Hadley Street

Demolition Management Plan

For
London Borough of Camden

Project No.
14041

Date
September 2023

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DOCUMENT HISTORY AND STATUSFWORKING HOURS

Revision	Date	Purpose/ Status	File Ref	Author	Check	Review
P1	25/07/2023	Draft	14041-CRH-ZZ-XX-RP-C-0001-P1.doc	JG	TM	AP
P2	30/08/2023	Final	14041-CRH-ZZ-XX-RP-C-0001-P2.doc	JG	TM	AP
P3	06/09/2023	Final	14041-CRH-ZZ-XX-RP-C-0001-P3.doc	JG	TM	AP
P4	07/09/2023	Final	14041-CRH-ZZ-XX-RP-C-0001-P4.doc	JG	TM	AP

Document Details

Last Saved	07/09/2023 12:31
Author	James Gibson
Project Partner	Alan Poulton
Project Number	14041
Project Name	Hadley Street
Revision	P4
File Ref	14041-CRH-ZZ-XX-RP-C-0001-P4.doc

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1.0 INTRODUCTION

1.1 Background and Context

1.1.1 CampbellReith has been commissioned by London Borough of Camden (the 'Client') to prepare a Demolition Management Plan (DMP) for the proposed demolition and enabling works of the existing disused single-storey parking structure at Hadley Street (herein referred to as 'the Site').

1.1.2 A Site Location Plan is provided in Appendix 1.

1.2 Document Purpose

1.2.1 This DMP provides the management framework required for the activities associated with the implementation of the proposed demolition and enabling works.

1.2.2 The DMP explains how the demolition activities can be undertaken in accordance with the environmental commitments and mitigation identified as part of the technical assessments undertaken in support of the planning application. The purpose of the DMP is to demonstrate how generic and detailed site-specific controls will be utilised to avoid, minimise or mitigate the likely adverse impacts of demolition on environmental resources, local residents and businesses.

1.2.3 This document represents the first stage in the preparation of the DMP for the proposed demolition works, as it is prepared in advance of Contractor appointment. Once appointed, the Contractor is to use this DMP and provide remaining specific company and contact details to produce a final DMP. Where any works are to be undertaken by different sub-contractors, the respective Contractor is to refer to the DMP and prepare their site-specific documents.

1.2.4 The document describes the checking, monitoring and audit processes that should be implemented to ensure works are being undertaken in accordance with these requirements, together with measures to enable appropriate corrective actions or mitigation measures are taken.

1.2.5 The DMP forms part of the overall project management during the demolition phase and as such, activities described will be integrated with other Quality, Sustainability and Health and Safety Management processes set up by the Contractor. The DMP is a live document that will be updated, if necessary, subject to environmental audits to enable demolition activities to be satisfactorily managed and mitigated and to ensure continued compliance with prevailing best practice guidance and legislation.

1.2.6 Although the DMP is a stand-alone document, the planning application will be accompanied by technical assessments, which may contain information relevant to the management of environmental issues during demolition.

2.0 OVERVIEW OF THE SITE AND PROPOSED DEMOLITION WORKS

2.1 Site Description

2.1.1 The Site is irregular in shape and covers an area of approximately 0.18 hectares (ha) of land located at Hadley Street in Kentish Town, London. The Site is centred on an approximate National Ordnance Survey Grid Reference of 528745E, 184498N and a postcode of NW1 8TD. The Site lies within the jurisdiction of the London Borough of Camden (LBC).

2.1.2 The Site is bound to the north by Castle Road, to the east by Heybridge tower block, to the south by Lewis Street and to the west by Hadley Street. The Site is occupied by a single storey concrete covered car park associated with the residential development adjacent to the east. The sloped vehicular entrance to the car park from Castle Road is located in the north east corner of the Site and the southern and western Site boundaries encroach into adjacent pavement and road. The car parking at the lower ground level is approximately 1.50 metres (m) below ground level.

2.1.3 A review of historical mapping (1873 onwards) shows the Site to be developed for residential use between 1873 and 1968 comprising terraced housing fronting Lewis Street, Hadley Street and Castle Road with associated rear gardens located in the centre of the Site. In 1952 four houses within the Site boundary were no longer present, located in the south west and south of the Site fronting Lewis Street, assumed to be destroyed by World War II bombing. By 1968 the Site had been redeveloped into its current approximate layout, with the former terraced housing replaced by the existing enclosed car park, ramp and areas of hardstanding.

2.1.4 Ground levels for the car park and external areas within the Site are generally consistent at approximately 27.50m above Ordnance Datum (AOD). In the north east of the Site a concrete ramp is present which provides access to the car park from Castle Road. Ground levels rise from 27.50m AOD at the bottom of the ramp to 28.83m AOD at the top of the ramp at Castle Road. The podium level is between 30.09 - 30.19m AOD. Castle Street pavement level is 28.83m AOD. Hadley Street pavement level is 28.85m AOD at the northern end and 28.50m AOD at the southern end of the Site. Lewis Street pavement level is 28.50m AOD at the western end and 28.27m AOD at the eastern end of the Site.

2.1.5 The British Geological Survey (BGS) Online Geology Viewer notes the geology underlying the entire Site as London Clay Formation. No superficial deposits are recorded. A variable thickness of Made Ground is likely to be present across the Site and comprise a heterogenous mixture of man-man cohesive and granular soils associated with the historical development of the Site.

2.1.6 No BGS borehole data is available for the Site. A ground investigation is scheduled on-site prior to the commencement of the demolition work, the results of which will be circulated in this report when they become available.

2.1.7 No aquifers are located on the Site, the London Clay bedrock is classified as unproductive strata. The Site is not located in a Source Protection Zone.

2.1.8 There are no Public Rights of Way (PRoW) footpaths within the Site.

2.1.9 The Site is situated completely within Flood Zone 1 which is defined by the Environment Agency (EA) as land having less than a 1 in 1000 annual probability of river or sea flooding.

2.1.10 There are no World Heritage Sites, Conservation Areas, Registered Battlefields, Registered Historic Parks and Gardens, Scheduled Monuments or Listed Buildings on or immediately adjacent to the Site.

2.2 The Wider Environment

2.2.1 Residential land uses surround the Site along adjacent roads Hadley Street, Castle Street and Lewis Street.

2.2.2 Notable features in the wider area include the railway line located approximately 30m west of the Site connecting Camden Road and Kentish Town West London Overground stations, Holy Trinity & St Silas Church of England Primary School located approximately 45m south of the Site, Holy Trinity Church located approximately 70m south east of the Site, Kentish Town West railway station located approximately 195m north west of the Site, Regents Canal located approximately 355m south east of the Site and Camden Market located approximately 390m south of the Site.

2.2.3 There are no ecologically designated sites in close proximity to the Site. The nearest is Hampstead Woods SSSI located 2.8km north west of the Site. Regarding heritage site designations, nine Grade II listed buildings are located within 250m of the Site, the closest of which is Holy Trinity Church located 70m south east. The following Conservation Areas are located within 250m of the Site: Harmood Street located 40m west of the Site, Kelly Street located 70m north east of the Site, Inkerman located 160m north of the Site and West Kentish Town located 220m north west of the Site.

2.2.4 The nearest surface water feature is Regents Canal located approximately 355m south of the Site and the nearest EA Statutory Main River to the Site is the River Thames located approximately 4.4km south east of the Site.

2.3 Overview of the Demolition Works

2.3.1 The proposal is to remove the single storey podium structure behind Heybridge. Site set up will include putting hoarding up along Hadley Street, Lewis Street and the Castle Road entrance to secure the site. A combination of the hoarding and existing trees may require footpath closure on Hadley St and Lewis St during installation.

2.3.2 A temporary site accommodation building for the workers will be located behind the Hadley Street hoarding. This may require temporary suspension of the parking bays on Hadley St to install and remove at the beginning and end of the project.

2.3.3 Prior to the works, condition surveys will be undertaken by the contractor to the homes in Heybridge residential block and to the properties in the surrounding streets.

2.3.4 Vehicular access to the Site will be from Castle Road to the north of the Site.

2.3.5 A Site Plan showing the locations of the proposed demolition works is provided in Appendix 2.

2.4 Anticipated Demolition Programme

2.4.1 It is anticipated that, following discharge of pre-commencement planning conditions, the key stages of the demolition programme will be as summarised below.

- Contractor appointment – Autumn 2023;
- Set up hoarding and site compound – December 2023;
- Main site demolition works – January – April 2024;
- Site secured until the main development starts in winter 2025/26

3.0 DEMOLITION METHODOLOGY

3.1 Summary of Demolition Works

3.1.1 The main stages of the proposed demolition works are set out below:

3.1.2 **Site set-up:** Set up hoarding and site compound (temporary structure for contractors).

3.1.3 **Preparation:** Disconnecting power and services to car park only. Power supply to Heybridge will not be affected. Strip-out and clearing of internal structure and finishes.

3.1.4 **Securing the structure:** Temporary propping as required to boundary walls to maintain stability. Temporary support deck to podium slab to prevent uncontrolled collapse.

3.1.5 **Separating the parking structure from Heybridge:** Where necessary, the concrete slabs at podium and lower ground level will be separated from the Heybridge tower by saw cutting. This is expected to be the noisiest operation during the works.

3.1.6 **Breaking down the slab:** Once separated from the building remaining slab will be cut by saw and broken down by hydraulic machinery on-site.

3.1.7 **Taking down the podium, sorting and removing materials:** The remaining structure will be brought down to ground level by various machines in a controlled manner. Waste materials will be sorted and loaded into skips and tipper trucks and taken away for processing and recycling. Vehicles will operate at specific times of day, avoiding school pick-up and drop-off. Road closures are not anticipated.

3.1.8 **Securing the Site:** The exposed elevation at lower ground level of the Heybridge tower will be secured and made watertight until it is incorporated into the new development.

3.1.9 **Post demolition:** The Site will be finished with a layered crushed rock incorporating some preliminary filter. The Site will be enclosed with hoarding until the main development works starts in winter 2025/26.

3.2 Temporary Site Compounds

3.2.1 During the demolition works, it will be necessary to provide temporary facilities for demolition personnel. A temporary site accommodation building for the workers will be constructed behind the Hadley Street hoarding and will be in place throughout the duration of the demolition works.

3.2.2 Delivery vehicles will drive to the vehicle loading and unloading area in the north east of the Site from Castle Street.

3.2.3 There will be an envisaged peak demolition workforce of 10 and parking for all demolition staff and visitors will be provided within the Site boundary, to be coordinated with works. Any on street parking will be in accordance with local regulations and restrictions.

3.2.4 Facilities to be provided in the temporary site accommodation may include the following:

- Site office, of porta cabin type construction;
- Toilets;

- Potable water supply;
- Non-potable water tanker;
- First aid facilities;
- Bunded fuel storage area;
- Contractor locking facility.

3.2.5 The establishment of the site accommodation will take account of:

- Proximity to watercourses and drains;
- Prevailing topography (flatter areas being preferable);
- Proximity to ecological receptors (e.g. hedgerows and mature trees);
- Management of drainage during periods of heavy rainfall; and
- Access for emergency vehicles.

3.2.6 Site-specific risk assessments will be undertaken by the appointed contractor prior to the compounds coming into use. The contractor will establish management protocols for the compounds. It is envisaged that these will include (but not be limited to):

- Access routes for equipment and materials;
- Control of potential hazards within the compound;
- Protection of vegetation;
- Protection of wildlife;
- Working hours and noise levels; and
- Safety of the compound layout.

3.2.7 Unless appropriate and approved connections can be made to mains drainage, welfare units shall have a sealed receptacle for wastewater, which is to be removed from site on at least a weekly basis and disposed of at the haulier's nominated treatment works.

3.2.8 Fuel for plant and machinery shall be stored in a bunded twin wall tank within the compounds. In the event of a spillage, appropriate action will be taken in accordance with the good practice guidance set out in CIRIA C532 Control of water pollution from construction sites – Guidance for consultants and contractors (2001) and the Department for Environment, Food & Rural Affairs and Environment Agency Pollution Prevention for Businesses Guidance (July 2016) [updated August 2022]. A spill kit shall be provided with the welfare facility for use in the event of a fuel spillage.

3.2.9 The temporary facilities will be removed on completion of the demolition phase and the areas will be reinstated.

3.3 Plant and Equipment

3.3.1 The following are the typical plant and equipment employed during the demolition works:

Table 3.1: Plant and Equipment

Equipment	Function
Backhoe excavators	Material movement/loading, establishment of finished levels and surface water drainage
Wheel tipper trucks	Material removed from/delivered to Site
Skid steer loaders	Digging and moving materials
Hydraulic excavators with rotational grapples, pulverisers, steel shears and impact breakers attachments	Demolishing buildings
Hydraulic grab	Grabbing materials and moving or sorting them from one location to another
Concrete crushers	Producing recycled aggregate from demolition brick and concrete
Saw cutting slab	Cutting horizontal surfaces such as concrete slabs
Water bowser	Provide water for welfare units/dust suppression

3.4 Demolition Traffic Routes and Movements

3.4.1 There will be a combination of HGVs for material removal/input to Site and cars/vans for demolition staff. HGV movements are expected to be most intense throughout the middle stages of demolition, tailing off towards the final weeks. Car/van movements are expected to be constant throughout. It is envisaged that during the peak demolition period there would be approximately 5 to 10 HGV deliveries (10 to 20 movements) in a single day.

3.4.2 It is forecast that there will be an average workforce of 10 persons on site at any one time during the demolition of the enclosed car park to include the site contractor(s), engineers, materials personnel, environmental personnel, health and safety personnel, operatives, banksmen and machine operators. This may vary subject to the overall programme of works.

3.4.3 Access routes and points to and from the proposed demolition that will be utilised by HGVs will be confirmed to the (LBC) prior to the start of the demolition works. It is envisaged that traffic movements will approach and leave the Site via Castle Road and then Kentish Town Road.

3.4.4 It is anticipated that deliveries would generally take place out of peak hours and school pick-up and drop-off times when traffic flow on the local road network is lower and the scale and nature of approved development are such that daily traffic movements will be limited in number.

3.4.5 The Contractor will co-ordinate all deliveries and collections to/from the Site. All deliveries will be made to the designated areas within the Site. If for any reason it is necessary to load and

unload outside the Site boundary, the details and procedure for this will be agreed with LBC in advance.

3.4.6 During demolition, an on-site restriction of 5 miles per hour (mph) will be actively enforced by the contractor for all vehicular movements. The nature of the proposed vehicular access during demolition is such that any soils tracked out of the Site are likely to be deposited on Castle Road. Where any tracking of soil material onto the public highway occurs, provision will be made by the Contractor for use of a road sweeper so that surrounding roads are kept clean and free from soils.

Arrangements prior to commencement of works

3.4.7 The Site will be fully secured and made safe prior to the commencement of the demolition and enabling works. Temporary hoarding will be used and suitable access and egress points within the Site boundary will be established for personnel, vehicles and deliveries.

3.4.8 Prior to the commencement of works, the following third parties would be contacted and notified (where necessary):

- London Borough of Camden
- Highway and byways agencies;
- Appropriate notifications to statutory utility companies;
- Appropriate notifications to Emergency Services; and
- Appropriate notifications to the LBC Environmental Health Officer.

3.5 Resource Use

Surface water drainage

3.5.1 During demolition, the Contractor will be responsible for ensuring adequate prevention measures are in place to prevent surface water runoff mobilising materials generated as a result of the demolition works.

Management of Contaminated Material

3.5.2 Although unlikely due to the current and historic land use, any contaminated material that would require removal from the Site will be subjected to testing to confirm its composition; stored appropriately, taking account of the potential for leaching and proximity to watercourses; collected by suitable waste carriers and sent for disposal at appropriately licensed waste facilities.

Demolition Waste

3.5.3 The Contractor will implement the waste hierarchy (i.e. prevention, preparing for re-use, recycling, other recovery and disposal) as set out in the Waste (England and Wales)

Regulations 2011 (as amended) to ensure that material resources are used to maximum efficiency.

3.5.4 The Contractor will prepare a Site Waste Management Plan (SWMP) / Demolition Resource Management Plan or equivalent. This will include information regarding the type of waste to be produced during demolition, waste carrier details and plans for the segregation and control of waste and the reuse or disposal.

3.5.5 The Contractor will ensure that there will be no burning of any waste within the Site.

3.6 Working Hours

3.6.1 It is confirmed that demolition activities would take place during standard Camden working hours:

- Monday to Friday, 08:00 – 18:00;
- Saturday, 08:00 – 13:00; and
- No working on Sundays or Bank Holidays unless otherwise agreed with LBC.

3.6.2 In order to maintain the above working hours, the Contractor may require a period of up to one hour before, and one hour after, the core working hours, to start up and shut down activities.

3.6.3 Out of Hours Working is not currently envisaged, however, if specialist demolition operations are required outside of normal working hours, this would be agreed in advance with LBC, except for in emergency situations.

3.6.4 Demolition would take account of the close proximity of neighbours and noisy working hours would be agreed in conjunction with LBC and neighbours. This might include avoiding peak hours and school pick-up and drop-off times for significant deliveries and avoiding noisy work at certain times of day, such as early mornings. The preference is for noisy works to only take place between the hours of 09:00-17:00.

3.7 Lighting

3.7.1 The demolition schedule activities will be primarily kept to daylight hours and the use of high-powered floodlights during hours of darkness will be avoided wherever possible. In the case where lighting is adopted for use during night activities, a demolition Lighting Management Plan prepared by the Contractor and included as an update to the DMP and agreed with LBC to limit the potential for obtrusive light, with appropriate consideration of residential receptors.

3.7.2 Where there is an identified requirement for work in the hours of darkness, low wattage directional lighting will be used on the Site to minimise the potential for disturbance of neighbouring land uses and residential receptors, in line with the Institute of Lighting Engineers *'Guidance Notes for the Reduction of Obtrusive Light'*. Lighting will be provided with the minimum luminosity sufficient for safety purposes.

3.7.3 Any lighting required for the demolition phase will adhere to the following recommendations:

- All lighting to be aimed at its intended target, away from neighbouring properties;

- When possible, full cut-off luminaires will be used and shields, hoods, cowls, baffles or louvres will be employed to aid in further control of new lighting near sensitive areas to limit upward light or direct views of light sources;
- Lighting equipment should be switched off, or lighting with the capability to is to be dimmed, in accordance with any LBC approved strategies for part-night lighting

4.0 RELEVANT PARTIES AND KEY ROLES

4.1 The Client Team

4.1.1 The relevant parties and key roles within the client team are detailed below in Table 4.1.

4.1.2 For the purpose of this DMP, the 'Client' is London Borough of Camden. Overall responsibility for the DMP and ensuring legislative compliance lies with the Client. The Client should make sure that all contractors engaged in a particular phase have an obligation to comply with good environmental practice for demolition including preparation and implementation of the DMP.

Table 4.1: Client Team

Role/Contact	Contact Details	Key Responsibilities
Client	London Borough of Camden 5 Pancras Square London N1C 4AG	Overall ownership of the scheme.
Contract Administrator ARTELIA UK Dermod Murnane	High Holborn House 52-54 High Holborn Holborn WC1V 6RL +44 207 269 0450 Dermod.Murnane@uk.arteliagroup.com	Overall responsibility for the performance of the contract. Management of the project within the environmental constraints in conjunction with all other necessary management processes including the delivery of the completed project at handover.
Environmental Manager CampbellReith James Gibson	Campbell Reith Hill LLP 15 Bermondsey Square London SE1 3UN +44(0)20 7340 17000 jamesgibson@campbellreith.com	Responsible for monitoring the performance of the project against requirements and standards.

4.2 The Contractor Team

4.2.1 The relevant parties and key roles are detailed below in Table 4.2 to be completed by the Contractor upon appointment (expected November 2023).

Table 4.2: Contractor Team

Role/Contact	Contact Details	Key Responsibilities
Project Manager [Organisation] [Individual]	[Address] [Telephone] [Email]	Overall responsibility for the project.
Site Manager [Organisation] [Individual]	[Address] [Telephone] [Email]	Responsible for managing the day-to-day site activities. Provide a presence to ensure works are being

		carried out in a safe and proper manner.
Environmental Compliance/Liaison Officer [Organisation] [Individual]	[Address] [Telephone] [Email]	Responsible for: • The management of environmental issues as advised by the specialists; • Obtaining the necessary environmental consents; • Liaising with external third-party organisations and individuals; • Regularly reviewing and updating the DMP and specialist procedures and identify any areas for improvements; and • Review method statements for environmental aspects and advise the Project Manager as to their suitability.
Foreman [Organisation] [Individual]	[Address] [Telephone] [Email]	Responsible to Works Manager with responsibility for demolition and assisting Agents with safeguarding the environment.
Traffic Safety Officer [Organisation] [Individual]	[Address] [Telephone] [Email]	Overall responsibility for traffic management.
Site Waste Manager [Organisation] [Individual]	[Address] [Telephone] [Email]	Overall responsibility for overall waste management issues arising from the project.
Site Engineer [Organisation] [Individual]	[Address] [Telephone] [Email]	Responsible for environmental monitoring (except water levels) and the maintenance of records.
Health and Safety Officer [Organisation] [Individual]	[Address] [Telephone] [Email]	Overall responsibility for Health and Safety issues arising from the project.
External Relations Officer [Organisation] [Individual]	[Address] [Telephone] [Email]	Responsible for coordination with external parties.
Neighbourhood Liaison Officer	[Address] [Telephone]	Responsible for coordination with existing residents.

[Organisation] [Individual]	[Email]	

4.3 External Agencies

4.3.1 A list of key contacts from external agencies is provided below in Table 4.3:

Table 4.3: Key Contacts from External Agencies

Team	Contact Details
Planning Officer London Borough of Camden [Individual]	[Address] [Telephone] [Email]
Environmental Health Officer London Borough of Camden [Individual]	[Address] [Telephone] [Email]
Building Control London Borough of Camden [Individual]	[Address] [Telephone] [Email]
Traffic Officer London Borough of Camden [Individual]	[Address] [Telephone] [Email]
Environment Agency	Incident Hotline: 0800 80 70 60
Natural England	0300 060 3900

4.4 Key Interested Parties

4.4.1 A list of key interested parties (e.g. residential receptors, businesses, landowners and community groups) that could be materially affected during the demolition process is provided below in Table 4.4 [to be completed by the Contractor]:

Table 4.4: Key Interested Parties

Name of property or interested party	Nature of the interested party	Distance and direction from the Site

5.0 ENVIRONMENTAL METHOD STATEMENTS AND MITIGATION

5.1 Client Requirements

5.1.1 London Borough of Camden is committed to best practice standards of implementation to ensure safe and secure implementation of the project with the minimum possible environmental harm.

5.1.2 London Borough of Camden will monitor the Contractor's compliance with the approved DMP through all normal electronic and written media, telephone conversations and visits.

5.1.3 London Borough of Camden is committed to good environmental performance and will proactively work with the Contractor and other stakeholders to remedy any issues arising.

5.2 Relevant Legislation and Guidance

5.2.1 The Contractor is required to carry out all works in accordance with prevailing legislation, relevant regulations, guidelines and codes of practice.

5.2.2 The Contractor is required to carry out all works in accordance with any relevant conditions attached to the grant of planning permission, and any associated informatives.

5.2.3 The Contractor is required to prepare and maintain a register of all relevant environmental legislation and guidance. This will be agreed with the Environmental Manager prior to being communicated to all relevant site workers.

5.3 Method Statements

5.3.1 When preparing works specific method statements, the Contractor is required to include an environmental risk assessment to review the environmental risks and commitments. Works that have an environmental implication are to be identified and appropriate control measures implemented.

5.3.2 The Contractor is to determine which activities have environmental implications using the following criteria:

- The work may result in an adverse effect on the environment or human health;
- The work is adjacent to a surface water drain, watercourse or groundwater receptor.

5.3.3 Where the works have environmental implications, the works-specific method statement and proposed control measures are to be reviewed by the Contractor's Environmental Compliance/Liaison Officer. Where necessary, the works specific method statement and proposed control measures are to also be reviewed by an appropriate environmental specialist.

5.3.4 When it has been determined that an activity has environmental implications, that activity (as detailed in the works specific method statement) may not commence until the Contractor's Environmental Compliance/Liaison Officer and Environmental Manager has approved the works specific method statement and proposed control measures.

5.3.5 Where necessary, the Contractor is required to submit their proposed works specific method statements and proposed control measures to and gain approval from the appropriate

enforcement agencies (Natural England, Environment Agency and Environmental Health Officer etc.).

5.4 Baseline Surveys and Sensitive Receptors

5.4.1 The Contractor will make appropriate reference to the baseline surveys and impact assessments included within the planning application.

5.4.2 The receptors which are considered potentially sensitive to the proposed demolition works have been identified and are summarised in Table 5.1.

Table 5.1: Summary of Potential Sensitive Receptors

Category	Sensitive Receptor/Land Use
Site Specific	
Ground Conditions/Contamination and Water	The Site falls within Flood Zone 1 and risk of surface water flooding is low. The nearest watercourse is Regents Canal located 355m south of the Site. The Site is not located within a Source Protection Zone. No aquifers are recorded at the Site, the London Clay bedrock underlying the Site is classified as unproductive strata.
Traffic and Transportation	Residents in the dwellings on adjacent roads Castle Road, Hadley Street, Lewis Street and Heybridge tower adjacent to the east (vehicles, cyclists and pedestrians).
Ecology	No sensitive ecological receptors requiring appropriate consideration during demolition.
General	
Members of the Public	Nearby residential dwellings in adjacent Heybridge tower and on Castle Road, Hadley Street, Lewis Street sensitive to dust, noise and vibration.
Residential, Commercial	Surrounding residential dwellings on Castle Road, Hadley Street, Lewis Street and Heybridge tower adjacent to the east.
Noise and Vibration	Impacts arising due to noise from works occurring within the Site. Control of noise activities will minimise any impacts on nearby sensitive residential receptors.
Dust and Air Quality	Possible impacts from dust arising due to works occurring within the Site. Control of dust activities will minimise any impacts on nearby sensitive residential receptors.
Waste Disposal	Waste created on-site should be managed appropriately to reduce the likelihood of impacting any sensitive receptors or contaminating surrounding areas.
Protection of Existing Installations	Protection of existing on-site utilities.

5.4.3 The following section of the DMP describes the environmental constraints on and within close proximity to the Site and sets out mitigation and control measures in relation to the sensitive receptors. Mitigation and control measures may be refined by the Contractor to best reflect the methods of working.

5.5 Ground Conditions/Contamination and Water

Environmental Constraints

5.5.1 The entire site has been previously developed. Between 1873 and 1966 the Site was developed for residential land use and comprised terraced housing fronting Lewis Street, Hadley Street and Castle Road with associated rear gardens located in the centre of the Site. In 1952 four houses within the Site boundary were no longer present, located in the south west and south of the Site fronting Lewis Street, assumed to be destroyed by World War II bombing. By 1968 the Site was redeveloped into its current approximate layout, with the terraced housing replaced by the enclosed car park, ramp and areas of hardstanding.

5.5.2 A ground investigation will be undertaken prior to the commencement of the demolition works which will indicate underlying ground conditions and appraise contamination risk.

5.5.3 The Site is located in Flood Zone 1 and no watercourses are located on or in the vicinity of the Site.

5.5.4 The Site is not located in a Source Protection Zone and no aquifers are recorded at the Site, with the London Clay underlying bedrock classified as unproductive strata.

Mitigation and Control Measures

Compliance

- Environmental protection during demolition will be achieved by compliance with industry standard codes of practice for the treatment of natural and made ground and through the implementation of demolition environmental management procedures.

Sediment runoff

- Site access points and on-site roads/tracks will be regularly cleaned to prevent build-up of dust and mud;

Leaks and spillages of contaminants

- All staff will be trained in the use of spill kits and aware of their locations on-site.
- Spillages and leakages will be immediately contained in line with an Emergency Response Plan (ERP) and managed using geotextile bunding of adequate capacity (110%);
- An emergency Spillage Action Plan will be produced, which site staff must read. On-site provisions will be made to contain a serious spill or leak using booms, bunding and absorbent material.
- Wherever possible, plant and machinery will have drip trays beneath oil tanks / engines / gearboxes / hydraulics, which will be checked and emptied regularly via a licensed waste disposal operator;

- The methods set out in Environment Agency former Pollution Prevention Guideline PPG6 will be followed, which gives requirements such as the bunded storage of any chemicals or fuel kept on-site;
- All gases and fuels to be stored in accordance with the current regulations for particular gases/fuels in question and noted on the Fire and Emergency Plan;
- Ready-mixed concrete will be utilised and there will be no mixing of concrete on-site;
- All spills, regardless of size are to be reported to the Contractor and dealt with appropriately. Where spills have the potential to enter groundwater, the Environment Agency should also be informed in addition to appropriate procedures.
- Fuel, oil or chemical storage required will be stored on impervious bases of appropriate capacity in accordance with the Environment Agency's PPGs 1,2,7 as well as COSHH Regulations 2002 and the Control of Pollution (Oil Storage) Regulations 2004;
- Leaking and empty containers will be removed from the Site and disposed of appropriately;
- Any refuelling of mobile plant and machinery will be undertaken in a designated area supplied with appropriate spill kits and bunded bowser.
- Biodegradable hydraulic oil to be used for machinery/plant where possible;
- All drums and barrels will be fitted with flow control taps and will be properly labelled.

Contaminated Land

- A watching brief will be maintained for unforeseen contamination. This will be specified on a grid basis and will include the procedure to follow in the event that unforeseen contamination is identified;
- Contaminated soils arising from excavation will be transported to a designated containment area prior to treatment or waste classification and subsequent treatment of disposal;
- Preparation of a detailed remediation strategy (if required) to define a material management/ recovery plan, associated soil remediation, mitigation and subsequent validation approach to be adopted and agreed with LBC prior to implementation;
- Brimstone Site Investigation concluded within their Detailed UXO Risk Assessment, included within the CampbellReith Desktop Study, that UXO poses a Moderate Risk to the southern half of the Site and a Low Risk to the northern half of the Site. The following risk mitigation measures were recommended for any proposed intrusive works:
    - UXO safety awareness briefings prior to all intrusive works

- On-site supervision from explosive ordnance disposal engineer. Watching brief of all 'open' mechanical excavations and magnetometer survey of any borehole locations within the Moderate Risk Zone only.
- Intrusive magnetometer probe survey of all pile positions within the Moderate Risk Zone only.

5.6 Traffic and Transportation

Environmental Constraints

5.6.1 Potential for impacts associated with delivery of materials and plant to the Site is envisaged to be limited and no off-site works to the public highway are envisaged to be required. There is no pedestrian and cycle provision within the Site.

Mitigation and Control Measures

- Access to the Site will be monitored and carefully planned to ensure vehicle movement will not cause damage to existing highways, parked vehicles or kerbs;
- The Contractor will ensure that suitable management is in place to safeguard existing users of Castle Road that may need to use or cross access route to/within the demolition site;
- Toolbox talks will be held for demolition personnel and briefings will be made for all delivery drivers regarding the existing operational context of the adjacent streets and the likely presence of pedestrians and cyclists.
- The delivery of goods will be managed to ensure wherever possible that arrival times occur outside of sensitive periods such as school drop-offs and pick-up times. No deliveries will be accepted outside of the normal Site working hours and vehicles will not be allowed to wait outside the Site on the public highway;
- Identified routes for all demolition traffic to be agreed with the Local Authority prior to commencement of works. This will reduce the likelihood that vehicles will pass along sensitive roads (i.e. residential roads, congested roads, via unsuitable junctions);
- All vehicle movements on-site will be confined to designated route and vehicles shall not exceed the speed limit of 5 mph;
- Clear signage must be provided at all times to inform users of the adjacent roads of any changes to access routes and transport locations. The safety of pedestrians and cyclists must be safeguarded; and
- If required, provision will be made within the Site for vehicle parking.

5.7 Dust and Air Quality

Environmental Constraints

5.7.1 The Site is located within the Camden Air Quality Management Area (AQMA) declared for nitrogen dioxide and particulate matter pollutant exceedances.

5.7.2 There are number of sensitive receptors within close proximity of the Site, which include the following:

- Residential receptors along surrounding roads including Castle Road, Hadley Street, Lewis Street and Heybridge tower adjacent to the east of the Site;
- Pupils and staff at Holy Trinity & St Silas Primary School located 45m south of the Site;
- Tapping The Admiral public house located 20m north west of the Site over Hadley Street;
- Pedestrians and cyclists on roads surrounding the Site and along the proposed demolition traffic routes;
- Residential and commercial uses along the demolition traffic routes.

Mitigation and Control Measures

- The Contractor must comply with all relevant legislation and guidance for the control of dust and emissions during demolition works in accordance with Best Practicable Means;
- A Dust Management Plan is required to be prepared in accordance with the Institute of Air Quality Management (IAQM) Guidance on the assessment of dust from earthworks, construction and trackout for medium risk sites;
- Air quality monitoring is proposed for a three-month baseline period prior to the commencement of the demolition works and throughout the duration of the demolition works, utilising two real-time MCERTs approved PM10 monitors.
- Monitoring should be conducted in accordance with IAQM Guidance on Monitoring in the Vicinity of Demolition and Construction Sites;
- Liaison with LBC will be maintained throughout the works and any incidents which lead to excessive elevation of dust deposition and/or PM_{10} concentrations at neighbouring sensitive receptors are reported to the Environmental Health Department. In addition nearby residents will be notified that dust emergence is being controlled on the Site;
- Emissions from demolition traffic will be minimised through (but not limited to): using low emission vehicles (where appropriate) fitted with catalytic converters, diesel particulate filters or similar devices, requiring any plant on site to be well-maintained, maximising energy efficiency and ensuring that all commercial road vehicles used in demolition meet the European Emission Standards. All vehicles must comply with MOT Standards;

- A statement identifying dust control measures must be prepared before work starts. Special precautions must be taken if materials containing asbestos are encountered;
- In accordance with best practice, demolition dust will be controlled through the application of the series of measures described below.

Demolition

- Limit the area(s) of working so that vehicles are confined within an area that can be subjected to appropriate dust control;
- Dust suppression systems will be utilised during cutting, crushing or grinding of material;
- Material stockpiles will be enclosed at all times and dusty materials will be dampened using water sprays and/ or sheeted during dry weather;
- Stockpiles will be located as far as possible from sensitive properties and ecological receptors, taking account of the prevailing wind direction;
- Remove loose materials as soon as possible;
- Visual checks for windblown dust will be undertaken.

Track-out

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the Site;
- Ensure the trailers of the vehicles leaving the Site carrying materials are covered to prevent escape of materials during transport;
- Vehicles carrying loose aggregate, fill materials or contaminated materials to and from the Site should be sheeted at all times;
- Vehicles should be kept clean through the use of wheel washers as appropriate, particularly on departure from the site onto the public highway. In instances where space restrictions prevent wheel washers, consideration of alternative mitigation should be applied;
- Ensure there is an adequate area of hard surfaced road between the area of works and the Site exit, wherever size and layout permits;
- Avoid dry sweeping of large areas. Use water-assisted dust sweeper(s) on the access and local roads to remove, as necessary, any material tracked out of the Application Site. This may require the sweeper being continuously in use.

Plant Exhaust Emissions – Non-road Mobile Machinery (NRMM)

- No vehicles or plant will be left idling unnecessarily;

- NRMM will be well maintained. Should any emissions of dark smoke occur (except during start up) then the relevant machinery will be stopped immediately, and any problem rectified before being used;
- Engines and exhaust systems will be regularly serviced according to manufacturer's recommendations and maintained to meet statutory limits/opacity tests;
- Use of diesel or petrol powered generators will be avoided by using mains electricity or battery powered equipment where possible.

5.8 Noise and Vibration

Environmental Constraints

5.8.1 There are number of sensitive receptors within close proximity of the Site, which include the following:

- Residential receptors along surrounding roads (Castle Road, Hadley Street and Lewis Street) and Heybridge tower adjacent to the east of the Site.

5.8.2 The following demolition activities have been identified as the main sources of noise and vibration:

- Separating the podium structure from Heybridge and northern boundary wall;
- Breaking down the slab;
- Taking down the podium and sorting and removing materials.

Mitigation and Control Measures

- The permitted hours of work are set out in Section 3.6. Where working is required outside these hours, this is to be agreed with LBC.
- The Contractor must control and limit noise and vibration levels, as far as reasonably practicable, so that residential dwellings and other sensitive receptors are protected from excessive noise and vibration levels arising from demolition activities.
- The Principal Contractor will establish background baseline noise surveys in order to formulate acceptable noise levels for each specific site.
- The recommendations relating to the impact of any operations will comply with the guidance set out in BS 5228 *Code of practice for noise and vibration control on construction and open sites parts 1 and 2*. The Contractor and site operatives will observe best practicable means (BPM) to ensure minimal impact of demolition noise levels.
- Noise levels will be monitored prior to demolition commencing and at regular intervals during the works especially when potentially noisy activities are occurring close to sensitive receptors. In addition nearby residents will be notified when particularly noisy

works are to be undertaken and that such works will be subject to noise and, if required, vibration monitoring.

- Drop heights are to be minimised and chutes are to be used where possible. Silencers or mufflers are to be fitted to plant and machinery as appropriate.
- Plant known to emit noise strongly in one direction shall, where possible be orientated so that the noise is directed away from sensitive receptors.
- Consideration will be given to temporary screening or enclosures for static noisy plant and equipment to reduce noise emissions and plant should be certified to meet any relevant EC Directive standards.
- The quietest possible plant that can reasonably practicably be obtained will be used for each demolition task.
- Any cutting tools shall be well maintained and kept sharp to reduce frictional noise. All necessary lubrication shall be carried out in a timely fashion to reduce noise.
- Loading and unloading of vehicles, dismantling or equipment such as scaffolding or moving equipment or materials around the Site will be conducted in such a manner as to minimise noise generation.

5.9 Ecology and Nature Conservation

Environmental Constraints

5.9.1 The Site and adjacent areas are not covered by any statutory designations and the Site is considered to be of low ecological value comprising entirely of the enclosed car park structure and hardstanding external areas.

5.9.2 Sensitive ecological receptors that require appropriate consideration during demolition include the seven trees located on the pavements of Hadley Street and Lewis Street adjacent to the west and south of the Site. Depending on the time of year the canopies of the trees may be encroaching onto the Site.

Mitigation and Control Measures

Protected Species – General Provisions

- If any protected species are encountered on-site during demolition, all works should cease and the appropriate contact and enquires made in accordance with appropriate guidance;

Trees

- No changes in ground level are to be made within the Root Protection Area (RPA) of trees without prior agreement from the Local Planning Authority;

- No trees should be lopped, felled or have their RPA encroached upon or protective fencing moved or be otherwise interfered with without written approval following discussions with the LBC Tree Officer.
- Works which are to be carried out under the canopy of adjoining trees are to be carried out using hand tools only. No mechanical or power tools are to be used unless in agreement with the Local Planning Authority.

5.10 Waste Disposal

Mitigation and Control Measures

- The waste hierarchy will be adhered to throughout the works. The preferred option is to reduce waste, then re-use and finally recycle. If the three options are not viable then as a last resort will be subject to disposal following the waste management approach adopted by the Waste Disposal Authority (e.g. landfill or energy from waste);
- A plan (site waste management strategy or other) will be prepared by the Contractor to dispose of the waste that is generated as a result of the works and should document details about the transportation and management of waste within and outside the Site. Hazardous waste must be documented and disposed of safely and in accordance with appropriate guidance;
- The Contractor has a duty of care to dispose of waste safely. It is an offence to handle or dispose of controlled waste without a waste management licence.

6.0 TRAINING AND SITE INDUCTION

6.1.1 The raising of environmental awareness is viewed as a crucial element in the appreciation and implementation of the DMP. Therefore, the Contractor is to ensure all staff undergo environmental awareness training, initially by way of the pre-start induction process.

6.1.2 A project specific training plan that identified the competency requirements for all personnel allocated with environmental responsibilities will be produced and contained within the DMP.

6.1.3 Training will take the form of a site induction and toolbox talks. The training will include (but not limited to):

- Risk assessment procedures, requiring all personnel to be aware of and sign off the appropriate risk assessment/method statement for the task(s) in which they are engaged;
- Full health and safety induction with emphasis on use of the correct PPE which is to be provided by the Contractor;
- Awareness of the potential for harm to both personnel and the environment from the materials held onsite;
- Awareness of the sensitivity of the environment surrounding the Site;
- Reporting to the Environment Agency if there is a risk of surface, groundwater or land contamination;
- Clean-up, safe handling and legal disposal of contaminated materials and waste resulting from an incident (including arrangements for the use of specialist contractors and services);
- The appropriate decontamination or legal disposal of contaminated PPE;
- How to record and report environmental incidents; and,
- General public relations and the need for exemplary courtesy and behaviour of all site staff towards the general public.

7.0 ENVIRONMENTAL INCIDENTS AND COMPLAINTS

7.1 Environmental Incidents and Complaints

7.1.1 An 'environmental incident' is any incident that, by its scale or nature, will have a negative effect on the environment. Such an effect is likely to result in a breach of environmental law, either by pollution to the environment or by endangering wildlife. As there are no restrictions on what constitutes an environmental incident, the system in place must remain flexible.

7.1.2 The Contractor's Environmental Compliance/Liaison Officer will be informed of any environmental incidents by the appropriate site supervisor. All environmental incidents, dangerous occurrences or near misses will be recorded by the Contractor on an Accident/Incident Report form. Once the incident is reported and recorded, actions will be identified to avoid a recurrence and the site procedures will be updated accordingly.

7.1.3 The following list details some of the incidents which it is anticipated may potentially occur, but the list is not intended to be exclusive:

- Leaking or poorly maintained machinery with no drip tray;
- Improper storage of chemicals;
- Incident leading to pollution of land, air or water;
- Incorrectly labelled or unlabelled waste, which may potentially be special (i.e. dangerous) waste;
- Waste left in an unsuitable and unsafe place.

7.2 Enquires and Complaints

7.2.1 The Contractor will establish an email address and telephone helpline contactable all times during working hours to manage enquiries relating to demolition activities from the general public and local businesses. Such communication means will also be used as the first point of contact in the event of an emergency or incident. Contact details will be widely promoted and displayed at appropriate locations around the Site and site entrance.

7.2.2 The Contractor will establish a process for handling all enquires including complaints. All enquires will be recorded and a log will be maintained that will include details of the response and action taken. This will be available upon request for inspection to the Local Planning Authority. All enquires whether a query or a complaint will be dealt with in a timely manner.

7.2.3 Enquiries and complaints received are to be recorded into the register within 24 hours. The interested party will be notified what action is being taken to address the enquiry/ complaint.

8.0 COMMUNICATION AND CO-ORDINATION

8.1 General

8.1.1 This section describes the main methods of communication and co-ordination of day-to-day activities onsite during demolition. Additional informal methods of communication and co-ordination should be undertaken as appropriate other than those highlighted below.

8.2 Internal Communication

8.2.1 Internal project communications will be via two processes:

- Environmental issues will form an agenda item on project progress meetings; and,
- Informal on-site communication. Daily briefing and updates should be informally discussed between the Contractor's Environmental Compliance/Liaison Officer, Works Manager and site Foreman to discuss changes in programme, issues with activities and potential risk to the environment.

8.3 External Organisations

8.3.1 A good working relationship will be maintained with the relevant authorities and statutory and non-statutory bodies, including the local planning, environmental protection, waste and highway authorities, utility providers, and other relevant regulatory bodies.

8.3.2 There will be proactive liaison with LBC and other third parties as appropriate on environmental considerations throughout the project implementation. The project team / Contractor will determine whether there are any works which may benefit from early discussion.

8.3.3 In line with good environmental practice, the DMP file will be available at the site compounds to view by regulatory bodies on request.

8.4 Communications with the Public

8.4.1 The Contractor will appoint a Neighbourhood Liaison Officer who will be the named representative for contact with the community.

8.4.2 LBC and the Contractor will take all reasonable steps to engage with stakeholders in the local community, focussing on those who may be affected by the demolition works including residents, businesses, community resources and specific vulnerable groups. The Contractor will set up a Neighbour and Public Relations Strategy, which will outline what, when, with whom and how to communicate the demolition activities to be undertaken.

8.4.3 LBC and the Contractor will seek to inform local residents, businesses, occupiers, general users of the area in advance of demolition activities that may affect them. Key interested parties will be identified in the DMP. Notifications will detail the nature, estimated duration and working hours of the works. All notifications will include instructions for contacting the Contractor, in case of any enquiries or complaints.

8.5 Commitment to Environmental Best Practice

8.5.1 The demolition project will be monitored against the following good practice objectives:

- Care about the Appearance;
- Respect the Community;
- Protect the Environment;
- Secure Everyone's Safety;
- Value the Workforce.

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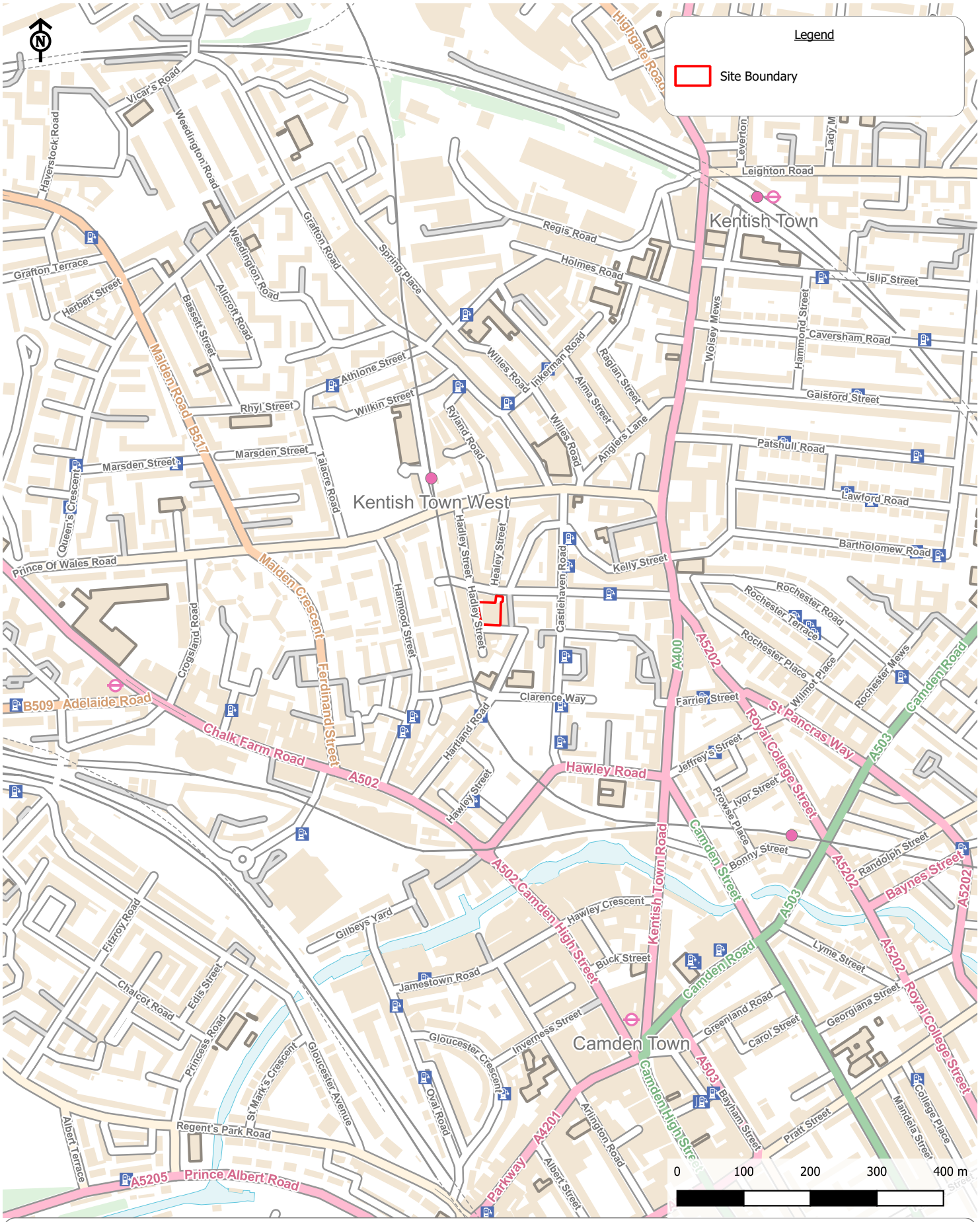
Appendix 1

Site Location Plan



Hadley Street Podium

Client: London Borough of Camden

Site Location

Scale: 1:7500@A4

Job Number: 14041

Drawn by - Checked by: RLF - JG

Drg No - Status/Revision: 14041-CRH-XX-XX-FG-G-7000 - P1

File location: N:\14000 - 14249\14041 L - Hadley Street\Project_Workspaces (pdf in Outputs)

Date (Revision History): 18/05/2023 (P1, First Issue, 18/05/23, RLF)

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Appendix 2

Site Plan

Hadley Street Podium

Client: London Borough of Camden

Site Plan

Scale: 1:250@A3

Job Number: 14041

Drawn by - Checked by: RP - TM

Drg No - Status/Revision: 14041-CRH-XX-XX-FG-G-7002 - P1

File location: N:\14000 - 14249\14041 L - Hadley Street\Project_Workspaces (pdf in Outputs)

23/06/2023 (P1, First Issue, 23/06/23, RP)

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