

Demolition Management Plan

31 Daleham Gardens

Submission version

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
13/01/2021	V1	Miles Pritchard
13/04/2021	V2	Miles Pritchard (community consultation feedback)

Additional sheets

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

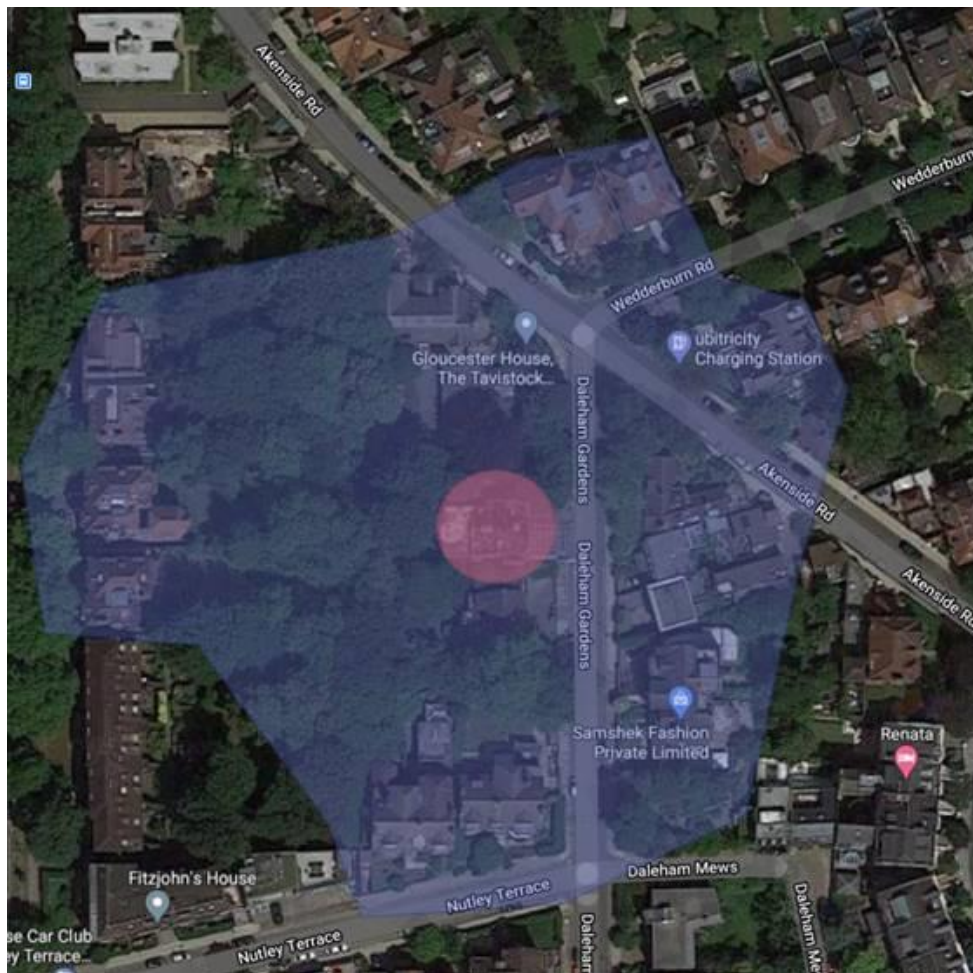
Date	Version	Produced by

Consultation feedback

In accordance with LB Camden's *Community liaison guidance: guidance for developers and contractors* this Demolition Management Plan has been subject to consultation with the local community prior to submission for approval.

The neighbouring streets surrounding the demolition site were all informed via letter, along with the school in close proximity and ward councillors.

Map of Consultation Boundary



The DMP has been available to view on the Council's website for the required timescales of 14 days and will remain available throughout the duration of the project.

A total of 5 x responses were received, all of which were comprehensively answered by the project team. Redacted versions of these responses can be provided to Council officers if requested.

A summary table of the main queries raised, along with the responses, are set out below. Any queries that require further explanation or information have been fully incorporated in either the

response to the resident or within the CMP. Signposted links to our responses were also provided and are set out in the table below.

Query	Questions	The London Borough of Camden's response
Working Hours	What are the expected working hours during the Demolition period?	<p>The working hours for the site are set out in section 9 of the Demolition Management plan which is available here: https://cip.camden.gov.uk/Uploads/Docs/Feb21/31%20Daleham%20Gardens%20Demolition%20Management%20Plan%20draft%20for%20consultation%20(002).docx</p> <p>These times are based on the standard London Borough of Camden 'Time of Operations' set out by the in their document 'Camden's Minimum Requirements', which is available online here: https://cip.camden.gov.uk/Uploads/Docs/Feb21/AppendixF - Camden Minimum Requirements.pdf</p>
Duration of Demolition works	How long will the works commence?	<p>The expected duration of the works is 4 months, and this is set out in section 8 of the Demolition Management Plan which is available here: https://cip.camden.gov.uk/Uploads/Docs/Feb21/31%20Daleham%20Gardens%20Demolition%20Management%20Plan%20draft%20for%20consultation%20(002).docx</p>
Parking Bays	Will Parking bays be suspended during the Demolition period?	<p>Most of the bays that are due to be suspended during these works, are those that have already been suspended for several years to date due to the front facade scaffold supporting the damaged structure, which was erected following the fire. This front facade scaffold cannot be removed until some of the demolition occurs. Four suspended bays are proposed at the initial phases of works until front facade scaffold has been taken down. This will then be reduced to two for the remainder of the demolition. The sooner the building can be demolished safely, the sooner the bays can be returned to resident use.</p> <p>The four bays that will be suspended during demolition are shown in Appendix B- the Logistics Strategy of the Demolition Management Plan, which is available online here: https://cip.camden.gov.uk/Uploads/Docs/Feb21/Appendix B - Logistics Strategy.pdf</p>
Traffic disruptions	Will local residents experience road traffic disruption?	<p>Bays will be suspended only to provide designated parking areas for traffic associated with the works – which will help keep any congestion on the street to an absolute minimum. In general, demolition staff will be expected to travel to and from work via public train and or bus, and on foot.</p>

Road closures	Will roads local to site experience closures?	We do not anticipate any restrictions to resident's car use during the works.
Monitoring Demolition works	How will demolition works be monitored?	Demolition works at Daleham Gardens will be monitored throughout by a qualified specialist engineer and risk to you and your property will be monitored and mitigated. During demolition a full encapsulated scaffold will be used with a scaffold sheeting covering (such as Monarflex) across the full perimeter. More information on the monitoring procedures can be found in the Demolition management Plan, in sections 35, 38 and 39. This document is available here: https://cip.camden.gov.uk/Uploads/Docs/Feb21/31%20Daleham%20Gardens_Demolition%20Management%20Plan_draft%20for%20consultation_%20(002).docx
Excavation works	Will excavation of works cause instability of the foundation of my property?	The excavation works at Daleham gardens will be carried out in line with all statutory and policy requirements, and will be monitored throughout by a qualified specialist engineer. The monitoring process will ensure that any method that could impact neighbouring buildings will be very closely scrutinised and any risk to your property will be monitored and mitigated. More information on monitoring procedures is set out in the documents available here: https://cip.camden.gov.uk/Uploads/Docs/Feb21/31%20Daleham%20Gardens_Demolition%20Management%20Plan_draft%20for%20consultation_%20(002).docx
Temporary Remediation	Creation of a pocket park	Whilst note related to this DMP, one of the requirements of the planning consent is the submission of a Temporary Remediation Plan which will cover the condition of site between demolition and redevelopment. This will include for engagement with the LPA and the community and has a two year "longstop" after which if redevelopment has not progressed then landscaping would be required.

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](#)."

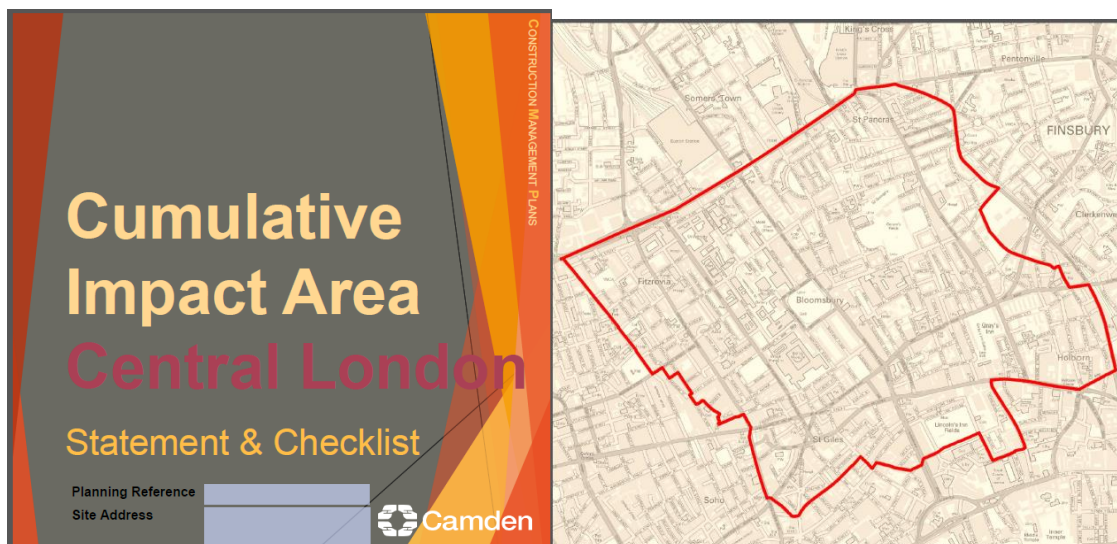
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.

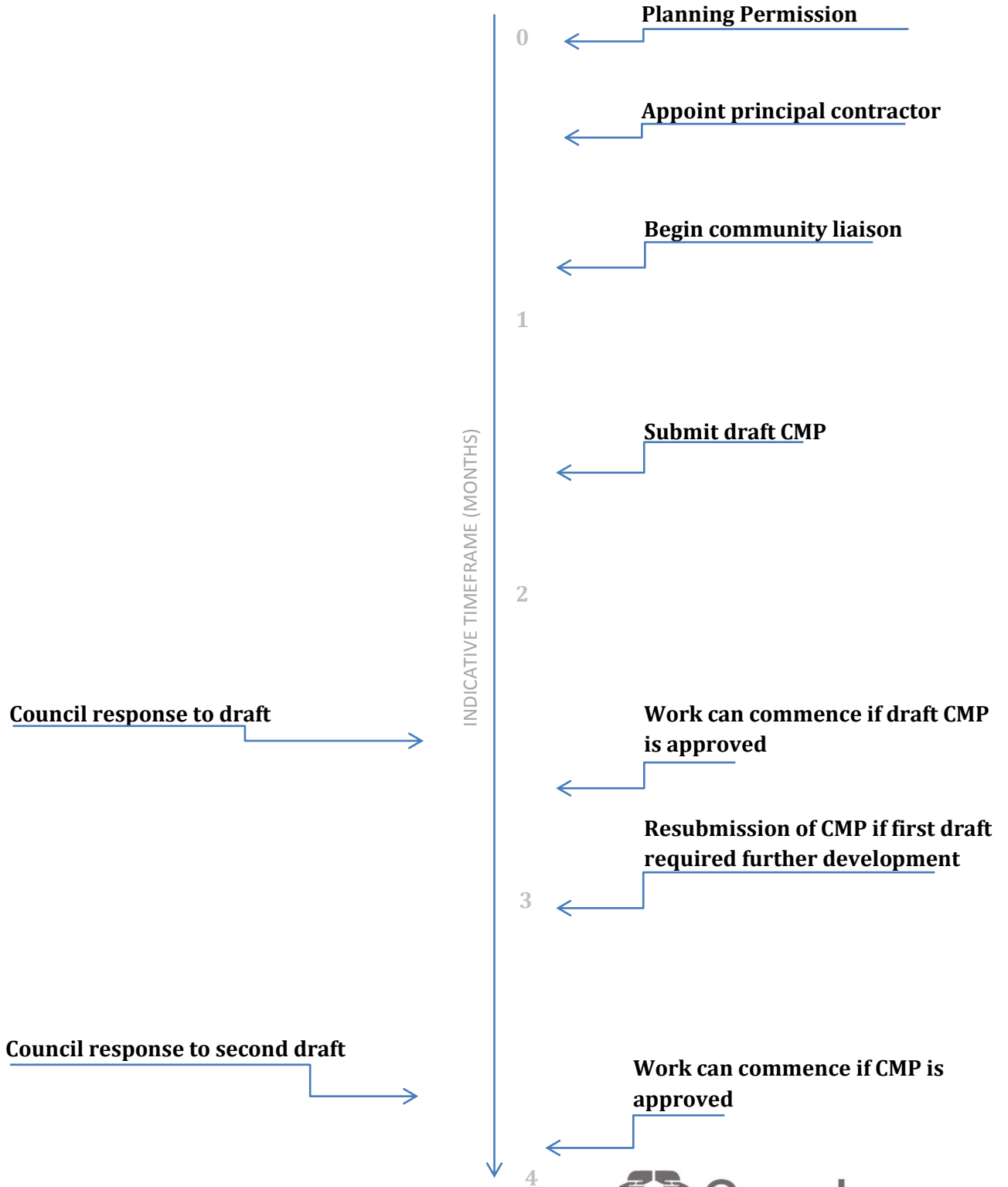
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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: 31 Daleham Gardens, London, NW3 5BU

Planning reference number to which the CMP applies: [2020/2087/P](#)

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

Name: TBC at time of appointment of principle contractor

Address: as above

Email: as above

Phone: as above

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: TBC at time of appointment of principle contractor

Address: as above

Email: as above

Phone: as above

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: Lauren Ramdeen

Address: **Regeneration & CIP**
Supporting Communities Directorate
London Borough of Camden
5 Pancras Square
London
N1C 4AG

Email: DalehamGardensDemolition@camden.gov.uk

Phone: 020 7974 4444

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: TBC at time of appointment of principle contractor

Address: as above

Email: as above

Phone: as above

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 application site is at the north end of Daleham Gardens in the Fitzjohns and Netherhall area of Hampstead. It is on the west side of Daleham Gardens, between the junctions with Nutley Terrace and Akenside Road. The site is located in the Fitzjohns/Netherhall Conservation Area. The freehold of the site is owned by the council.

The Site is located within a conservation area and is approximately 700sqm. Overall, the site is relatively flat to the rear with spot heights of approx. 81m Above Ordinance Datum (AOD) to the North of Daleham Gardens and to the south of Akenside Road. The front of the site street side sits below Ground Floor Level by approx. 2m with entrance steps as the main access to the building and an adjacent pathway leading to the rear external garden. Please see appendix A for the full site survey carried out by Whymark and Moulton.

The Site is currently un-occupied due to fire damage that occurred in 2017 and now considered as unsafe. This has been secured with a solid timber hoarding, gantry and a temporary scaffold to the front elevation. The scaffold in situ has been erected to restrain the front façade and protect the adjacent walkway and road from any further falling debris.

The structure was originally of residential use and contained 13 self-contained apartments. The existing building consists of a ground floor area of approx. 143sqm and includes 4-storeys (including basement).

The Site is located within the London Borough of Camden Air Quality Management Area (AQMA). The AQMA covers the London Borough of Camden in its entirety and the current monitoring undertaken by the council indicates that concentrations at a nearby background location is below the air quality standard for Nitrogen Dioxide (NO₂). The concentrations of NO₂, PM₁₀ and PM_{2.5} have therefore been ascertained to likely meet the relevant UK quality objectives at the site location. Please see appendix D for full air quality assessment.

The area surrounding the site includes in majority residential housing. There are also several schools in the immediate area, Gloucester House, The Tavistock Children's Day Unit is adjacent, the closest to the rear of the site is St Mary's School to the East of Fitzjohn's Avenue, and another St Christopher's School to the East.

To the north East of the Site is the Royal Free Hospital NHS Foundation Trust, and to the South is the Tavistock & Portman NHS Foundation.

The nearest TFL Overground train station is Finchley road to the South West of the Site, with the Finchley road and Frognal to the North West. Belsize park station is also to the East and

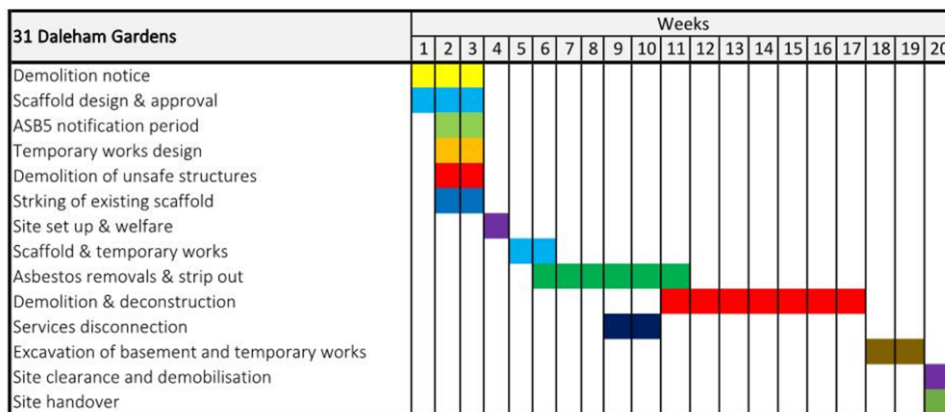
7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The proposed scheme includes the controlled demolition of the existing 4-storey structure (including basement) and ground bearing slab. The scope of the demolition is to be carried out in line with London Borough of Camden’s invitation to tender documents and Heritage Surveys specification and schedule of works. Guidance for specific demolition methodology is outlined within the L+C structural report item 3.2 Sequence of work, this is further outlined in detail within Appendix E.

Prior to any works the Principle Contractor is to submit a Demolition notice under Section 80 of the London Building Acts to London Borough of Camden, this can be done via their website (www.camden.gov.uk/apply-for-building-control-camden). Demolition of the existing fire damage structure to be carried out in accordance with BSI 6187:2011.

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).

These works are planned to commence in the first quarter of the year 2021 with an estimated construction duration of approx. 4 months. See below Gantt chart outlining anticipated events and durations.



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

Unless agreed otherwise with the Council, the standard working hours for all demolition activities, as per the time of operations identified within London Borough of Camden minimum requirements (see Appendix F) will be from:

- 08h00 – 18h00 Monday to Friday; and
- 08h00 – 13h00 Saturdays

No continuous 24-hour activities or any working on Sundays or Bank Holidays is envisaged. Any change to working hours will be agreed in advance with the Council.

These hours will be strictly adhered to, unless or in the event of:

- An emergency demands continuation of works on the grounds of safety;
- Completion of an operation that would otherwise cause greater interference with the environment/ general public if left unfinished.

Any hammer-driven piling or impact breaking out of materials shall be carried out between the hours of:

- 08h00 – 18h00 Monday to Friday; and shall not take place at any time on Sundays and Bank 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.).

Receptor	Location	Outline mitigation procedures
Existing Residential	Daleham Gardens, Akenside Road, Fitzjohn's Avenue & Nutley Terrace	Sensitive due to proximity to site: Community liaison officer and site manager details to be displayed on hoarding. Newsletters to be produced. Community meeting options. Controlled traffic movements and booking systems to be introduced.
Tavistock Children's Day Unit	Located approx. 30m to the North of the site	Sensitive due to proximity to site: Meetings pre-construction to understand business times and potential sensitive working hours. To be considered during construction period. Regular contact to be maintained throughout.
St Mary's School	Located approx. 0.2km to the North West of the site	Logistical impact: Vehicle movements to be prohibited at peak times due to school traffic.
Royal Free London Hospital	Located approx. 0.3km to the North East of the site	Logistical impact: Vehicular access routes to avoid hospital routes as far as reasonably practicable.
Local Road Network	B511, A501 & A41	Logistical impact: All vehicular journeys to be pre-planned outside of peak-times to ease surrounding congestion and limit overall impact.

Further mitigation measures and procedures are detailed throughout this document.

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.

Neighbours in the surrounding blocks will be notified by letter of the forthcoming demolition, and invited to make any comments by email to

DalehamGardensDemolition@camden.gov.uk

Ward Councillors will be engaged with by email.

Regular meetings are held with the Tavistock Day Unit next door.

The contractor for the demolition is not yet appointed, but once they are, their contact details will be displayed at the site and on the Council's website.

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.

No construction working group is envisaged to be required due to the small size of the site, and the moderately low levels of activity on site. The community will have contact to the appointed principle contractor site team and any appointed relevant personnel via the communication details displayed on the site hoarding.

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.

TBC at time of appointment of principle contractor

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 existing or anticipated construction sites identified within the local area.

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:

TBC at time of appointment of principle contractor

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

A requirement to register and abide by the CLOCS Standard will be included in all contractor's and supplier's agreements. As principle contractor this will include the following:

- Ensure the project's potential impact on the community has been properly risk-assessed.
- Develop and/or implement the agreed CLP and ensure it remains suitable and sufficient.
- Procure site and fleet operations that comply to the requirements of the CLOCS Standard.
- Ensure site arrangements enable the safest fleet operations including, but not limited to, 'last mile' routing, level access/egress, stable loading/unloading areas, effective delivery management systems and competent site access traffic marshals.
- Ensure effective and efficient site access gate checks of HGVs and their drivers to ensure they always comply to the CLOCS Standard. Non-compliances must be immediately risk-assessed, appropriately mitigated and addressed through procurement processes.
- Ensure effective independent monitoring of the project's compliance with the CLOCS Standard is undertaken approximately every 6 months and appropriate action taken to address non-compliance.
- Review information on all collisions that result in harm (and near miss incidents) that occur on journeys associated with the project and ensure they are quickly investigated, and actions taken to prevent recurrence.

The principle contractor will be required to hold FORS accreditation to ensure CLOCS compliance is monitored and adhered to.

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:

CLOCS standards will be included in the tender documentation and demolition 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.

Please see attached Appendix B – Logistics Strategy

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.

To minimise the likelihood of congestion to the local road network occurring. A delivery plan will be created to set out strict monitoring and control of all vehicles entering and exiting the proximity of the Site and will be maintained by setting specific delivery dates and collection times, where feasible. This delivery plan will be issued to all relevant delivery partners to ensure understanding of any on-site restrictions prior to undertaking any journeys. Upon arrival, vehicles will be logged by the logistics manager and will only be permitted access to the area once authorised. All vehicles will be under control of traffic marshals / banksmen, who will ensure access routes are kept clear at all times. Lorry movements will be restricted during a one-hour period before and after school opening / closing times.

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

During the Demolition works, a high reach/high-level access plant (e.g. cherry picker) may be required to facilitate any high-level works, the location and operation of which will need to be approved by the local authority prior to any works. For material movement it is not envisaged that any vehicles larger than an 8-wheel tipper truck will be required except an occasional articulated low loader for delivery and collection of major items of plant especially 360deg machinery. Consideration has been given to weight restrictions, sensitive neighbours and minimising the damage occurring to adjacent highways throughout the works.

Due to the restricted working space on and around the site it is estimated that no more than two 8-Yard skips will be removed per day for the removal of material from the site, with 1 to 2 further deliveries/collections via a 6-wheel caged lorry (7tn) over each week.

Deliveries/collection are therefore proposed be carried out at a prior agreed time in the morning, with another in the afternoon.

The use of non-road mobile machinery (NRMM) is considered only to be applicable to the initial demolition stage to remove the unsafe high-level structure and at the latter stages of the basement demolition and excavation. Any NRMM of the net power between 37kW and 560kW being used on site must comply with the NRMM emission standards stage IIB of EU directive 97/96/EX as a minimum.

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.

There are no existing or anticipated construction sites identified within the local area.

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

Please see attached Appendix B – Logistics Strategy

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.

Due to only traffic movements predicted of no more than two 8-Yard skips a day it is not envisaged that any holding or waiting points will be required other than those directly adjacent to the site as detailed in appendix B. As a result there should be no queues or high volumes of traffic during the works.

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.

Due to demolition works only being carried out deliveries will be very low, most traffic movement will be from the removal of waste material via 8 yard skip lorries as identified above.

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).

It is anticipated that all construction vehicles will be routed to and from the Site via Daleham Gardens and Nutley Terrace onto the B511, this then leads to Finchley Road (A41) to the south west, which provides direct access to the main surrounding strategic road network. All vehicles will be instructed to depart to the South to minimise impact on the Royal Free London Hospital Ambulance routes. Further detail on traffic route proposals are detailed within Appendix B. The proposed route does not require any alterations to street furniture or cycle diversions.

Traffic associated with the works will be subject to strict controls to minimise their impact on the environment. As a minimum, the following measures will be introduced:

- Drivers waiting to enter or leave the proximity of the site will be required to switch off their vehicle engines.
- Bays will be suspended to provide designated parking areas to help keep any congestion on the street to an absolute minimum.

The Site benefits from a good level of transport accessibility, with links to public transport services via the Finchley Road, Finchley and Frognal, Belsize park and Hampstead stations nearby. In general, demolition staff will therefore be expected to travel to and from work via public train and or bus, and on foot.

There will be no on-site car parking for any demolition workers, any on street parking that is required to be made available will be provided only to those personnel that are required to carry heavy equipment or materials to facilitate the demolition works (subject to prior agreement).

Construction vehicles trips generated by the development are anticipated to be spread evenly over a 10- hour long typical working day, although it is acknowledged that slight peaks will occur. It is assumed that construction activity will take place on 5 days per week.

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.

Please see attached Appendix B – Logistics Strategy

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.

The works will directly affect pedestrian footpaths on Daleham Gardens. Due to the unloading of materials and loading of waste for disposal the footpath adjacent to site will be closely managed by a traffic marshal for public safety during any activity. Loading bays will be provided via suspended parking bays with safety barriers and monitored by traffic marshals during working hours. Footpath diversions will be clearly signed and ramps with required gradients will be provided and maintained at all cross over points (as applicable).

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.

Please see attached Appendix B – Logistics Strategy

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.

As no access is available directly on site for vehicle movement, wheel washing facilities are not required.

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.

Please see attached Appendix B – Logistics Strategy

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.

As per Q20 b

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.

Please see appendix A and appendix B. No cycle lanes are present in the proximity of the site.

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](#).

Please see appendix B for proposed suspended parking bay locations.

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.

Site welfare is proposed to be within the site boundary.

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.

Not applicable

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.

Due to the minimal vehicle movement required to operate the site no diversions are required. Full access will be retained to all highways.

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.

Please see appendix B for proposed site hoarding. This is within the site boundary.

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.

Not applicable. The current temporary structures in situ are proposed to be removed at the beginning of the project and new site boundary established as per Appendix B.

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.

During this phase of the works, applications for disconnections will be made to the relevant utility companies; UKPN, Cadent, BT, Thames Water and internet providers. Desktop Utilities surveys will be carried out and on-site surveys and investigations; including CCTV surveys of the existing drainage systems will be carried out prior to any works taking place to accurately confirm location and depths of services. Appropriate identification and removals/protection (subject to final agreed scope) will then be undertaken.

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.

Predicted noise levels for the demolition works are outlined in table 4.1 below;

Task	Plant	BS5228 ref (or predicted)	No of items	SWL	LAeq @ 10m	% on time
Demolition	Hand-held breaker	C.1 Ref 6	2	111	83	30
Scaffolding/Strip out/Demolition	Hand tools	Predicted	5	97	69	50
Strip out/Demolition	Reciprocating saw	Predicted	2	108	80	20
Demolition	Hand-held breaker	C.1 Ref 6	2	111	83	30
Waste away	Waste lorry	C.2 Ref 34	1	108	80	20
Demolition	8T excavator with attachment	Predicted	1	116	88	40
Predicted average (10 hour working day) LAeq > 55dB to > 65dB						

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 noise survey will be carried out 4 weeks prior to commencement on site, and a copy of this will be provided to the Council once complete.

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

It is predicted that levels no higher than 1.5mm/sec will be reached during any demolition works. Predicted noise levels are outlined in question 28 above.

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.

Mitigation to noise will be carried out in line with item 4 of Appendix C. All works will be carried out in compliance with these strategies. Relevant staff on site will be trained on BS 5228:2009 (noise and vibration control), evidence of training to be issued to the local authority prior to the works.

Mitigation measures will include, but not be limited to the following:

- Acoustic treatment to hoardings adjacent to sensitive neighboring properties.
- Avoidance of percussive techniques if alternatives are available.
- Stationary plant such as temporary generators will be located as far as practicably away from the nearest sensitive receptor.
- Plant will be used in accordance with the manufacturers' recommendations and will be shut down between work periods or throttled down to a minimum;
- Acoustic covers to engines will be kept closed when engines are in use.
- Appropriate screens or enclosures will be provided where required.
- Continuous monitoring will be undertaken throughout the works, breaking and other noisy operations will be monitored closely.
- Site personnel will be instructed in environmental matters including Best Practicable Means (BPM) to reduce noise and vibration. They will be informed in the Site induction regarding the surrounding environment.
- All vehicle movements to be scheduled to occur during daytime hours only and engines to be switched off when waiting
- All plant to comply with relevant national or international standards, directives and recommendations.
- Hydraulic powered pulverisers and shears will be used where practicable (in lieu of pneumatic hammers).
- In the event of emergency works needing to be carried out outside of agreed hours, optimise sequencing to minimise duration, seek dispensation or variation from the Local Authority and inform neighbours as early as possible.
- Electrical or LPG powered plant will be used, where practicable, rather than plant powered by combustion engine.

In the event of a noise, vibration incident or complaint the incident will be recorded and issued to LBC together with follow up actions taken

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

To be provided on appointment of Principle contractor

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

Via the mitigation procedures as identified above and those identified within item 4 of appendix C.

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.

This will be closely monitored by the site manager and traffic marshal in line with the preventative measures as outlined above. Any dirt or dust identified on the highway will be cleaned by the principle contractor at the time of identification.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Due to the size, nature and duration of the works we are proposing the use of hand held monitoring for the record of noise and dust.

Vibration will be measured using a minimum 1No Din 45669 compliant (or similar). However, the total No. of vibration monitors and locations are to be agreed. Monitors will be configured to send email alerts in the event of exceedance events.

Noise Trigger and Action alert levels will be set as per predictions and following the +5dB Assessment Methodology of BS5228.

36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 \(SPG\)](#), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](#). **Please attach the risk assessment and mitigation checklist as an appendix.**

Please see Air Quality Assessment as outlined in appendix D

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

Checklist location to be confirmed

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

See question 35 above.

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).

Control and mitigation of rodents on site to be implemented before and during the demolition period and in line with the rodent control measures as identified within Appendix G.

Measures will include, but not be limited to the following:

- Following survey rid the building of rats and mice prior to demolition works
- Close inspection and monitoring of site perimeters
- Deployment of non-toxic secure bait stations around the site
- No stock piling of waste material on site to prevent any further colonization.

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

Asbestos surveys have been carried out by Ayerst Environmental Ltd, please see Appendix G for the full report. Due to the extent of the fire damage it has not been possible to survey the entire structure due to unsafe access. Any subsequent asbestos removal required during the demolition discovered and not already identified within the report will be carried out in strict accordance with The Asbestos Regulations.

Where required a suitably qualified body will analyse/verify the contaminants and subsequent actions will be determined by the results of such analysis.

All Asbestos removals will be carried out by a specialist contractor licensed to work with asbestos in accordance with the Control of Asbestos Regulations 2012, and the associated approved codes of practice. All asbestos waste will be disposed of following the Hazardous Waste (England and Wales) Regulations 2005 and subsequent amendment Hazardous Waste (England and Wales) (Amendment) Regulations 2009.

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 principle contractor appointed site manager will ensure that the conduct of all operatives on site is acceptable. Any operatives discovered to be behaving in an inadequate and disorderly manner will be removed from site.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period: April/2021 - August/2021
- b) Is the development within the CAZ? No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above: Yes
- d) Please confirm 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:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5