London Borough of Camden

Demolition Management Plan Pro-forma

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DEMOLITION MANAGEMENT PLAN

INTRODUCTION

This Construction Management Plan (CMP) has been adapted to become a **Demolition Management Plan (DMP)** and should help developers minimise the impact of their demolition on the surrounding community, both for the demolition on site and the transport arrangements for servicing the site.

The completed and signed DMP should address how any impacts associated with the proposed works would be mitigated and manage the cumulative impacts of demolition in the vicinity of the site. The level of detail included in the DMP will depend on the scale and kind of the development. The DMP follows the best practice guidelines in Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

The agreed contents of this DMP must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this DMP if problems arise in relation to the demolition of the development. Any future revised plan must be approved by the Council and complied with thereafter.

It should be noted that any agreed DMP does not prejudice further agreements that may be required such as road closures or hoarding licences.

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much as is necessary.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service, please complete the "Demolition Notice"

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

DMP – PRO-FORMA

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Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Demolition works.

Site Address: 25 Grafton Way, London, WC1E 6DB

Planning application reference: 2013/8192/P

Type of DMP –Section 106 planning obligation

Q2. Please provide contact details for the person responsible for submitting the DMP

Demolition Contractor - Author:
Name: Shaun Tottman
Address: 10 Elton Way, Watford, WD25 8HH
Tel: 01923 255 256 / 075000 11 032
Email: shaun.tottman@cantillon.co.uk

Planning & Section 106 Consultant:
Name: Sarah Roe
Address: 22 Hanover Square, London, W1S 1JA
Tel: 020 7493 6040
Email: sarah.roe@eu.jll.com

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name:	Cantillon Limited
Address:	4 Salmon Street, London, NW8 8PN
Tel:	01923 255 256
Email:	info@cantillon.co.uk

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name: Shaun Tottman
Address: 10 Elton Way, Watford, WD25 8HH.
Tel: 01923 255 256 / 075000 11 032
Email: shaun.tottman@cantillon.co.uk

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Infrastructure Projects (CIP), please provide contact details of the responsible Camden officer.

Name: Peter Elms / James McEwan

Address: 136-148 Tooley Street, London, SE1 2TU

Tel: 020 7036 3535 / 07827 911 670

Email: peter.elms@localdialogue.com / james.mcewan@localdialogue.com

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name: as above

Address:

Tel:

Email:

Q7. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the DMP.

Name: Shaun Tottman

Address: 10 Elton Way, Watford, WD25 8HH

Tel: 01923 255 256 / 075000 11 032

Email: shaun.tottman@cantillon.co.uk

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the DMP applies.

See Appendix 1 – Rosenheim Building Site Location Map. This shows the entire site to be developed.

The site is located between Grafton Way, Huntley Street and University Street in Camden, London. The surrounding area is a mixture of University College London Hospital (UCLH) buildings to the north, east and south; residential accommodation along Grafton Way on opposite side of road and University Street where works traffic infrequently transit as part of striking scaffold. There is a pub, the Jeremy Bentham on the corner of Huntley & University Streets, for which there is a party wall award in place.

It has been confirmed that the demolition works would not affect the West End Project as demolition will be completed in February 2015. The council will not be starting on site till later in 2015.

The future development following demolition is the construction of a new Proton Beam Therapy facility which shall be carried out by separate main contractor under an independent CMP.

Q9. Please provide a very brief description of the demolition works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

The scope of the development is as follows:

I. The complete demolition of the Rosenheim Building from roof level, 6 floors down to ground level including the isolation and removal of redundant services, and the removal of asbestos
II. Construction of a new VIE platform and enclosure, and installation of new VIE O2 tanks and redirect services and temporary supplies (by others)
III. Removal of redundant medical gas pipelines within the Rosenheim basement, and removal of the existing VIE tanks including the demolition of the protective core wall, platform and foundations
IV. Demolition of the Rosenheim Building basement levels and removal of foundations including temporary support /works
V. Probe and remove existing Odeon Cinema foundations including temporary support/works.
VI. Break out existing cellars including temporary support /works

The Rosenheim Building site presents a number of constraints that have been influential in determining our proposed methodology. These constraints include:

VII. Minimising the environmental impacts of the demolition works on the surrounding neighbours including party wall neighbour the Jeremy Bentham public house, nearby Cancer Care Centre, Elizabeth Garrett Anderson Wing, local residents, and business areas with particular attention paid to those situated along Grafton Way, Huntley & University Streets and to a lesser extent Gower Street
VIII. Creating a safe vehicle access and egress system to the project, in order to demolish the existing seven storey building
IX. The Traffic Management Plan aids ensuring site traffic to remove materials and deliver plant and equipment to the project does not adversely interrupt the local Grafton Way traffic system

Q10. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

See Appendix 2 – Rosenheim Building Key Receptor Map.

Key Receptor A – Residential Building (Noise, Dust & Lighting)
Key Receptor B – UCLH Cruciform Building (Noise & Dust)
Key Receptor C – UCLH Cancer Centre Building (Noise & Dust)
Key Receptor D – Jeremy Bentham Public House shares two party walls with the Rosenheim Building to be demolished. There is a party wall award in place to cover works. (Noise, Dust, Vibration & Fumes)
Key Receptor E – Paramount Court Residential Building (Noise, Dust & Lighting)
Key Receptor F – Elizabeth Garrett Anderson Wing

Q11. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Please see Appendix 3 – Rosenheim Building Traffic Management Plan

Grafton Way: There are parking bays on the north side of the road (east end) that will not be affected by the demolition works. There are Patient Transport Service (PTS) and ambulance stands along the north side of (west end) and another PTS bay outside Rosenheim Building On the south side of Grafton Way. PTS bays are not being displaced during demolition, the UCLH Trust has requested that the PTS vehicles and ambulances do not block the site access during demolition. There is a rarely used bus stop on the south side of the street between the two site access gates which will be suspended for the construction phase of the new PBT project, but remains unaffected by the demolition phase. Contact has been made with Tfl and they have confirmed that the bus stop is only used on diversions therefore bus operations will not have an issue with an increase in HGVs going over the bus cage. No HGV vehicles are stopping in the bus stop, therefore the clearway designation will remain.

Huntley Street: There are parking bays on the west side of street that will not be affected by the demolition works. & a lorry loading bay half way along.

University Street: There are parking bays on the North side of the street, and dedicated cycle lane on the south side of the street that will remain unaffected by the demolition works.

There are footpaths on both sides of all adjoining streets.

There are no schools in the area.

Appendix 8 provides an extract from the approved Phase 4 Transport Assessment. The extract shows the availability of local on-street parking during an average day. It includes the availability of dedicated combined ambulance & PTS parking bays in the local area. The extracts show that there is sufficient dedicated Ambulance & PTS parking availability on local roads, during an average day.

Q12. Please provide the proposed start and end dates for each phase of demolition as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be useful).

See Appendix 4 – Rosenheim Building Demolition Programme

- Start Date: 11 Aug 2014 – Site set-up, Scaffolding, Initial soft strip, asbestos removal and final soft strip.
- Nov 2014 – Commencement of Structural Demolition (Section 80 demolition notice in place, Camden reference HM/CR/37258/T63453).
- Completion date: 23 March 2015

Q13. Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

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

Vehicle movements have been discussed with UCLH and demolition work will only take place within the hours described above.

The optimum time to bring lorries into London to minimise traffic impact is actually much earlier for the first load at 8am, in order to avoid the traffic and then they exit and leave London generally returning for the second load after 09:30hrs. Only one vehicle will be on-site at this time and the next vehicle will not arrive until 09.30hrs.

Specific party wall award in place with the Jeremy Bentham Public House further restricting demolition works within that area of the site as follows:

- Noisy works limited to 09:00-12:00, and 14:30-17:00hrs against the party wall.

Q14. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT. etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

No services are being changed as part of the demolition phase to which this document relates.

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

See 43622 REVISION 2 - UCLH Rosenheim Building Demolition Asbestos Survey Report

This was carried out 07 May 2014. Key findings were that every floor had numerous riser locations where insulating asbestos to pipework was found and suspected.

At the time of this Demolition Plan, all asbestos has been removed from the building.

Section 3 – Transportation Issues Associated with the Site

Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the deconstruction period (Refer to the *Guide for Contractors Working in Camden*). Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. Vehicles must be managed and prevented from causing obstructions to the highway.

Vehicles shall be accessing site during standard working hours for construction sites in Camden on an 'as needed' basis. Lorries used to remove demolition arisings have communication with their yard and can be called in / called off relatively quickly and easily, and there will only ever be one vehicle accessing the site at a time. At no time will vehicles be 'stacked' on neighbouring streets awaiting access to the site. see Q13.

There are no schools in the area.

Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

It is anticipated that there will be the following vehicular access to site during the demolition works:

- Light goods deliveries such as hoarding, fencing, props, office and welfare supplies come via either fixed bed pick-up truck, transit van or 7.5t lorry. Max once per week.
- General site soft strip waste materials such as timber, plasterboard, light and heavy iron and rubbish are transported in 8 wheeled, 40 yard roll on roll off lorries. 12 per week for the first 12 weeks.
- Asbestos waste is transported in 8 wheeled, sealed 40 yard roll on roll off lorries. 1 every 2 weeks for the first 12 weeks.
- 20t or 60t crane 4 visits per month.
- Low loader for 20t excavator. Once at start and once at end of the programme.
- Plant deliveries on beaver tail trailer lorry for 3.5t excavators and skid steer front loaders. 2 visits at week 12 and 2 visits at end of the programme.
- Hardcore is transported off of site in 8 wheeled 15 yard rigid tipper lorries. 40 lorries per week for 12 weeks.
- Light and heavy iron transported in 8 wheeled, 40 yard roll on roll off lorries. 3 lorries per week for 12 weeks.

There will be 40 vehicles per week (Monday – Friday) of which is 8 per day. Given working hours 08:00-18:00 is 10 hours, provides less than 1 lorry per hour, on average. Camden requesting hours 09:30-16:30 is 7 hours, provides just over 1 lorry per hour, on average. There will be additional lorries on Saturday morning, however London is reasonably quite during this period. It is estimated that this will be 6-8 in total, 3 lorries on turn around.

Only one vehicle will access site at a time. Vehicles will be called to site on a 'just-in-time' basis from remote holding yards.

No road closures will be required in relation to the demolition works.

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

Demolition scaffolding is set up within hoarding line with a protective fan that over sails the pavement on Grafton Way and Huntley Street.

There is a small loading gantry for occasional use when striking scaffold on Huntley Street elevation.

Camden licence HM/37398/T63511.

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

Timber Hoardings have been erected along Grafton Way, Huntley & University Street elevations.

Camden licences in place, reference numbers HM/37259/T63454, HM/37262/T63455 and HM/37261/T200196.

Q20. Please provide accurate scaled drawings of any highway works necessary to enable deconstruction to take place (e.g. construction of temporary vehicular accesses). Use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

No highway works required.

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate deconstruction. If deconstruction vehicles cannot access the site, details are required on where they will wait to load/unload.

There are no parking bay suspensions required for the demolition works.

Demolition works do not require the suspension of PTS and ambulance bays along Grafton Way. PTS vehicles and Ambulances have been informed by the Trust not to block the access during demolition works.

The Bus Stop on Grafton Way is being suspended for the main construction phase, but will remain unaffected by the demolition works. Contact has been made with Tfl and they have confirmed the bus stop is only used on diversions therefore bus operations will not have an issue with an increase in HGVs going over the bus cage.

Section 4 - Traffic Management for the Site

Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the demolition period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Timber Hoardings have been erected along Grafton Way, Huntley & University Street elevations. Camden licences in place, reference numbers HM/37259/T63454, HM/37262/T63455 and HM/37261/T200196.

The hoarding is 2.4m high with access doors having key code entrance locks. Vehicle access gates on Grafton Way are chain and padlock secured. The hoarding has external 110v low energy lighting for public safety. Warning signage is affixed to the blue site hoarding at regular intervals.

A single existing site access is located on Grafton way for vehicular deliveries to the service road at the rear of the building.

There are trained banksmen and traffic marshals on site who will be in control of the site access gate, directing vehicles and the general public. Typically, the traffic marshal shall be on the roadside and banksman within site to direct vehicles. Temporary pedestrian barriers are used to close the footpath either side of the vehicle access gate whilst vehicles are manoeuvring.

All lorries are FORS registered. There are no alternative routes as site access is along Grafton Way which a one way street. Warning signage is clearly displayed on vehicle access gates.

Each vehicle will take between 2-7 minutes between arriving outside the gate and entering the site. This allows for the vehicle to briefly wait while gate man opens gate, pedestrian exclusion zone set up, traffic marshal uses lollipop stop sign for private road users and banksman guides lorry onto site. Actual time of vehicle reversing is less than a minute.

No diversions are required for the demolition phase.

There is an existing zebra crossing further along Grafton Way before the site when looking in direction of traffic flow. It is between hospital buildings for pedestrians to use.

Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the Transport for London Road Network (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to

any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

See Appendix 3 – Rosenheim Building Traffic Management Plan

In the event of a major incident in London which requires substantial ambulance presence to UCLH A&E department calls will be made to suppliers and hauliers to cancel lorries to the area.

Q24. Please describe how the access and egress arrangements for demolition vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

I. Continuous communication with lorries – kept off site until necessary
II. Use of trained traffic marshals
III. Site is too small for vehicles to turn within the site. Vehicles to be reversed on to site so that they exit site in forward gear, cab first.
IV. Good site signage and appropriate fencing to separate live areas and phased demolition / groundwork operations
V. Each vehicle will take between 2-7 minutes between arriving outside the gate and entering the site. This allows for vehicle to stop in unused diversion bus stop briefly while gate man opens gate, pedestrian exclusion zone set up, traffic marshal uses lollipop stop sign for private road users and banksman guides lorry onto site. It is estimated that the time of the vehicle reversing is less than a minute.
I. Establish complaint procedure and follow up procedures
II. Engine fumes minimised by vehicles being switched off when not in use
III. No 'stacking' of lorries will be allowed outside the site
IV. 'Just in time' deliveries. Out of hours deliveries as required with dispensations sought from local and statutory authorities
V. Careful planning to ensure so far as is practical no part loads are delivered so all lorry's maximise their capacity therefore reducing the number of deliveries required
VI. All companies undertaking deliveries to site for Cantillon will be given in advance the logistics plan with designated routes, restrictions and site speed limits highlighted
VII. Continuous liaison with neighbours, advising of works, addressing and reacting to concerns in conjunction with Local Dialogue Communication and team
VIII. Maximisation of reuse of materials on site to minimise the number of lorry movements
IX. Use of public transport by the workforce to minimise impact on the local area and parking congestion

Q25. Please provide details of the parking and loading arrangements for deconstruction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site.

See Appendix 5 – Rosenheim Building Vehicle Access and Loading

No parking on site. No parking of delivery vehicles on roads adjacent to the site. Skips and deliveries are kept on site. Loading of vehicles are done on site only.

Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

One vehicle to access site at a time. Given the restricted nature of the site it will not be possible to turn vehicles within the site and therefore vehicles will have to be reversed into the site. They will then leave site in forward gear cab first. All vehicle manoeuvres will be closely managed by trained banksmen. Please refer to Appendix 5.1 and 5.2 which demonstrates that 10m rigid and a 16.5m vehicle is able to entre and depart from the site within the existing constraints of the highway network.

Banksmen and traffic marshall training has been conducted by a safety company called Lodge Incorporated. The banksman and traffic marshal training is a half day course with a mixture of classroom, DVD and practical training sessions. Course outline content covers the following items: Pedestrian movement, driver awareness (what they can and cannot see), pavement crossing, barriers and hand signals. There is both a verbal and practical test to assess trainees comprehension and application of the subject matter. Training certificates are held on site file with induction register.

Our trained and competent marshalls stops the traffic using lollipop stop sign. There will be use of retractable tape barriers fixed to hoarding on both sides of the vehicle access gates to block pedestrian access during the vehicle movement in or out of site. Our trained and competent banksman controls the lorry movement.

Roads are of substantial width for vehicle manoeuvring, even with the low loader at start and end of contract. Low loader has already attended site successfully.

Swept path analysis has been carried out for the most regular type of delivery vehicle (See Appendix 5 – Rosenheim Building Vehicle Access and Loading)

Regular liaison with UCLH Trust will continue regarding ambulance and PTS parking close to the site entrance to ensure clear access is maintained.

Section 5 – Environmental Issues

To answer these sections please refer to the relevant sections of **Camden's Minimum Standards for Building Construction** (CMRBC).

Q27. Please provide details of the times of noisy operations, outlining how the demolition works are to be carried out.

General site operating hours are 08:00-18:00hrs weekdays and 08:00-13:00hrs on Saturday. Noisy works shall be conducted within this time frame. No works to be carried out Sundays or Bank Holidays without prior consent from the Local Authorities and residents.

The Party Wall agreement in place with the Jeremy Bentham public house limits noisy works to the party wall to the hours of 09:00-12:00 & 14:30-17:00.

Materials will be segregated as they are demolished and loaded into 40 yard skips or 8 wheel tipper lorries within the confines of the site. An externally formed scaffold tube and board drop chute has be created on rear facing compound elevation. The most local recycling facilities will be sought to reduce vehicular movements.

All hard materials will be transferred off site and crushed for reuse within the construction market.

We propose to undertake the demolition of the existing Rosenheim Building site using top down, floor by floor progressive demolition techniques, using mobile craneage to lift plant and equipment up to the buildings floors from within the existing site area.

This will require the use of percussive mini excavator mounted demolition chisels to carefully break the existing floor and reduce the wall structures in a sequential and controlled manner down to the lower levels.

Within the processing area at ground floor level outside of the building footprint, we can supplement this technique by maximising the use of non-percussive crushing type demolition attachments mounted on larger conventional ground based excavators.

Although this method requires percussive breaking out of the structure, it has been selected as the best practicable means to carry out the works which provides due consideration to both our employees and the surrounding environment, on the basis of the following;

i. Progressive floor by floor demolition provides the safest, most effective and controlled demolition method for multi storey buildings located within close proximity to public facing elevations and other buildings.

ii. There are as yet no effective technological alternatives available for the use of mini excavator mounted percussive demolition chisels, due to the loading limitations of the suspended floor structure(s) which preclude the use or larger plant which have the capability for using crushing attachments.

iii. At processing area, where demolition techniques can be carried out using conventional height plant, we will be able to maximise the use of non-percussive demolition attachments.

Against the Jeremy Bentham party wall we shall employ selective techniques to separate the two buildings. The most common of which will be 110v chiselling hammers.

Q28. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Pre demolition noise surveys have been carried out in various locations around site from 02 September 2014. Copies are held on site and available upon request by the Council.

Noise monitoring will continue throughout demolition works.

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

See Appendix 6 – Rosenheim Building Predictive Noise Map

Vibration levels, as discussed with Camden Council's Mario Houska in relation to the Section 80 Demolition Notice award, are inherently difficult to predict. This is due to the variation in the make-up of structural elements. At time of writing I am unaware of any software which carries out this function.

However, Cantillon will mitigate vibration concerns/issues by:

I. Continuous liaison with neighbours, advising of works, addressing and reacting to concerns.
II. Vibration monitoring in sensitive areas. This is real time monitoring, trigger levels can be set and if breached an audible and visual alarm will be activated. The alarm system can be positioned where ever is most suitable not just local to the monitor.
III. Use of latest plant and equipment.

IV. The use of hydraulic pulveriser's in place of percussive breakers where possible.
V. Controlled loading zones.

Q30. Please provide details describing mitigation measures to be incorporated during the demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

See Q27 above.

Where predicted levels are exceeded we shall look to see how many items of plant were working with a view to reducing active machines or to change working activities or techniques.

In the event that noise levels generated by the works are noted as excessive at the key sensitive receptions, we can and will install acoustic barriers and damping measures to the encapsulation scaffold as required.

Q31. Please provide evidence that staff have been trained on BS 5228:2009

Briefing of the key points of BS 5228:2009 forms part of the following:

I. Initial site induction
II. Briefing out specific RAMS for the works
III. Tool box talks to site operatives

Records are kept on site for inspection as required.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Cantillon will mitigate dust concerns/issues by:

I. Effective communication/liaison with neighbouring properties.
II. Good site management.
III. Cleaning of site entrances/loading areas/lorries leaving site.
IV. Damping down of lorries leaving site and the facility to wash wheels.
V. Good quality hoardings to site boundary kept clean and tidy.
VI. Provision of temporary water supplies to dropping and loading zones.
VII. Real time dust monitoring and recording will be carried out during the works with particulate levels having been agreed with project team so as not to impact on adjacent stakeholders.
VIII. The use of high pressure water hose or dust suppression water cannon's which can ensure the water can get directly to the source of the dust.
IX. A dust boss will be on working floor at south end of the Rosenheim Building to create a water vapour fog to capture dust particulates heading toward Jeremy Bentham Public House and Cancer Centre.
X. Dust monitoring will be carried out throughout the works.

Q33. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

See Q32 above.

Q34. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Noise:

We propose to use a Norsonic 140 Type 2 Sound Level Meter (SLM) to make a record of real time noise levels at the locations indicated on the attached Rosenheim Building Key Receptor Map included within Appendix 2. The meter, including additional components and their calibration, comply with IEC 61672-1: 2003 class 1 and IEC 61260 class 1.

The main bulk of noise monitoring will be at 1 or 2 permanent locations with the ability to pick up on other locations for short durations using a hand held SLM.

We shall comply with the guidelines set out within the Camden Council Contractors Guide Manual for Demolition and Construction sites.

Vibration:

During the project, we propose to conduct periodic vibration monitoring as required by the works particularly if heavy breaking is to be carried out.

We propose to use V901 seismographs with tri-axial geophones set to measure continuous Peak Particle Velocity/mm2 in accordance with BS 7385: Part 2. The monitoring criteria is to establish the effects of vibration upon the existing buildings with regards to cosmetic and structural damage.

Dust:

While there is no NIST standard for optical mass measurements, calibration of the DustTrak DRX Aerosol Monitor 8533 & DustTrak II Aerosol Monitor 8534 has been done using emery oil and has been nominally adjusted by the manufacturer to respiratory mass of standard ISO 12103-1, A1 test dust (Arizona dust). All calibrations can be audited from the documentation at Cantillon head office.

Mass Concentration Measurements method shall be used to record levels this enables all the particulate sizes of 1 mg/m^3, 2.5 mg/m^3, 10 mg/m^3 and Respiratory Particulates to be measured.

The monitor was programmed to record measurements for Respiratory Particulates, PM1, PM2.5, and PM10 size particulates. Respiratory size particulates are the most hazardous.

Reports shall be produced to evidence recorded information and Cantillon shall circulate as required to the Council Environmental Officer via email. Results can be review and discussed.

Q35. Please confirm that a Risk Assessment has been undertaken in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence.

Specific demolition RAMS are in place which detail control measures to be employed against dust propagation.

Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

Site Management:

- Local Dialogue are developing and implementing stakeholder communications in regards to the project.
- Dust management is via specific RAMS for the demolition.
- Contact details of site management and head office are displayed on site hoarding.
- Complaints are recorded on site and available for inspection by Council.
- Monitoring of dust will be undertaken on site and recorded.
- Site diary is maintained to record events.

- No nearby construction sites.

Preparing & Maintaining Site:

- Main processing activities are away from receptors.
- 2.4m hoarding around site. Scaffold covered with fire retardant sheeting.
- Drop zone for demolition arisings is into basement of building to minimise dust pollution.
- Atomised water used as dust suppressant.
- Loading areas are on concrete hard standing. No mud to run off. Access route regularly swept clean.
- Hoarding cleanliness shall be maintained.
- Demolition arisings shall be cleared very regularly from site to prevent stockpiles forming.
- Window cleaning of Jeremy Bentham as required.

Measures Specific to Demolition:

- All soft strip removed from site prior to structural demolition.
- Water suppression used during demolition.
- No explosive blasting to be used.
- Any biological debris already removed from site.

Measures Specific to Trackout:

- Road sweeper to be used as required, although unlikely.
- Dry sweeping to be avoided in large areas.
- Vehicles leaving site will be properly secured to prevent loss of load.
- No haul roads on site.
- Rumble grid not practical.
- There is only one access gate to site operations (blue hoarded gateway) along Grafton Way - a one way street. There is a second vehicle access gateway (black grid gateway) which is for limited site welfare access only. Occasional lightweight traffic only.
- Damping down available by access gate.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

This is not a High Risk Site.

Q38. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and copies of receipts (if work undertaken).

See Appendix 7.1 & 7.2 Rosenheim Building Pest Control MS & RA 006 Rev 01.

Cantillon have a standing order with Rentokil who visit site to apply insecticide spray and monitor mouse bait traps.

See Appendix 87.3 Rosenheim Building Pest Control Evidence of latest pest control visit by Rentokil.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to Tfl best practice guidance and (CMRBC) sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

See Q23-Q25

Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

None at this time.

Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying it out.

University College London Hospitals NHS Foundation Trust (UCLH) is currently engaging in a thorough public engagement strategy to keep residents informed about the demolition process and will continue to do so throughout the construction process. The purpose of our consultation programme is to inform residents of what to expect and to take their feedback when appropriate on both the Construction Management Plan (currently being drafted) and the Demolition Management Plan.

A list of the activities previously undertaken and currently being undertaken has been provided via a separate document with this Demolition Management Plan (UCLH Consultation Programme).

Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison will be advertised to the local community and how the community will be updated on the upcoming works i.e. in the form of a newsletter/ letter drop, or weekly drop in sessions for residents.

General

UCLH have organised and employed Local Dialogue who communicate and arrange official meetings between local stakeholders, client, contractors and councillors. They also handle news leaflet drops. For Local Dialogue contact details see Q5 above.

Through this channel UCLH project identity and communication is maintained. Stakeholders can raise queries, concerns, complaints and praise which shall be answered, if not immediately, then soon after.

Cantillon's Neighbourhood liaison

Consultation with stakeholders, neighbours and the local community will be in accordance with the Local Dialogue Stakeholder Communications Plan (Demolition) dated September 2014.

Prior to commencement of any works on site, our site management team will conduct a review of the local area businesses, residences and retail areas that are thought to be most impacted by the works on site and work with the UCLA appointed Local Dialogue Communication Plan and team.

During this review, relevant contact details shall be collected and our own site contacts shared to ensure that a level of communication exists between the project and the local neighbourhood stakeholders. We have identified the key receptors and have included initial details upon a project specific Key Receptor Map which can be found in later within this document within Appendix 2.

Site Liaison

Throughout the project, we propose that the site maintains effective communication with the relevant local area businesses, residents and other users together through the Local Dialogue Communication Plan and team. To this end, our site management teams contact details shall be posted upon the perimeter hoardings at prominent locations so that in the event that a member of the public needs to contact anyone regarding the works, they are able to do so in a convenient manner. At regular intervals during the works, we shall continue to contact the key receptors to ensure that they are kept informed of key phases and progress.

Newsletters

Cantillon will work with UCLH Trust and the Local Dialogue team providing information outlining project progress information and projections for future and upcoming works. This information may be sent electronically by email or by phone calls. Local Dialogue will inform the key receptors via various means.

As required, the site management may supplement the regular issuing of newsletters by sending occasional e-mail shots, which will consist of informal short emails containing pertinent information regarding works that may be planned to take place, such as special deliveries, changes in working practices or simply to keep people informed of progress. We will aim to ensure that information is supplied at no greater interval than fortnightly.

Relevant site contact and liaison details shall be included on all newsletters and e-mail shots.

Complaints procedures

Cantillon operate a formal complaint procedure as a requirement of our own environmental policies and also as a requirement by the Considerate Constructors Scheme.

Complaints can be raised in any number of ways, and the site shall provide contact details so that local

receptors or members of the passing public are able to either access the site office, call or email the relevant site team directly, call or email our Head office or alternatively there are numbers for both the National and Local Authority Considerate Constructors Schemes posted on the perimeter hoardings.

Every complaint received shall be directed to the site team, who will record the complaint within the site register. The nature and seriousness of the complaint shall be ascertained as to whether this requires an immediate action or whether the complaint requires further advice or can be dealt with through further provision of information.

Each formal complaint is then subject to Cantillon procedures to ensure that the nature of the complaint is addressed in such a way that the matter can be satisfactorily and effectively closed out, and entered as such within the register.

Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – CLOCS scheme' that the project will be signed up to. Note, the CLOCS standard should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

Cantillon have registered with the Considerate Constructors Scheme and had a visit already, dated 18 September 2014, scoring 36. Their report is available upon request.

Lorries under direct control of Cantillon are FORS registered with audible notification of vehicle movements. Lorries of subcontractors are also FORS registered.

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Tool box talk on smoking have been briefed out to the work force so that they are aware to smoke within the site welfare, none PPE area only.

They have been encouraged not to use abusive language to each other and not to shout and this is introduced during site induction before anyone starts to work. Behaviour is then managed on a day-to-day basis with individuals as required.

Q45. Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site.

There are no other construction sites nearby.

Paramount Court are currently completing their refurbishment works along University Street and Tottenham Court Road. The clearance of their scaffold and waste is infrequent. Neither of which impact our traffic management scheme.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the CLOCS Standard

OPERATIONS:

- **Quality operation**: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
- **Collision reporting and analysis**: of any collision involving injury to persons, vehicles or property, ideally including use of the CLOCS Manager collision reporting tool.
- **Traffic routing**: any route specified by the client is adhered to unless otherwise specified.

i. **VEHICLES:**

- **Warning signage**: warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection**: fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation**: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings**: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. **DRIVERS:**

- **Training and development**: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing**: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan**: is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment**: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress**: should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading**: vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing**: should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours**: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance**: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

FORS registration numbers:

- Cantillon Limited: 002346
- Westminster Waste: 000534
- Aerial Scaffolding: 002573
- RMS: 000403
- Rhino Plant Hire: 002728
- John F Hunt Plant Hire: 000394

Drivers have either taken or about to take part in ongoing personal development.
Hauliers maintain checks on their driver's licences and any endorsements upon them.
Hauliers abide by the CLOCS conditions as part of being FORS registered.

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

None at this time.

Q48. Please provide details of site 'waste management strategy'.

Cantillon have carried out many large-scale demolition projects and take pride in the total management of environmental issues that arise from demolition works. In particular, we ensure continued and close liaison with residents and adjacent properties, real time monitoring of noise, dust and vibration and work closely with Local Authority Environmental Health departments on environmental issues and with the Highways Department on traffic issues.

Cantillon are certified under BS EN ISO 14001.

Cantillon have not incurred any fines, injunctions or penalty actions for failing to comply with environmental legislation in the last 18 years.

We will assist the client in achieving the best possible impact environmentally by:

I. Monitoring of waste on site
II. Recycling and/or reuse of waste arisings from site wherever practicable
III. Working to higher standards than of best practices in respect to air (dust) pollution
IV. Adoption of best practices in respect of water (ground and surface) pollution
V. Use of timber hoardings procured exclusively from sustainably managed sources independently certified to FSC / PEFC standards
VI. Scaffolding and Monarflex-type sheeting to elevations adjacent to public areas
VII. Acoustic sheeting and blankets added to the scaffold where necessary

As part of our own procedures, waste materials arising from the works will be recycled wherever possible. From previous experience we estimate that we can recycle the following products and aim to achieve the targets outlined below.

I. Steel (light steel, constructional steel, reinforcement and the like)
II. Concrete / hardcore (concrete, brick, concrete block)
III. Rubbish (fixtures fittings, finishes, partitions, suspended ceilings, doors, linings and the like)
IV. Special waste (asbestos, PCB containing materials, florescent tubes and the like)

	Materials	Recycled Target
i)	Steel	100%
ii)	Concrete/Brick	100%
iii)	Rubbish	95%+
iv)	Special Waste	0%

The agreed contents of this Demolition Management Plan must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this Demolition Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council and complied with thereafter.

It should be noted that any agreed Demolition Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed: …… **Date:** 06 Nov 2014……..

Print Name: Shaun Tottman …….. **Position: Demolition Project Manager** …

INFORMATIVE:

Following a site visit on the 18th November 2014 with the contractor, Rob Slaney and myself requested a number of amendments and these have been incorporated into the DMP – dated 19th November 2014.

In context of the Demolition Management Plan ONLY (para 2.15), what has been submitted can be accepted. It is made very clear that this in no way is considered to discharge clause.2 (4.2 of the S106) relating to the Construction Management Plan – this distinction needs to be made very clearly.

I would also highlight very strongly that this does not set a precedent for the CMP and NHS Trust should flag that vehicles reversing off the highway network is unlikely to be considered appropriate or supported for the further stages of works to this site. A mechanism to facilitate ingress and egress from the site in forward gear should be discussed with the Council now.

On another point, relating to the Approval In Principle and Levels Plan para 2.18 and paras 4.3.1 and 4.3.2. This clearly states that DEMOLITION works should not be started until these have been received and written confirmation from the Council has been obtained.

Submit: planningobligations@camden.gov.uk

End of form