

Highgate Newtown Redevelopment Demolition Management Plan

Public Consultation – questions and responses

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COVID-19

Q1. When are the works likely to start? And should works commence during COVID-19 lockdown whilst residents are working from home?

Demolition works have been scheduled to commence in September 2020.

The construction industry is being actively encouraged to continue to operate throughout the lockdown, following the guidelines on safe working practices.

Q2. Does the DMP address how the operations will be carried out while complying with social distancing and other requirements as a result of the COVID-19 pandemic? Will the DMP be updated to specify how those requirements will be satisfied?

The contractor will ensure it follows the most recent industry guidance and safety protocols, including:

- Construction Leadership Councils Site Operating Procedures
- GOV.UK – Working safely during coronavirus (COVID-19) in construction and other outdoor work
- The London Borough of Camden's 10 Point Plan

Operating procedures will also be reviewed and agreed by the London Borough of Camden's Health & Safety Officers as well as external consultant CDM advisors before any works can commence

Hours of Operation

Q3. Could you clarify the hours of operation? For example, the main document has references to restrictions at school times.

The project will comply with the standard operating hours for all construction sites nationally (Mon-Fri 8.00am – 6.00pm, Sat 8.00am – 1.00pm).

The anticipated weekday hours of operation will usually be between 8.00am to 5.00pm Monday to Friday. However, this may extend to 6.00pm where necessary.

M & M Demolition is committed to avoiding vehicle movements during school drop off and collection times. The school will be regularly consulted.

Camden is committed to working with residents and stakeholders throughout the project. This should enable issues that may arise as a result of the contractor's working hours to be speedily addressed.

Q4. The Q&A circulated to some residents states that working hours will usually be 8am – 5pm Monday to Friday, and Saturday working will be exceptional. The Demolition Management Plan states that working hours will be 8.00am to 6pm on Monday to Friday and 8.00am to 1.00pm on Saturdays (If required). Can you clarify this?

The project will comply with the standard operating hours for all construction sites nationally. The anticipated weekday hours of operation will usually be between 8.00am to 5.00pm Monday to Friday. However, this may extend to 6.00pm where necessary. If Saturday work is required, neighbouring residents will be contacted in advance.

Q5. The letter states that deliveries will be restricted between 08.00 – 09.00. This isn't reflected in the Demolition Management Plan which states that deliveries will take place 'from 08.00' Can you clarify?

Can you clarify the size of low loader that will be required for plant delivery, and check that the approach and departure routes are can accommodate this? As it may be necessary to suspend parking at junctions to allow sufficient turning space.

The Demolition Management Plan has been updated so that vehicle movements take place outside school drop off and collection times.

The size of all the vehicles visiting and leaving the site are checked in advance. Where a parking suspension is needed, residents will receive advance notice in line with Camden's parking procedures.

Q6. The information provided about HGV movements allows for movements between 8 and 13:00 on Saturdays, while the Q&A states that Saturday working will be exceptional. How do these timings relate to the restricted hours during school days?

Vehicle movements will be arranged outside of school drop off and collection times, and there will be ongoing communication with the school about this.

There is currently no intention for the site to be open on Saturdays. However, there is an allowance for this to happen should this become necessary to ensure the works are delivered on programme.

Traffic Management

Q7. The plan envisages demolition with all vehicles and materials being transported up and down Bertram Street. This conflicts with the assurances provided by the council and confirmed in the planning committee report that a temporary access route through to Croftdown Road would be created so that all heavy vehicles enter the site via Bertram Street and exit via Croftdown Road.

The buildings need to be removed first, before access can be created through the site. This is why traffic during demolition works will be entering and exiting the site through Bertram Street.

One-way traffic through the site and onto Croftdown Road is the preferred option, and will be considered by the contractor during the development of the Construction Management Plan for the main works.

Q8. Where is construction traffic to go after Raydon Street?

Vehicles will turn left onto Dartmouth Park Hill. We understand there might be planned road works, in which case vehicles may have to turn right.

Q9. Can we suggest that traffic marshals are also provided at the corner of Chester Road and Raydon Street and at the top of Chester Road? There have in the past been

significant issues with large vehicles turning into Chester Road and causing difficulties for other vehicles and pedestrians.

Thank you for your suggestion.

Traffic marshalls will be stationed at the entrance of the site and at the end of Bertram Street. This should help manage the vehicle movements and prevent the street becoming blocked. Requests for additional marshalls at the entrance of Chester Road and Raydon Street will be reviewed as the project progresses. We anticipate that these are less likely to be required as both are one way streets, and all feedback from residents will be welcomed.

The contractor will also take into account the movement of Waste Removal trucks to ensure Chester Road is clear of heavy traffic and not blocked by site trucks.

Q10. Will the vehicles proposed be appropriate for this constrained access route? It may be necessary to consider smaller vehicles, although we appreciate this leads to more vehicle movements. Regard should also be paid to the necessity to avoid damage to the cobbles and trees in Bertram St.

M&M Demolition has regard to these considerations and plans to use vehicles appropriate in size for the access route. Where possible the number of vehicle movements will be reduced by organising backloads.

Overhanging tree branches will be pruned in Bertram Street before the work starts.

Q11 'a Church Hall is to be retained and used as the site welfare facility during the demolition phase of the project'. Please explain access, security, hours of operations especially in light of Covid-19.

The Gospel Hall will be accessed through the site. During the demolition of the Fresh Youth Academy, access may need to be temporarily switched to Winscombe Street.

The government guidelines on Covid safe workplace practices will be followed at all times.

The hours of operation will be the same as the rest of the demolition site; Monday to Friday 8.00 to 5.00pm – occasionally 6.00pm if required. Saturday working 8.00am to 1.00pm is not anticipated but might be required to meet the programme.

Q12 Lorries are unable to get down Chester Road when delivery vans are larger than the loading zone for local Nisa shop.

M&M Demolition will be liaising directly contact with the Nisa Local Shop regarding deliveries and waste removal movements.

In situations where delivery vehicles are parked partially on the road, the site manager will be able to directly contact the shop to ensure a speedy solution.

Q13. Can you include the following assurances about accreditation for the vehicle operators?

Demolition Management Plan has been updated to include:

- All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.
- Operators must be FORS accredited. FORS Silver operators should already be compliant with CLOCS. Where accredited to FORS Bronze level, written assurances must be sought that ensure that the above requirements are met."

Q14 In the main document, there is reference to 'no more than 30' waste removal journeys in one day. Can you clarify what this could mean for the residents of Bertram Street?

A vehicle movement involves a journey entering the site and exiting the site. The majority of the removal journeys will occur towards the end of the demolition period, once all of the buildings have been demolished.

How much material needs to be removed will depend on how much of it can be left on site to be re-used by the main contractor. This discussion has yet to take place.

However, we believe there are likely to be 10-20 vehicle movement per day for several weeks, towards the end of the demolition period.

Q15. Can you confirm that all contractor vehicles, small or large, must be contained within the site? Will this be in the revised plan?

Yes. Small vehicles as well as large vehicles will be contained within the site boundary.

Q16 Will parking bay suspensions be needed beyond the 12-14 week demolition period? Please clarify.

Parking bay suspensions will mostly be required at the start and finish of the demolition works, within the 12-14 week demolition period. A smaller number might be required at other times during the programme.

All parking bay suspensions will be communicated to neighbouring residents in advance.

Q17. Could the plan show a wider area, to include the route to/from the Strategic Road Network?

M&M Demolition will submit a separate Traffic Management Plan to the London Borough of Camden that will address this.

Q18. Can a copy of the Traffic Management Plan be provided for comment before approval of the DMP? Also the number, location, timing and duration of parking bay suspensions should be specified.

The Traffic Management Plan will be reviewed by the relevant Camden officers and will be available to residents. This process is dynamic, and the documents are always open to comment, and to change. The guidelines on suspension of parking bays will be followed and residents will receive advance notice of any suspensions.

Q19. Can we be assured that suppliers and subcontractors who are not using the approved route in the Traffic Management Plan will be sent away, and those routinely breaching the requirement not be allowed to supply the site?

We acknowledge that this is an ongoing challenge on any construction project.

M&M Demolition has committed to issuing clear instructions to suppliers and to sending away any vehicles that fail to follow the agreed Traffic Management Plan.

Q20. How will the site traffic safely interact with buses, pedestrians and cyclists on the route? Can it be expressly stated that vehicles will not be allowed to back into and down Bertram Street?

Construction vehicles will drive into Bertram Street and turn around within the site boundary and drive out of Bertram Street. This process will be managed by marshalls to help ensure the safety of all road users and pedestrians and to make sure that vehicles comply with the site instructions.

Direct consultation is being held with the Transport Planning and Highways teams to ensure the safety of pedestrians and cyclists is prioritised.

Camden requires CLOCS monitoring for all projects, and compliance with the Guide for Contractors Working in Camden. For example, all drivers of vehicles over 3.5 tonnes will have undertaken Safe Urban Driver training, and all vehicles over 3.5 tonnes will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts. All operators will be FORS silver accredited.

Further information can be found here: <https://www.clocs.org.uk/page/FORS>

Q21. Ambulances regularly travel to and from the Whittington Hospital and the Royal Free along Dartmouth Park Hill. Will the drivers be made aware of this and will the London Ambulance Service be informed of the likely traffic movement?

Thank you for raising this concern, drivers will be made aware and LAS will be contacted before work starts on site.

Noise / Dust / Vibration Monitoring

Q22. Does an average noise level of 70-73db mean that noise will occasionally be louder than this limit? Is this an average across all hours of operation or just when heavy machinery and/or vehicles are in use?

M&M Demolition will comply with British Standard 5228 'Code of practice for noise and vibration control on construction and open sites'. Frequent Noise Monitoring will be undertaken and reviewed with Camden officers. This will show whether the noise limits have been exceeded, and any mitigation needed will be taken to ensure compliance with permitted noise levels.

Residents who feel that noise is exceeding the limits will be able to use the contact number provided to raise the concern directly with the contractor at the time.

Q23. As a result of Covid some sites have decided to only carry out noisy works between 10 and 3pm. Is this likely to happen on this development?

The works will be undertaken within the standard operating hours. The demolition works are not due to start until September 2020 when it is anticipated that many people will have returned to work, and schools are likely to be open for most pupils. A regular newsletter will be issued so that residents are better informed of the planned works in advance.

Q24 How will dust on site will be managed and monitored?

Frequent Dust monitoring will be undertaken and M&M Demolition will be responsible for the management of dust.

Consultation

Q25 Has consultation been undertaken in the spirit of cooperation? We think more time is needed for fuller and more detailed consultation

We believe that appropriate consultation has taken place and we continue to engage with residents and stakeholders about all aspects of the redevelopment. Please continue to share your views and suggestions about the demolition management and construction management processes going forwards.

Q26 For large sites, consultation may mean two or more meetings with local residents prior to submission of the first draft Construction Management Plan – why hasn't this happened?

Due to COVID-19, consultation methods have had to adjust to social distancing measures.

So, for example, rather than holding a face to face consultation event, information was posted to over 500 local residents, businesses and local groups providing the opportunity for feedback, and the initial feedback period was extended until the end of May 2020.

Invitations were sent out to attend a virtual meeting for the first Construction Working Group at the end of May, which was open to the public. The second CWG is scheduled to be held in late July 2020.

There will continue to be opportunities to comment, raise concerns and engage with the construction management process for the project; even though, for the time being, we cannot hold the usual face-to-face events.

Q27 Will there be weekly newsletters?

Newsletter are likely to be published every two weeks or at key dates of the project.

Anyone seeking an update is welcome to get in touch with either the site manager or a Camden project officer by phone or email.

Q28. Could the Gantt Chart be displayed at intervals in the Library or outside the Church Hall for residents' information, with notification of slippage?

It's not usual to publish something as technical as a Gantt Chart. However, any newsletters will detail the programme and any slippages. A copy of the newsletter will go to the Library, though we appreciate that the Library has limited space for notices.

Again, anyone wanting an update is welcome to get in touch with any questions.

Q29 Could a special leaflet on traffic management be distributed to all residents in the area and copies displayed in the Library or on a noticeboard outside?

Traffic management details can be included within the newsletters. These will be distributed to local residents, businesses and resident groups – including the Library. Information will also be displayed on the site notice board on the hoardings for the project.

Q30. Will the consultation process be available as a draft Hard Copy as well as on-line?
Perhaps hard copies could be available at the Library when it reopens.

The draft Demolition Management Plan was primarily made available for viewing online, with the opportunity for residents to request a hard copy.

The consultation process for construction management is dynamic, and we will continue to engage with residents throughout our building projects.

Camden policies and guidance – which need to be followed by the contractor – tend to remain the same, but there are usually locally-specific parts of the documents. These are the parts of a Construction Management Plan (CMP) that are most likely to be changed and updated, to respond to local issues and challenges as the project progresses.

The CMP is usually a lengthy document, so it's unusual to find many hard copies being produced, and the most up to date version is likely to be the version found online.

If in any doubt, please speak to the Camden project manager or project team member. They should be able to provide the most up to date information in an appropriate format for you.

Recycling / Sustainability

Q31 Will there be any salvage of re-usable materials?

Yes. The contractor will recycle any material where reasonably practicable, if any local residents require wood (free of charge) from the project then they should contact M&M Demolition. Businesses will be charged for reclaimed materials.

Q32 Will details of recycling and reuse be provided before approval of the DMP?

A Pre-Demolition Audit will be produced before works start on site.

Q33 The Sustainability Statement for the project requires the contractor to produce a pre-demolition audit, detailing the quantities of demolition waste predicted and any opportunities for reuse of these materials on site, plus opportunities for recycling of this at licenced local facilities. How can we assess the DMP without this information?

Demolition is not starting until September, and the Pre Demolition Audit is still being developed. The purpose is to minimise waste to landfill in accordance with BREEAM standards, and the audit will be reviewed by Camden's sustainability team to ensure it will meet these requirements.

Timber will be offered up to local residents and the community Wood Workshop for recycling and re-use. Hardcore and Concrete will be crushed and – as far as possible - re-used on site. Though this is a matter for discussion with the main contractor, who has yet to be appointed.

Neighbouring Impact

Q34 Number 15 Winscombe Street will be directly impacted by the works as it directly adjoins the Gospel Mission Hall. Has this been overlooked?

The Gospel Mission Hall is not being demolished, so the impact of the demolition works on 15 Winscombe Street is not anticipated to be as much as those directly adjacent to the site.

Once the main construction works start, these will include converting the Gospel Hall into two homes, and there will be a more direct impact on 15 Winscombe Street.

Q35 The shared garden wall of nos. 24- 32 Winscombe Street will be demolished and therefore these properties will be seriously impacted by the works. No mention is made of the listed status of 24-32 Winscombe Street. Is the contractor aware of the sensitivity of the buildings and the need for additional care in carry out works nearby?

Yes. The Party Wall Surveyor will liaise directly with residents of 24-32 Winscombe Street.

Q36. Shouldn't all of Bertram Street, Chester Road and Winscombe Street be included for monitoring? All of these properties will be affected by vehicle movements and many will be affected by noise, dust, vibration, fumes and lighting.

The sensitive receptors identified are those which are immediately adjacent to the site. We will continue to engage with the surrounding residents as part of the ongoing works.

Q37. Has the impact of Parliament Hill School & Bowling Club construction sites been considered?

The Parliament Hill School redevelopment has finished. Both the school and the Bowling Club are not considered to be within close enough proximity to directly impact the project.

Q38. Has the proposed development of the LB Camden-owned building on the corner of Chester Road and Dartmouth Park Hill been taken into account? This could potentially overlap in turns of construction period and could result in considerable disruption on both streets (both bus routes) and the local neighbourhood.

We do work closely with the project team involved in the Chester Road project. The impact of these works will be evaluated during the development of the Construction Management Plan.

At the moment we are consulting on the Demolition Management Plan, and consultation on the CMP process for both projects has yet to take place. Your comments will be considered during that process.

Q39 Surely the whole of Bertram Street is likely to be affected by noise etc, not just the two nearest houses.

The sensitive receptors identified are those that are immediately adjacent to the site. The surrounding residents will also continue to be consulted as part of the ongoing works.

Q40 The Mansfield Bowling Club may well become a construction site before this project is completed.

The Demolition Management Plan refers to the demolition works only. These are expected to be completed by the end of November 2020. The impact of the Bowling Club works will be taken into consideration during the development of the Construction Management Plan (CMP) for the main works.

Demolition Methodology

Q41 When do you expect/ hope the pre-demolition 'soft works' will commence?

The soft strip out works will commence within first week of the programme once the welfare and site set up has been completed.

Q42 How will the contractor carry out the break-up of the thick concrete surface within the site. What equipment will be used? If fuel sumps are found on site from the site's use as a Tank training barracks and service facility how will these be dealt with?

Hydraulic breakers will be used to break out the concrete hardstanding. This is the fastest method so is likely to cause the least disruption.

Site Specific Risk Assessments and Method Statements will be produced for any tanks found on site and issued to the London Borough of Camden.

Q43 Will the proposals for scaffolding and hoarding on our boundary be part of a party wall discussion, prior to a license being applied for?

A hoarding plan has been produced. All hoardings will be erected in accordance with the Design and Calculations in the plan. Methodology statements will be provided detailing this information for any Party Wall Agreements. However these are yet to be agreed between the parties so the information is yet to be provided.

Q44 Can we have more details - drawings and timings - of demolition, hoarding erection, construction etc.[request from neighbouring properties]

M&M Demolition will liaise directly with party wall surveyors regarding the demolition works.

Method statements for the main works will be provided through the party wall surveyors at the appropriate time. A programme will be provided to those residents impacted once a start date for the main works is established.

Q45 Will hand separation be needed for the properties in Winscombe Street?

Hand separation will not be required for the properties in Winscombe Street. Details on the methodology will be provided through the party wall surveyors.

Q46. Will the updated plan explicitly state that any damage to the trees, pavements or road surfaces will be made good?

Yes. Any damage to pavement and roads will be made good. Branches of the trees on Bertram Street will be cut back before the equipment for the demolition arrives on site to prevent damage.

Q47 What exactly is the function of the 'Site Welfare Facility'? What does it offer?

Site welfare facilities are for use by the construction workers. This includes toilets, a supply of hot and cold water for washing, changing facilities, drinking water, and somewhere to eat and rest.

Q48 Will the Ancient Right of Way from Chester Road to Croftdown Road be reinstated after the work is completed?

The 'Ancient Right of Way' – which is a pedestrian alleyway from Chester Road through to Croftdown Road - has a Stopping Up Order. It will be permanently closed ahead of the construction of the new Highgate Newtown redevelopment.

The redevelopment includes the creation of a new pedestrian pathway to allow people to walk through from Croftdown Road to Chester Road.

Q49 What about Site Security outside working hours? How will children and others be prevented from entering the site?

The site will be made secure with hoardings around the boundary of the site. All visitors will have to report to reception, and entry is strictly limited. The site entrance will be securely locked outside working hours and the site will have a daily presence during the demolition.

Q50 Cumulative Impact Area (CIA): Who is responsible if there is a negative impact, mitigation, compensation?

There is currently only one Cumulative Impact Area, which is for the Central London Area. This site is outside the area.

Q51 During the redevelopment of the area in the 1970s at the initiative of the local residents a 'rat book' was set up at the Library for residents to report sightings of rats (time, location) and Camden was able to respond quickly. Could something similar be arranged?

That's an interesting recollection! We think a phone call or email about any rat sighting would be more effective, as the Library has limited opening times and is very restricted on space.

Pest control measures will be regularly reviewed as part of any site works, and it's helpful if residents can provide feedback to the site manager or project manager about any issues.