

# Demolition Management Plan

156 West End Lane, West Hampstead

(Planning Permission dated 23<sup>rd</sup> June 2017: 2015/6455/P)

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# Revisions & additional material

Please list all iterations here:

Date	Issue	Revision	Description of Amendment
4 <sup>th</sup> December 2019	DMP4598	A	Draft Demolition Management Plan
9 <sup>th</sup> December 2019	DMP4598	B	Incorporating client and team comments
11 <sup>th</sup> December 2019	DMP4598	C	Final draft approved for Public Consultation
15 <sup>th</sup> January 2020	DMP4598	D	Updated to reflect public consultation feedback received from the postal drop/website.
28 <sup>th</sup> January 2020	DMP4598	E	Updated to reflect public consultation feedback received at the drop-in surgery on 22 <sup>nd</sup> January.
17 <sup>th</sup> February 2020	DMP4598	F	Updated to reflect feedback from Officers.
21 <sup>st</sup> February 2020	DMP4598	G	Updated to reflect feedback from Highways Officer.

## Additional sheets

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

Date	Version	Produced by

# Introduction

The purpose of the **Demolition Management Plan (DMP)** is to help developers to minimise demolition impacts and relates to all demolition activity on-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 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 nature 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 the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

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

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

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

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

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

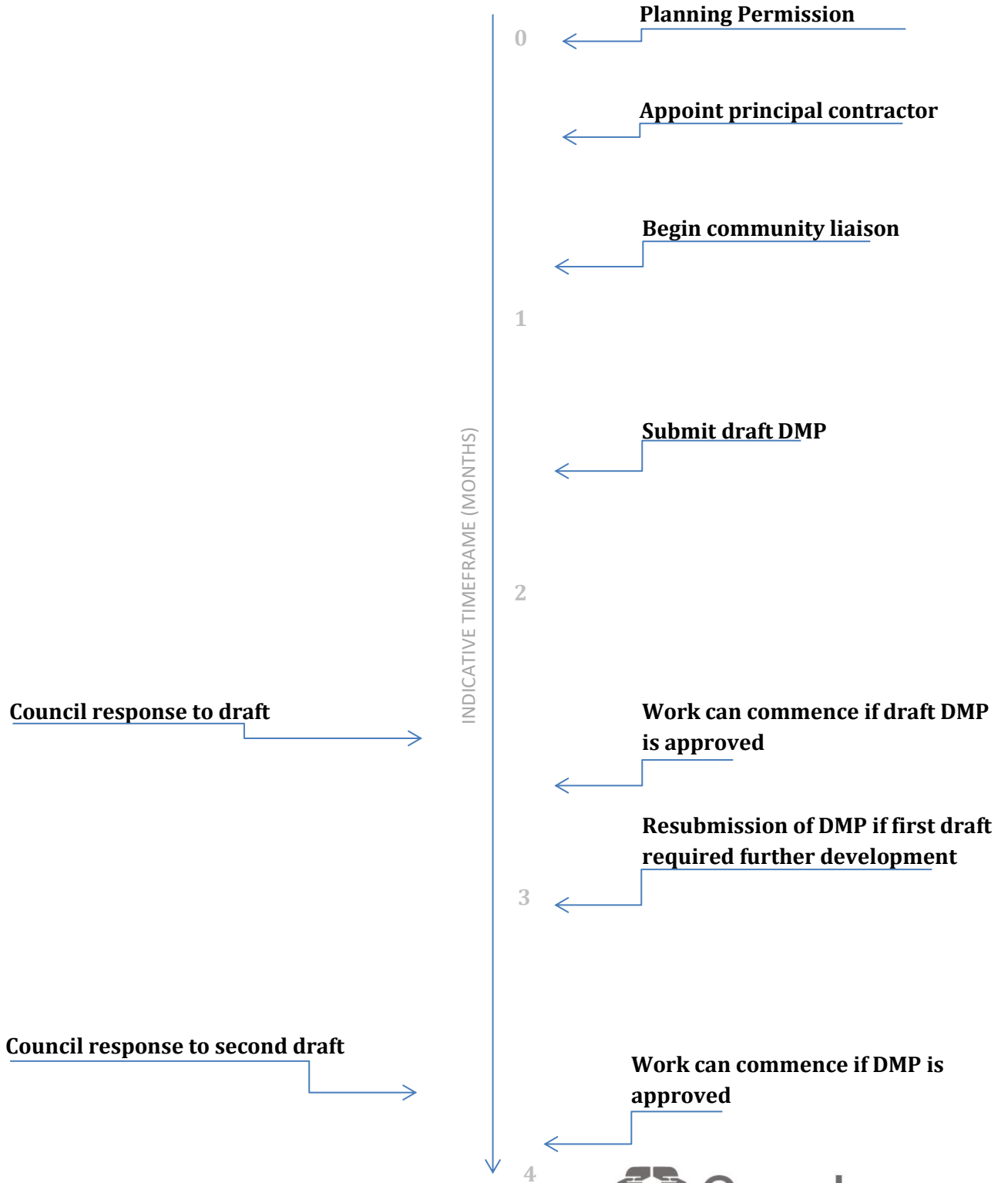
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

# Timeframe

## COUNCIL ACTIONS

## DEVELOPER ACTIONS



# Contact

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

Address: 156 West End Lane, West Hampstead

Planning reference number to which the DMP applies: 2015/6455/P

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

Name: Antony Iannaccone of Silver DCC Limited  
(on behalf of A2Dominion Developments Ltd)

Address: 80 Cannon Street, London, EC4N 6HL

Email: antony.iannaccone@silverdcc.com

Phone: 020 7232 0465

3. Please provide full contact details of the site project manager responsible for day-to-day management of the **Demolition works ("Phases 1 and 2")** and dealing with any complaints from local residents and businesses.

Name: Sebastian Kiskis

Address: Clifford Devlin, Clifford House, Towcester Road, London, E3 3ND

Email: sk@clifford-devlin.co.uk

Phone: 07808 798789

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.

DETAILS AS PER QUESTION 3

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.

**Phases 1 and 2**

Name: Clifford Devlin Ltd

Address: Clifford House, Towcester Road, Bow, London, E3 3ND

Email: [info@clifford-devlin.co.uk](mailto:info@clifford-devlin.co.uk)

Phone: 0207 538 8721



# 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.

156 West End Lane, West Hampstead:

The site is currently occupied by a five-storey office building (vacant since 2011), a retail showroom, builders' merchant and builders' yard to the rear. West End Lane itself forms the western boundary of the site, with the Thameslink railway line to the south; rear gardens of Lymington Road residential properties to the north, and a Multi-Use Games Area (MUGA) to the east. A public right of way "Potteries Path" runs parallel to the railway line.



The works proposed under this Demolition Management Plan are:

## Phases 1 and 2:

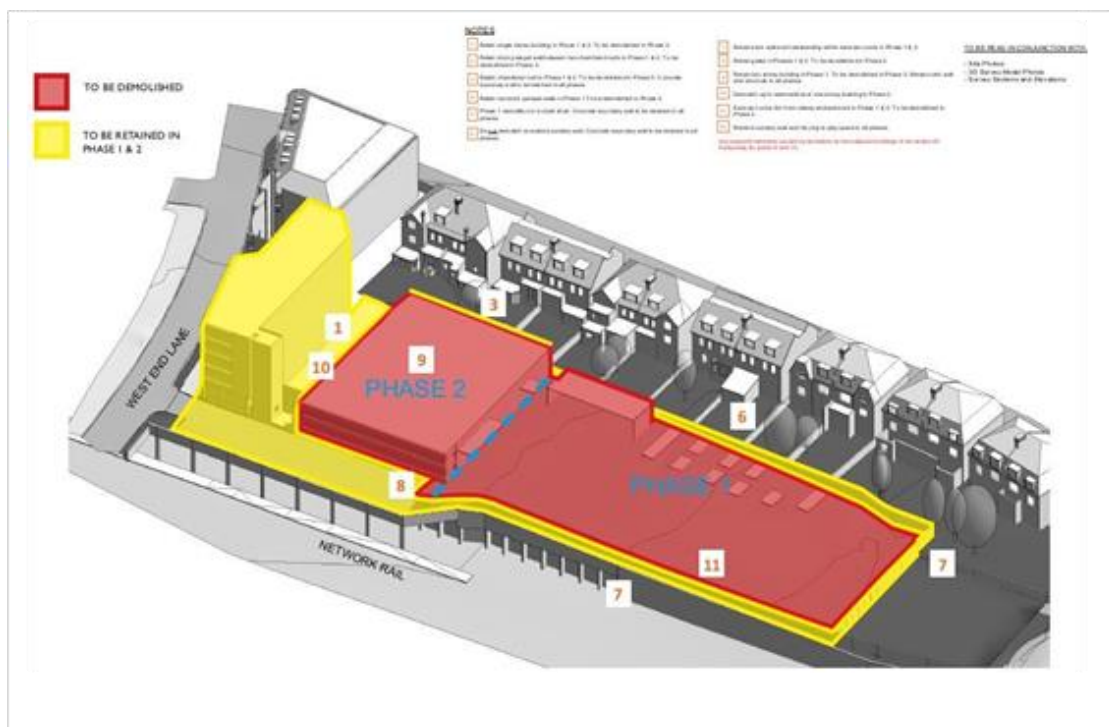
- The clearance of the rear yard / hardstanding area
- Partial demolition of a two-storey building

(Please refer to the Demolition Overview pack prepared by CGL Architects (Appendix 1).

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

The demolition works initially comprise site clearance, preparation and partial demolition of a two-storey building (“Phases 1 and 2”) (Please refer to Appendix 1). Once completed, an updated DMP shall be prepared for the remaining demolition works (Phase 3) and the construction of new development.

Main challenges, which will be fully mitigated, include proximity of adjoining properties, adjacent railway station and tracks, and highway management of West End Lane fronting the site. Demolition phasing shown below:



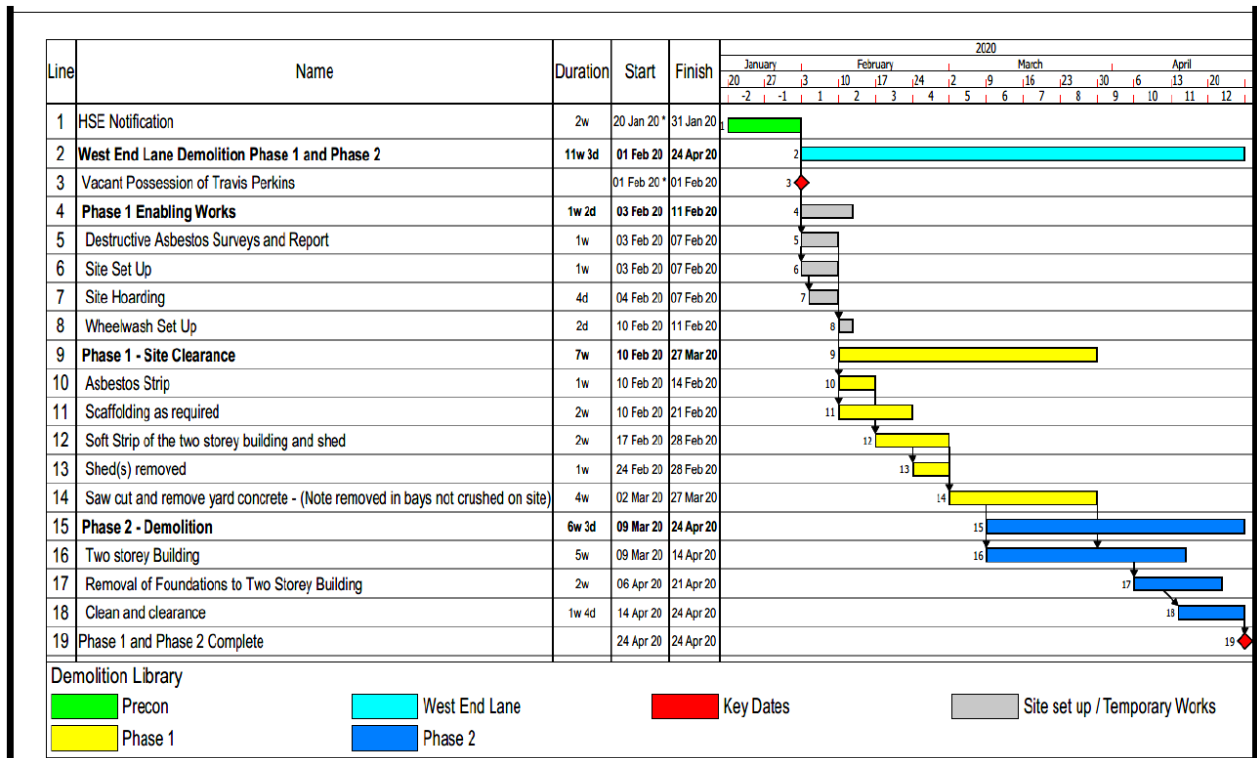
**NOTES**

- 1 Retain single storey building in Phase 1 & 2. To be demolished in Phase 3.
- 2 Retain brick parapet wall between two chamfered roofs in Phase 1 & 2. To be demolished in Phase 3.
- 3 Retain chamfered roof in Phase 1 & 2. To be demolished in Phase 3. Concrete boundary wall to be retained in all phases.
- 4 Retain two brick parapet walls in Phase 1. To be demolished in Phase 2.
- 5 Phase 1 demolition to include shed. Concrete boundary wall to be retained in all phases.
- 6 Do not demolish concrete boundary wall. Concrete boundary wall to be retained in all phases.
- 7 Retain brick wall and hardstanding within exclusion zone in Phase 1 & 2.
- 8 Retain gates in Phases 1 & 2. To be demolished in Phase 3.
- 9 Retain two storey building in Phase 1. To be demolished in Phase 2. Retain north wall and structure in all phases.
- 10 Demolish up to external line of one storey building in Phase 2.
- 11 Exclusion zone 6m from railway embankment in Phase 1 & 2. To be demolished in Phase 3.
- 12 Retain boundary wall and fencing to play space in all phases.

Any exposed elements caused by demolition to the adjacent buildings to be closed off. Particularly for points 9 and 10.

8. 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).

**PROVISIONAL TIMEFRAMES FOR PHASES 1 AND 2 BELOW:**



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

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

The standard working hours for the site will be in accordance with the standard working hours for construction sites in Camden:

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

# Community Liaison

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

This consultation must relate to demolition/construction impacts and should take place following the granting of planning permission in the lead up to the submission of the DMP. A consultation process specifically relating to demolition/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 DMP, or a link to an online document. They should be given adequate time with which to respond to the draft DMP, 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 DMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

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

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## Cumulative impact

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

**The Council can advise on this if necessary.**

## 10. Sensitive/affected receptors

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

Local residents in Canterbury Mansions, Lymington Road and West End Lane.

Local businesses on West End Lane.

Network Rail and commuters.

## 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 DMP**.

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 DMP should then be amended where appropriate and, where not appropriate, a reason given. The revised DMP 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 DMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Consultation letters were posted on 16th December 219 to 467 properties surrounding the site (both residential and commercial) advising of the production of the draft Demolition and Construction Management Plans. The letter (please refer to Appendix 2) provided details of a website that has been set up for the scheme ([www.156-westendlane.co.uk](http://www.156-westendlane.co.uk)). The website includes the draft Plans and the opportunity to comment online, as well as a section on the upcoming Construction Working Group. The letter provided a postal address for return of comments and the website address. All three Ward Members were emailed with the same information. Printed copies of the documents were left in West Hampstead Library on Dennington Park Road. A three-week window for replies was stipulated within the letter (comments back by 6th January 2020).

Two replies were received during the consultation period, which sought assurances on noise, dust, pest control and working hours. Other non-planning issues included compensation for plants and window cleaning; and Party Wall notices. Environmental issues (noise, dust, air quality, construction traffic) and the working hours are already tabled in both documents, and a further paragraph on pest control has been added to this draft DMP.

In early January 2020, two “open surgeries” were advertised on the scheme’s website (16th and 22nd January to be held at the Hampstead Synagogue from 7.00pm – 8.00pm). These would be drop-in events, open to all close neighbours, to discuss the demolition and construction process. The three Ward Councillors were also advised of the dates/times. There were no attendees at the first event on 16th January 2020. A postal drop advertising the second event (on 22nd January 2020) was posted on 17th January to some 191 properties surrounding the application site. Approximately 20 residents, and members of local groups, namely WHGARA, WHAT and the NDF attended the second event.

Further queries from the second drop-in event centred upon vehicle numbers during the first two phases of demolition and this information has been added to the document.

The website has received 112 visits in December and 130 visits in January (1st-22nd January 2020).

## **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.

It is anticipated that a more formal Construction Working Group (in accordance with the S106 Requirements) will be set up in February with subsequent meetings to which key stakeholders' groups will be invited alongside resident neighbours supplemented by regular newsletters and/or bulletin board updates from the main contractor. Other consultation processes will be discussed with local Ward Councillors and those representatives in the Working Group meetings.

**Update:**

A CWG meeting is to be held on Wednesday 19<sup>th</sup> February at 7.00pm at the Hampstead Synagogue, 1 Dennington Park Road, West Hampstead.

### 13. Schemes

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

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

**Phases 1 and 2** - Clifford Devlin – CCS Registration No. Site is 120335.  
Please note that Clifford Devlin is a CLOCS Champion Member and CLOCS Monitoring will be undertaken.

Phase 3 - The Principal Contractor (once appointed) will be required to follow the Guide for Working in Camden and Camden's Considerate Contractors Manual as well as signing up to the Considerate Constructors Scheme (CCS). To be updated in due course.

### 14. Neighbouring sites

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

There are no known existing or anticipated demolition sites in the local area that would require mitigation during Phases 1 and 2. Clifford Devlin will however liaise with the Council to ensure consideration is given to any sites that may come forward during Phases 1 and 2 of the demolition. Further liaison will be undertaken prior to and throughout Phase 3 demolition and the construction process to mitigate any potential cumulative impacts.

## Transport

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

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

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

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

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



## CLOCS Contractual Considerations

15. Name of Principal contractor:

**Phases 1 and 2 demolition:**

Clifford Devlin (CLOCS Champion Member)

**Phase 3 demolition (and construction works):**

The Principal Contractor will be confirmed through an updated DMP.

16. 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](#) and [Q18 example response](#)).

Clifford Devlin is Fleet Operator Recognition Scheme (FORS) SILVER accredited.  
FORS ID: 3612.

As SILVER accredited, all drivers will have undertaken "Safe Urban Driver Training", and all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left-turn alerts.

During Phases 1 and 2, Clifford Devlin will only employ parties whose vehicles are CLOCS accredited.

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:

Antony Iannaccone, Silver DCC Limited – confirmed.

Clifford Devlin is FORS silver accredited. FORS ID: 3612

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

## Site Traffic

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

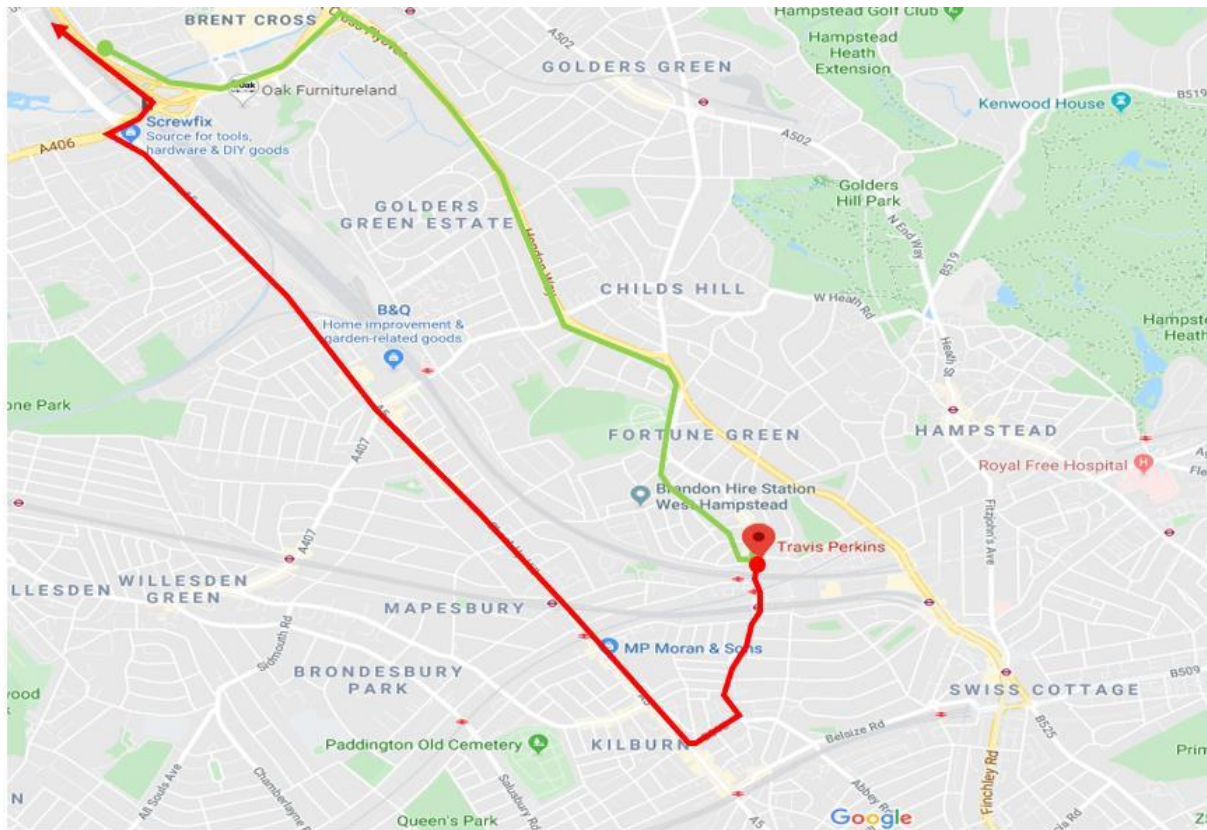
**18. Traffic routing:** *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times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

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

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

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

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



-  Route to Site – Via M1, Fortune Green Road and West End Lane
-  Route from Site – Via West End Lane and A5

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 such as asbestos removal, plant delivery and skip lorries will be informed of the routes prior to contract start. All deliveries to site will be booked in 24 hours in advance of planned arrival to site and the routes will be included in this delivery booking system to ensure that the routes are followed. This delivery plan will form the key part of the booking system to ensure that deliveries will be directed to the appropriate area on site as well as the timings. Deliveries will be accepted at 08.00am where they can be accommodated. The waiting lorries will turn off engines whilst waiting. Routes will be carefully considered, and risk assessed, considering the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Contractors and delivery companies will be sent the Site Transport Plan, incorporating the Access and Egress Routes when orders are placed.

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

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

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

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

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

For Example:

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

Skip loader: 2 deliveries/week during first 10 weeks

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

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

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

Further to the drop-in surgery held on Wednesday 22<sup>nd</sup> January, residents requested further information on vehicle movements during the first two phases of demolition. It is proposed that the following vehicles will be on-site during Phases 1 and 2:

**Phase 1 Enabling Works:** Asbestos Works and Site set-up

Provisional timeframes: Weeks 1 and 2

Vehicles accessing the site:

- 6 x flat-bed trucks - delivery to site for site set-up including hoarding, Heras fencing, site materials.
- 2 x vans daily, and 1 x 40-yard skip to suit programme – asbestos works.

**Phase 1 Site Clearance:** Asbestos strip-out, scaffolding, soft-strip, sheds and concrete yard removal

Provisional timeframes: Weeks 3 – 10

Vehicles accessing the site:

- 25 x 8-wheeled tipper trucks for hardstanding
- 8 x 40-yard bins for soft-strip

**Phase 2 Demolition:** 2-storey building demolished and site cleared

Provisional timeframes: Weeks 11 - 18

Vehicles accessing the site:

- 20 x 8-wheeled tipper trucks (demolition rubble)
- 10 x 40-yard skip (steel, and waste removal i.e. plastics, insulation)

**Control of site traffic:** In accordance with Section 19 of this DMP, vehicle movements will be restricted to 08:00am – 4.30pm on weekdays and between 08:00am – 1.00pm on Saturdays.

Traffic marshals will be on-site to allow vehicles to access and exit the site safely; and to provide safe crossing for pedestrians.

Vehicles, when they can, will be accommodated on site by 08.00am.

The demolition contractor is aware of the stipulation that there will be no deliveries between 08:00am and 09:00am.

b. 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.

There are no known existing or anticipated construction sites in the local area, and therefore, it is anticipated that deliveries will be to this site only (to be reviewed accordingly with the contractor and the Council).

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

There are no constrained manoeuvres identified along the proposed delivery route.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

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

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

The site consists of a former builder's merchant yard and it is proposed that the site will accommodate all waiting time within the site boundary. The site plan below demonstrates this on-site strategy.



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

Deliveries/vehicular movements will be limited during Phases 1 and 2 (scaffolding/skips) and therefore consolidation centres and other methods of transport are not applicable to these stages.

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

Vehicles will be accepted onto site and no engine idling will be allowed. Delivery vehicles will have engine cut off devices fitted where practicable. The on-site rules for drivers will be as follows:

Site rules for all drivers

- Handheld mobile phones or site radios will not be used whilst driving.
- Obey all traffic signage and traffic marshals.
- No children, animals (other than security team guard dogs, if applicable) or unauthorised passengers are permitted on site.
- Seatbelts are to be worn at all times when driving to and from the site.
- Do not stop on the surrounding roads and only park in designated areas or where instructed to by traffic marshals.
- All drivers must comply with local rules including briefings, access routes, escorts and exit arrangements.
- No manoeuvring operations are to be carried out without a vehicle banksman or traffic marshal in attendance.
- Drivers must wear a safety helmet, high visibility clothing, gloves, eye protection and safety footwear unless in an enclosed cab.
- Drivers needing to take legal rest breaks must do so in the appropriate areas and not on the main local roads.

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

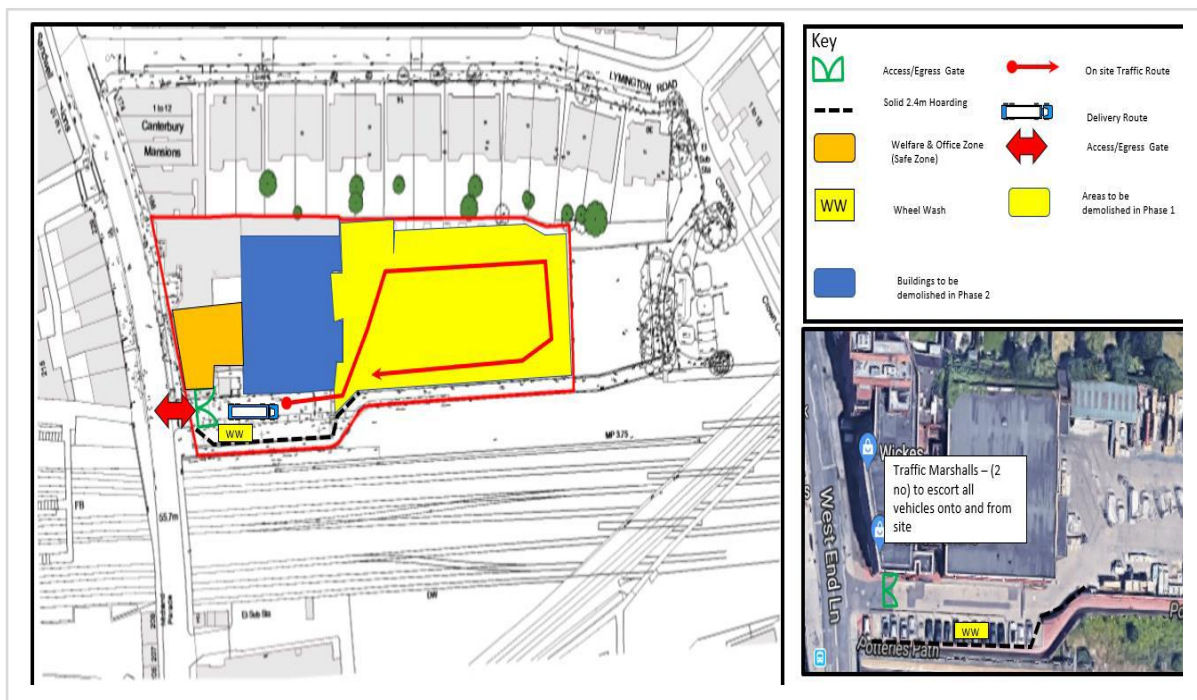
This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all

traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

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

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



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

All vehicles will access and egress site directly from West End Lane. This is shown in the above location map. Two number traffic marshals will escort vehicles from the site onto the public highway; and provide safe crossing for pedestrians.

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

Swept path analysis is not necessary.



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.

The site is mainly concrete at present. This is left in-situ until week six of the programme and therefore a clean and stable surface is available. After week six, when stripping of the yard surface commences, a wheel-wash will be located as shown on the logistics plan. It is proposed at this stage to use a "Hippo" type system which also deals with mud run-off. Each vehicle will be inspected by the Traffic Marshall at the gate to ensure that it is clean.

The concept of waterless wheel cleaning systems such as "Drive-on V-tech" system may also be considered as an environmentally economical solution.

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

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

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Not applicable

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

Not applicable

## Street Works

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

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

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

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

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

### 22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

All works will be undertaken on site, within the site boundary. It is not proposed to use the public highway for Phases 1 and 2.

Phase 3 demolition will be subject to an updated DMP.

### 23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

Not applicable – There will be no parking suspensions required.

#### **24. Occupation of the public highway**

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

There is no occupation of Public Highway proposed for Phases 1 and 2 of the demolition process.

Phase 3 will be subject to an updated DMP.

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

None required.

#### **25. Motor vehicle and/or cyclist diversions**

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

None required.

## 26. Scaffolding, hoarding, and associated pedestrian diversions

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

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

There are no hoarding or temporary works which will intrude onto the public highway proposed for Phases 1 and 2.

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

There are no hoarding or temporary works which will intrude onto the public highway proposed for Phases 1 and 2.

## 27. Services

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility

companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

Phases 1 and 2 do not require any new connections.

Phase 3 will be subject to an updated DMP.

# 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.

Demolition will be undertaken using a combination of hand and machine demolition techniques and will be carried out using 30 tonne and 5 tonne excavators fitted with pulveriser attachments. Scaffolded elevations will be demolished by hand, with operatives folding debris into the footprint of the building. It is anticipated that noisy work will be restricted to comply with CCS standards and that extensive use of acoustic screens will be necessary. Where possible, low impact, non-percussive equipment such as excavators fitted with 'muncher', 'pulversiser' and 'shear' attachments will be used. These emit far less noise and vibration than more traditional demolition techniques. When severing and removing large concrete structures, such as ground bearing floor slabs and foundations, diamond drilling or saw cutting options are available, which are specialist techniques that emit far less vibration.

Demolition will be carried out in accordance with Camden's working hours.

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.

A (Revised) Noise Impact Assessment was undertaken in June 2016 (Appendix 3). Further noise surveys will be carried out pre-start to ascertain baseline levels and then at the start of any new techniques or equipment to ensure levels are not exceeded.

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

Vibration should be no more than 25 mm per second peak particle velocity but anticipate that much lower tolerances may be required in certain areas.  
Noise not exceeding 75 decibels over a 10-hour time period. Noisy work will be highly restricted at certain times and extensive use of acoustic screens will be necessary.

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.

Where possible low impact, non-percussive equipment such as -excavators fitted with 'muncher', 'pulversiser' and 'shear' attachments will be employed. These emit far less noise and vibration than more traditional demolition techniques. When severing and removing large concrete structures, such as ground bearing floor slabs and foundations, diamond drilling or saw cutting options are available, which are specialist techniques that emit far less vibration.

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

Staff training sessions are carried out on each job through Silver's in house HSQE team and also through toolbox talks covering a range of subjects applicable to the site activities. Noise will be covered before the noisy work starts. Information on noise and quiet periods will be given at Induction stage.

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

Diesel engine fumes are the main source of dust nuisance, so plant will be fitted with catalytic converter. All vehicles are also compliant with the Euro IV particulate levels for entering the London Low Emission Zone.  
The building will be scaffolded and covered in a flame retardant Monarflex sheeting which will contain the emission of dust or debris. This will also be suppressed by 'damping the works' i.e. applying a water spray to the workface using special air/water blowing machinery that forms a mist minimising the dispersal of air-borne particles. This system replaces manual spraying and it has been calculated that it reduces water consumption by up to 90%.

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.

The site shall have wheel washing facilities at the egress points to prevent mud leaving the site and transferring to the surrounding roads. This will be a “Hippo” type system which also deals with mud run off. Each vehicle will be inspected by the Traffic Marshall at the gate to ensure that it is clean.

The concept of waterless wheel cleaning systems such as “Drive-on V-tech” system may also be considered as an environmentally economical solution.

In addition, a road sweeper will be deployed twice weekly to ensure that any impact can be limited. Haul roads will be installed at earliest opportunity to provide a clean running surface and it is envisaged that vehicles will operate in line with the unloading strategy.

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

Readings (for noise, vibration and dust) will be taken at various points around the perimeter of the site to ensure emissions are monitored and within appropriate levels. Please refer to Appendix 4: “Construction Dust Monitoring Plan” for specific dust monitoring processes.

36. Please confirm that a 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 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

A Risk Assessment was undertaken at planning application stage in line with the GLA policy (Revised Air Quality Assessment, June 2016). Please refer to Appendix 5.

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](#).



A checklist has been compiled in accordance with the GLA 'highly recommended' measures from the SPG document (Please refer to Appendix 6: Technical Note in Respect of Best Practice Mitigation Measures of Dust, December 2019).

- 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 4 – "Construction Dust Monitoring Plan" prepared by ACCON.

- 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).

Before works commence a pest control specialist will be arranged to survey the site and advise on any evidence of rodents. Appropriate measures, if required, will be put in place prior to commencement of works and further inspections arranged as/when necessary.

During the works a good standard of housekeeping will be maintained on the site and in office / canteen / welfare areas, with emphasis on removing food waste and empty containers direct to storage bins to avoid attracting rodents.

Stored waste is to be segregated in accordance with arrangements identified in an in-house Site Waste Management Plan. Waste is to be stored safely and securely to prevent damage to health or escape into environment. Consideration is to be given to preventing the theft of waste, acts of vandalism and scavenging by animals.

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

An Asbestos Survey prepared by Key Asbestos Services was carried out in May 2015 (please refer to Appendix 7).

Eight samples were taken from the Travis Perkins buildings and six contained asbestos (Amosite and Chrysotile). Five samples were taken from the vacant Council Offices and two contained asbestos. The asbestos risks ranged from Very Low to Medium. In accordance with the Asbestos Report recommendations, the Asbestos Containing Materials (ACMs) will be removed by a Licenced contractor prior to a start on site.

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.

The site will include a designated smoking area, which will be located away from the main gates and residential properties. The site induction will clearly explain that bad language, unnecessary shouting and horseplay will not be tolerated and will result in immediate dismissal from site. The site will operate a zero-tolerance regime to such behaviour. PPE will be removed prior to egress from the site. Contractors will be required to register with the Considerate Contractors Scheme.

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

#### **From 1<sup>st</sup> September 2015**

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

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

#### **From 1<sup>st</sup> September 2020**

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

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

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

a) Phases 1 and 2: Site clearance, preparation and demolition time period: 02/20 – 04/20

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

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

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:

We confirm 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:

We 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:

We 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.

• SYMBOL IS FOR INTERNAL USE

# Agreement

The agreed contents of this Demolition Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the DMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Demolition 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 Demolition Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

**Signed:** 

**Date:** 21<sup>st</sup> February 2020

**Print Name:** Antony Iannaccone

**Position:** Chief Executive Officer – Silver (Employers Agent)

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

End of form.

Please note: Appendices as separate document