**Dartmouth Park Neighbourhood Forum**

**Comments on**

**Highgate Newtown Community Centre**

**Demolition Management Plan (version 3, dated 28/7/20)**

The following are the comments of the Dartmouth Park Neighbourhood Forum (DPNF) on version 3 of M&M Demolition’s draft Demolition Management Plan for the Highgate Newtown Community Centre (the DMP). Numbers below refer to paragraphs in the draft DMP. References to Questions are to the Q number in the Q&A document published on the Camden website on 13 July 2020.

**Consultation**

We appreciate that the consultation period was extended to the end of May 2020 and subsequently to 5 July and then to 19 July. However, there have still been substantial deficiencies in the consultation process. A revised version of the DMP was posted on the Camden website, but without any notice to those (such as DPNF) who had already submitted comments. The revised DMP was also uploaded onto the website several days after the revised closing date. A third draft has also been uploaded to the website. It is not acceptable to expect interested parties to continuously check the website to see if there have been amendments and to submit revised comments.

**Status of Q&A document**

A second Q&A document has also been posted on the website, which attempts to address some of the issues raised by residents on the first draft of the DMP. However, the responses to a number of these questions have not been reflected in the revised draft DMP itself. Please confirm the status of this document. Will its contents be binding on the contractor, even if not reflected in the DMP itself?

**Commencement of construction on site**

Demolition should not be permitted until a firm date and process (given social distancing requirements) are known for the construction. There should not be an extended period between completion of demolition and start of construction, during which the site will sit empty. Demolition works should therefore not commence before assessment of the tenders for the main works contract.

**COVID -19 implications**

As a general point, the DMP does not address how the operations will be carried out while complying with social distancing and other requirements as a result of the COVID-19 pandemic. The DMP should contain at least a general obligation to comply with the most recent government guidance as in force from time to time (as reflected in Q2).

**Recycling and reuse**

We welcome the offer of salvaged wood to local residents and organisations. However, we would strongly encourage the contractor to reuse or recycle as much additional material on site as possible.

Q32 indicates that a pre-demolition audit will be carried out before the works start on site. It will be necessary to see the results of that audit in order fully to assess the DMP.

**Site**

7 This paragraph should explicitly state (as set out in Q11) that access to the Church Hall will be via Bertram Street (although this may need to be temporarily shifted to Winscombe Street during the demolition of the Fresh Youth Academy).

**Working Hours**

9 This paragraph should also set out the *anticipated* weekday working hours, as set out in Q3 and Q4.

**Community liaison**

12 This paragraph should state that a newsletter will be issued no less frequently than every two weeks and at key dates for the project (as reflected in Q27).

**Site Traffic**

18b It is not sufficient simply to state that Suppliers will be provided with a copy of the Traffic Management Plan. There should be frequent reminders of the route and there should be an express commitment that any Suppliers not using the approved route will be sent away (as reflected in Q19) and that those routinely breaching the requirement will not be allowed to supply the site.

19c A copy of the Traffic Management Plan should be provided for comment before approval of the DMP. The swept path analyses will be critical for understanding how traffic movements into Chester Road, into and out of Bertram Street and from Chester Road to Raydon Street will be managed. At least an estimate of the number, location, timing and duration of parking bay suspensions should be specified.

19e It is not possible to fully understand the vehicle movements without knowing how much concrete and hardcore can be recycled or reused on site. Significant recycling or reuse would make a huge difference both for demolition and construction vehicle movements. We would also urge as much recycling and reuse as possible on environmental grounds. The amount of onsite crushing could also have a knock-on effect on noise levels. We understand that some of this information is required from the construction contractor (yet to be appointed), but at least estimates of recycling and reuse should be provided before approval of the DMP.

20b This paragraph should reflect that requests for additional traffic marshals at the corner of Chester Road and Raydon Street and at the top of Chester Road will be reviewed as the project progresses (as reflected in Q9) and that they will be provided should this prove necessary to avoid disturbance to other traffic or danger to pedestrians or cyclists.

20c This paragraph should expressly state that no vehicles will be permitted to back into or down Bertram Street.

21a Please confirm that these parking bay suspensions are required only for the delivery and collection of the Demolition Excavators, and that this will happen only at the beginning and completion of the project. Given that the C11 bus frequently has difficulty manoeuvring down Chester Road (for example, if large SUVs, vans or larger trucks are parked on the road), we question whether other parking bay suspensions may be necessary, especially when there are movements of the larger HGVs*.*

**Street works**

23 See 21a above.

**Environment**

28 The contractor should be responsible for monitoring noise on the site, regardless of whether Camden is monitoring. More detail is required on how noise on site will be managed and monitored: number, location and specification of monitors; maximum acceptable noise level; whether monitoring is real time; if not, how frequently the output from monitors will be checked; by whom; by whom and when breaches of the maximum acceptable noise level will be identified; how and by whom activities on site will be suspended; how the incident will be investigated. Activity on site should be suspended until the incident has been investigated and appropriate remedial measures put in place.

 Q42 indicates that Site Specific Risk Assessments and Method Statements will be produced for any sumps or tanks found on site. This obligation should be expressly set out in the DMP, and it should be clear that such documents will be produced before the break-up of the concrete surface of the site commences.

30 This should specify the maximum noise levels anticipated. See also the comment on paragraph 28.

33 As with noise, the contractor should be responsible for monitoring dust generated on the site, regardless of whether Camden is monitoring. More detail is required on how dust on site will be managed and monitored: number, location and specification of monitors; maximum acceptable levels; whether monitoring is real time; if not, how frequently the output from monitors will be checked; by whom; by whom and when breaches of the maximum acceptable level will be identified; how and by whom activities on site will be suspended; how the incident will be investigated. Activity on site should be suspended until the incident has been investigated and appropriate remedial measures put in place.

35 See paragraphs 28 and 33 above.

38 See paragraph 33 above.