure.

 SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed:

Date:

Print Name: Nigel Corrigan

Position: Design Manager

Please submit to: planningobligations@camden.gov.uk

End of form.