

HS2 Ltd.

**110-122 Hampstead Road – Prior
Approval Application for
Demolition Works**

Application Statement

Final | June 2016

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 223770-00



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Acronyms

AP3	Additional Provisions 3 (September 2015)
CLOCS	Construction Logistics and Cycle Safety Standard
DfT	Department for Transport
GPR	Ground Penetrating Radar
HS2	High Speed 2
LB Camden	London Borough of Camden
NHS	National Health Service
NRMM	Non-Road Mobile Machinery
NTH	National Temperance Hospital
SES2	Supplementary Environmental Statement 2 (September 2015)
TfL	Transport for London

1 Introduction

1.1 Overview

High Speed Two (HS2) Ltd. is seeking prior approval for the demolition of 110-122 Hampstead Road (the former National Temperance Hospital (NTH)), subject to the process set out in the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO 2015).

The GPDO 2015 requires the applicant to apply to the local planning authority as to whether prior approval is required in relation to the method of demolition and the proposed restoration of the site.

More information on the requirements set out by the GPDO 2015 is provided in Section 2 of this Application Statement. The documents and drawings that support the application for prior approval are set out in Section 1.4.

On 25 November 2013, the government deposited a Hybrid Bill ‘High Speed Rail (London - West Midlands) Bill’ (hereon referred to as the Hybrid Bill) with Parliament to secure the powers to construct and maintain Phase One of HS2 between London and the West Midlands. The Hybrid Bill seeks powers for the construction of Euston Station including the demolition proposed in this application; however, for programme purposes it is now proposed to demolish 110-122 Hampstead Road in advance of Royal Assent. The works to be undertaken after Royal Assent have been programmed and planned carefully, but there is always the risk with any construction project that there might be delays. Separate prior approval for demolition works reduces the intensity of concurrent demolition work being undertaken to the west of Euston Station, and therefore reduces the risk of knock-on delays to other works at Euston.

1.2 Summary of proposed demolition works

110-122 Hampstead Road will be demolished in two Phases. Section 4 provides details of these Phases, but in summary:

- Phase 1 will comprise the demolition of the Vezey Wing and connecting footbridge of the former hospital, which is scheduled to commence in September 2016. Demolition works for Phase 1 are scheduled to be completed by March 2017.
- Phase 2 will comprise the demolition of the Insull Wing, and is scheduled to commence in September 2017. Demolition is expected to be complete by March 2018.

1.3 Relationship with the Hybrid Bill

The Hybrid Bill, as enacted, will grant the powers to construct Phase One of the HS2 network, which include powers to:

- build and maintain HS2 and its associated works;

- compulsorily acquire interests in the land required;
- affect or change rights of way, including the stopping-up or diversion of highways and waterways (permanently or temporarily);
- modify infrastructure belonging to statutory undertakers (e.g. utility companies);
- carry out work on listed buildings and demolish buildings in conservation areas; and
- carry out protective works to buildings and third-party infrastructure.

In respect of 110-122 Hampstead Road, the Hybrid Bill provides powers to use the site as a main compound for the construction of the HS2 station and approach at Euston. The site is within Bill limits and the proposed demolition was assessed for use for this purpose in the HS2 Environmental Statement. The site of the building is proposed to be used as a construction site and for enabling works for oversite development, station access and public realm.

The site is subject to the safeguarding directions issued by the government on 26 June 2014, under the Town and Country Planning (Development Management Procedure) (England) Order 2010. The purpose of safeguarding directions is to ensure that land which has been earmarked for major infrastructure projects is protected from conflicting developments before construction starts.

The government deposited the Hybrid Bill with Parliament in November 2013. In September 2015, the government deposited a proposed set of changes to the Hybrid Bill in the form of a Supplementary Environmental Statement and Additional Provision known as ‘Supplementary Environmental Statement 2 and Additional Provision 3 (September 2015)’ or SES2 and AP3 (September 2015).

This prior approval application is separate from and outside of the Hybrid Bill parliamentary process currently underway.

1.3.1 Undertakings and assurances

As required, HS2 Ltd will comply with any relevant undertakings and assurances given through the HS2 select committee process. These will be discussed with the beneficiaries of the assurances.

1.4 Form and content of prior approval application

This Application Statement forms part of a set of documents and drawings that together define, explain and support the application for prior approval. Information submitted in support of the application is set out below:

- Application form
- Site Location Plan @ 1:1000
- Existing Plan @ 1:500
- Restoration Site Plan @ 1:500

- Application Statement
- Construction Management Plan (in the form of the London Borough of Camden Pro Forma v2.0)
- Demolition Method Statement

1.5 Structure

This Application Statement is structured as follows:

- Section 2 confirms why the proposed works can be undertaken under permitted development rights subject to prior approval by the London Borough of Camden as the local planning authority;
- Section 3 provides site context and description;
- Section 4 outlines the details of the prior approval application, including details of demolition phasing, demolition methodology, access and restoration;
- Section 5 sets out the stakeholder and community engagement that has been undertaken to date; and
- Section 6 provides the safeguards that will be put in place as part of the demolition works.

2 Prior Approval for Demolition Works

Demolition is classified as development under section 55 of the Town and Country Planning Act 1990. However permitted development rights are granted for demolition subject to the limitations and conditions set out in Schedule 2, Part 11 Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015.

Part 11 Class B provides that demolition is not permitted development (and therefore would require planning permission) if:

- the building has been deliberately rendered unsafe or dangerous;
- the demolition is ‘relevant demolition’ as defined in Section 196D of the Town and Country Planning Act 1995 (as amended) – meaning that non-listed buildings in a Conservation Area cannot be demolished under permitted development rights; or
- the building is within Class A4 (drinking establishments) of the Use Classes order and that building is a community asset or has been nominated as one.

None of the limitations mentioned above apply to the proposed demolition of the NTH.

Therefore the demolition will be permitted development subject to the prior approval process set out in Clause B2 of Part 11. This process requires the applicant to:

‘apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to the method of demolition and any proposed restoration of the site’.

This approach has been discussed and agreed with the LB Camden ahead of the submission for prior approval, and has been the subject of legal advice. LB Camden agree that it can consider the demolition under the prior approval process set out in Schedule 2, Part 11 Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015.

Demolition will occur in two stages – with the Vezey Wing and connecting footbridge demolished first, and then the Insull Wing demolished after Royal Assent (further details of phasing are provided in Section 4).

3 Site Context and Description

3.1 Site location

The 110-122 Hampstead Road site is approximately 0.38 hectares in area. It lies on the east side of A400 Hampstead Road, approximately 500m away from its junction with A501 Euston Road and roughly opposite its junction with Robert Street. The site is adjacent to St James' Gardens, to the east.

The area surrounding the site is characterised by a mix of land uses including commercial (including office and retail), residential and institutional including health and higher education uses. Euston Station platforms and concourse are located to the east of the development site, and the site falls within the area safeguarded for HS2 construction.

3.2 Site description and context

The site is currently occupied by the largely disused NTH. The NTH comprises two sections: the first on the corner of Hampstead Road and Cardington Street was constructed from 1879 and opened in 1881, becoming known as the Vezey Wing. Extensions were added in 1885 and in 1925. The 1925 extension was constructed to the north of the site, adjacent to the print works building on Cardington Street which was later converted into the Thistle Hotel. Further additions were made to the southern section in the 1930s, becoming known as the Insull Memorial Wing, including a Link Bridge to connect the two Wings.



Ward block (Vezey Wing) on the corner of
Cardington Street and Hampstead Road



Insull Memorial Wing



Glassed in walkway in front of the ward block (Vezey Wing), Hampstead Road

Figure 1 Site photos

The NTH was incorporated into the NHS in 1948, and eventually fell under the management of University College Hospital. The building ceased to be an operational hospital in the 1980s.

The Hospital has been vacant since the 1990s and is now in a very poor condition. A Building Defect Report was undertaken for the Vezey Wing in October 2015, which found a number of external and internal defects including: a failed flat roof and rotten roof structure; moderate erosion/degradation of mortar; extensive damp damage; unsound floor finishes; and flooding within the basement boiler room and within the West Wing. A Demolition Asbestos Survey, also undertaken in October 2015, found significant quantities of asbestos-containing materials.

Ownership of the NTH was transferred to the Department for Transport (DfT) on 1 April 2015.

There are two distinct clusters of building blocks on the site. The northern half of the site is occupied by mainly four / five storey buildings, arranged in a number of sub-wings. The central area of the site is more open in nature, with the six storey Insull Wing to the southern side. The two main wings of the former Hospital are linked by a raised first floor Link Bridge.

The NTH building is not statutorily listed.

It does not appear on the adopted Camden's Local List (2015), although it was included on the draft version – the reason for this removal is that the building is already covered by the Camden Sites Allocation Document (2013). It was described by English Heritage (as was – now Historic England) in its representations to the HS2 Phase One Bill Environmental Statement as 'a non-designated asset with a low value'. A request for listing was turned down by English Heritage (as was) in 2009.

The site does not fall within a Conservation Area.

3.2.1 Current Uses

DfT is currently leasing three floors of the Insull Wing at no cost to Camden Collective (a Camden Town Unlimited project) who are using the site as 'pop-up' business space for start-up businesses in the Camden area. Part of the Insull Wing is also being used as a public resource centre called HS2 in Euston. The phased approach to demolition allows these two uses to remain in situ whilst the first phase of demolition takes place.

3.3 Planning history

Figure 2 outlines the planning history for the NTH site, taken from LB Camden's planning application search.

Figure 2 Planning history

Year	Reference	Description	Decision
1998	PS9804420	Certificate of Lawful Use application for existing use as administrative offices, Insull Wing, National Temperance Hospital	Grant
2000	PSX0004933	Installations of a plant room enclosure and plant in internal courtyard, extract duct behind existing tower and the refurbishment of two shopfronts on Hampstead Road frontage	Grant with conditions
2015	2015/4328/P	Temporary change of use for a period of five years of the ground and first floors of the Insull Wing, National Temperance Hospital from offices ancillary to hospital (Class C2) to offices (Class B1a).	Grant with conditions

4 Details of the Demolition Works

4.1 Proposed works

110-122 Hampstead Road will be demolished in two Phases:

- Phase 1 will comprise the demolition of the Vezey Wing and connecting footbridge of the former hospital, which is scheduled to commence in September 2016. Demolition works for Phase 1 are scheduled to be completed by March 2017.
- Phase 2 will comprise the demolition of the Insull Wing, and is scheduled to commence in September 2017. Demolition is expected to be complete by March 2018.

A programme is provided in the Construction Management Plan. Please note, the demolition works will fall within the durations set out above but may not take the entire duration. Please refer to the Demolition Method Statement for more information on how demolition would be undertaken.

For each Phase, the demolition will occur in three stages:

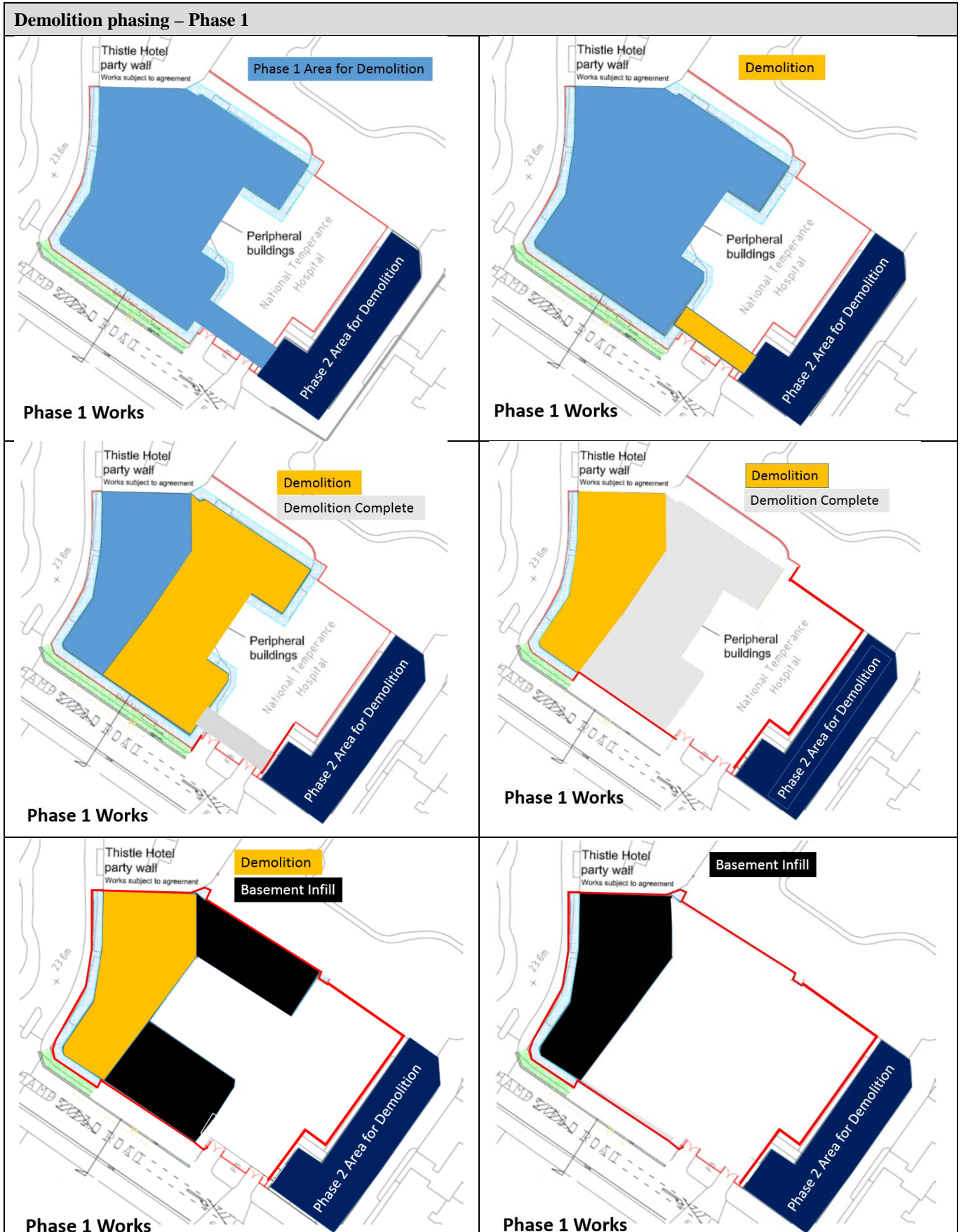
- **Soft strip and window removal.** External scaffolds will be erected and internal soft strip will take place, followed by deconstruction of the roof sections and the façades.
- **Demolition of the structures to basement level.** The Link Bridge between the Vezey and Insull Wings will be removed early in this stage. The demolition of the remainder of the building will take place through a deconstruction process with craneage facilitating removal of the waste for segregation and removal.
- **Basement clearance and infill.** The basement will be cleared and infilled with load-bearing material.

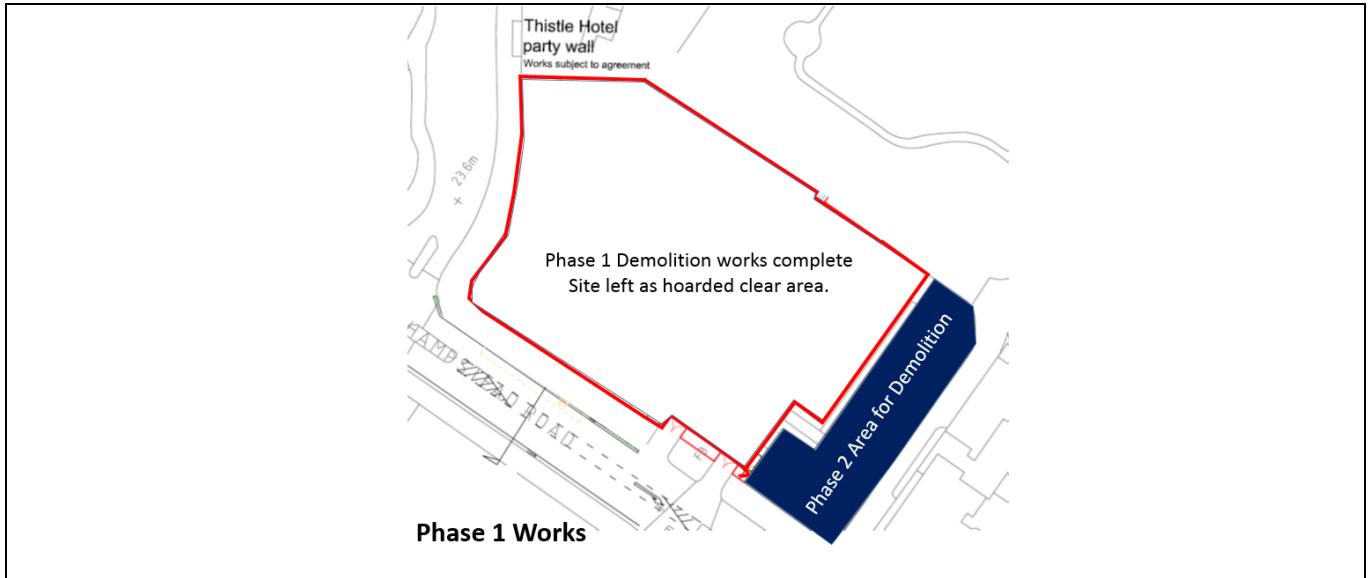
Further details of the demolition methodology are provided in the Demolition Method Statement and in Section 4.3 of this Application Statement.

4.2 Demolition phasing

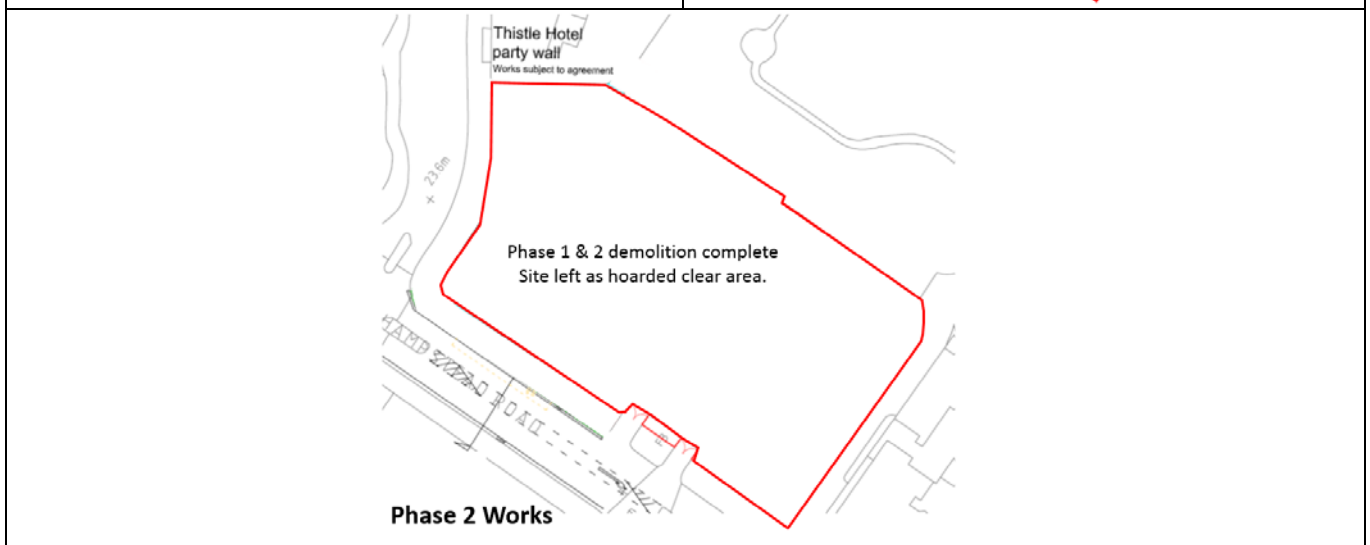
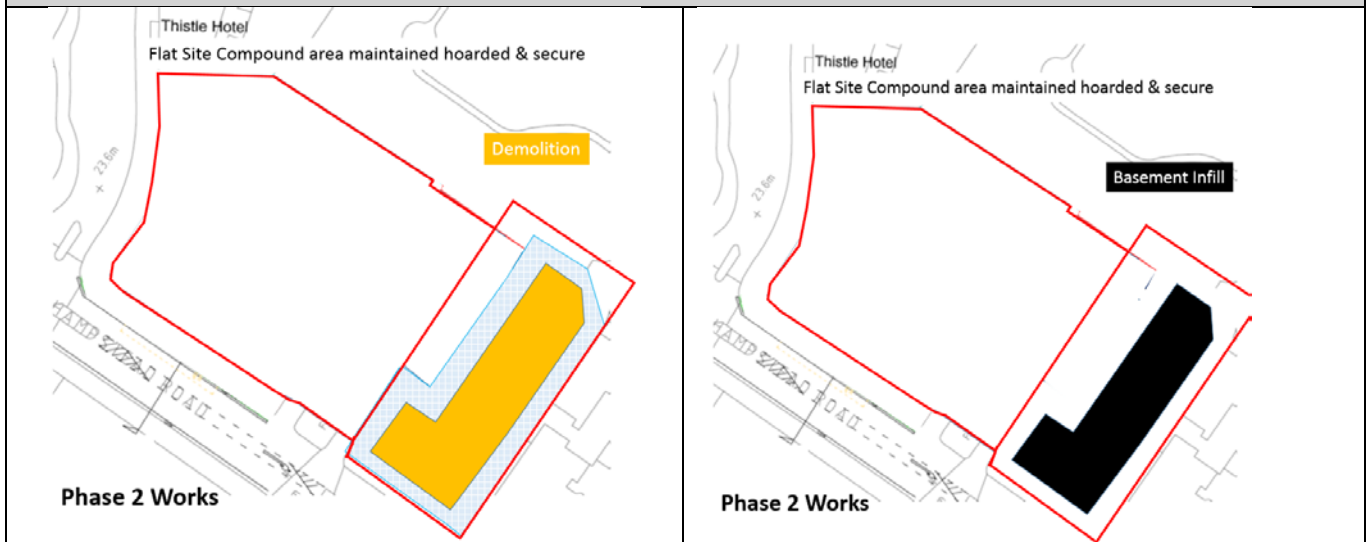
Demolition phasing is set out in more detail in Figure 3. The main stages are:

Figure 3 Outline demolition process methodology





Demolition phasing – Phase 2



4.3 Demolition methodology

A Demolition Method Statement has been produced in support of this prior approval application. The Statement establishes the overall delivery and site control constraints to minimise impacts during the demolition. It has been prepared in advance of the appointment of a contractor for the demolition.

4.4 Access

A400 Hampstead Road will be the primary access route to the site. Traffic arriving from and departing to the west via the A501 Euston Road will do so via the southern section of A400 Hampstead Road with arriving traffic turning right into the site from A400 Hampstead Road and the departing traffic turning left out onto A400 Hampstead Road. Traffic arriving from the east along A501 Euston Road will use Churchway, Grafton Place, A4200 Eversholt Street and A400 Lidlinton Place/Harrington Square to arrive from the north along A400 Hampstead Road. This is because vehicles cannot turn right from A501 Euston Road onto A400 Hampstead Road. In addition, as there is no permitted left turn from A400 Hampstead Road onto A501 Euston Road. Traffic departing to the east will travel west on A501 Euston Road and use B506 Great Portland Street, A4201 Albany Street and A4201 Osnaburgh Street to turn and travel east along A501 Euston Road.

In the Euston area, the routes used by vehicles travelling to and from the site are all main road routes and local roads will not be used. Both A400 Hampstead Road and A501 Euston Road are part of the Transport for London Road Network (TLRN) and the additional construction traffic generated will be appropriate for those types of roads.

While the site is in proximity to the Maria Fidelis Convent School, the additional traffic will not generate any additional impacts on the school as it will not impact North Gower / Starcross Street where the entrances are located. In addition, crossing points are provided at regular intervals on A400 Hampstead Road.

Contractors, delivery companies and visitors will be made aware of the route and of any on-site restrictions. More information on traffic routes are provided in the Construction Management Plan.

While the site is in proximity to the Maria Fidelis Convent School, the additional traffic generated by the site is low in the context of the overall traffic flows on A400 Hampstead Road. In addition, crossing points are provided at regular intervals on A400 Hampstead Road. There will therefore be no additional impacts on the school.

The works will be in compliance with the Construction Logistics and Cycle Safety (CLOCS) Standard; details of the proposed method for checking operational, vehicle and driver compliance are included in the Construction Management Plan. In addition to CLOCS, the contractors will be required to enrol and comply with all of the requirements of the Fleet Operator Recognition Scheme (FORS). FORS is a voluntary accreditation scheme encompassing all aspects of safety, fuel efficiency, vehicle emissions and improved operations.

Existing entrances to the site will be used. Services within the pavement will be protected. If any restoration works are required following demolition works, these will be agreed with, and undertaken in accordance with, the highways authority.

It should not be necessary to suspend car parking bays, as all off-loading would be undertaken from within the site. Where offloading is to occur on the road side, permissions will be sought as required from TfL, in consultation with LB Camden.

It is proposed that the existing Transport for London (TfL) bus stop and shelter will be relocated to a new location. It is proposed to move the bus stop to the permanent location proposed under the HS2 Bill. However, until timescales for the permanent relocation of the bus stop are confirmed, the exact location cannot be defined. As such, the bus stop may be moved to a temporary location for an interim period. This will be subject to consultation and agreement with TfL.

Pedestrian access will be retained throughout the works. Please refer to the Construction Management Plan for further details on how pedestrian safety will be maintained.

4.5 Proposed restoration

Following each phase of demolition, the site will be cleared of all material and restored to ground level using site won and/or imported material to fill the basement, and cleared of all remaining material.

The site will be surrounded by solid state hoarding, following the approach set out in the Construction Management Plan.

Whilst programme delays to the proposed works are not anticipated, in accordance with assurances to the London Borough of Camden, insofar as is reasonably practicable, HS2 Ltd will work with the London Borough of Camden to take advantage of opportunities to create short-term areas of open space and play space on the site if it is temporarily not required for construction. Temporary uses will not be considered that create any safety risk to the community or risk to the HS2 construction programme.

5 Engagement

5.1 Engagement undertaken to date

5.1.1 Stakeholder engagement

HS2 Ltd. has undertaken consultation with the nearest potential receptors and relevant parties:

- UCL
- Maria Fidelis Convent School
- Network Rail
- Thistle Hotel
- NHS Margarete Centre
- TfL
- Camden Town Unlimited
- Whitehall Park Development Investment, 106 Hampstead Road
- Surma Community Centre
- Lovell (the contractor for replacement housing on Hampstead Road)
- London Borough of Camden (through pre-application advice and traffic working group)

Details of the consultation undertaken with these groups, the issues raised and how they have been addressed are included in the Construction Management Plan.

5.1.2 Community engagement

HS2 Ltd. has engaged with local residents and the wider public through a mail-out to around 20,000 address points and two community information events held at HS2 in Euston on Thursday 12 May and Saturday 14 May 2016. In total, 31 people attended these events, including residents from Robert Street and nearby housing estates, Lovells Construction, UCL staff and students, local architects and London Borough of Camden.

The main issues raised during the community information events were:

- vehicle movements and routing in relation to the works;
- how asbestos would be managed;
- general noise and dust impacts and working hours; and
- the status of the building in relation to statutory listing.

The issues raised have been reflected in the Construction Management Plan and Demolition Method Statement, where appropriate. Details of the mail-out area and

community information events material are provided in the Construction Management Plan.

5.2 Future engagement

HS2 Ltd and the appointed contractors will continue to liaise with the stakeholders and local residents throughout the lifetime of the demolition works. Details of future engagement are provided in the Construction Management Plan.

6 Safeguards

6.1 Overview

This section provides an overview of the safeguards that will be put in place as part of the works set out in Chapter 4, or the reasons why safeguards are not necessary.

6.1.1 Ecology

110-122 Hampstead Road was subject to an initial bat assessment including partial access internally in 2013 as the site is proposed for demolition as part of HS2. This identified limited potential for bats and no evidence for presence was recorded. Further emergence surveys were undertaken in 2015. No bats were seen or heard during surveys in 2015 and this supported the findings of the initial inspection in 2013 that the building had low potential as a bat roost. There is therefore no impediment to demolition in relation to bats.

In the unlikely event of bats being found during demolition, works would cease and advice sought from a suitably experienced ecologist.

6.1.2 Heritage

St James's burial ground (now known as St James's Gardens) was leased from Lord Southampton in 1789 and used as a burial ground until 1853. The Chapel of St James was constructed adjacent to the burial ground in 1791. In 1886, the north-eastern portion of the burial ground was sold for the expansion of Euston station. Complete burials were removed in advance of the station construction works but partial remains may have survived until the redevelopment of the station in the 1960s. In the early 1960s, the Chapel of St James was demolished.

In November and December 2015, HS2 Ltd carried out a Ground Penetrating Radar (GPR) survey in the car park of 110-122 Hampstead Road. The GPR survey identified below ground anomalies that have been preliminarily interpreted as structural columns and walls probably relating to the former St James's Church. No evidence of any human remains was revealed during the course of the monitoring. This was consistent with the records held by the Diocesan Advisory Council.

Further Ground Investigations were undertaken in December 2015, including trial trenches in the car park area on the NTH site with an archaeological watching brief, complete with geotechnical and geoenvironmental laboratory testing. Reports have shown to verify and to be consistent with the previous GPR surveys. The test pits were carried out under a faculty consent and Historic England (Greater London Advisory Service) and LB Camden were kept informed of the works.

The National Temperance Hospital will be subject to Level 2 building recording as set out in Historic England (2006): Understanding historic buildings: a guide to good recording practice. This approach was agreed with LB Camden in January

2016. In addition, HS2 Ltd has provided LB Camden with an assurance to protect and relocate certain assets affected by the works, including the NTH Memorial Stone.

6.1.3 Visual impact

The demolition site will have solid state boundary hoardings with secure gates.

The purpose of these hoardings, apart from ensuring site security and the safety of pedestrians using Hampstead Road/Cardington Street and St James's Gardens, will be to screen the site from views at ground level. They will also assist in noise and dust control.

During the Phase 1 demolition works, activities will clearly be visible to some residents of Rydal Water and The Tarns residential blocks; occupants of the offices in the Insull Wing, UCL and pedestrians using A400 Hampstead Road, Cardington Street and St James's Gardens. Views from the Thistle Hotel and Maria Fidelis Convent School will be oblique and limited by the nature of the buildings.

Once demolition is complete, the site will be cleared down to ground level, and be securely hoarded, awaiting utility works and the setup of the HS2 main construction compound.

During the Phase 2 demolition works, views from Rydal Water will be screened by a replacement housing block on the corner of Robert Street and the Insull Wing and, potentially, the Thistle Hotel will have been vacated. St James's Gardens, including the footpath from A400 Hampstead Road, is expected to have been closed to public use following Royal Assent (assumed December 2016).

Following demolition, the cleared Phase 2 site will be incorporated into the extended HS2 main construction compound.

6.1.4 Air quality

Vehicles transporting materials capable of generating dust to and from site will be suitably sheeted on each journey to prevent the release of materials and particulate matter.

For Phase 1 of the demolition, two continuous dust monitors (Osiris, Topas or equivalent) will be located around the site prior to works starting on site, at locations to be agreed with LB Camden. For Phase 2, similar arrangements will be employed, although the locations will be reviewed in the light of the wider arrangements for monitoring that will be in place for HS2 works by that time.

The proposed Site Action Level (SAL) for PM10 is 190 µg/m³, as an hourly mean. This is based on emerging advice from Kings College London to HS2 Ltd. If preferred by LB Camden for Phase 1, the SAL will revert to the SPG value (250 µg/m³, as a 15 minute mean)

All vehicles above 3.5 tonnes within the London Low Emission Zone (within the M25 motorway) shall comply with Euro VI emissions standards where reasonably practicable.

All Non-Road Mobile Machinery (NRMM) of net power between 37kW and 560kW shall be compliant with Stage IV European Emissions Standards, as far as reasonably practicable. This is a higher standard than is required by the Mayor's Supplementary Planning Guidance on the 'Control of Dust and Emissions from Demolition and Construction'. As a minimum, the use of NRMM will comply with the SPG.

More information on air quality measures is provided in the Construction Management Plan.

6.1.5 Noise and vibration

The contractors will comply with the requirements of the Control of Pollution Act 1974, with particular reference to Part III of the Environmental Protection Act 1990, The Control of Noise at Work Regulations 2005 and the Health and Safety at Work Act 1974. All plant and equipment to be used for the works will be properly maintained, silenced where appropriate to prevent excessive noise and switched off when not in use and where practical. The Demolition Method Statement has been developed to incorporate hydraulic machinery and plant in preference to percussive techniques, wherever practical.

Loading and unloading of vehicles, dismantling of equipment such as scaffolding or moving equipment or materials around the site will be conducted in such a manner as to reduce noise generation.

Prior consents under Section 61 of the Control of Pollution Act (1974) will be submitted by the contractors, laying out specific measures that will be used and further details of noise levels.

The contractors will liaise with the Maria Fidelis Convent School to schedule work to avoid particularly sensitive times, and no disruptive works will be undertaken during school examinations. Rooms in the St Patrick's Wing of the Maria Fidelis Convent School used for Special Education Needs purposes will be fitted with noise insulation before noisy works begin in Phase 1. It is anticipated that the windows on the north façade of the Margarete Centre will be offered noise insulation for Phase 2 works. The Margarete Centre is shielded by the Insull Wing during Phase 1 works.

Predicted levels of ground vibration (set out in the Construction Management Plan) have indicated negligible or minor effects at all noise sensitive receptors except the Insull Wing and the west end of the Thistle Hotel when the compaction roller is at its closest. These peak levels will lead to short periods of disturbance to occupants, which will be managed in consultation with the affected parties.

More information on noise and vibration measures is provided in the Construction Management Plan.

6.1.6 Utilities

The contractors for each phase will liaise with the relevant utility companies to establish the requirements for monitoring any movement to the utilities adjacent to the site and corresponding trigger levels. Existing utilities on site will be checked and capped off to allow demolition to proceed. This will take place ahead of soft strip works.

The provision of an on-site power connection will be pursued where reasonably practicable and safe to do so for both Phases of the works. The contractor will contact the relevant utility companies through established channels when required. The relevant utility companies will be contacted as appropriate, when and if required.

6.1.7 Safety

All persons employed on, or visiting site will be subject to a health and safety induction so that they are aware of the hazards present on the site and the restrictions imposed under the contractors' health and safety management procedures. All visitors will be accompanied around the site by a representative of the employer (generally the contractor) unless previously agreed otherwise.

An external scaffolding will be erected to enclose the faces of the building that front onto the roads to facilitate window removal and soft strip. The erection of a full height scaffolding to all elevations enclosed in reinforced polythene is likely to be required to provide a degree of environmental control to the building and to minimise dust and debris from being deposited onto the adjacent roads and buildings. All scaffolding will be fitted with a proprietary alarm system to prevent unauthorised access onto the scaffold and into the building.

If a temporary pedestrian tunnel is required in order to maintain pedestrian access then the scaffolding will be extended and protected using baulk timbers and lighting. The pedestrian access will be fully lit throughout and on any highway side there will be baulk timbers that will be lit along their length. The area will be regularly maintained to ensure it is kept clean and maintained to acceptable standards. Signage will be displayed on the hoarding for health and safety purposes.

More information on safety is provided in the Construction Management Plan and Demolition Method Statement.