

Demolition Management Plan

Highgate Newtown Community Centre

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
08-04-2020	1	Matthew Saunders
15-06-2020	2	Matthew Saunders
28-07-2020	3	Matthew Saunders

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG) 6: Amenity** and **(CPG) 8: Planning Obligations**.

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

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

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

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

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

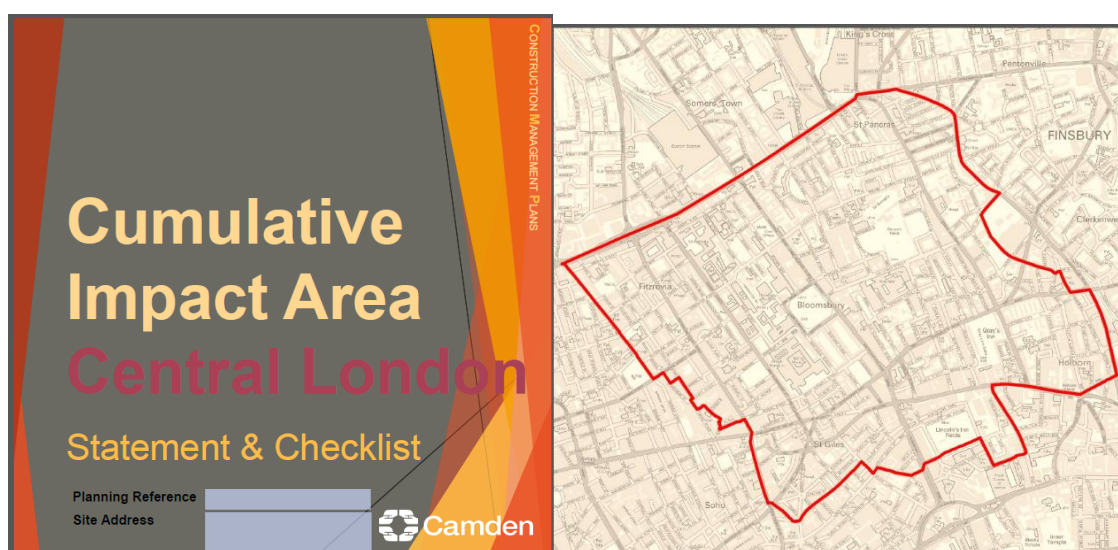
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

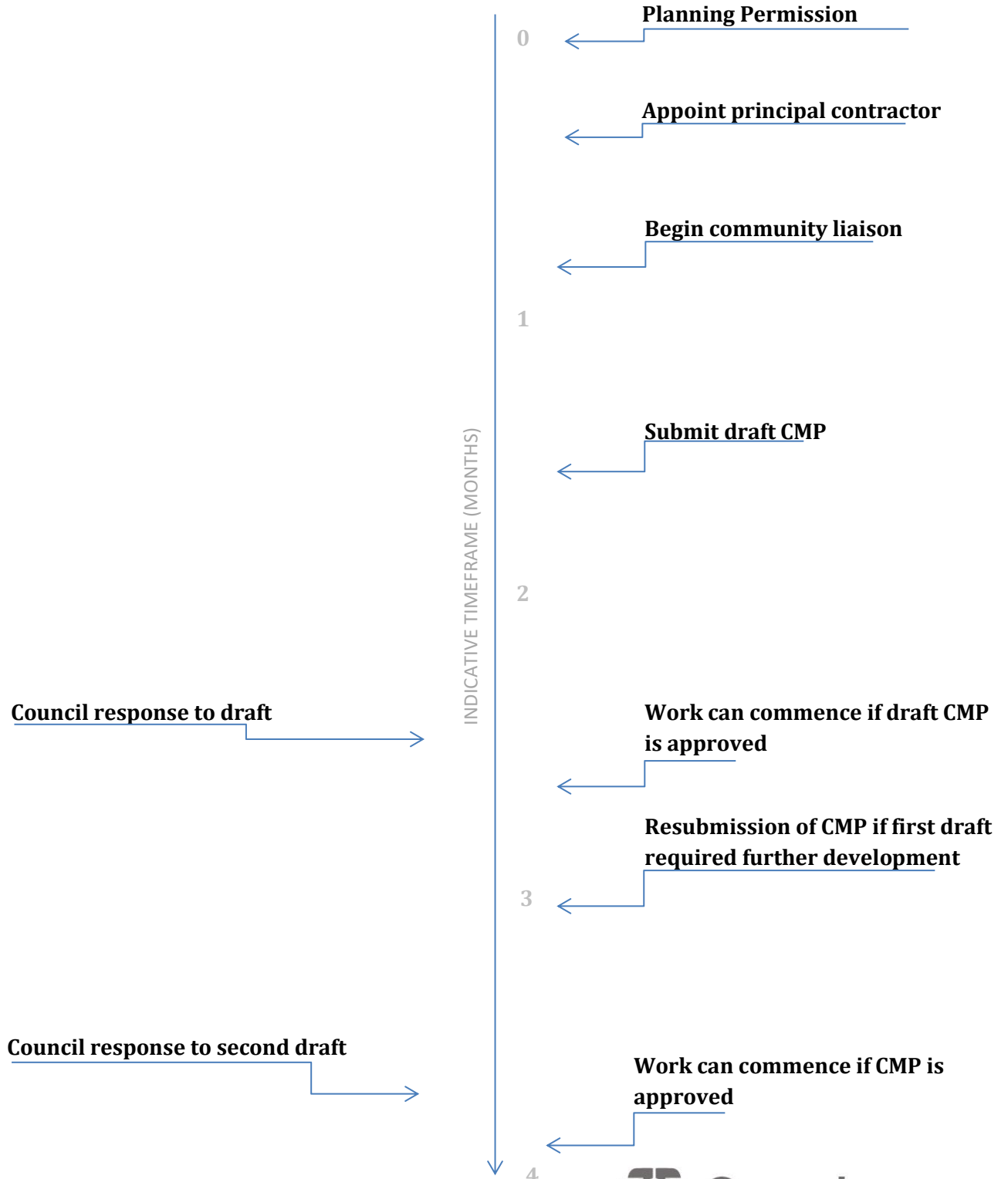
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans#sumf>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: Highgate Newtown Community Centre and Fresh Youth Academy, Bertram Street, Highgate, London, N19 5DQ
Planning reference number to which the CMP applies: 2018/5774/P

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

Name: Matthew Saunders
Address: Victory Way, Admirals Park, Crossways, Dartford, DA2 6QD
Email: mps@mmdemolition.co
Phone: 01322 558422

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: Karl Larcombe
Address: Victory Way, Admirals Park, Crossways, Dartford, DA2 6QD
Email: tenders@mmdemolition.co.uk
Phone: 01322 558422

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.

Name: Matthew Saunders
Address: Victory Way, Admirals Park, Crossways, Dartford, DA2 6QD
Email: mps@mmdemolition.co
Phone: 01322 558422

CIP Program – Development Manager
Brendan Mullens
Brendan.mullens@camden.gov.uk
Phone: 075 2224 9664

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Matthew Saunders
Address: M & M Demolition, Victory Way, Admirals Park, Crossways, Dartford, DA2 6QD
Email: mps@mmdemolition.co
Phone: 01322 558422

Site

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

The project is made up of a Caretakers House, 3 Storey Accommodation Block, Wood Workshop and Hall and The Fresh Youth Academy Building, there is a central courtyard. In addition, there is a Church Hall, which is to be retained and will be used as the site welfare facility during the demolition phase of the project.

The site is located within a mainly residential area in the London Borough of Camden. The demolition works and subsequent construction works are part of a regeneration project.



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 works involve a full soft strip of the buildings, other enabling works including a hand separation from the adjacent property in Bertram Street before full structural mechanical demolition. The ground slabs and foundations are to be removed. In addition, there is a Church Hall which is to be retained and will be used as the site welfare facility during the demolition phase of the project. The site is irregular in shape and 0.27HA in size with the developed as part of a local re-generation in this mainly residential area. Access to site will be via Bertram Street which is a narrow residential street.

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

The Enabling Works Package is intended to commence at the end of August, 2020 and is envisaged to be completed within 12 weeks.

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

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

Community Liaison

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

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

22 – 24 Bertram Street

18 – 20 & 32 Winscombe Street

110 – 118 Croftdown Road

11. Consultation

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

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

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

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

Consultation and prior notification of the proposed demolition works have commenced, following on from the engagement and consultation activities carried out for this project since 2014.

A residents Q&A/FAQ sheet was distributed on 20 March 2020 via Post. This sheet provided a summary of the key aspects of the demolition phase, including proposed hours of work traffic management measures, construction vehicle routing, as well as contact details of the team members who would be able to answer any questions, or who can be contactable during the demolition phase. A copy of this document is appended to this DMP.

Additionally, a draft of this DMP has been circulated to the surrounding community on 17 April 2020, encouraging residents to make comments on any particular aspects of the demolition works. The responses have been collated and are appended to this DMP. Subsequently the report has been updated to take into consideration comments from the surrounding community. The changes made to the DMP include:

- Clarifications were provided on the demolition process and contact details of the demolition contractor
- Construction programme was altered to begin in September 2020 to avoid summer holidays and lockdown due to COVID-19 pandemic
- The community was provided contact details for a CIP Council officer
- Vehicle movements and routes during demolition phase were clarified
- The required parking suspensions for the project were clarified
- The Applicant and Contractor confirmed that the scheme has a commitment to recycling and reusing material on site with the local residents. This includes donating excess materials to the local workshop for recycling and upcycling.
- Amended and clarified construction working hours
- Delivery times and restrictions were confirmed
- The vehicle sizes were reviewed in the context of access restrictions
- CLOCS accreditation was noted in the DMP
- An extended DMP review period was made, allowing more local residents to input and comment on the DMP.

A copy of the letter sent to residents is appended to this DMP and the draft DMP has been posted on the following websites:

M&M Demolition website: www.mmdemolition.co.uk/highgatentown

The HNCC website <https://www.highgatentown.org.uk/>

Additionally, a Construction Working Group was convened for the project, with further details on this provided in the section below.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

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

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

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

All communication with the working group is coordinated between the Demolition Contractor and Camden Council and includes the provision of regular newsletters highlighting key activities such as delivery of heavy plant, dates of full structural demolition, removal of materials from the site, as well as working hours. The notes from the first meeting have been made available publicly and can be viewed here:

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

The details of the individual from the contractor designated to manage the communication with the community is below:

Name: Karl Larcombe

Address: Victory Way, Admirals Park, Crossways, Dartford, DA2 6QD

Email: tenders@mmdemolition.co.uk

Phone: 01322 558422

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.

The above site will be registered with the Considerate Contractors Scheme and the Site Registration Number details will follow.

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 currently no live Construction Sites known within Close Proximity to the above-mentioned Site.

The project team has been in regular communication with the other CIP project teams to manage upcoming works planned and will continue to do so. The redevelopment of the Chester Road temporary hostel accommodation is expected to commence in the first half of 2022 – which will not impact the demolition works for our site.

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 for further advice or guidance on any aspect of this section.

CLOCS Contractual Considerations

15. Name of Principal contractor:

M & M Demolition Co. Ltd.

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](#)).

All Suppliers must submit a Pre-Qualification Questionnaire in order to become an Approved Supply Chain Partner. The Process of vetting suppliers and ensuring they will adhere to CLOCS Standards will be undertaken by the Operations Team and be reviewed and Approved by a Company Director. The Project Manager will undertake routine checks on Site to ensure ALL Suppliers are compliant to CLOCS Standards.

All drivers of vehicles over 3.5t 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.

Operators must be FORS accredited. FORS Silver operators should already be compliant with CLOCS. Where accredited to FORS Bronze level, written assurances must be sought that ensure that the above requirements are met.

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:

We confirm that our Suppliers will abide to CLOCS Standards during the Contract.

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.

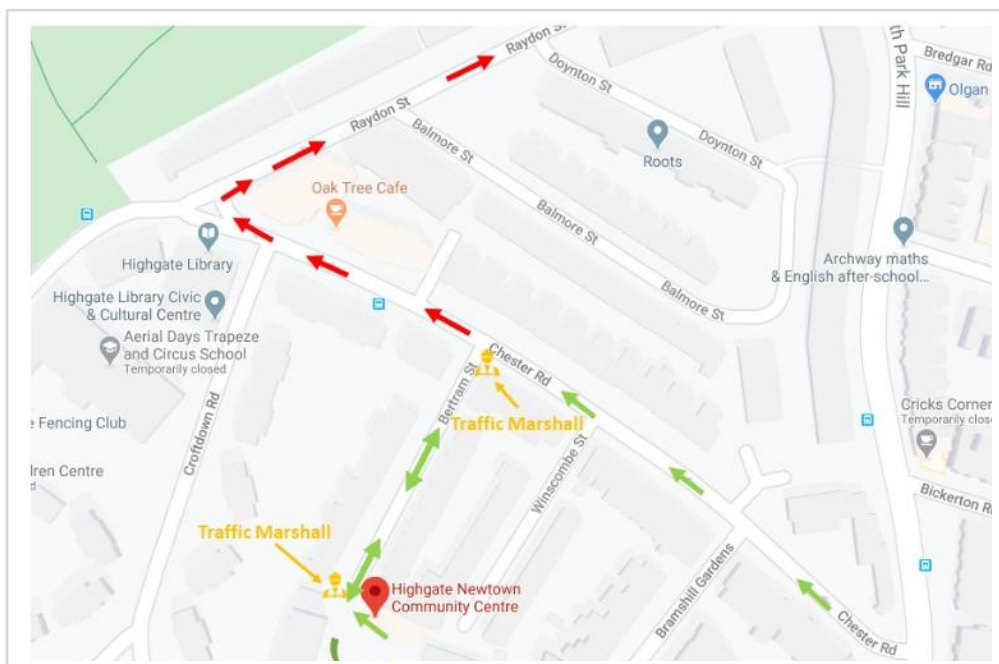
18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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



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 Suppliers will be issued with a copy of the Traffic Management Plan (TMP).

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 9.00am 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.

Employee Company 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

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Day/Time	Type	Restriction Details
Mon - Fri	HGV Rigid	Delivers and collection from site are To be restricted between 09:00 and 15:00
Sat	HGV Rigid	Delivers and collections to be Scheduled between 09:00 and 12:00
Mon-Fri	HGV Artic	Delivers and collection from site are to be restricted between 10:00 and 15:00 or as Movement Order permits
Sat	HGV Artic	As Movement Order permits
Mon-Fri	Small Vans & Cars	Delivers and collections scheduled for after 08:00 and before 15:00. Cars driving to site no restrictions
Sat	Small Vans & Cars	Delivers and collections scheduled for after 08:00 and before 13:00. Cars driving to site no restrictions

Approximate Vehicle Movements Table		
Type/Reason	Quantity/ Frequency	Period of Movements
Contractors in small vehicles	8 every day	Throughout programme
Plant deliveries – Large low loader articulated vehicle	8 <u>total</u> of no more than 2 in any one day	1 at the start until asbestos and soft strip has been removed. 3 during the structural demolition and 4 at the end of the project when the plant is removed.
Waste removal – tipper and roro vehicles	200. No more than 30 in any one day.	Spread out throughout the project. Mostly during hardcore removal.
Small tools and equipment deliveries – small vans	15	Throughout project

There are currently no known live Construction Sites within Close Proximity to the above mentioned Site.

The Chester Road redevelopment will commence after the completion of our projects demolition phase.

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

The Traffic Management Plan will provide details of the large vehicle movements and will clearly state to avoid vehicle movement during school drop off times and collections.

There will temporary parking bay suspensions required on Chester Road during the project in order to deliver and remove Demolition Plant to the Site. These suspensions will occur only where necessary and will be lifted as soon as possible. It is likely that these suspensions will mainly occur at the commencement and the end of the demolition, with some short suspensions potentially occurring during the middle of the works.

There will be a minimal number of deliveries of Demolition Plant that will be delivered on

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 need for offsite holding areas will not be required on this project.

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

The Logistics Manager will arrange back loads where possible in order to reduce vehicular movements.

The client is investigating the possibility of recycling concrete and hardcore for reuse on site which will reduce vehicle movements.

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).

All transport companies used during this project will be advised about minimalizing emissions which will be instructed in the Traffic Management Plan which will be issued along with their Purchase Orders.

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.

See plan in 18a. There will be 2 traffic marshals in 2 way radio contact one positioned at the site vehicle entrance and one positioned on the junction of Chester Road and Bertram Street. Should a vehicle be required to hold it will be held within the site.

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.

The vehicles will drive into site and a turning circle will be created within the Site Boundary with Traffic Marshals in attendance - this will allow for vehicles to drive out of the site.

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 concrete hardstanding in the site courtyard will be the last item to be removed vastly reducing the need for wheel washing. A pressure washer will be situated by the vehicle gate and should it be required the wheels of the vehicle will be washed before proceeding on the public highway. All drains will be protected.

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.

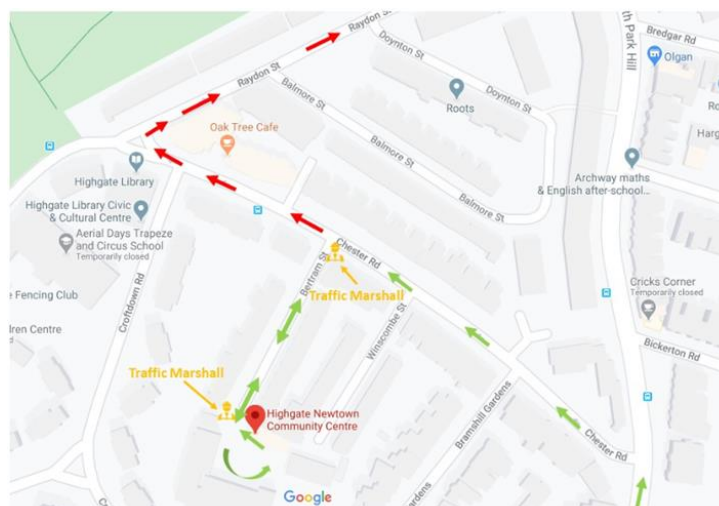
We would require temporary Parking Bay Suspensions as illustrated with the blue line below to deliver and collect the Demolition Excavators.



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.

Traffic Marshalls will be located as highlighted in yellow below.

Vehicles will be loaded and unloaded within the site boundary.



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.

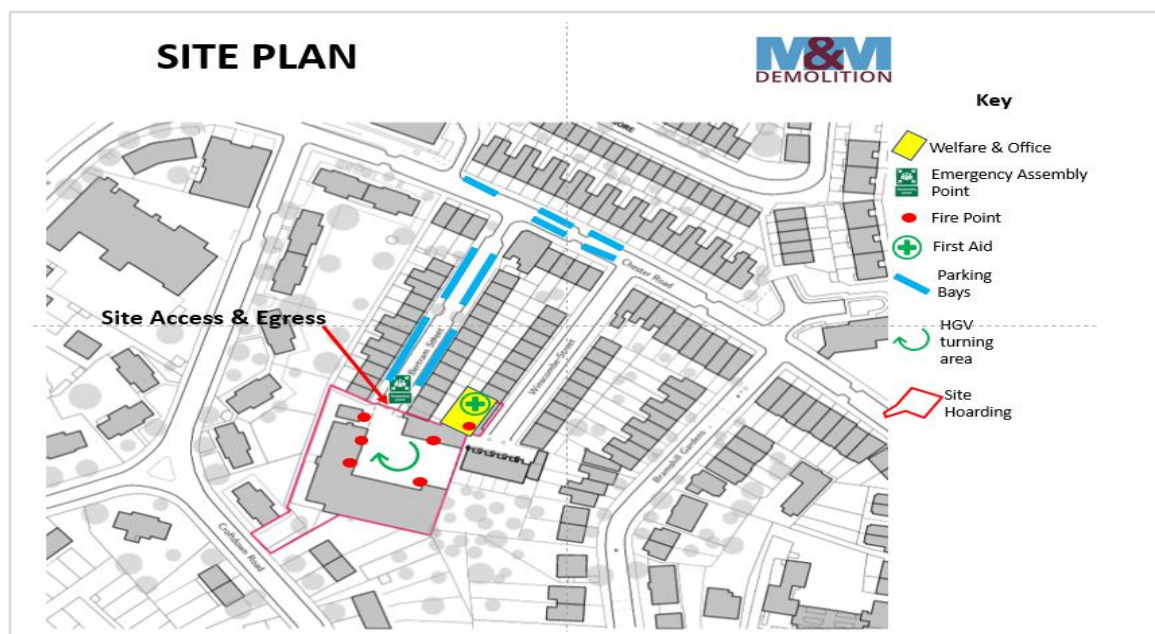
Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.



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](#).

We would require temporary Parking Bay Suspensions to unload and remove the demolition plant as illustrated with the blue line below to deliver and collect the Demolition Excavators.



— Parking Bay Suspension believed to be 6 spaces (Infront of the Star Pub)

— Vehicles will drive into site and a designated banksman will oversee vehicles turning within the boundary of the site and driving back out.



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.

N/A

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.

Please note that upon the commencement of works we will be blocking up the Ancient Right of Way Access that runs parallel to Bertram Street and the Lighting will be removed. This is in accordance with the stopping up order.

25. Motor vehicle and/or cyclist diversions

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

The Ancient Right of Way that runs parallel to Bertram Street will be blocked up so will not be able to be used by pedestrians. There is an alternative pedestrian footpath available.

26. Scaffolding, hoarding, and associated pedestrian diversions

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining

properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

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

N/A

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

N/A

27. Services

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

All live services to site are to be terminated as part of the Works Contract.

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.

M&M Demolition will minimise noise as far as possible by using plant which is well maintained with silencers which give the best noise reduction. When plant is idle, it will be switched off. All generators will be of the silenced type.

No construction vehicles will be permitted to wait outside the site with their engines running, with exception to those vehicles waiting for the Traffic Marshal to open/close the entrance gate. If there is a delay to access/egress the site entrance the driver will be told and will then switch off the engine.

When loading bins, material must be lowered in at the start to ensure that there is a layer of material at the bottom to reduce the noise from dropping subsequent layers on top. As the layers of material are placed in the bin they may need to be compacted. This must only be done by gradually lowering the arm of the excavator into the bin and pressing down. The operator must not bang down on the bin from a great height.

To help reduce the noise when using breakers to breakers the foundations in the ground noise barrier enclosures will be erected using Heras fence panels covered in noise reduction quilts. These barriers will help to ensure noise is reduced in areas close to boundaries with residential properties.

Excessive noise signs will be posted warning of the activity and the requirement of mandatory hearing protection.

Environmental monitoring devices will be used on the site boundary. If levels exceed the acceptable limit then the current work activities will cease, and the incident will be investigated. Work methods and protection measures can then be adapted to try and ensure that an exceeded level does not happen again.

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.

Before any work commences on site (dependent on contract dates) A noise survey will be conducted at points on the site boundary.

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

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

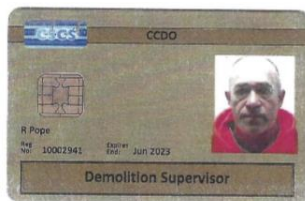
Average noise on the site boundary is estimated to be in the region of 70 – 73dB there will be peaks or spikes but these will not be continuous.

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.

Please refer to section 28.

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

All our operatives are CCDO and CPCS (CITB) card holders



Example Ray Pope Demolition Site Supervisor

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

If exposure to dusty works cannot be avoided, then adequate PPE must be provided to personnel on site. For all respiratory equipment used on site a valid face fit test must have been completed. This can be provided by the M&M Demolition SHEQ department. Only respiratory equipment with a minimum value of FFP3 is to be used.

To help prevent dust from the demolition works and crushing water is to be used to help suppress this dust. Water will be sprayed onto the works to keep the areas dampened. The dust suppression techniques will vary as the works. At height demolition works will have hoses fed up through the arms of the machines or by using a hose attached to the basket of a MEWP. For medium to low level dust mist spraying units (dust boss) will be used to spray a fine water mist at the works. When working on the ground water hoses/moto fog will be used to keep the ground and stockpiles of concrete damp and prevent dust from blowing off the ground of the stockpiles.

Where stockpiles of material are being left on site, they must be kept dampened to prevent the wind from blowing off the stockpile.

Dust monitoring will be undertaken within the site boundary. If levels exceed the acceptable limit then the current work activities will cease, and the incident will be investigated? Work methods and protection measures can then be adapted to try and ensure that an exceeded level does not happen again.


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.

Dust will be suppressed during demolition and processing (see section 33) should dust or dirt be spread to the public highway operatives will use jet washers and hoses to clean the highway. Should it be required a Road Sweeper will be deployed.

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

Dust, Noise and Vibration monitors will be used throughout the project. The results will be logged and analysed. Should guide levels be exceeded, working methods and preventative measures reviewed.

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.



Activity		Dust	
1. Hazards		2. At Risk Groups	
Dust	Eye irritation	M&M Demolition Employees	Contractors
Cross area contamination		Visitors	Members of the public
Systemic illness		Young Persons	Vulnerable groups
Silicosis		Migrant workers	
3. Risk Rating (Before controls)		LIKELIHOOD	SEVERITY
		4	4
		RISK LEVEL High	
4. Control Measures			
<ul style="list-style-type: none"> So far as is reasonably practicable work methods which limit the production of dust shall be implemented. Dust level monitoring shall be carried out throughout site especially at the site perimeter and records kept of this. So far as is reasonably practicable dust shall be kept below the Workplace Exposure Limit (WEL) of 0.3 mg/m³ over a Time Weighted Average (TWA) of 8 hours. Where possible natural or forced ventilation should be used, however in the event that neither of these measures is practicable a Local Exhaust Ventilation (LEV) system should be considered. An appropriate means of dust suppression shall be used. Operatives will be given regular health screening, which shall include lung function tests Operatives shall be given a toolbox Talk on silicosis Operatives shall be supplied with appropriate eye protection and respiratory protection equipment (RPE). Operatives shall be face fitted for and trained in the use of appropriate RPE. Clean well maintained welfare facilities shall be provided, which shall include showers for dusty works. So far as is reasonably practicable hand held tools/equipment shall be fitted with dust capture systems. Where this is found not to be practicable works shall be suspended until such time as a suitable wet cutting method can be employed. Waste materials shall be removed on a regular basis to prevent dust-spread. High dust producing activities i.e. demolition, shall be limited during periods of high wind. 			
4a. Additional Site Specific Controls / Information			
5. Risk Rating (with controls)		LIKELIHOOD	SEVERITY
		1	4
		RISK LEVEL Low	
6. Further Guidance			
CIS36 – Construction Dust Revision 2 HSG53 – Respiratory equipment at work HSG150 – Health and safety in construction		EH44 - Dust in the workplace	
Reviewed on site by:		Review Date:	

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](#).

We confirm that highly recommended measures will be addressed by London Borough of Camden and M&M Demolition.

- 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.

Due to the size of the Site, it is considered as a Low Risk Site, however there has still been Environmental Monitors Installed at the Site by the London Borough of Camden and they are collecting the Data.

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Prior to the start of the project the area will be assessed to check for evidence of rodents. If the area is deemed to have a rodent issue this could affect the surrounding residents once the building is being demolished as the rodents will be forced to flee to the surrounding areas.

A Specialist Contractor will be approached to lay strategically placed traps around the perimeter of the site. These traps will be monitored and emptied as required.

The presence of rodents can cause a health hazard to workers. Leptospirosis is a disease that is closely linked to rats. Gloves are to be worn at all times whilst on site. Strict hygiene must be adopted by everyone on site with hands being thoroughly washed prior to eating, drinking and smoking.

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

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

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

All operatives will be inducted prior to starting work on site. Site rules will be part of the induction with the inclusion of working in a residential area.



Site Rules

The following details the rules and standards that relate to all M & M employees, contractors and visitors while at work. It is everyone's responsibility to obey these rules and to act in a safe manner whilst at work. Deliberate contravention of these rules shall be considered a breach of an employee's contract of employment, or a breach of contract from that employee's employer. It should also be borne in mind that contravention of the Health and Safety Legislation is a criminal offence and that individuals risk prosecution by the Health and Safety Executive.

- ✓ No smoking on site except in the designated smoking area.
- ✓ No smoking outside the site.
- ✓ No one is to operate any machine, item of plant/equipment, unless they have been trained and are authorised to do so.
- ✓ All machine guarding is to be in place and correctly adjusted, prior to machinery being used.
- ✓ Any fault, defect (including damage) or malfunction in any item of machinery, plant, equipment, tool or guard must be reported immediately.
- ✓ No machine, plant or equipment is to be left unattended or idled whilst in motion.
- ✓ No repairs, maintenance or adjustments to machines, plant or equipment are to be carried out, unless you are authorised to do so.
- ✓ All substances are to be used in accordance with the written instructions.
- ✓ All substances are to be stored in accordance with COSHH instructions and are to be returned to the storage after use.
- ✓ All hazard notices or warning signs displayed on the premises are to be obeyed.
- ✓ All notices displayed in the workplace are to be read and you are to ensure that you understand the instructions.
- ✓ All safety equipment and facilities provided are to be used and are not to be misused or wilfully damaged.
- ✓ Shorts & vest t-shirts are not permitted to be worn on site.
- ✓ The work area is to be kept clean and tidy at all times. And all waste is to be disposed of in the correct container.
- ✓ All liquid spills are to be cleaned up immediately.
- ✓ All emergency procedures relevant to your work area are to be obeyed.
- ✓ Emergency exits and equipment are not to be obstructed.
- ✓ Any use of or damage to [Fire Fighting](#) equipment is to be reported immediately.
- ✓ Prompt medical assistance must be sought for any injury received at work and the injury must be reported to your Supervisor as soon as possible. Always ensure that the accident is recorded in the Site accident book. All near misses to be recorded.

Disciplinary procedure

Disciplinary action will be taken against anyone acting in any one of the following ways.

- Wilfully breaching the safety rules or Safety Policy.
- Removing any guard or protective device without permission.
- Operating any machine, plant or equipment without authority.
- Misusing items provided for first aid.
- Recklessly interfering with or misusing anything provided in the interest of health, safety or welfare at work.
- Defacing or removing notices, signs, labels or any other warning device.
- Misusing any chemical, flammable substance, toxic material, etc.
- Smoking in designated "No Smoking" areas or whilst using flammable substances.
- Taking part in horseplay or practical jokes.
- Making false declarations or interfering with evidence following an accident or dangerous occurrence.
- Misusing compressed air, electric or pneumatic equipment.

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) Demolition time period: (08/2020 - 11/2020)
- b) Is the development within the CAZ? (Y/N): No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes M&M Demolition operates machinery which are fully compliant with the Mayor of London's Low Emission Zones for NRMM.
- 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: YES
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: YES
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: YES

● 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.

Signed: 

Date: 28 July, 2020

Print Name: Matthew Saunders

Position: Director

Please submit to: planningobligations@camden.gov.uk

End of form.