DEMOLITION MANAGEMENT PLAN

79 Camden Road Development

Draft Demolition Management Plan

June 2014

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1.0 Introduction

This Demolition Management Plan (DMP) outlines the strategy for the demolition process of the 79 Camden Road development. This plan has been developed from the information provided in the Draft Construction Management plan dated Oct. 2013.

1.1 Aim

The aim of the DMP is to provide an overarching and strategic framework for the management of effects and the implementation of measures in the run up to, and during, the Demolition phase. This draft DMP outlines the measures that will be implemented by the contractor to minimise and mitigate the construction impacts of the Proposed Development.

This Demolition Management Plan (DMP) applies to all contractors appointed by Barratt London to undertake demolition and associated work on its behalf. This document and its contents may be revised from time to time. Contractors appointed by Barratt London will be provided with a revised copy.

The agreed contents of the Demolition Management Plan must be complied with unless otherwise agreed with the Council. The Project Manager shall work with the Council to review the Demolition Management Plan if problems arise in relation to the construction of the Development. Any further revised plan must be approved by the Council and complied with thereafter.

777 Demolition have been appointed by Barratt London to carry out the demolition works located at 79 Camden Road, London. There has been an R & D Survey of the building and all asbestos based materials found will be removed prior to demolition works commencing by fully licenced Asbestos Removal Contractors. 777 Demolition will be acting as Principle Contractor for the duration of the demolition works.

Effective management of the process associated with the demolition of the site will be critical both to the success of the project and the minimization of the impacts on current residents of the surrounding areas.

This contractor's Demolition Management Plan has been produced to assist in the reduction of risk and prevention of injury to staff, contractor, neighbors, general public and visitors.

Section 106

The requirements of the First & Second schedules of the Section 106 have been incorporated in this following document.

1.2 Technical reports

Technical Reports that accompany the Planning Application. These include the following:

• 'Phase 1 Habitat Survey Report' (September 2013); (prepared by URS);

• 'Noise Assessment' (October 2013), URS; (prepared by URS);

• 'Air Quality Assessment' (October 2013); (prepared by URS);

• 'Surface Water Drainage Statement' (October 2013); (prepared by URS);

• 'Heritage Desk-Based Assessment' (October 2013); (prepared by URS);

• 'Tree Survey' (October 2013); (prepared by B. J. Unwin Forestry Consultancy);

• 'Transport Assessment' (October 2013); (prepared by SKM Colin Buchanan)

MANAGEMENT OF THE DEMOLITION MANAGEMENT PLAN

2.1 The DMP File

The on-going management and completion of DMP actions need to be documented and kept on file for record management. Audits of the DMP will be logged in the file, which will be kept at the site compound, available for view.

The DMP File will include:

• Copy of the latest version of the DMP;

• Details of the appointed roles;

• Monitoring and Audit Information; and

• Complaints Register;

2.1.1 Documentation Control

The DMP will be held and maintained electronically, with the latest revisions identified with a document reference.

2.2 Hours of Construction Working

The hours of construction working that is audible at the site boundary shall only be undertaken between the hours of:

Monday to Friday 0800 hours to 1800 hours (site opens at 7:30am, work starts 8:00am)
Saturday 0800 hours to 1300 hours

(Note: Further details regarding management and timing of deliveries to the site; refer section 4.3 below)

Should noisy work outside of these hours be required, this would be subject to an application and separate approval from the LBCC via the Section 61 process under the 'Control of Pollution Act 1974'.

No work to be carried out on Sundays and Bank Holidays (unless agreed in advance with the LBCC).

2.3 Site Management - Roles and Responsibilities

An effective DMP relies on each of the roles and responsibilities being clearly defined and unambiguous. The successful implementation of the DMP and management of the environmental impacts is reliant on clear definition and understanding of requirements among Project Team staff. An outline of the key roles and responsibilities are listed below.

CONTRACTS MANAGER

- Know and understand the company health and safety policy and relevant legislation in regard to health, safety and welfare. Be aware of the responsibilities of personnel under their immediate supervision.
- Understand the requirements of the Health & Safety at Work Act 1974 and The Working Time (Amendment) Regulations 2002.
- Ensure that procedures established at the planning and tendering stage of a contract are complied with to avoid unsafe working conditions.
- Attend pre-contract site meetings to discuss the proposed health and safety measures.
- Discipline any employee who fails to comply with his individual responsibilities.
- Be aware of the requirements of the Noise Regulations 2005
- Attend monthly safety meetings as arranged by the Safety Officer
- Ensure that a demolition health and safety plan is formulated for all works and the relevant information forwarded to site.

SITE MANAGER

- Read and understand the relevant sections of this health and safety policy and carry out your work in accordance with its requirements.
- Know the requirements of the CDM Regulations 2007 with regards to welfare site set up and ensure this is maintained. Report any concerns to the Contracts Manager.

- Report to Contracts Manager any defects in plant or equipment discovered on site.

- Ensure that the required statutory notices are prominently displayed on site.

- Work in a safe manner at all times, wear suitable footwear and protective clothing, when required, use safety equipment such as safety helmets, welding goggles, ear defenders, respirators, safety goggles, etc.

- Ensure that the 'competent persons' appointed to make the necessary inspections of scaffolding, excavations, plant, etc. have sufficient knowledge and experience to evaluate all aspects of safety relating to the item being inspected.

- Report any accident which results in damage or injury in accordance with company policy to the Contracts Manager as soon as possible.

- Ensure that the Control of Noise at Work Regulations 2005 are taken into account with regards to our works and that where required assessments are undertaken and the correct hearing protection made available.

- Ensure all persons are aware of the Control of Asbestos Regulations 2012 and ensure that the Demolition & Refurbishment survey is made available on site to the Site Supervisor.

- Comply with our company waste management procedure and ensure that all waste is segregated as far as is reasonably practicable and that the necessary facilities can be set up site**.**

2.4 Community Liaison, Communication and Complaints

In line with good environmental practice, the DMP file will be available at the site compound. The documents within the file will be available to view by regulatory bodies on request.

External Organisations

It is best practice to ensure a good working relationship with the relevant authorities and statutory and non-statutory bodies, including the local planning, environmental protection, waste and highway authorities, the Environment Agency, and Transport for London (TfL).

There will be regular liaison with the LBCC and other third parties as appropriate on environmental issues throughout the project implementation. The project team / Principal Contractor should determine whether there are any works which may benefit from early discussion.

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Public Liaison

There are a number of elements that must be considered in this development. The site is surrounded on three elevations by existing residential properties therefore it will be important to consider the proximity of the construction works adjacent to these properties. Neighbours will be kept informed of the Construction process through the issue of regular Newsletters, letters and Construction Liaison Meetings. In addition the Project Manager will liaise with neighbours and a contact number will be provided for dealing with any queries. A resident's liaison meeting has already been arranged with local residents prior to the commencement of works on site, in conjunction with our Community Liaison Company – Hardhat.

The Project Manager will be appointed as the Neighbourhood Liaison Officer and will be named representative for the contact with the community. The Liaison Officer will circulate contact details to the residents in the neighbouring properties and to the relevant amenities.
The Project Director will attend the regular community meetings with the residents, so that any concerns can be voiced and agreement reached, on action to be taken to tackle those concerns where practical.
Outside of normal working hours, site security staff will act as the main point of contact via a dedicated phone number. Security will alert the Principal Contractor (or representative) if necessary.

Complaints

Complaints about noise or incidences where action levels are exceeded are to be reported to the Principal Contractor and immediately investigated.

Contact numbers for HardHat(Community/Neighbour Liaison Company) and the Project Manager will be displayed on the site hoarding. Direct contact numbers will be provided to all stakeholders. A complaints register will be held both in the site office and HardHat's office. All complaints will be recorded for action in the register and closed out by letter from Barratt London following the appropriate action.

A Complaints Engagement strategy will be set up and maintained by Hard Hat. An example of a Log record sheet can be found in Appendix 4,

Complaints made to the site or client regarding environmentally related issues are to be recorded into the Engagement Strategy Log within 24 hours. The complainant will be notified what action is being taken to address the complaint.

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The development has also been registered with the "Considerate Contractors Scheme" and the principles of this scheme will be embodied within the development.

Elements of work that will need to be closely controlled to minimise disruption are:

- Vibration
- Dust
- Noise
- Construction Traffic

3.0 Project Location

The site is located within the London Borough of Camden, London. The location of the site is illustrated in Figure 1 below.

3.1 Existing Site and Surrounding Context

The site covers an area of 0.42 hectares (ha) and is bounded to the south east by Camden Road (A503), to the south west by St Pancras Way (A5202), to the North West by commercial properties fronting St Pancras Way and to the north east Rochester Place. The existing site layout is illustrated in Figure 2 below. The site is located in a mixed use residential and commercial area.

The site is currently under the ownership of the London Borough of Camden and comprises three buildings (79 Camden Road, 98 St Pancras Way and 100 St Pancras Way), of which are currently all vacant. The authorised use of the buildings is within Use Class B1 and some parts of the building were most recently used within Use Class B1 (a) offices, with some ancillary public facilities.

Camden Road London Overground Station is located approximately 160 metres (m) to the south east of the site and Camden Road Underground Station is located 600m to the south east of the site. There are two bus stops along Camden Road and one bus stop along St Pancras Way.

Within the area surrounding the site, there is a primary school located on Camden Street, approximately 600m south of the site, and a secondary school located on Charrington Street, approximately 1.2 kilometres (km) south east of the site. The surrounding area also contains some community facilities, including a GP surgery on Bartholomew Road (located approximately 300m north west); a dentist on Kentish Town Road (located approximately 300m south west); a library on Kentish Town Road (located approximately 700m to the north); and the Kentish Town Sports Centre (approximately600m north west). A superstore is also located on Camden Road, approximately 500m south of the site.

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The entire London Borough of Camden has been designated as an Air Quality Management Area (AQMA).

The site is formed of 100% impermeable surfaces and, as such, the majority of the site's surface water runoff is discharged into the combined sewer network in the area.

There are no World Heritage Sites, Scheduled Monuments, Registered Battlefield or Registered Parks and Gardens within a 250 m radius of the site (archaeological study area). Six non-designated archaeological and historical assets are located within the archaeological study area of the site, one of which lies within the site itself. The site is not located within an Archaeological Priority Area; however, the southern limit of the Kentish Town Archaeological Priority area is located within the north of the archaeological study area.

There are no Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites within 5km of the site. In addition, there are no statutory designated sites for nature conservation on or directly adjacent to the site; however, three statutory designated sites for nature conservation are located within 2km of the site:

• Camley Street Nature Park – Local Nature Reserve located 1.1km to the south east of the site;

• Barnsbury Wood – Local Nature Reserve located 1.6km to the east of the site; and

• Belsize Wood – Local Nature Reserve located 1.9km to the north west of the site.

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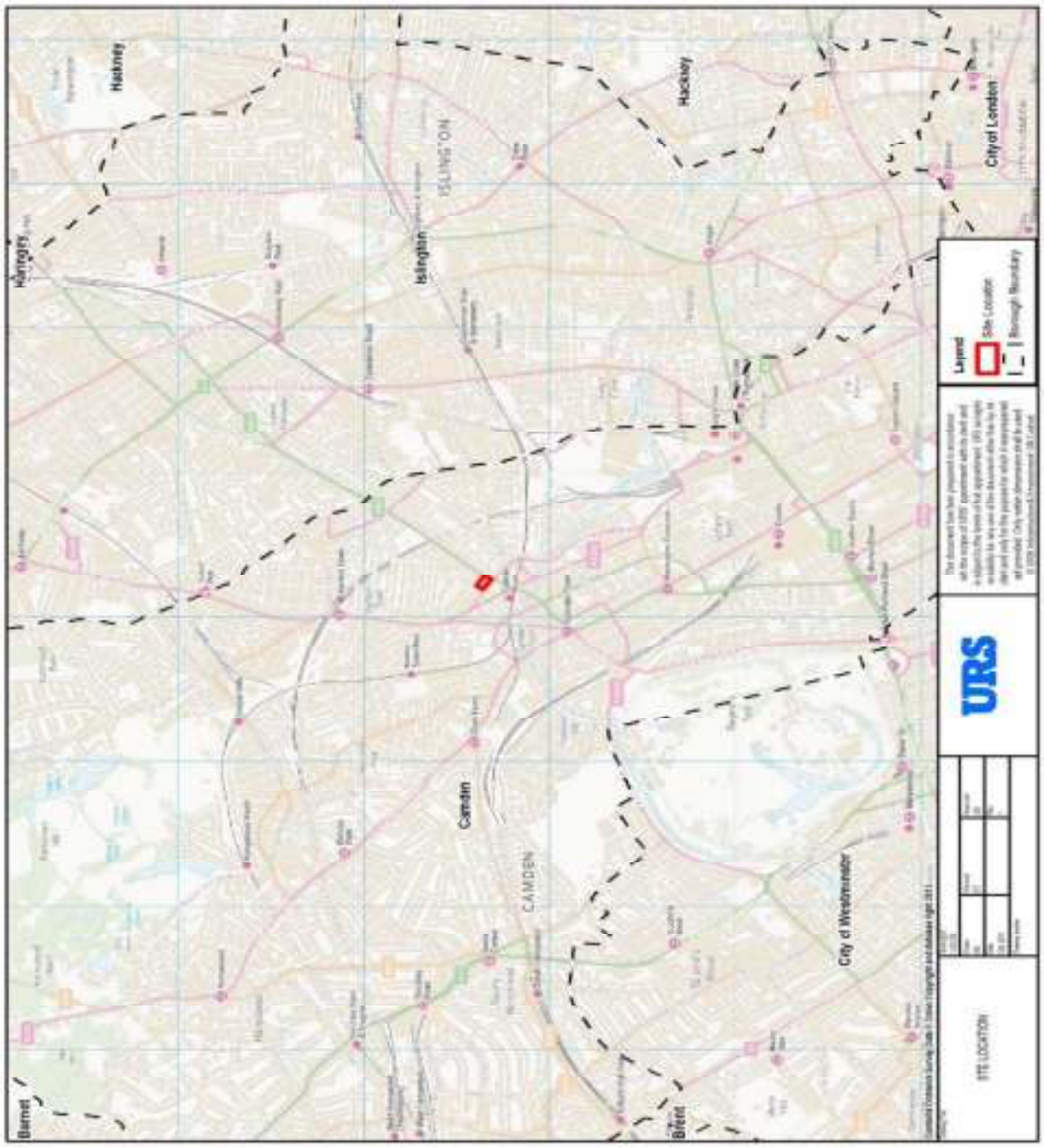


Works
Bernard Shaw Court

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3.2 Nature of the Proposed Development

The Proposed Development of the site comprises the demolition of the existing buildings and the construction of up to 164 residential units (in blocks ranging from 5-7 storeys).

Optomen Television occupies the premises at 102 St Pancras Way. Throughout the planning process the Development Team have been in discussion with the occupiers to discuss the scheme and in particular, demolition and working space, party walls and rights of light. It is envisaged that during demolition a scaffold will be erected between the existing building and 102 St Pancras Way. There is approximately 1 – 1.2 metre gap separating the two buildings.

Barratt London's Project Director and Development Manager have met Optomen to discuss Demolition and subsequent Construction works in order to address Optomen's concerns. Barratt London has engaged with Optomen and other adjacent neighbours in preparing the DMP.

Once construction works commence on site, the Barratt London Project Manager will manage this interface and maintain communication with the occupiers during the construction of the scheme.

The existing building covers almost the entire footprint of the site. Care will need to be taken, in consultation with our Demolition Contractor, in terms of the sequence of demolition, access and egress to the site and working in proximity to existing buildings and the immediate neighbouring building Optomen Television. Detailed below is the sequence in terms of the demolition of the existing buildings currently on the site.

The demolition is due to commence in July 2014 with completion end of November 2014.

Barratt London, as client, has wide-ranging legal obligations under the Health and Safety at Work Act 1974, Management of Health and Safety at Work Regulations 1999 and Construction (Design & Management) Regulations. This Demolition Management Plan (DMP) is designed to complement, but not substitute Barratt London's obligations under the Regulations and Barratt's Health & Safety Policy.

The DMP has been prepared to help Contractors carry out their work safely and to prevent accidents or incidents to themselves or to members of the public, including neighbors.

Contractors must take all necessary steps to inspect the works before submitting their quotations or tenders or accepting an order to work on any other terms, and must ascertain the health and safety requirements that are likely to apply to their contract. It follows that once the terms of the contract are agreed no requests will be entertained for additional expenditure incurred by Contractors or their Sub-Contractors in complying with this DMP. Barratt London regards a failure by the Contractor or Sub-Contractor to observe the provision of the Method Statement as a breach of contract. In any case Barratt London reserves the right in the event of such failure, to suspend the work until conditions that are safe and without risk to health are provided. If another part of the contract is breached by the Contractor or Sub-Contractor, it will not be a defence to show that the DMP has been complied with in full.

The Contractor or Sub-Contractor must carry out obligations imposed upon them by statute and common law. If in doubt regarding the application of the DMP, or in any circumstances affecting safe working not covered by the DMP, advice should be sought from Barratt's Health and Safety department.

4.0 Construction Information

4.1 Site Establishment / Access & Egress

- During the demolition phase, site welfare can be set up in the existing lay by off St Pancras Way within the site boundary. This will be provided in the form of Oasis units. The Demolition and early phases of the frame construction until basement areas become available, which will then house the permanent welfare and site office setup.

- The site entrance will be via St. Pancras way. The existing building has two vehicle entrances as shown on the attached drawing. This will enable a one way system to be established and will ensure the minimum disruption to the flow of traffic on St. Pancras Way and effective operations.

- St. Pancras Way has a red route returning from Camden road for approx. 50% of the length of the building.

- The access & egress of site traffic will be controlled at the main site entrance by a traffic marshal who will be stationed at these points.

- Pedestrian access & egress will be segregated from the vehicle access.

- The vehicles accessing the site via St. Pancras Way will be eight wheeled 35 m3 waste away vehicles at an approximate rate of two / three per hour.

Apart from the access & egress to and from site, there will be no parking on site.

There are no parking facilities or parking meters in St. Pancras Way therefore no parking bay suspensions will apply.

DMP Reference: BL/777/JUNE 2014

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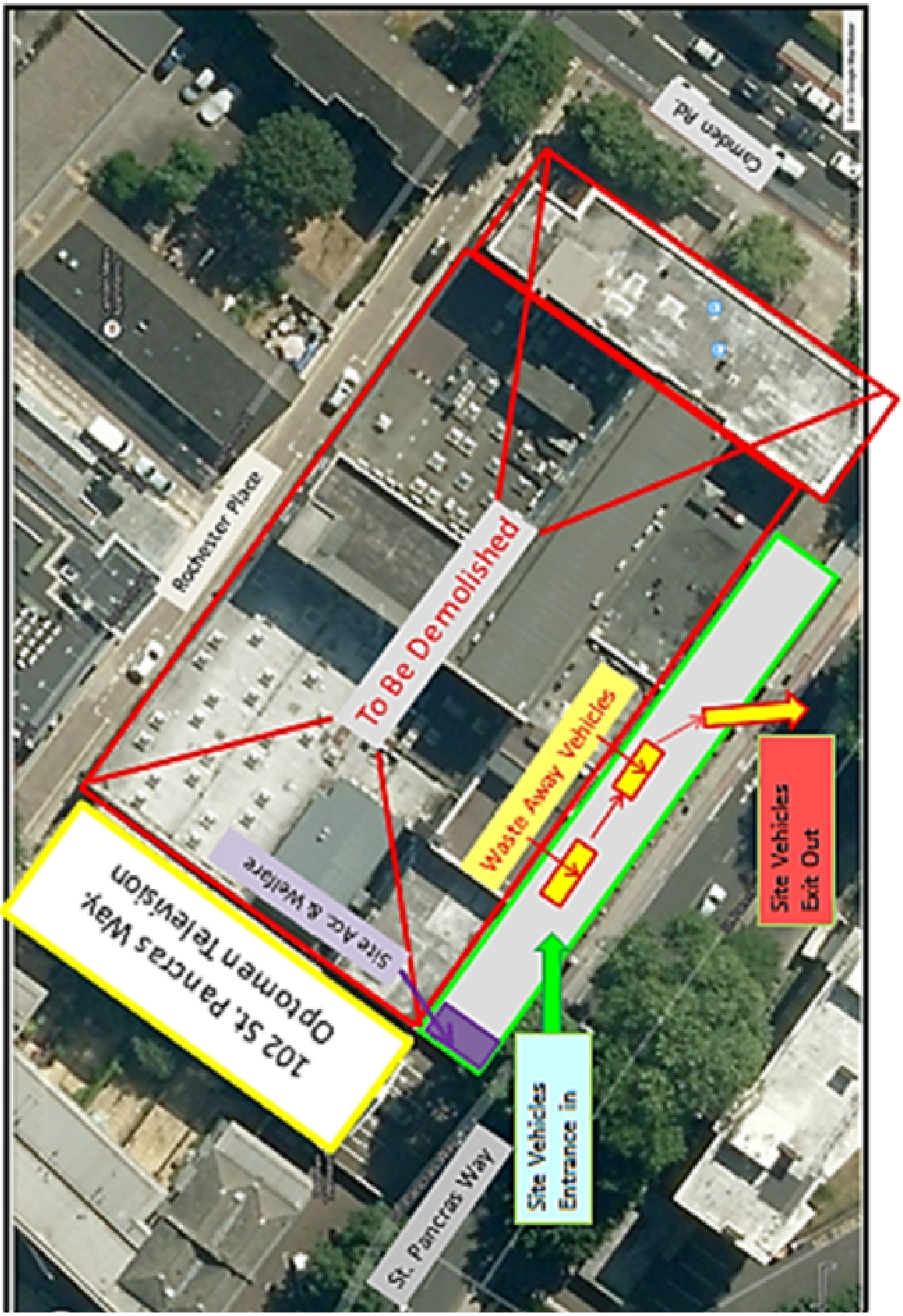

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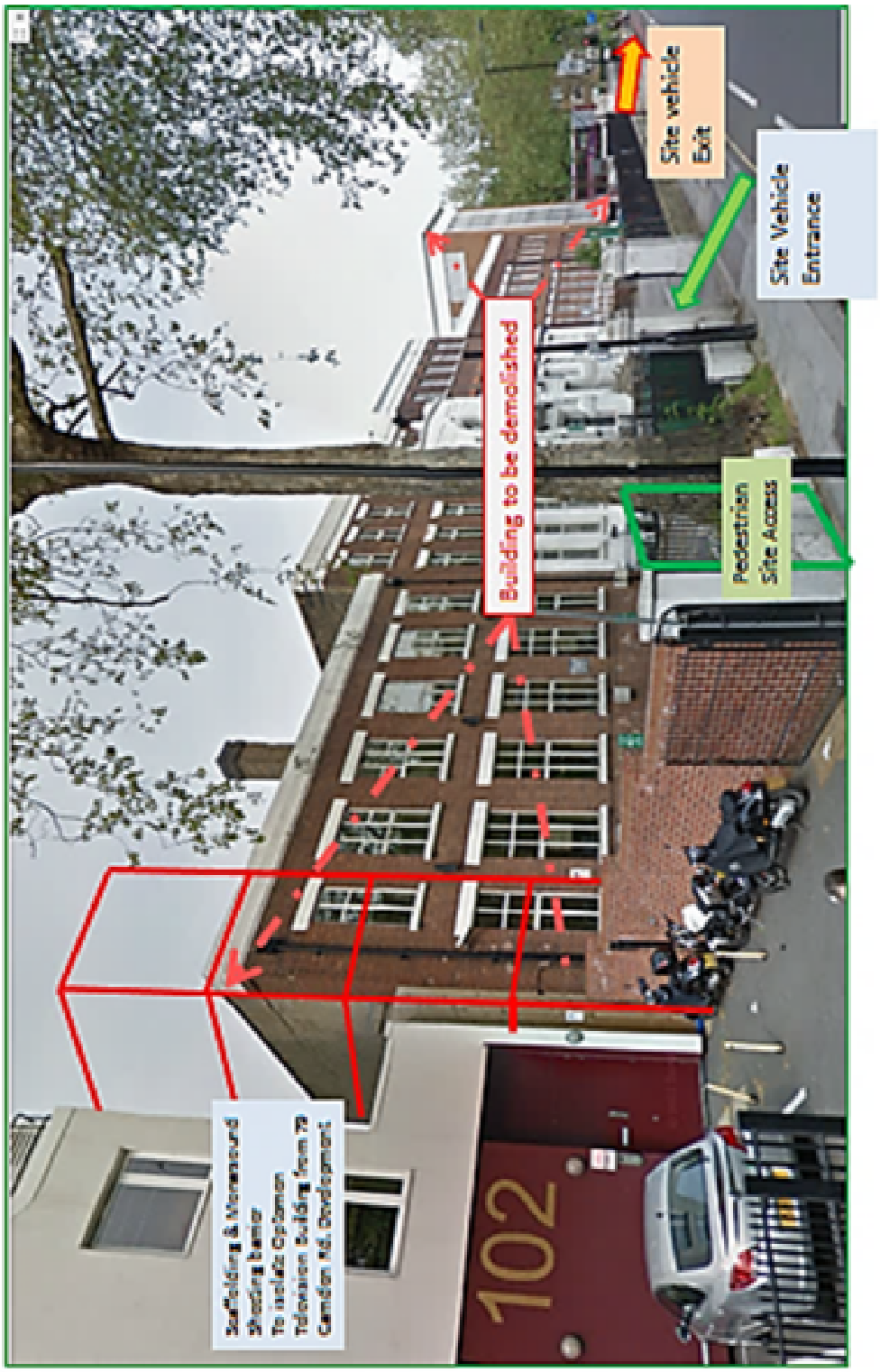

4.2 Considerate Constructors Scheme

The aim of the Considerate Constructors Scheme is to minimize the impact of the construction process on the surrounding area and the people who may be affected, by providing support and encouragement to the constructors

Barratt London supports the nationwide Considerate Constructors Scheme and as a requirement of the S106 agreement, Camden Road will be registered with the scheme. CCS Banners, posters and the Site contact name and telephone number will be clearly displayed on the hoarding.

A Construction working group would be established as a forum to address concerns of the surrounding residents and neighbors. Consultation in the group would include updates on the progress of the project, future works and any changes to the procedures and systems of working. Also refer to section 2.4 (Community Liaison)

The Project Manager will be responsible for these consultations and communications.

4.3 Construction Traffic

Road Network Overview

The site is bordered on three sides with carriageways and with an existing building on the remaining North West boundary. Camden Road is a major thoroughfare with bus stops directly outside the site boundary line. St Pancras way runs North West to South East and has no right turn from Camden road. Rochester place is a narrow cobbled surface street with one way traffic and on street parking bays adjacent to the site.

Effective management of delivery vehicles both on the site and in the immediately surrounding area will be critical, both to the success of the project and the minimisation of impacts on the current residents in the local area. This will be developed to suit the changing needs of the site throughout the project.

Control of construction traffic will commence with the placement of orders to trade contractors that restrict deliveries at certain times of the day, particularly early mornings (7:30am - 9:00am) and departure times (5:00pm - 7:00pm). Site Management will enforce these controls. The times and routes for external deliveries will be attached to material orders and sub-contractor orders and specifically identified to Trade Contractor Principals at Pre-Contract Meetings. The discussions with TFL have confirmed that, there are no specific restrictions in terms of access to and egress from St. Pancras Way.

The sketch on the following page illustrates this plan.

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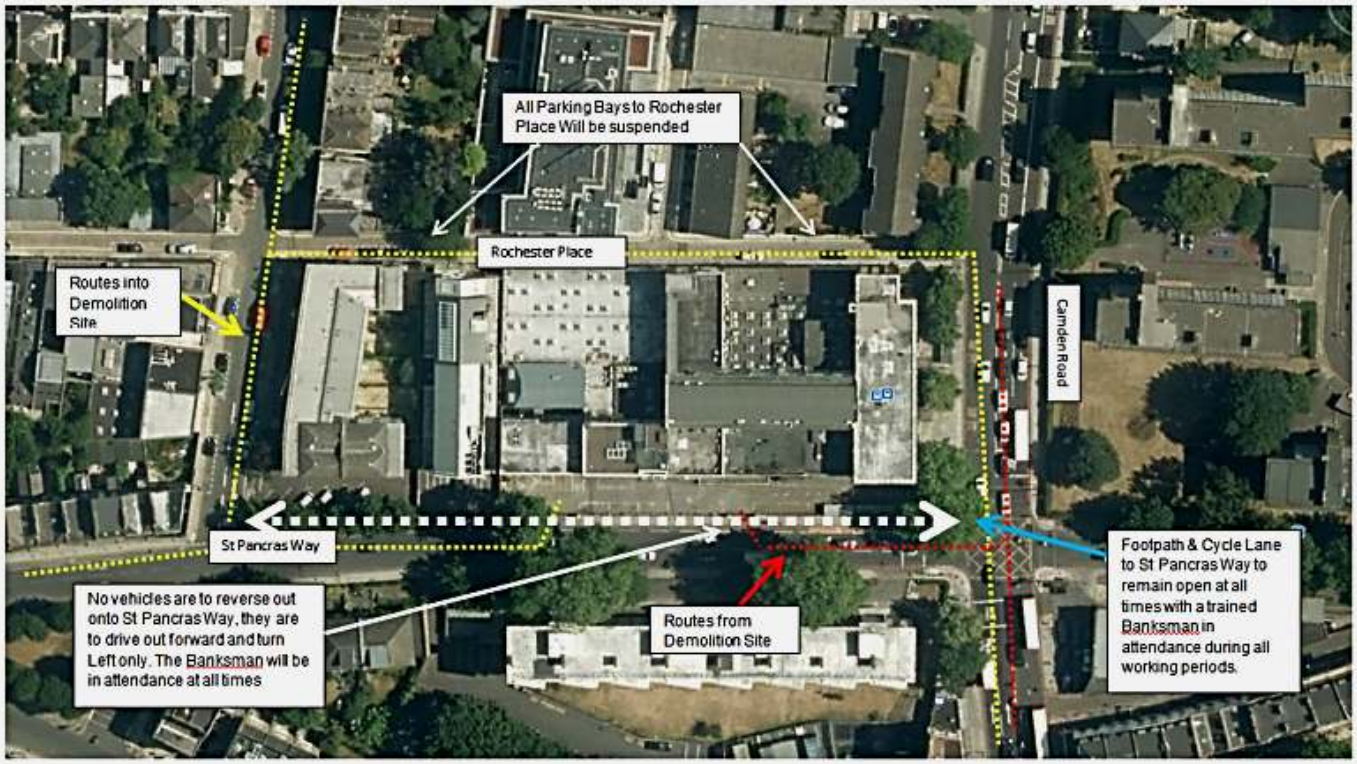
TRAFFIC MANAGEMENT PLAN, CAMDEN



ALL VEHICLES ENTERING THE SITE WILL SIGN IN/OUT WITH THE BANKSMAN. THERE IS TO BE NO VEHICLES PARKED WAITING TO ENTER THE SITE AND BLOCKING NORMAL VEHICLE ACCESS. ALL SITE OPERATIVES ARE TO PARK ON THE SITE AND 777 WILL POST APPROPRIATE SIGNAGE TO ENSURE ALL OPERATIVES ARE FULLY AWARE. THE BANKSMAN WILL ENSURE THAT ALL PEDESTRIANS HAVE SAFE PASSAGE PAST THE SITE ENTRANCES.

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5.0 Environmental Controls

5.1 Environmental Requirements and Mitigation

The mitigation measures have been divided into the following categories:

• General Activities – Site Establishment

The site boundary will be made secure were necessary, site signage will be posted around the site which will include the contact details of the 777 Site Manager. Welfare facilities will be delivered which will fully comply with current CDM Regulations. The site working hours will be as follows;

- Mon – Fri 0800am – 1800pm
- Saturday 0800am – 1300pm
- Sunday & Bank Holidays No Works

• Health and Safety

The 777 Site Manager will induct all operatives/visitors attending the site; all operatives will be in possession of all Training Certification which will be held in the main site file. There will also be Daily Briefings undertaken so all operatives understand what activities are being undertaken and where. The site induction will cover the following points to which each individual will sign to confirm they understand the Induction:

- The Method Statements relevant to the project.
- The Health and Safety at Work Act.
- The Company's Policy for health, safety and welfare; especially dedicated Risk and COSHH
- Assessments.
- Site Rules
- Fire procedures (including the location and use of extinguishers).
- First aid - names and locations of First Aid Appointed Persons and introduction to them,
- Position of first aid boxes and rules for their use.
- Use and availability of protective clothing and equipment.
- General hazards in and around work area.
- Specific hazards in work area.
- Procedures for reporting accidents, injuries and property damage.
- Safe systems of work, where applicable.
- Welfare - location of mess room, toilets etc. and any other welfare matters.

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• Community Liaison

The 777 Manager will make contact with all local residents, introduce himself and explain the scope of the works; he will also contact Camden Borough Council and arrange a meeting on site at the earliest opportunity. He will also make himself available for any Resident/Council meetings.

• On-Site Management

All works will be undertaken following the Demolition Procedures BS 6187 and 777s own Demolition Procedures, all operatives will be fully trained to carry out the works given to them and the operatives will be fully briefed to ensure they fully understand their duties. The 777 Manager will ensure all permits, segregation and briefings have taken place prior to works commencing.

• Lighting

It is not envisaged that any artificial lighting will be required during the Demolition phase of the project.

• Noise

All noise monitoring will be carried out by Hann Tucker associates, Section 7.4

• Traffic and Transport

All site deliveries/collections will be coordinated on site at times least likely to disrupt the local residents & businesses. Vehicles will be booked to attend site after the morning rush hour and be booked on a staggered basis. No vehicles will be allowed to park in any of the neighbouring streets and there will be a Banksman in attendance at all times.

• **Water Management**

Any drainage which is to remain will be blocked off using the correct size “Bung”. With the foundations of all buildings being removed during the demolition works there is likely to be very little drainage remaining.

• Waste

A Site Waste Management Plan will commence at the start of the works, 777s template is attached as a separate document

• Utilities

As far as we are aware there is to be no sub-surface utilities to remain in place.

• Ground Conditions

All refuelling containers will be double bunded and will have a suitable size spill kit to contain any spillage of diesel. The excavators used on site will be parked out of hours on a suitable hard standing and drip trays placed below. Only new items of plant and equipment will be used with regular maintenance carried out. Any spillages will be cleared immediately with the spill granules/socks being disposed properly.

• Sustainability

To reduce the impact of the demolition activities on the environment the use of good maintained plant and equipment will be used; dust suppression will be carried out during all activities. All vehicles entering the site to be FORs registered.

• Archaeology

Overview: Refers to the requirement for archaeological investigation.

• Air Quality

All air monitoring will be carried out by Hann Tucker associates, Section 7.1

• Ecology

Overview: Identifies a series of mitigation measures prevent harm to bats or nesting birds.

• Tree Protection

Tree protection will be installed prior to works commencing following guidance within the Arboriculture Report carried out by Unwin Forestry Consultancy and using the Vertical Tree Protection Fencing BS 5837

5.2 Potential Effects and Sensitive Receptors

A summary of the potential environmental effects likely to arise during the demolition and construction works, and a summary of the likely sensitive receptors to be considered is presented in the below table. Proposed measures to mitigate the potential environmental effects are also included, with reference to the framework of mitigation measures provided within Appendix A.

The below list relating to the works will be reviewed and updated where necessary throughout the demolition and construction programme

Table 5.Summary of the potential environmental effects and sensitive receptors likely to be affected

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Topic	Potential Environmental Effect from Works	Likely Sensitive Receptor	Mitigation Reference (within mitigation framework – Appendix A) Included with CMP Document @planning
Noise and Vibration	• Noise arising from demolition and construction works/activities/plant causing nuisance; • Increase in noise levels generated by increase in road traffic from demolition / construction vehicles • Increased vibration from HGVs; • Increased vibration levels from demolition and construction activity (i.e. piling)	• Closest residential properties (i.e. Rochester Place) Adjacent Businesses(ie Optomen) • Pedestrians • Local businesses • Wildlife	General Activities (1 -6) Noise (25 - 32) Health and Safety: (7 – 13) Community Liaison: (14 – 15)
Transport	• Demolition / construction traffic increasing congestion on local road network; • Increase in proportion of HGV on local road network; • Road closure and highway alteration works; • Disruption and safety to road network users	• Major roads in local area (traffic congestion) • Pedestrians • Cyclists	General Activities (1 -6) Traffic and Transport:(33 – 48) Air Quality (80 - 91) Water Management (49 – 64) Health and Safety (7 – 13)
Air Quality	• Dust arising from demolition / construction activities on site (e.g. excavations);	• Air Quality Management Area • Closest residential properties (i.e. Rochester Place)	General Activities (1 -6) Air Quality (80 - 91)

	• Dust from exposed ground surface, stockpiles; • Loaded HGV traffic as dust source (including transfer of mud / materials by vehicles onto local road network); • Emissions from demolition / construction vehicles; • Emissions from onsite plant;	• Local businesses(ie Optomen) • Pedestrians • Cyclists • Wildlife	
Ecology	• Disruption to nesting birds and habitat; • Disturbance to, and removal, of existing mature trees	• Flora • Fauna	Ecology (92 – 97) Tree Protection: (98 – 106)
Heritage Assets	• Impact on the setting of Conservation Area; • Disruption to existing buried heritage assets / archaeology	• Buried heritage assets	Archaeology (78 – 79)
Topic	**Potential Environmental Effect from Works**	**Likely Sensitive Receptor**	**Mitigation Reference (rows within mitigation framework – Appendix A)**
Water Resources	• Damage to existing water supply utility; • Damage to existing drainage utility; • Increase in surface water run-off from the site, • Increased pressure / flooding on local drainage network; • Increased water consumption; • Disturbance to	• Surface Water bodies • Existing utility infrastructure (water supply, storm/foul water drainage) • Groundwater / Aquifer	General Activities (1 -6) Water Management (49 – 64) Sustainability (74 – 77)

	local surface water bodies; **• Disturbance to groundwater from construction of foundations;** **• Flooding risk**		
Ground Conditions / Contamination	**• Uncontrolled release of asbestos during removal;** **• Potential exposure to hazardous material and contaminated land;** **• Creation of preferential pathways and mobilisation of contamination;** **• Pollution to land, air and water;** **• Human health exposure;** **• Contaminated dust arising from excavations and construction works;** **• Ground contamination from spillages;** **• Risk of below ground structures being damaged and leaking;** **• Disturbance of existing unexploded ordnance / blast damage on site;** **• Ground gas – human contact with flammable material**	**• Site workers / contractors** **• General public** **• Wildlife** **• Surface Waterways** **• Groundwater / Aquifer**	**General Activities (1 -6)** **Ground Conditions (71 – 73)** **Utilities 967 – 70)** **Water Management (49 – 64)** **Health and Safety (7 – 13)**
Waste	**• Generation of waste;** **• Inefficient increase in vehicle movements;** **• Pollution to land,**	**• Residents** **• Non-residential occupants** **• Water resources** **• Wildlife**	**General Activities(1 - 6)** **Health and Safety (7 – 13)** **Ecology (92 – 97)** **Tree Protection (98 –**

	air, water		**106)** **Waste: (65 – 66)**
Visual	**• Change to views of the site and local townscape during demolition/construction (i.e. hoarding, machinery) and completed development**	**• Residents** **• Non-residential occupants** **• Pedestrians** **• Local businesses**	**General Activities (1 -6)** **Lighting (23 – 24)** **Tree Protection (98 – 106)**

6.0 Monitoring, Auditing and Reporting.

6.1 Monitoring

Monitoring of the development will ensure the overall environmental performance of the development is of a high standard.

Frequent monitoring during construction activities will be carried out to ensure construction activities are in accord with legislative and best practice environmental actions and requirements, and that agreed mitigation measures are being implemented.

Detail of the monitoring regime (i.e. equipment, location, frequency) will be in consultation with the relevant local and statutory authorities.

The SHE Manager will hold the responsibility for maintaining a register of all environmental monitoring, which should be made available for inspection on request.

The specific details of all monitoring are covered in section 7.0

6.2 Audit

The DMP will be audited on a monthly basis by the SHE Manager. Periodic auditing of the DMP will ensure the identified environmental risks are being safeguarded against and the commitments and requirements are being delivered.

This audit will involve the SHE Manager and the Principal Contractor reviewing the site observation and monitoring records.

The aim of the audit will be to:

• Assess the effectiveness of the mitigation measures;

• Identify any shortcomings in the actions;

• Allow compliance with legislation and consent requirements to be easily demonstrated; and

• Specify any further action needed to safeguard the environment. A DMP progress report can provide updates and a record of the compliance with the environmental commitments outline within the DMP, including relevant legal consents and licences,

777 Demolition use an Independent Health, Safety & Environment Advisor to audit all sites, this is carried out on a fortnightly basis and copies of the audit are issued to the Client. The aim of the audit is to ensure all policies/procedures are being implemented and that high standard of Health,Safety & Environment is being used on all aspects of the works.

6.3 Non-Compliance and Corrective Action

In the event of non-compliance of DMP actions, the SHE Manager and / or Principal Contractor can request corrective action to make amends and to ensure construction activities are in accord with legislative and best practice environmental actions and requirements, and agreed mitigation measures. This will be issued to the relevant contractor via a DMP Corrective Note, stating what action is needed.

Any breaches of legislative requirements will be immediately acted upon to cease activity (if necessary) and reported to the relevant authorities within 24 hours.

6.4 Schedule of Environmental Legislation

The following is a list of some of the environmental legislation considered relevant to the site and to be taken into account during the demolition and construction activities. This schedule will be reviewed and updated where necessary throughout the construction programme.

Environmental Legislation	Summary of Relevance to the Site
Hazardous Substances	
Asbestos (Licensing Regulations 1983 (as amended 1998)	Intended to ensure that physical works involving asbestos, such as asbestos removal, are undertaken only by suitably qualified persons.
Control of Asbestos 2006	Employers are designated various responsibilities to protect employees from potential exposure to asbestos at work.
Control of Substances Hazardous to Health (COSHH) Regulations 1999 (as amended 2002)	The COSHH Regulations provide a legal framework for controlling people's exposure to all 'very toxic, toxic, harmful, corrosive or irritant' substance and apply to all places of work.
Waste	
Environmental Protection (Duty of Care) Regulations 1991	A legal duty of care is imposed on anyone – from producers, to carriers and disposers of waste, to ensure that: • Waste is not illegally disposed of or dealt with without a licence or in breach of a licence or in any way that causes pollution or harm; • Waste is transferred only to an 'authorises person', i.e. a local authority, registered carrier or a licenced disposer; and • When waste is transferred, it is accompanied by a full written description which forms part of a waste transfer note (or consignment note for hazardous wastes).

DEMOLITION MANAGEMENT PLAN

	All persons subject to duty of care are required to ensure that neither they nor any other person commit an offence under the Regulations
Environmental Protection Act (EPA) 1990: Part 2a	Section of the EPA created by the Environment Act 1995 containing the legislative framework for identifying and dealing with contaminated land.
Environment Act 1995	Inserted Part '2a' to the EPA 1990, giving powers and responsibilities to Local Authorities regarding contaminated land.
Discharges to Water / Land	
Water Resources Act 1991	The Act requires water abstractions to be licensed and certain discharges into controlled waters to be subject to Environment Agency consent. If is an offence under the Act 'to cause or knowingly permit': • Poisonous, noxious or polluting matter, or any solid waste matter, to enter controlled waters; and • Matters other than trade or sewage effluent, to be discharged from a sewer in contravention of a relevant prohibition.
Control of Pollution (Oil Storage) (England) Regulations 2001	The Regulations impose general requirements in relation to the storage of oil and the types of container used.
Building Regulations 1991 (as amended 2002)	The Regulations impose requirement upon people carrying out certain building operations. Building work must comply with Schedule 1 of the Regulations which included minimum standards for various aspects including site preparation, toxic substance, drainage etc.
Emissions to Air / Noise	
Control of Pollution Act (COPA) 1974 (Sections 60,61)	Section 60 of COPA gives powers to the Local Authority to control noise and vibration from construction sites. The basis of the COPA legislation is that Best Practical Means should be used to control noise and vibration pollution.
Clean Air Act 1993	The Act prohibits, subject to certain condition, the emission of dark and black smoke from chimneys serving boilers and other industrial plant.
Ecology	
Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000)	This Act as amended provides protection for various species of plant and animals, as listed in Schedules 1 to 10.

DEMOLITION MANAGEMENT PLAN

7.0 Demolition Measures & Controls

7.1 Air Quality Monitoring

- Install, set-up and operate data logging airborne particle (dust) meter(s) at required measurement position(s).

- Weekly downloading and presentation of data.

- Monthly presentation of airborne particle results in reports.

- Facilities will be available to remotely access the data. Facilities will also be available to provide electronic alerts by either email or text (depending on equipment used) if levels exceed a pre-agreed trigger level.Our monitors continuously measure PM10 levels over a set interval period (eg. 15 mins) and an alert trigger level can be set at the required level, in this case 200µg.m^{-3}

- Throughout the Demolition and Construction Phase continuous particulate matter (PM10) monitoring shall be undertaken. Two instruments will be deployed at the site boundary in a transect orientated to the prevailing wind direction, with a third monitor located at the nearest sensitive receptor. One monitor shall be co-located with an anemometer.
- Adequate quality assurance/quality control procedures shall be in place including monitor maintenance and calibration as well and data checking. PM10 data shall be collected automatically on an hour basis.
- A trigger action level for PM10 concentrations of 200µg.m^{-3} (15 minute average) shall be used to identify incidences of elevated dust emissions at the site boundary. The development site shall comply with the trigger action throughout the demolition and construction phases.
- An on-site alert system (email or SMS) shall be in place to notify appropriate staff that the trigger action level has been reached. Immediate and appropriate measures can be put in place to rectify abnormal particulate emissions. A procedure shall be established to deal with abnormal dust emissions. All incidences of abnormal particulate emissions leading to breaches of the trigger action level, shall be documented in the site log book (date and time), with details of the action take to remediate dust emissions.
- An e-mail specifying details of any alert to be sent out to the Council's air quality officer as soon as practicable following any breach of the site trigger action level.
- An electronic report shall be submitted to the Council's air quality officer every three months summarising the following information from each monitoring site – 24 hour average PM10 concentration, date and time of any breach of the trigger action level with the 15 minute mean concentration, prevailing wind direction and details of the cause of elevated dust emissions and mitigation measures.
- The Council shall be notified of any changes to the location and operation of dust PM10 monitoring instrumentation.
- A 24-hour phone hotline shall be set up so that residents can complain about high dust or PM10 levels directly to the developer.
- A specific timetable identifying the start and finish dates of each phase, including dust generating activities and PM10 monitoring.
- An inventory of stationary and fugitive dust, PM10 and NOx emission sources with an explanation of how these will be mitigated in accordance with the London Council's Best Practise Guidance.

- A map identifying the location of dust generating activities, plant equipment associated with emissions to air and PM10 monitors.

7.2 Control of emission from Vehicles & Plant.

ANTI – IDLING POLICY

In order to minimise vehicle emissions that negatively impact on the environment
And health, 777 Demolition & Haulage Co Ltd is committed to reducing vehicle idling times at depots, in stationary traffic queues and at any other times unnecessary idling takes place. The company actively encourages drivers to reduce levels of idling.
(Engine idling is the running of an engine which is not required for the examination or operation of machinery other than that used for driving the vehicle)
Anti – idling measures have been implemented to;

- Improve air quality
- Protect Health
- Reduce wasted fuel
- Reduce costs
- Reduce unnecessary vehicle idling

You are responsible for ensuring that your vehicle does not idle unnecessarily.
Your vehicles are fitted with automatic engine cut – off equipment to ensure
Your idling time is kept to a minimum. Any problems with this equipment should be reported as soon as possible.

You are expected to follow these anti – idling rules:

- Don't leave an unattended vehicle engine running
- Don't leave the engine running in the depot
- Don't leave the engine running when you are parked up or on a break
- Don't leave the engine running during loading and unloading

(Except where specific machinery requires it).
If you anticipate being stationary for more than one minute in traffic consider turning your engine off

- Low emission plant fitted with catalysts, diesel particulate filters or similar devices shall be used;

- Plant shall be well maintained, with routine servicing of plant and non-road mobile machinery (NRMM) to be completed in accordance with the manufacturers recommendations;

- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment;

- Non-road mobile machinery (NRMM) shall use ultra-low sulphur tax-exempt diesel and be fitted with appropriate exhaust after-treatment such as catalysts, diesel particulate filters as stated on the approved list managed by the Energy Saving Trust. Details of the plant and control equipment shall be included in the method statement;

- All construction vehicles shall comply with the Euro 4 emissions standard and where possible use low emission fuels and alternative technology;

- Plant and vehicles shall be located way from the closest receptors or house in closed environments where possible.

7.3 Dust emissions

Techniques to control dust emissions from construction and demolition

- Acoustic insulating sheeting will be installed, particularly at the boundaries of 106 St. Pancras Way neighbours. Datasheet for Monarflex Monarsound sheeting can be found in Appendix 3

- Keep site fencing, barriers and scaffolding clean using wet methods

- Buildings to be demolished shall be wrapped / Sheeted.

- Provide easily cleaned hard standing for vehicles and clean using wet sweeping methods;

- Provide the use of wheel-wash facilities near the site exit. Fit wheel-washes with rumble grids to dislodge accumulated dust and mud prior to leaving the site to avoid carrying dust or mud off the site;

- Inspect internal haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;

- Routinely clean the Public Highways and accesses using wet sweeping methods especially during dry periods;

- Impose and signpost maximum speed limits of 10 mph on surfaced haul routes and work areas within the Property;

- Ensure all vehicles carrying loose or potentially dusty material to or from the site are fully sheeted;

- Store materials with the potential to produce dust away from site boundaries;

- Sheet, seal or damp down stockpiles of excavated material held on site;

- Any loose materials bought onto the site shall be protected by appropriate covering;
- The site shall be dampened down during the working day and again at the end of the day to reduce the amount that is re-suspended dust;
- Ensure water suppression is used during demolition operations;
- Ensure mobile crushing and screening plant and cement batching plant which are regulated under the Local Air Pollution Prevention and Control regime operate in compliance with a Part B Permit. This shall be submitted to the local authority prior to operation;
- Site personnel shall be trained in dust mitigation and a manager shall be present for managing dust on site.

7.4 Noise & Vibration

Noise Monitoring

- Install, set-up and operate data logging sound level meter(s) at required measurement position(s).
- Weekly downloading and presentation of data.
- Monthly (or more often, depending on requirements) presentation of noise results in reports.
- Facilities will be available (subject to GSM reception) to remotely access the data. Facilities will also be available to provide electronic alerts by either email or text (depending on equipment used) if levels exceed a pre-agreed trigger level.

Our noise monitors continuously measure sound pressure levels at the site. A trigger level can be set for the electronic alerts, normally in terms of LAeq over a set time interval.

Vibration monitoring

- Install, set-up and operate data logging vibration meter(s) at required measurement position(s) (see below).
- Weekly downloading and presentation of data.
- Monthly (or more often, depending on requirements) presentation of vibration results in reports.
- Facilities will be available to remotely access the data. Facilities will also be available to provide electronic alerts by either email or text (depending on equipment used) if levels exceed a pre-agreed trigger level.

Our vibration monitors continuously measure vibration levels at the site (usually in terms of peak particle velocity in mm/s). A trigger level can be set for the electronic alerts.

DEMOLITION MANAGEMENT PLAN

Demolition and Construction Noise

Best Practicable Means will be employed to keep the level of noise and vibration generated on site as low as reasonably practicable. Measures to be considered in implementing best practicable means will be consistent with recommendations of BS 5228 and include the following;

- Considerate selection of plant and construction methods. Only plant conforming to relevant national, EU or international standards or directives will be used;
- Careful programming to ensure activities which may generate significant noise are planned with regard to local occupants and sensitive receptors;
- The recommendations set out in Annex B of BS5228 will be adopted with regard to noise and vibration mitigation options;
- It is likely that demolition and construction noise levels will exceed 75 dB L_q for temporary periods. Noise mitigation measures should be put into practice during all construction activities to ensure that noise impacts at sensitive receptors are kept to a minimum.
- With appropriate mitigation and management plans in place, it is anticipated that demolition and construction noise impacts will be no worse than **moderate adverse** for limited periods of time. Moderate adverse semantically describes total daytime demolition and construction noise levels exceeding 75 dB L_{Aeq} but for a total of less than 10 days in any 15-day period, or for a total of days less than or equal to 40 in any 6 month period.
- The site will be screened off where adjacent to neighbours and general public.
- Acoustic insulating sheeting will be installed, particularly at the boundaries to close neighbours.

  Data for Monarflex Monarsound sheeting can be found in Appendix C
- Mechanical hand tools to have anti-vibration features installed to minimise the effects of vibration to operatives.

8.0 Specific Methodology

8.1 Phasing & Sequence of Works

- The phasing of demolition will be as follows:
- Erection of Site Hoarding

- Scaffold Erection

Phase 1

- Soft Strip
- Removal of Asbestos
- Final Soft Strip of Building
- Structural Demolition of Building
- Removal of Debris, concrete, hard core

Phase 2

- Soft Strip
- Removal of Asbestos
- Final Soft Strip of Building
- Structural Demolition of Building
- Removal of Debris, concrete, hard core

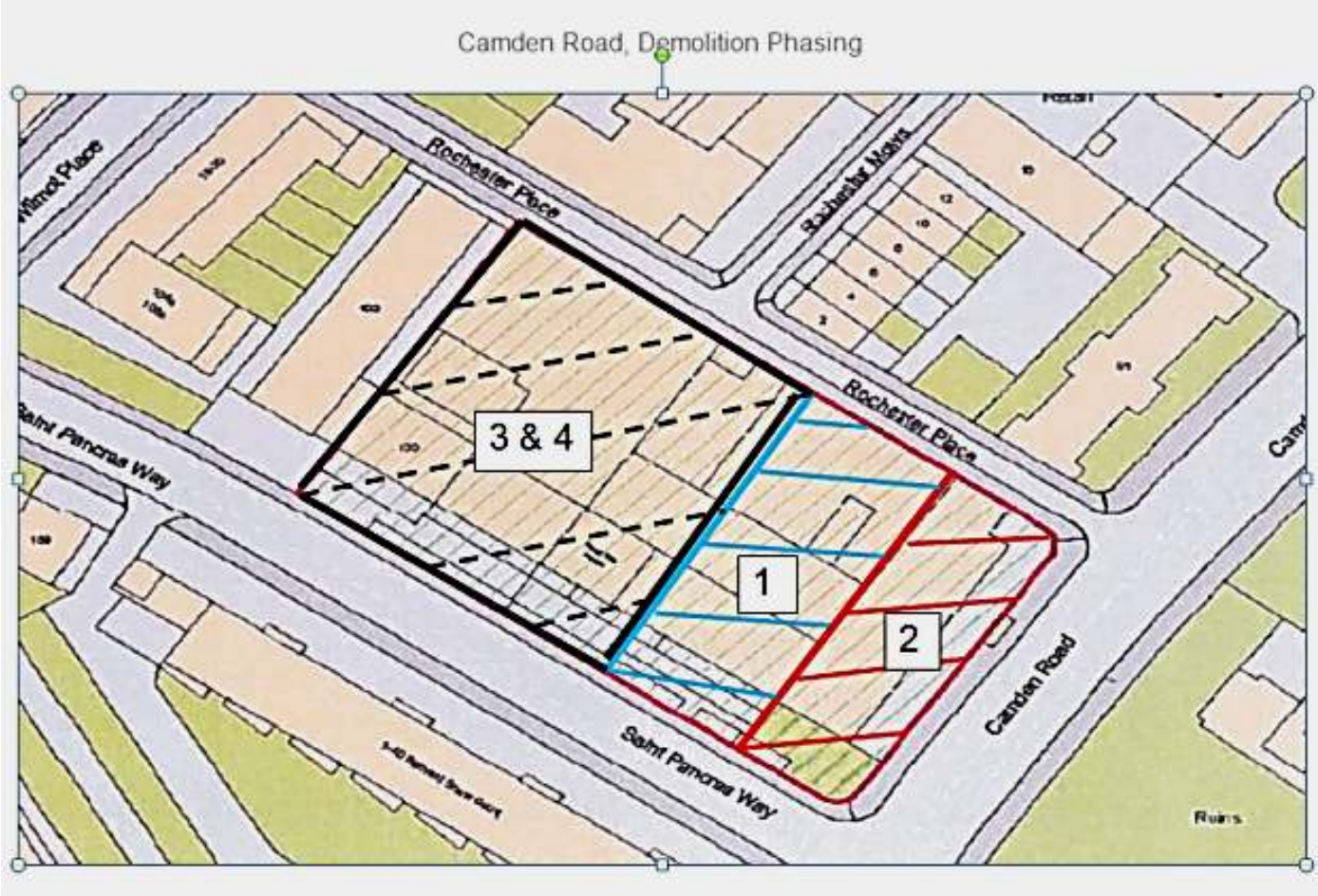
Phase 3 & 4

- Scaffold Erection
- Soft Strip
- Removal of Asbestos
- Final Soft Strip of Building
- Structural Demolition of Building
- Removal of Debris, concrete, hard core
- Removal of Slabs & Foundations
- Site clearance.

Phasing Drawing

See below

DEMOLITION MANAGEMENT PLAN



Appendix 1

Detailed Demolition Method statement.

DEMOLITION MANAGEMENT PLAN

WORKS INFORMATION			
Contractor:	777 Demolition	**Method Statement Ref. No:**	BL/777/10293/DW/00
Client Name:	Barratt London	**Method Statement Rev No:**	01
Work Location:	79 Camden Road, London	**Other areas:**	
Work Scope Task(S)			
(Brief Description):	Demolition of Buildings		
Prepared By: D.Willcott		**Site Supervisor:**	TBC

DEMOLITION MANAGEMENT PLAN

The responsibility for the Health, Safety & Environmental aspects of the contract works rests fully and unreservedly with 777 Demolition.

Acceptance of this Method Statement by The Client does not in any way absolve the contractor from his legal and moral obligations to ensure a Safe System of Work.

All personnel involved with the scope of work must be fully briefed on the Method Statement and associated Risk and COSHH Assessments and all work must be carried out strictly in accordance with the procedures in this Method Statement. Daily and task work briefing sessions must be held either daily if operatives are being engaged in a single activity for that entire day or if operatives undertake different tasks during the day a task briefing must be undertaken for each and every task. All method statement, risk, COSHH, Manual Handling, task or work briefings must be recorded in the site health and safety register.

DEMOLITION MANAGEMENT PLAN

Contractor: **777 Demolition**
Work element: **Demolition of Buildings**
Method Statement No. **BL/777/10293/DW/00**

Rev	Date	Description of modifications
00	13.05.14	For Issue

DEMOLITION MANAGEMENT PLAN

01	29.05.14	Amended to Barratt comments
00		
00		

CONTENTS

1. INTRODUCTION

777 Demolition have been contracted by Barratt London to carry out the demolition works located at 79 Camden Road, London. There has been a R & D Survey of the building and all asbestos based materials found will be removed prior to demolition works commencing by fully licenced Asbestos Removal Contractors (777 Environmental). 777 Demolition will be acting as Principle Contractor for the duration of the demolition works.

2. SCOPE OF WORKS

2.1 Demolition Sequence

2.1.1 Prior to Works Commencing the arrangements will be made for;

Employ specialist contractors – structural engineer, scaffolding, asbestos removal etc.

14 day notification to HSE to remove asbestos (By others)

Scaffolding and Hoarding licenses will be applied for by 777 Demolition.

Erect demolition exclusion zones within the hoarded site

Establish site compound and welfare facilities, fire alarm systems and site signage.
Arrange a site meeting, involving the relevant parties to the project, in order to finalize project details and determine any outstanding information, traffic issues, access/egress routes, with all operatives signing in/out at all times.

- The Manager will brief supervisors and staff / operatives on the method statement, risk assessment (including controls), COSHH and other assessments associated with the works.
- Barratt London will issue 777 all service disconnection documentation
- Site Supervisors will carry out all work activity briefing sessions.
- All staff who attends the briefing shall sign the briefing sheets to confirm that they attended and understood the briefing.
- Briefing sessions of non-English speaking labour will be carried out by a competent English speaking interpreter.
- This document will be reiterated and referred to in detail on commencement of each activity.

2.1.2 Sequence of Works:

- The company will maintain suitable and sufficient segregation from members of the public to allow for the execution of the works.
- Enabling Soft Strip
- Removal of Asbestos
- Site Hoarding
- Scaffolding of Building
- Final Soft Strip of Building
- Demolition of Building
- Removal of Slabs & Foundations
- Site clearance.

2.1.3 Enabling Soft Strip

The 777 Supervisor will accompany the Asbestos Removal Contractor around the building; the asbestos supervisor will mark/spray up all known asbestos based products found within

the survey. Any areas of notifiable asbestos will be fully sectioned off and the appropriate signage posted. The 777 Demolition Supervisor will then pass this information on to all operatives at the site induction.
The operatives will enter the building to clear all asbestos transit routes, the operatives will move any loose furniture/debris from the transit routes to ensure the asbestos operatives have clear and unobstructed access to all areas containing Asbestos. At this time all general rubbish/debris cleared from the transit routes will remain within the main building.

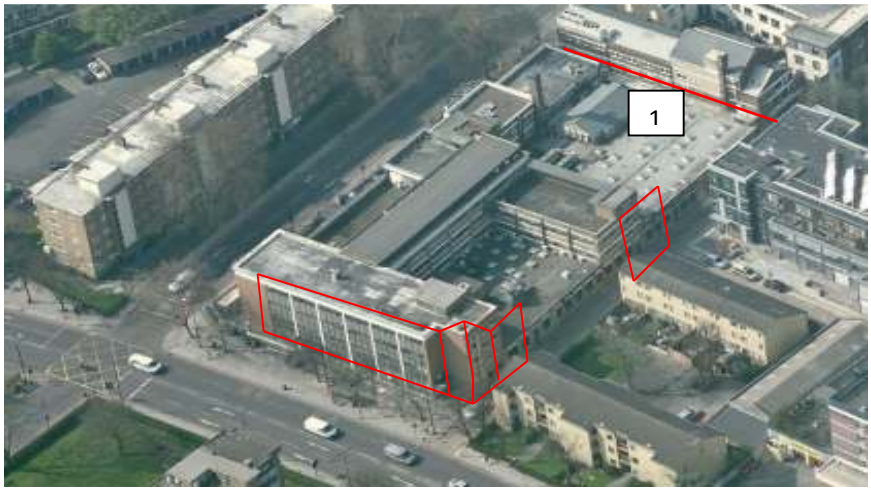
2.1.4 Removal of Asbestos

This will be carried out by fully licenced contractors who will supply all method/risk assessments and any notifications prior to works commencing. Upon completion of the removal they will also supply 777 Demolition/Barratt London all clearance certification.

2.1.5 Erection of Site Hoarding

The hoarding will be erected to the site boundaries with the relevant contractor supplying 777 with all method/risk assessments prior to works commencing. 777 will apply for the hoarding licence.

2.1.6 Scaffold Erection & Sheeting



A protective scaffold will be erected to the areas indicated, the scaffolding contractor will have a design and drawings for all scaffold and will also supply all method/risk assessments for the works. The scaffold to Area 1 will be fitted with monoflex acoustic barrier between the occupied building and the building for demolition.

2.1.7 Final Soft Strip of Building

In accordance with the demolition phasing the building will require soft stripping prior to demolition to remove rubbish, fixtures and fittings and non-load bearing walls, soft stripping of the building will enable the concrete/hard-core to be processed more efficiently and the

contamination of the recycled hard-core is minimised. When all known hazardous materials have been removed and live services terminated the soft stripping of the building can commence. Redundant M/E can be removed upon isolations being issued by the Client. The M/E removal will be carried out using reciprocating saws fitted with demolition blades and powered by a portable petrol generator.
Working progressively through the building the items below will be removed using a combination of hand tools, mattocks, crowbars and alike in a general soft stripping exercise;

Floors, Removal of all floor coverings and carpets etc
Removal of all rubbish, furniture, equipment and stockpiled
Materials.

Walls, Removal of non-load bearing walls, plasterboard and
partitions, cills, light fittings and fixed shelving
Paneling and sheet finishes to the walls.

Ceilings, Removal of any suspended ceiling tiles, plasterboard
finishes, suspension systems and light fittings.

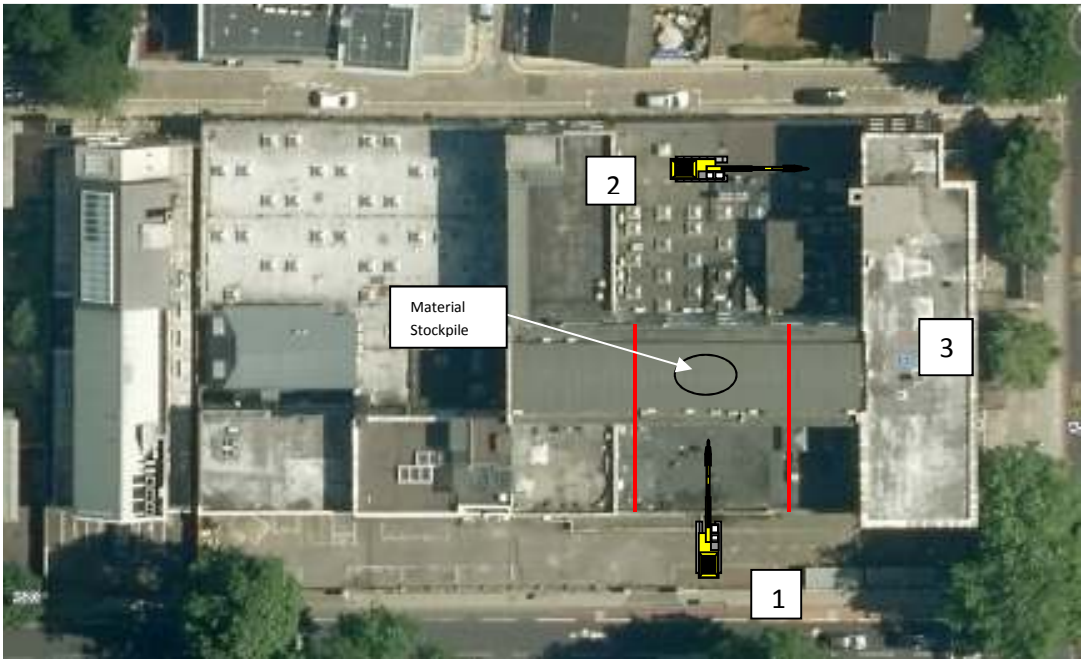
Toilets, Stripping out and removal of all toilet fixtures and fittings
including toilet pans, sinks and cubicles.

Kitchen, Removal of all kitchen equipment, sinks and cupboard units
Electrical and mechanical services.

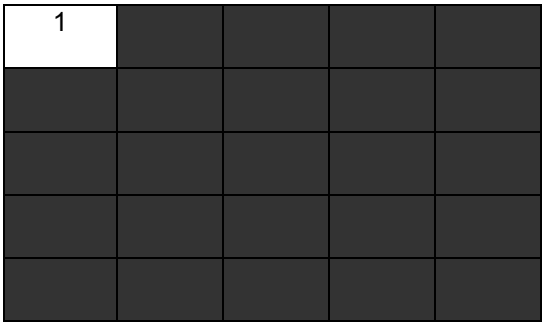
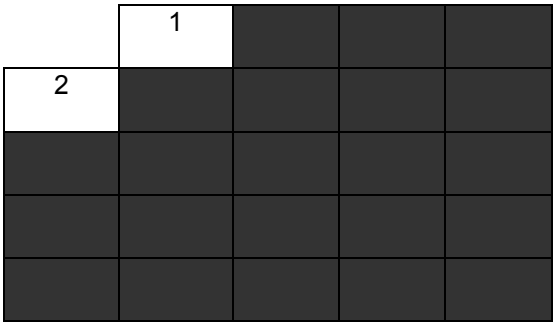
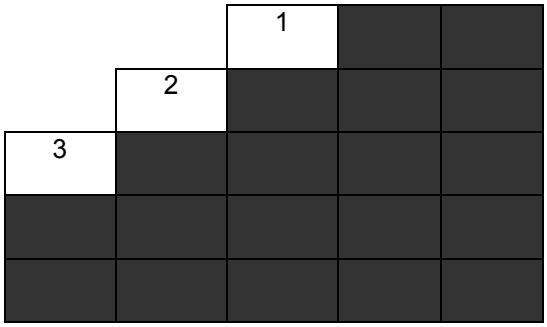
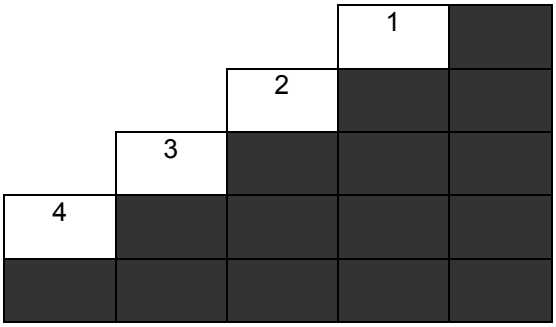
Removal of all surface mounted electrical and mechanical
Cabling and pipe work.

All waste will be removed from the building using the access doors, there will be no material thrown out of any windows. The operatives will load wheelbarrows and walk all of the material out of the building to a recycling container positioned in a segregated area at the South West elevation of the building. The operatives will deposit the material on the ground, the material will then be picked up using a 360 machine fitted with a selector grab attachment for the loading of the skip.

2.1.8 Demolition of Buildings



All non-essential personnel will be removed from the working area and the 777 Supervisor shall check the building for demolition is unoccupied and all segregation is in place. The buildings will be demolished using a suitable size 360 demolition excavator fitted with a Hydraulic pulveriser attachment, water will be sprayed onto the working area at all times to act as a dust suppressant. A banks man will be in attendance for all plant movements around the site. The machine will commence from the South West (1) elevation of the building by removing a section of the roof, this material will be allowed to fall to the floor below, the machine will work from left to right pulverising a section of the roof uniformly. With a section of the roof removed the machine will start to pulverise down the front elevation of the building, the debris will be allowed to fall onto the floor and slab area of the building. At this stage any window frames, steel beams will be removed and placed into a segregated area for disposal. The machine will then continue through the high level building up to the flat roof of the single storey structure. Works will cease periodically for each floor slab to be cleared of debris to maintain a clear working area. Demolition work will then cease to allow a further 360 excavator fitted with a bucket attachment to enter the area and remove all debris for processing, this material will be stockpiled ready to be removed from site using eight wheeled tippers. The processing will separate any timber or metal from the hard-core with the clean hard-core being stockpiled for removal from site using eight wheeled tippers. All debris removed will be placed into the relevant skip for disposal and recycling. Any areas of protection scaffold will be struck down progressively but remain higher than the structure, with all redundant scaffold being removed from site. The operator will continue down on a bay by bay basis with the area being cleared periodically. This process will continue until the machine reaches the opposite side of the structure (2), this will enable the 360 excavator room to turn and commence demolition on the main building running parallel with Camden Road (3). This building will be demolished down with the operator maintaining the building in a “Stepped “ manner at each floor so as not to create a totally vertical face

	
Stepped demolition sequence – area 1 demolished 1st	Stepped demolition sequence – area 1 demolished 1st, then area 2
	
Stepped demolition sequence – area 1 demolished 1st, then area 2 and then area 3	Stepped demolition sequence – area 1 demolished 1st, then area 2, then area 3 and finally area 4

All materials will be allowed to fall to the ground into the exclusion zone. The exclusion zones will be set up in varying areas as the work progresses. The long reach operator will stop work periodically to clear the floors of debris to avoid any overloading and any redundant scaffold to be struck down. Work will cease to allow further 360 excavators fitted with bucket attachments to clear the area of debris, this will be removed and stockpiled for processing. The processing will separate any timber or metal from the hard-core with the clean hard-core being stockpiled for removal from site. The hard core for removal will be loaded onto the

relevant vehicle using a 360 excavator fitted with a Bucket attachment. All debris removed will be placed into the relevant skip for disposal and recycling.

This process of demolition will continue until the long reach machine reaches a point where the building is low enough to be taken down to ground level using further 360 excavators fitted with appropriate attachments, the long reach will then be removed from the working area. This process of demolition will then continue on the remainder of the buildings. All buildings will be left in a safe and stable condition at the end of each working day.

2.1.8 Removal of Slabs & Foundations

Prior to works commencing the Client will be required to have the services disconnected and any overhead cabling removed for the works to continue. During these works the area will be constantly CAT Scanned by a fully trained operative.

The slabs to the footprint of the buildings will be removed using a 360 excavator fitted with a Hammer attachment. A noise assessment will be carried out by 777s Site Supervisor using a hand held monitoring device, the readings will be recorded and the records kept within the main site file. The excavators used are less than two years old and noise levels can be further reduced using control zones, barriers and consultation with the neighbouring properties. The machine will pepper the entire slab of the building breaking them into manageable size pieces; this can then be pulled up and stockpiled using the excavator fitted with a bucket attachment. This material will be processed to remove any metal reinforcing and moved to a separate area for removal from site using eight wheeled tippers. The foundations of the building will be broken up using the hammer attachment; the local area will then be probed (2m steel rod fitted to the machine) for any further obstructions. The foundations will then be removed using the bucket attachment; this will also be processed and stockpiled for removal. The vehicles removing the material will be booked with 777 Management Team; the vehicles will be booked to enter the site at times least likely to disrupt normal activities within the local area. The areas will then be graded level to the Clients requirements.

3. LABOUR FORCE

The workforce envisaged for this section of work will be structured but not limited to the following:

1 x SMSTS Site Supervisor

4 x CPCS 360^{o} excavator operator

8 x CSCS/CCDO General operatives

2 x Trained Banks man

This list is not exhaustive.

4. TRAINING

All operatives will be competent and trained for the tasks undertaken. The arrangements for on the project training shall take the form of appropriate toolbox talks, work and or task briefings.

Prior to works commencing, the Supervisor will brief all operatives on the content of the method statement, PPE requirements and drugs & alcohol policy.

All Personnel will attend the 777 Demolition Induction.

Records required:

All machine / plant operators are to provide a valid original copy of their proof of training before commencing any machine operation; a copy will be kept on file in the main site office.

All other personnel will provide a copy of their proof of training.

5. LIFTING EQUIPMENT

All demolition excavators are limited to a lifting capacity of 1ton this is indicated on all machinery and certification.

6. PORTABLE TOOLS

Portable/Small tools that will be used for this works are as follows:

Hand Tools, mattocks, crowbars, reciprocating saw, portable generator with spill kit. All electrical items will be fully PAT tested. Mechanical hand tools will be used in accordance with the manufacturer's recommendations to avoid any HAV issues.

7. MECHANICAL PLANT REQUIREMENTS FOR THE WORKS

All plant and equipment used shall be in serviceable condition and subjected to daily or weekly checks in accordance with the relevant procedures and regulations. Copies of all relevant test certificates shall be retained in the main site file. All plant and vehicles conform to Euro 4 Emissions and be fitted with either a catalyst/diesel particulate filter.

5 x 360^{o} excavators & attachments

8. PROTECTION OF EMPLOYERS ASSETS

Throughout the works period all practicable measures shall be taken to protect the Employers Assets in accordance with the requirements of the contract.

Good housekeeping will be maintained throughout the works.

9. WELFARE FACILITIES

The Company will have delivered suitable facilities to fully comply with current CDM Regulations

10. STORAGE AND HANDLING OF HAZARDOUS SUBSTANCES AND MATERIALS

During the course of the works it may be necessary to use certain substances and materials which are considered hazardous to health if not used properly. All persons involved in the direct storage and handling of such materials shall be made fully aware of the risks and hazards outlined in the COSHH assessments, and the correct methods of working with such materials.

Relevant COSHH data sheets are listed in the Appendix section.

11. TEMPORARY SUPPORT/STRUCTURES/FALSEWORK

None envisaged

12. WORKING AT HEIGHTS

From protective scaffolds only

13. WORK PERMITS AND LICENCES

The following permit systems shall be used for the work:-

A permit to dig is to be self-issued on a Daily Basis

14. FIRST AID

A list of the First Aiders shall be displayed on the site Notice Board placed in the Welfare Unit.

Trained First Aid personnel will be available on site on each and every shift.

The company Accident book and First Aid facilities are located within the site welfare and site managers facilities.

15. FIRE

There will be a fire safety plan produced including fire point locations, procedures and fire assembly points. A Fire point will be set up in close proximity to the works. To ensure risks of fire is addressed for each site operation, any hot works will be carried out once all combustible materials have been removed.
The Supervisor will be immediately informed in the event of a fire and the Fire brigade and company management contacted as necessary.

16. EXCAVATION

There is no deep excavation planned in this section of work other than approx removal of the concrete slab and the footings. However, if required to excavate further this will be under an instruction from the site manager

Before any Excavation takes place the area is to be scanned with a CAT scanner and for fibre Optic cables Open Reach “Dial before you dig” team are to be contacted

Telephone: 0800 917 3993
Fax: 01332 578650
E-mail: dbyd@openreach.co.uk

http://www.openreach.co.uk/orpg/networkinfo/locatenetwork/networkprotection.do

17. PERSONAL PROTECTIVE EQUIPMENT (PPE)

The minimum PPE requirements for these works are the following:

Hard Hat to EN 397

Hi-vis vest or jacket to EN 471

Steel toe-capped safety boots to EN 345

Gloves to EN 388

Safety Glasses to EN1661F

Ear Protection (When required)

Other PPE to be worn shall depend upon the particular task undertaken.

18. ACCIDENTS, INCIDENTS, AND REPORTING OF INJURIES, DISEASES AND DANGEROUS OCCURRENCES (RIDDOR) 2013

Any of the above occurrences will be notified to the 777 Manager/Supervisor. The Manager will take the appropriate measures to record the occurrence and notify the appropriate bodies, as required.

Site Accident / Incident book will be located in the Site Manager's office.

19. EMERGENCY PROCEDURES

In the event of an emergency, operatives are advised to:

- Clear the area
- Raise the alarm
- Notify the Site Manager who will coordinate the emergency services and facilitate first aid if appropriate
- All operatives will go to the designated assembly point: as indicated in Site Induction.

20. TRANSPORTATION

All vehicles are to observe the site speed limits and the traffic management when travelling off road to reach the accommodation blocks. 777 are registered with the Fleet Operator Recognition Scheme (001964).

21. HOUSEKEEPING

Good housekeeping practices will be required at all times. The importance and methods of housekeeping shall be relayed to the workforce in the site induction and in toolbox talks.

22. ACCESS AND EGRESS TO AUTHORIZED PERSONNEL

Access and egress will be controlled. Only personnel who have received a site induction will be allowed to enter the site works area.

Clear and unobstructed access to the section of work will be maintained at all times.

25. WASTE MANAGEMENT

All Materials will be stockpiled on site then removed in skips to an approved waste transfer station.

26. FUEL

On site refuelling will be facilitated at a cordoned refuelling point. The location of this will be decided by the site Supervisor. The fuel will be contained within a double bunded tank with a lockable hose. Spill kits and fire extinguishers will be sited at the location and the appropriate signage put in place.

28. RECORDS AND DOCUMENTATION

All records generated on the Project shall be maintained on site for the duration of the work and then archived.

Relevant records are to be included in the Health and Safety File.

I confirm I have been given information about and understand the following: -

• The Method Statements relevant to the project.

• The Health and Safety at Work Act.

• The Company's Policy for health, safety and welfare; especially dedicated Risk and COSHH

Assessments.

• Site Rules

• Fire procedures (including the location and use of extinguishers).

• First aid - names and locations of First Aid Appointed Persons and introduction to them,

Position of first aid boxes and rules for their use.

• Use and availability of protective clothing and equipment.

• General hazards in and around work area.

• Specific hazards in work area.

• Procedures for reporting accidents, injuries and property damage.

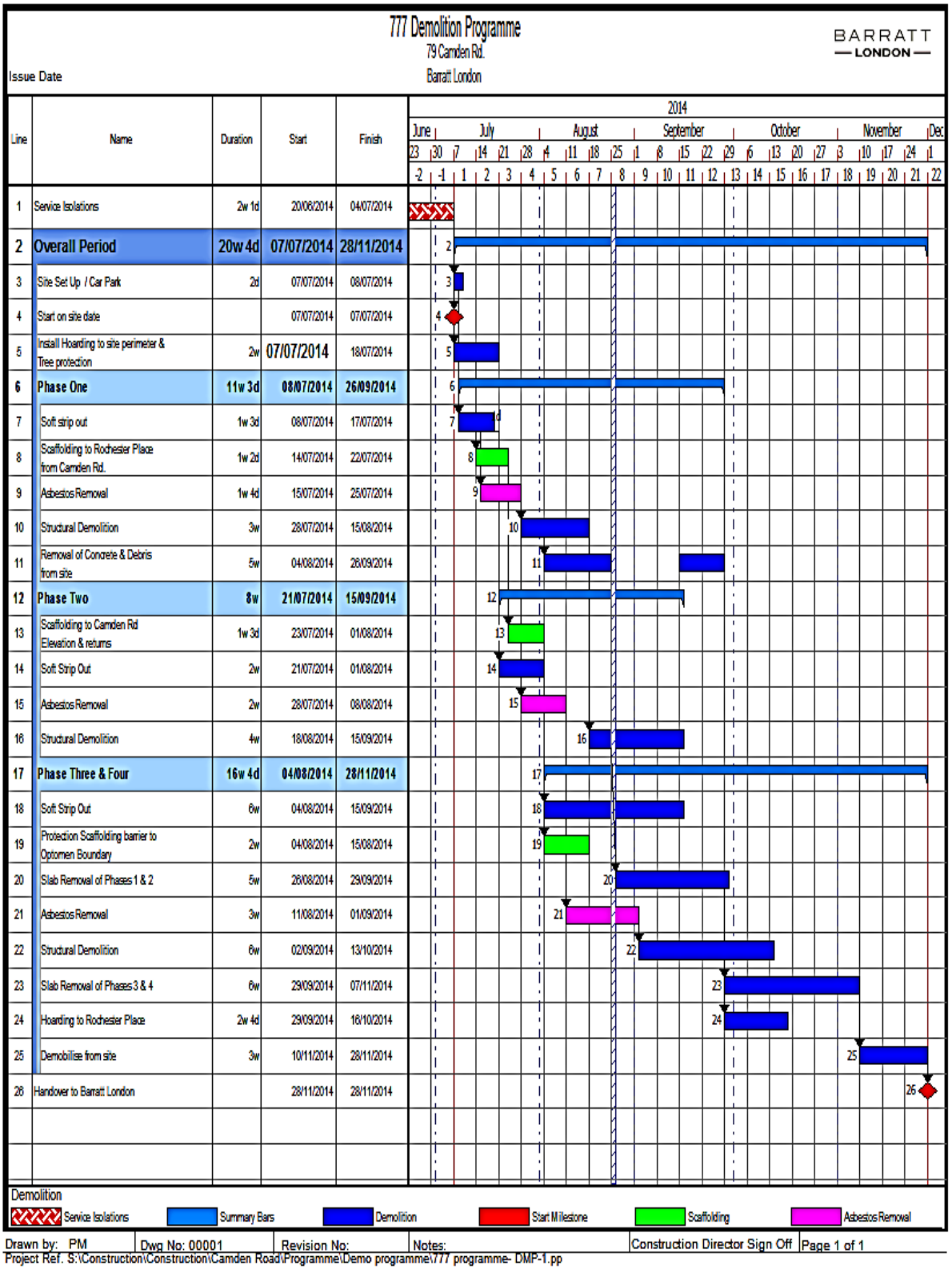
• Safe systems of work, where applicable.

• Welfare - location of mess room, toilets etc. and any other welfare matters.

METHOD STATEMENT BRIEFING FORM MS REF N^{O}:- BL/777/10293/DW/00

Date	Name	Position	Signed

Appendix 2 Programme



Appendix 3 Acoustic insulating sheeting

Monarflex **Scaffold Sheeting Datasheet**

Monarflex
MonarSound

Monarflex
A member of the Icopal Group

icopal

Scaffold Sheeting is used for enclosing scaffolds. The sheet has many purposes:

- **Enhances the security for the workers on the scaffold**
- **Serves as a climate shield to protect workers, machinery and open constructions against rain, wind, snow etc.**
- **Ensures a stable working climate on the scaffold so deadlines can be respected regardless of the weather**
- **Protects the surroundings from any inconveniences e.g. particles or building dust from sandblasting or water jetting from facade works.**
- **Helps reduce noise**

Description

The Monarflex MonarSound is made from a 5 ply composition with the top layers consisting of a weather resistant LDPE fire retardant co-polymer that encapsulates a strong multifilament polyester (PET) grid which forms the weather protection layer. On the underside there is a thick (10mm) PU fire retardant special sound absorbent foam layer that provides the "bounce" effect of the acoustic sheeting. The sheeting is equipped with the unique Monarflex fixing eyelets for superior and long lasting fixing points.

Performance and Properties

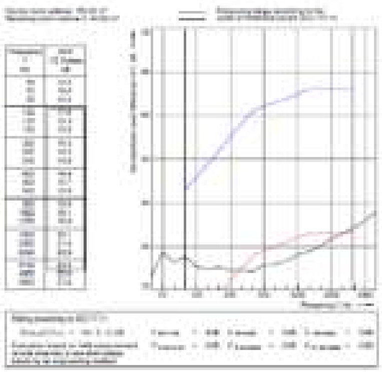
Material	
Reinforcement	
Roll Size	
Colour	
Weight per m²	
Thickness	
Tensile strength	
Pullout strength	
Noise reducing barrier rating	
Conforms to	
Thermal resistance	
Fire class	
Temperature stability	
Applications	

Durability

Monarflex MonarSound can be used for all types of longterm projects up to 12 months. The combination of high quality components forms a tough and durable sheeting for very extreme working conditions i.e. sandblasting and waterjetting. By using Monarflex MonarSound you can meet deadlines and avoid economical surprises regardless of the weather and be safe in that it fulfils all relevant British Standards like BS7965:1999 and BS 6410:2007 in accordance with HSE requirements to sheeting performance.

Application

Take care to overlap the lower sheet externally for weather protection. Fixing the sheeting to the scaffold must be done according to calculations, taking factors such as wind, building season and height of the surrounding buildings into consideration. We recommend the use of x 1 Monarflex Anchor & Strap fixing/m² but any fixing must be placed according to calculations for each project.



Certificate No. Q5066

Edinburgh Napier UNIVERSITY

Delivery And Storage

The Monarflex MonarSound is supplied on pallets with each roll individually wrapped in PE foil with label and name identification. The rolls must be stored lying under cover on a pallet and away from heat and direct sunlight.

Health And Safety

Health and safety data sheets are available for all materials. Please contact Icopal's Technical Services Department for further information.

Quality Assurance

Monarflex MonarSound is manufactured under a Quality Management System approved to ISO 9001: 2000 by BSI Quality Assurance.

For further information call 0161 865 4444 or visit www.monarflex.co.uk

Appendix 4 – Hard Hat

Camden Road
Construction Engagement Strategy

Prepared for Barratt London

May 2014

1. INTRODUCTION

Barratt London have recognised the importance of consulting the local community in all stages of the development process from land acquisition, through planning and construction to sales and marketing.
HardHat has worked with Barratt to establish a process for managing community engagement that has become an important element in their approach to development in London. This involves engaging with communities, listening to and addressing are far as possible any concerns that are raised during the consultation process.
HardHat was appointed to the Camden Road project at an early stage to manage all media, political and community relationships and ensure both success in planning and strong stakeholder relationships to assist during the construction process.

2. PLANNING

Throughout the planning process, HardHat worked with the planning consultant, CBRE, to deliver a consultation strategy that engaged with the local community. The strategy prioritised identifying issues and problems, and securing support by informing, engaging and responding to the community's views.

(a) Pre-submission consultation

Before submitting the planning application, consultation activity included:
• Meeting with local ward councillors
• Meetings with local resident organisations including conservation groups
• Two series of public exhibitions held for local residents and business owners (four sessions in total)
• A consultation hotline and email address available seven days a week, 24 hours a day, publicised through various mediums, should residents have any questions or concerns
• A dedicated website providing valuable updates throughout the consultation process
• A feedback period following consultation
• Presentations to LB Camden's Development Management Forum and Developer's Briefing

(b) Post-submission consultation

After submitting the planning application to Camden Council consultation activity continued, including meetings with local ward members, local community groups, local business owners and local residents. We also responded to local residents' enquiries via our dedicated housing hotline and website.

3. CONSTRUCTION ENGAGEMENT

The planned programme of construction liaison is intended to build on the positive relationships established during planning and to effectively manage community relations during construction. This will build on promises made during planning and minimise any disruption to objections during the demolition and build programme.
It is crucial that existing stakeholders and those residents immediately affected by building works are managed. We need to make them aware of the roles and responsibilities of Barratt London and put in place mechanisms for handling all construction and demolition related enquiries.
Communications during demolition and construction will include:

(a) Newsletters

We will produce six newsletters a year updating the local community on construction progress and giving vital information such as working hours and contact information.
The newsletters will be delivered to 600 households and local businesses on roads surrounding the site.

(b) Website

During the planning process we developed a dedicated website www.camdenroad.org.uk that we will continue to host throughout the construction process.
It will help to keep the local community informed about what the scheme is delivering and will offer opportunities for local residents to leave feedback on the demolition and construction works.
All newsletters will be uploaded to the website and we will provide additional information on the progress of demolition works, that we will regularly update.

(c) Construction Working Group

As part of the consultation and communications programme, we will establish a steering group made up of community representatives from those residents and groups affected by construction or representing key local interests.
The group will provide a forum for local residents to raise any issues arising from the construction works and will allow direct communication between the construction team and community interests. HardHat will facilitate the group as part of the on- going community liaison programme.
To give the group credibility and to allow it to effectively mitigate construction issues it is important to carefully consider the membership and terms of reference before invitations are issued.

(d) Local Stakeholder Engagement

Throughout the planning process, Barratt London took an active role in ensuring that they engaged with local councillors and key community groups.
It is crucial to continue to engage with these key stakeholders by setting up a series of meetings to address any concerns that they may have.

(e) Specific Notices
It is important to manage communications throughout the demolition and construction process especially to give notice of any forthcoming on-site activity, particularly to those local residents and business owners that it may have an adverse impact on.
We will send out specific notices, emails and letters to the local community explaining one-off construction related activities such as wide loads being delivered out of hours or road closures.

HardHat.

PROJECT: 79 Camden Road NW1

DATE	NAME	ADDRESS	ISSUE	ACTION TAKEN