

Demolition Management Plan

156 West End Lane, West Hampstead

Planning Reference: 2015/6455/P

**Phase 3 DMP: Revision 4 –
dated 17th February 2021**

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Revisions & additional material

Please list all iterations here:

Date	Version	Title	Produced by
02/10/20	02	Draft for Consultation	John Gordon
29/10/20	03	Draft for Formal Submission	Julie Mc Laughlin
16/02/21	04	Updated to reflect comments received from Camden's Air Quality (AQ) Officer	Julie Mc Laughlin and John Gordon

Additional sheets

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

Date	Version	Appendix	Author and Title
02/10/20	02	1	CGL – Site Location Plan
02/10/20	02	2	Westfields – Highways & Boundary Plan
02/10/20	02	3	Ian Sharland Ltd – Noise & Acoustic Assessment
02/10/20	02	4	ACCON UK – Air Quality Assessment
02/10/20	02	5	ACCON UK – GLA SPG Document
29/10/20	03	6	WYG – Consultation Responses
29/10/20	03	7	Silver – Minutes and attendees of the CWG Meeting
16/02/21	04	8	Downwell Group and Westfields - Demolition Method Statement and Risk Assessment

Introduction

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

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

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

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

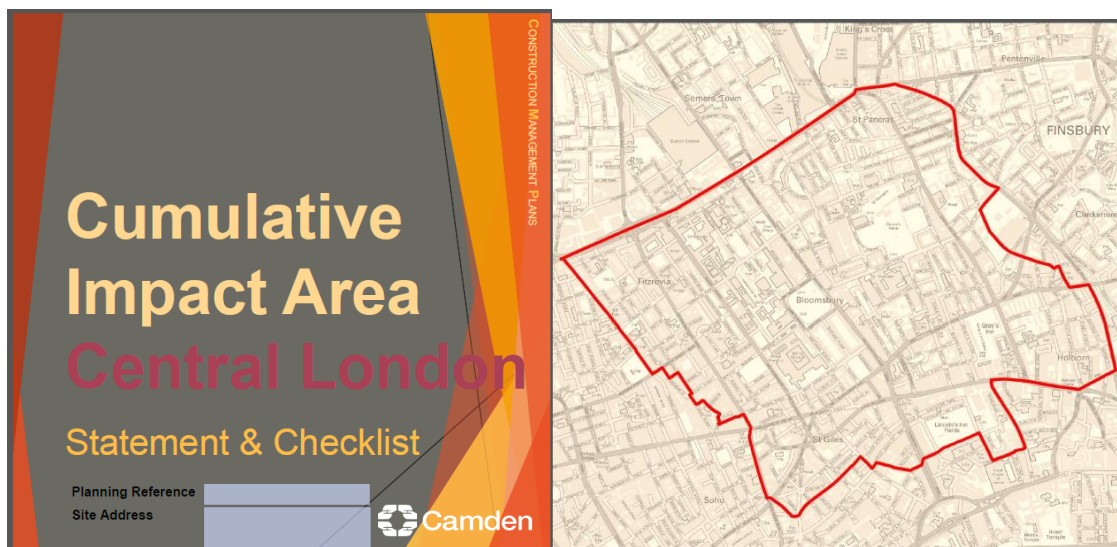
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

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.

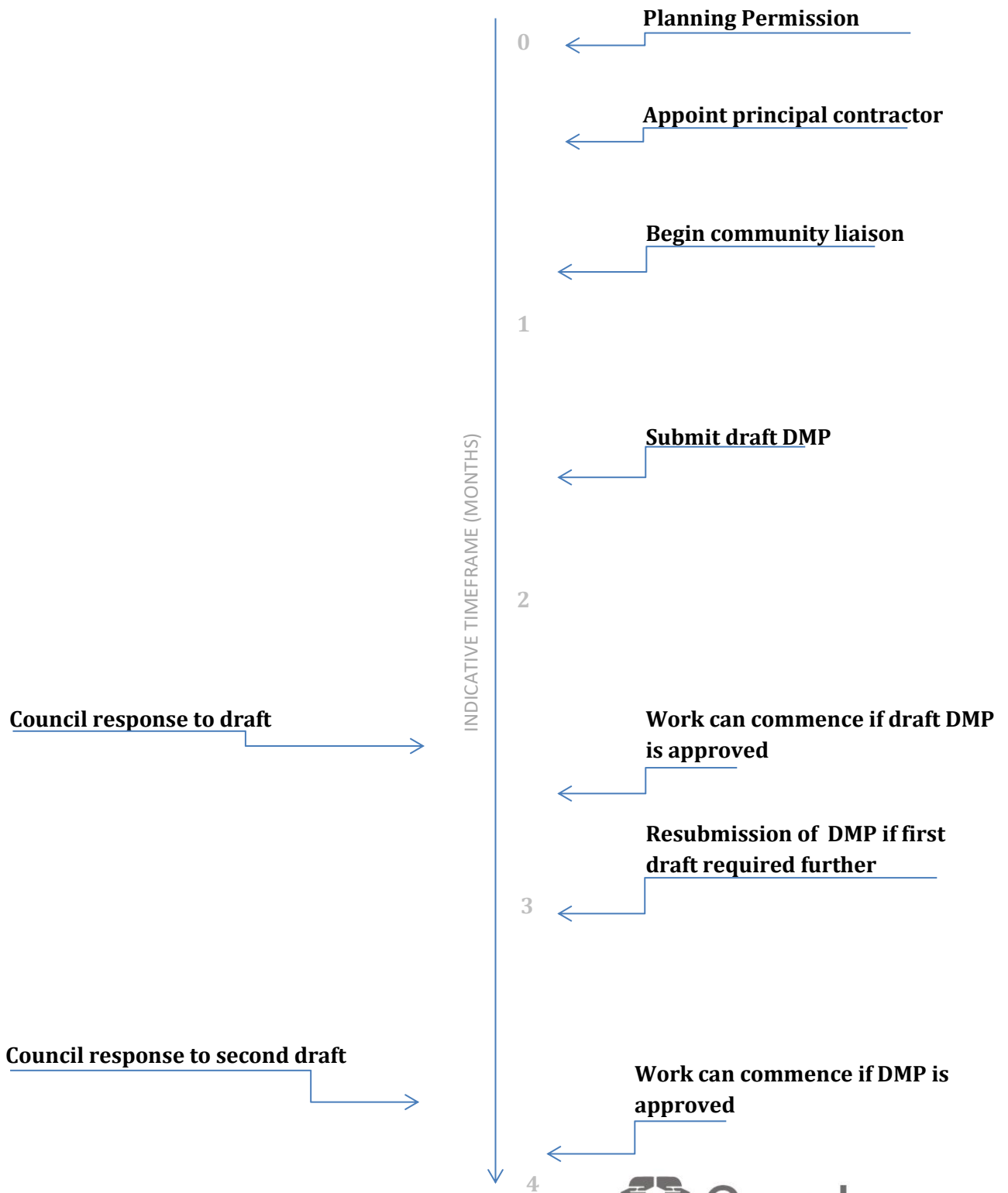
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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: 156 West End Lane, Camden, NW6 1SD

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

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

Name: John Gordon

Address: Westfield, 39 Harrington Gardens, London, SW7 4JU

Email: john.gordon@westfieldsconstruction.com

Phone: 07391039209

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: John Gordon

Address: Westfield, 39 Harrington Gardens, London, SW7 4JU

Email: john.gordon@westfieldsconstruction.com

Phone: 07391039209

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: Nick Bohane

Address: Instinctif, 65 Gresham Street, London, EC2V 7NQ

Email: Nick.bohane@instinctif.com

Phone: 07793654108

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

Name: John Gordon

Address: Westfield, 39 Harrington Gardens, London, SW7 4JU

Email: John.gordon@westfieldsconstruction.com

Phone: 07391039209

Site

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

156 West End Lane: The site is occupied by a five-storey office building (vacant since 2011), a retail showroom, builders' merchant and builders' yard to the rear (please note demolition of a two-storey building and the hardstanding has taken place under Phases 1 and 2).

West End Lane itself forms the western boundary of the site, with the Thameslink railway line to the south; rear gardens of Lymington Road residential properties to the north, and a Multi-Use Games Area (MUGA) to the east. A public right of way "Potteries Path" runs parallel to the railway line (Please refer to APPENDIX 1 for a Site Location Plan).



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

The works will involve:

Crushing the recycled material from the previous demolition phases along with arisings from this operation

Revision 3 update: please refer to Question 28 for details on the crushing plant to be used.

This will be executed in parallel with reduced dig works and follow on pile matt installation in preparation for construction operations on the following phase.

Soft strip of the five-storey vacant office building along with associated link buildings, followed by structural demolition of the building contained within scaffold and hoarding to West End Lane.

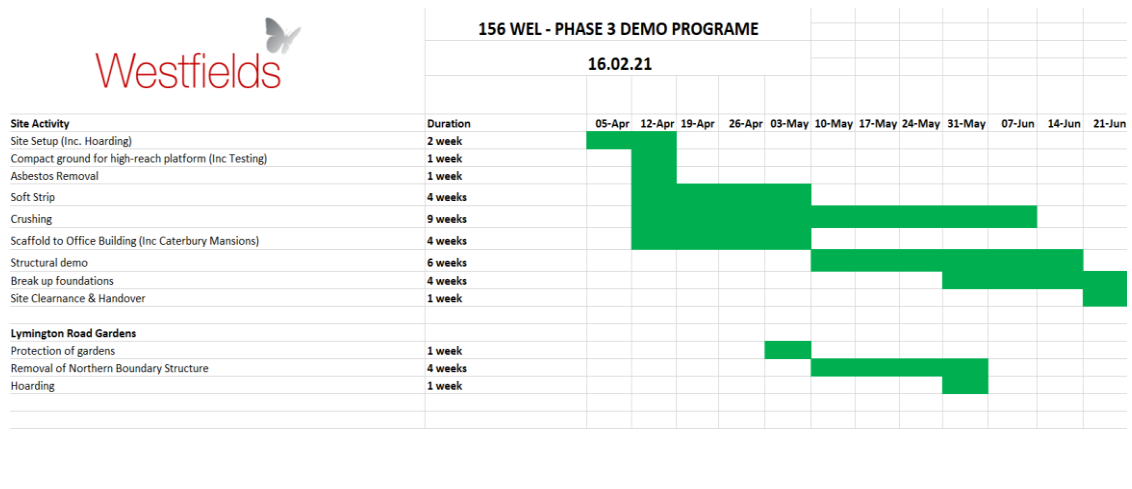
In order to carry out these works, scaffold will need to be erected within Lymington Road gardens and oversailing 166 west end lane / Canterbury Mansions. This will be detailed within party wall agreements for each respective property.

The final operation for this phase will include removal of foundations and below ground features up to 3m below surface, before clearing the site in preparation for construction works.

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).

Revision 3 update: Provisional commencement 4th January 2021 with completion due week of 29th March 2021. The Council and local residents will be informed of any changes to these provisional dates.

Revision 4 Update: Provisional commencement week of 5th April 2021 with completion due week of 21st June 2021



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

We confirm that the works will be undertaken in accordance with Camden's standard working hours as follows:

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

Revision 3 update: We confirm that there will be no noisy works before 09.00am.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the DMP/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 DMP/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 DMP, or a link to an online document. They should be given adequate time with which to respond to the draft DMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

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

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the DMP/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.).

Residential properties (and gardens) directly to the north of the site on Lymington Road, residential properties and businesses on West End Lane, including Canterbury mansions; and Network Rail land/commuters.

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft DMP/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 DMP should then be amended where appropriate and, where not appropriate, a reason given. The revised DMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs, then we would recommend contacting the relevant neighbouring planning authority.

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

Revision 3 update:

The draft DMP (Revision 2) and appendices were emailed to all members of the CWG and uploaded on to the site's website: www.156-westendlane.co.uk on Tuesday 7th October 2020, with a notification that the consultation period would be open for two weeks, with comments accepted on the website or emailed directly to Nick.Bohane@instinctif.com.

A CWG meeting was arranged for Wednesday 21st October to discuss the contents of the draft DMP and allow for further feedback. The consultation period was extended to Friday 23rd October to allow for the submission of any further comments.

A total of seven comments were received online or emailed to Nick Bohane. A summary of the issues and concerns and the team's responses are included in Appendix 6.

In addition, 14 no. local residents attended the CWG on Wednesday 21st October. Details of the attendees and minutes are included in Appendix 7.

Revision 4 Update – DMP Revision 4 and Appendix 8 uploaded on to the site's website on Tuesday 9th February 2021.

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.

The monthly CWG set up for Phases 1 and 2 will continue for Phase 3 demolition works and throughout the construction process. In addition, weekly updates on the site operations for the following week will continue to be emailed to the CWG participants. Liaison will continue with Camden's DMP/CMP team.

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.

CCS No. TBC – awaiting number.

14. Neighbouring sites

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

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

Transport

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

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

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

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

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Westfields Construction

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

Checks will be carried out before and during any operation relating to CLOCS, ensuring compliance throughout. This will include vehicle and driver information to be provided and reviewed ahead of the respective operation commencing.

Our demolition contractor Downwell, has been certified as a CLOCS Champion and will therefore be part of this reviewing process.

Downwell is Fleet Operator Recognition Scheme (FORS) SILVER accredited. [FORS ID: 003327](#)

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

During Phase 3, Westfields will only employ parties whose vehicles are CLOCS accredited.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

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

Downwell Demolition

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.

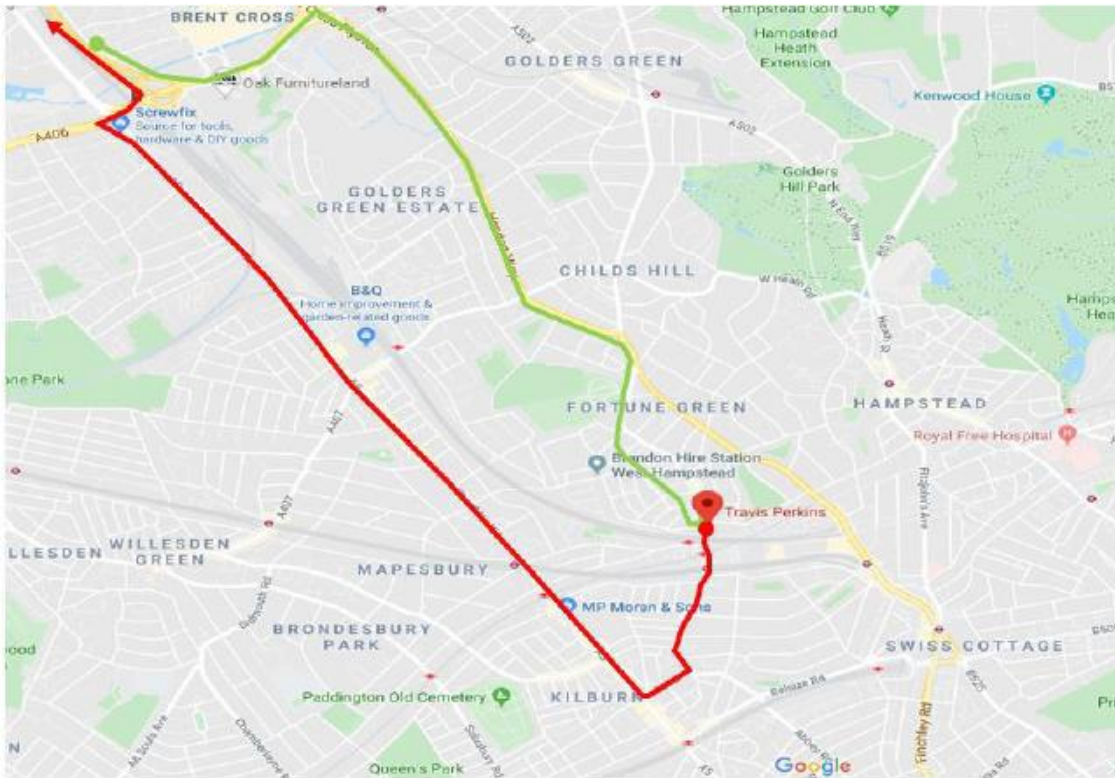
18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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



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

Route approved by Camden’s Planning Obligations Team and Highways Officers for the DMP of Phases 1 and 2.

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.

The agreed route will form part of the Demolition Management Plan which the contractor (Downwell Demolition) is contracted to comply with. This will be communicated further to their supply chain ahead of the commencement of on-site operations and deliveries.

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

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

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

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

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

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

For Example:

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

Skip loader: 2 deliveries/week during first 10 weeks

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

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

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

Skip loader: 2 deliveries per day / during first 4 weeks.

Transit flatbed: 2 deliveries per week / throughout duration of project.

Transit van: 1 delivery per week / throughout duration of project.

Artic: plant delivery at start of project; three deliveries per week for first 2 weeks; and three deliveries per week for the last three weeks of the project for removal.

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

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

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

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

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

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

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

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

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

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

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

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



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

In accordance with TfL's Construction Logistic Planning (CLP) Guidance (March 2020) and the adopted and draft London Plan policies (2016 and 2019) on demolition and construction waste, which seek to increase the re-use and recycling of construction, demolition and excavation waste on-site, the recycling of materials arising from the demolition and construction process will be undertaken on-site. The crushing of demolished structures on-site to create aggregate will reduce vehicle movements delivering new material to site and will reduce vehicle movements removing waste materials from the site, and accordingly reduce environmental impacts.

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

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

Site rules for all drivers

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

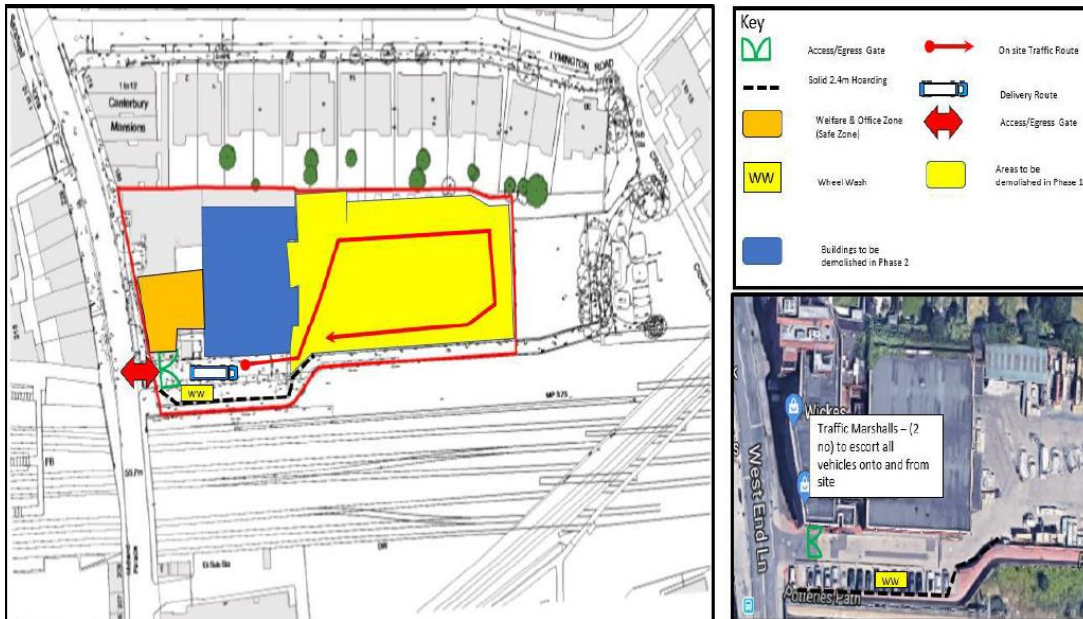
20. Site access and egress: *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

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

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



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

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

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

Swept path analysis is not necessary due to utilising existing junction

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 existing road surface will remain in-situ throughout the demolition phase, thus reducing the need for wheel washing. Further mitigation will be available where required with the use of a jet wash located by the delivery gate.

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

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

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

Not applicable: no loading/unloading on the public highway.

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

Not applicable: no loading/unloading on the public highway.

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 DMP/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 refer to APPENDIX 2.

23. Parking bay suspensions and temporary traffic orders

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

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

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

Not applicable – There will be no parking suspensions required

24. Occupation of the public highway

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

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

Not applicable – There will be no footpath or highway closures required.

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

None required.

25. Motor vehicle and/or cyclist diversions

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

None required.

26. Scaffolding, hoarding, and associated pedestrian diversions

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

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

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

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

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

Scaffolding will be erected on the front elevation on West End Lane within the site boundary as identified in Appendix 2. A secure hoarding will be installed in front of the hoarding safely segregating the site from the public.

Please refer to APPENDIX 2 for the scale drawings.

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

There will be no temporary structures overhanging or oversailing the public highway.

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.

Gas, water, drainage and power from the sub-station within the site boundary will be isolated ahead of works commencing.

A new Temporary Builders Supply will be arranged in order to serve the demolition phase.

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.

- Structural demolition with the use of high-reach plant;
- Recycling of arisings using crushing plant (a tracked Sandvik QJ241 Jaw Crusher, rated at 168 kW); and
- Breaking of concrete slabs and foundations will be carried out using excavators and breakers.

Please refer to Appendix 3: "Assessment of Crushing Plant Noise" for further details.

These works will be carried out within Camden's standard working hours of 08:00 – 18:00 Monday to Friday; and 08:00am – 13:00 on Saturday.

Revision 3 update: To confirm, no [noisy works](#) will be undertaken before 09.00am.

Revision 4 Update:

Camden's AQ Officer Question:

Which types of machinery will be used for the various aspects of demolition? Percussive or long-reach demolition for the office block, percussive or hydraulic bursting for slab breakout etc.?

Contractor answer:

High reach plant will be used for the office block; and pulverizing attachments will be used (ahead of hydraulic hammer attachments) in the breaking of slabs.

(Please refer to Appendix 8 The Contractor's Demolition Method Statement: Pages 16, 26, 29, 32 and 33 for full details).

Camden's AQ Officer Question:

Will vacuum extraction be used for any hand-held sawing or cutting which will take place onsite?

Contractor answer:

The demolition processes are largely carried out by plant, where dampening will be used to control dust and arisings.

Camden's AQ Officer Question:

Will diesel generators be needed on the site and if so, where will these be positioned so as to minimise pollution affecting nearby receptors.

Contractor answer:

Generators should not be required given the Temporary Builders Supply application; however an amendment will be made should this not be achieved.

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 was undertaken from Monday 20th July to Thursday 23rd July 2020.

Please refer to APPENDIX 3.

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

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

Revision 3 Update: To confirm – No [noisy](#) works will be undertaken before 09.00am.

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.

Acoustic screens will be used around the crushing plant along with made up ground in order to reduce noise levels as shown within the acoustic report.

Installed noise monitors will record noise levels and will also raise alerts when levels reach close to those permitted. Works will then be stopped to review what is causing the high levels before resuming when appropriate.

Revision 3 update: Two noise monitors will be installed on site prior to commencement of Phase 3. One noise monitor will be located on the north-eastern boundary of the site and one on the north-western boundary of the site. The two locations have been agreed with Camden's Noise Officer.

N.B. Movement monitors have been placed within the boundaries of nine adjacent homes on Lymington Road (northern boundary of the site); and the results of the monitoring will be issued to those residents by the contractor.

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

Staff will be certified to CCDO accreditations. All operatives will attend toolbox talks covering a range of subjects applicable to the site activities. Noise will be covered before the noisy work starts. Information on noise and quiet periods will be given at Induction stage.

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

Water cannons will be used to suppress dust when breaking and demolishing material prone to generating dust.

Monarflex will applied to the front face of each scaffold elevation, offering further protection to the public and containing dust within the site.

Revision 3 update: To confirm, two dust monitors have been installed on site since April 2020, with the locations approved by Camden's Air Quality officers; and monthly monitoring has been submitted to Camden Council in accordance with Condition 23 (2015/6455/P). This will continue throughout Phase 3 demolition and the construction phase.

Revision 4 Update

Camden's AQ Question:

Which types of water suppression -and how many- will be used (manually operated hoses, sprays fitted to demolition equipment/crushers, DustBoss, MotoFog etc.) for different areas of the site or operations?

Contractor answer:

Hoses and Dust Boss plant will be used to suppress dust (Please refer to Appendix 8 Demolition Method Statement Pages 9, 16, 17, 30, 31, 33, 34, 35, where application of the either hosing, attachments or Dust Boss is described).

Camden's AQ Question:

It's a big site; how will the contractor ensure that they will maintain sufficient water supply and pressure to provide adequate mitigation? This will be especially important is it gets drier and warmer, when it may also be necessary to dampen the ground frequently in addition to active demolition activities.

Contractor answer:

The site has an appropriate water supply; however water bowsers will be used to store additional water, which can be used in the event of any water supply issues.

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.

Public areas surrounding the site will be monitored and where necessary will be cleaned.

This will include the use of a jet wash and/or road sweeper where required.

Revision 4 update

Camden's AQ Officer Question:

What will the contractor do to contain or prevent dust from stockpiles and materials being brought onto and off of the site? We prefer to see as few stockpiles as possible, and those which are produced should be lower than the top of the site hoarding, and must be dampened down, sheeted or treated with an adhesive polymer. Any granular materials which might be prone to generating airborne dust should be sheeted at all times, and the same is true for materials being removed from or taken to the site.

Contractor answer:

The existing stockpile from Phases 1 and 2, along with arisings from Phase 3 will be crushed in order to minimise material being brought onto site. Such stockpiles will be managed and dampened accordingly (Please refer to Appendix 8 – Demolition Method Statement and Risk Assessment Page 35 where dampening of crush material is included).

Camden's AQ Officer Question:

What will the contractor do to prevent dust being resuspended from hard surfaces on the site, including outside of operating hours (e.g. daily dampening + sweeping to remove possibility of wind-blown dust).

Contractor answer:

Before completing works each day, stockpiles will be left dampened to minimise the risk of air pollution out of working hours. Stockpiles will also be hosed before and after crushing as stated on Page 35 of the Demolition Method Statement.

Camden's AQ Officer Question:

What additional reactive dust mitigation measures will be brought in if the preventative dust mitigation isn't sufficient to avoid dust triggers or nuisance for receptors? E.g. increasing height of hoarding, provision of extra water dust suppression etc.

Contractor answer:

Additional hoses will be on standby to deal with excessive levels of dust. This will allow an immediate response to such issues. Should this not be adequate, works will be stopped to evaluate the cause of the unforeseen omissions, with methodology and control measures reassessed before resuming.

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

Installed noise and air quality monitors will record levels generated and will also raise alerts when levels are close to those permitted. Works will then be stopped to review what is causing the high levels before resuming when appropriate.

Revision 3 update: To reiterate the update in Question 31 and 32, the location of all monitors have been approved by Camden's officers.

Revision 4 Update

Camden's AQ Officer Question:

How many personnel onsite will receive the automated dust triggers, and how will the contractor ensure that there will always be somebody present who is able to address any dust or AQ concerns?

Contractor answer:

The site supervisor for the demolition works will have an automated dust trigger and will carry out constant checks on all operations throughout the day, ensuring permitted levels are not breached. Where arisings become excessive, works will be stopped and reassessed. Westfields will also possess a dust trigger which a member of the management team will carry during site walks and undertake spot checks daily, ensuring compliance is maintained; and again, works will be stopped if required.

Camden's AQ Officer question:

What is the process for responding to site trigger levels? Once the lower warning trigger level is reached we would expect the contractor to look to adjust works and/or mitigation so as to reduce dust generation or improve containment. Once the site action trigger level is reached works should stop immediately and the contractor should investigate to determine the cause of the exceedance and take any and all steps necessary to prevent recurrence.

Contractor answer:

The process outlined by the Air Quality Officer is that which the team on site will follow.

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.**

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

Please refer to APPENDIX 4

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](#).

A checklist has been compiled in accordance with the GLA 'highly recommended' measures from the SPG document.

Please refer to APPENDIX 5

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.

In accordance with the approval of details for Condition 23 pursuant to 2015/6455/P, two MCerts monitors are located on site (locations approved by Camden's Air Quality team) and have been monitoring since the end of April 2020. Monthly reporting has been submitted to Camden's Air Quality team and this will continue throughout Phase 3 and the construction phase.

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).

At all times the site shall be kept free, so far as is reasonably practicable, from rats and mice.

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

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

Stored waste is to be stored safely and securely to prevent damage to health or escape into environment. Consideration is to be given to preventing the theft of waste, acts of vandalism and scavenging by animals, noting the "Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal)".

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

24th April and 2nd May 2015

Amosite Chrysolite board found in storeroom and ground floor false ceilings.

Chrysolite Bitumen found in shop area, male WC and corridor floor adhesive.

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 undergo a Westfields Site Induction before being permitted to work on the site. This induction will set out behavioural standards to include consideration toward neighbouring residents, businesses and passing pedestrians. Operatives found not adhering to these standards will be disciplined.

The welfare will include places to eat, change and also a smoking area in order to contain site activities. This will be located away from residents' properties.

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: December 2020 – March 2021
Revision 3 update: Provisional demolition date 4th January 2021 for circa 12 weeks; to finish week commencing 29th March 2021. Residents and officers will be kept up-to-date.

Revision 4 update: Provisional demolition date 5th April 2021 – w/c 21st June 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: Confirmed
- 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: Confirmed
- 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

● 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 Demolition Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.



Signed:

Date: 02.10.20

Revision 3: Date: 29.10.20

Revision 4: Date: 17.02.21

Print Name: John Gordon

Position: Project Manager – Westfields Construction

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5