

# Demolition Management Plan

Anglo American &  
De Beers

17 Charterhouse Street

London, EC1

August 2017

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
May 2017	2	Barry Chegwiddden Tower Demolition
08 August 2017	3	Becky Gloyn, Burke Hunter Adams

## Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version		Produced by

# Introduction

The **Demolition Management Plan (DMP)** for 17 Charterhouse aims to minimise construction impacts relating to both on site activity and the transport arrangements for vehicles servicing the site.

This is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed DMP will address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The DMP has been informed by policy guidance set out in Camden Planning Guidance [\(CPG\) 6: Amenity](#) and [\(CPG\) 8: Planning Obligations](#).

This DMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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

Any agreed DMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

An application to the Council's Building Control Service and a completed "[Demolition Notice](#)." will be served.

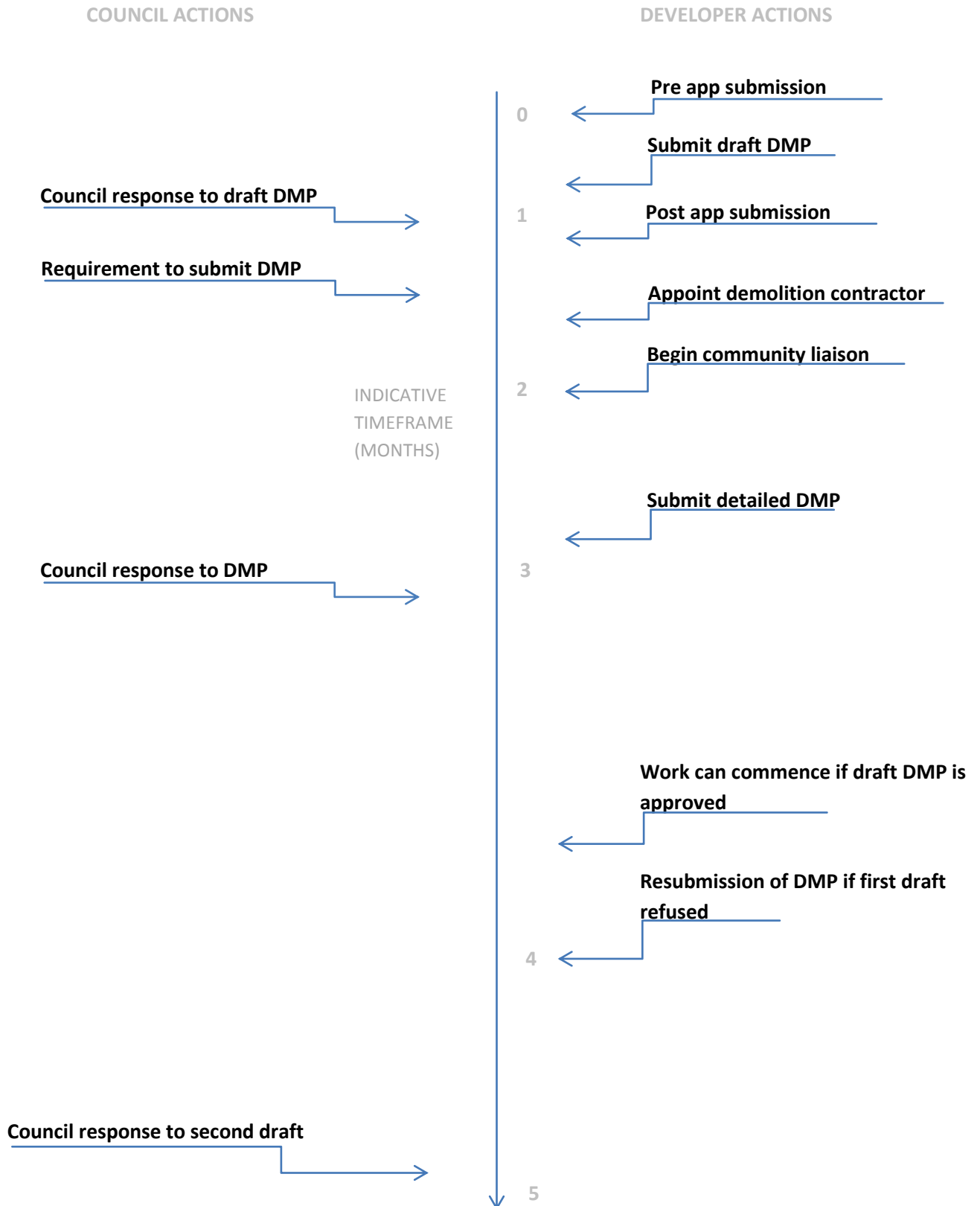
The Developer will notify the council when it intends to start work on site and also notify the council when works are approximately **3 months from completion**.

(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 etc.)

The principal demolition contractor will be appointed following planning consent, therefore a number of indicative responses have been provided to the questions. Following the appointment of a principal contractor a detailed DMP will be prepared in liaison with the principal contractor and submitted to the council for approval.

Revisions to this document may take place periodically as the project progresses.

# Timeframe



# Contact

1. The postal address of the site and the planning reference relating to the demolition works.

Address: 17 Charterhouse Street, London, EC1N 6RA

Planning reference number to which the DMP applies: Planning Ref No. TBA

Type of DMP: Section 106 Planning obligations Draft

2. The contact details for the person responsible for submitting the DMP.

Name: Derek Adams

Address: Burke Hunter Adams LLP,

Chartered Quantity Surveyors and Project Managers,

50 Gresham Street, London, EC2V 7AY

Email: mail@burkehunteradams.com

Phone: 020 7920 9950

3. The contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Barry Chegwidden

Address: Tower Demolition Ltd, Tower Bridge Business Complex, B504, 505 & 506,  
Drummond Rd, London SE16 4DG

Email: barry.chegwidden@towerdemolition.co.uk

Phone: 020 72321882

4. The contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

Upon planning consent, a detailed DMP will be prepared in liaison with the demolition contractor. The detailed DMP will contain the contact details for the person responsible for community liaison and complaints handling from local residents or businesses.

It is anticipated that this will be managed by the Project Manager in conjunction with representatives of Anglo American and De Beers

5. The contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the DMP.

The Demolition contractor will be appointed following planning consent. A detailed DMP will be submitted to the council following their appointment for their responses and approval.

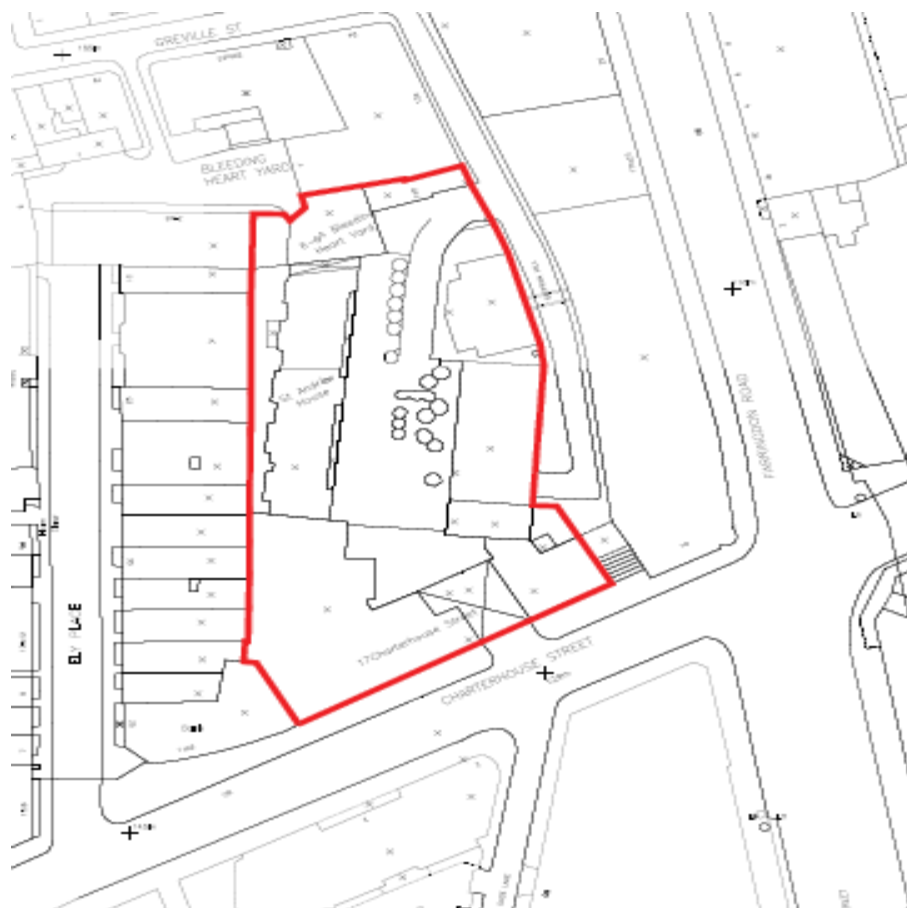
# Site

6. A site location plan and a brief description of the site, surrounding area and development proposals for which the DMP applies.

The existing 17 Charterhouse building estate is located on Charterhouse Street, extending along Saffron Hill. The adjacent buildings indicated in the blue perimeter line in Figure 1 are the Grade II listed St Andrew’s Building and the Bleeding Heart Yard, these will not form part of the refurbishment works.

The site is located within the Hatton Garden Conservation Area, 200 meters of Farringdon Thameslink, Crossrail and underground station. The site is surrounded by mainly mixed commercial development and residential properties on Farringdon Road. The site is shown in Figure 1.

Figure 1 Site Location





7. A 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 etc).

The demolition works will consist of the following:

- Removal of the 1970's facades
- Removal of the link building connecting 17 and 19 Charterhouse Street over Saffron Hill and installation of panelling to exposed areas created by the link bridge removal.
- Demolition of the St Andrews Block building to ground level (520m<sup>2</sup> over 5 storeys – concrete frame building).
- Removal of 7th floor of 17CHS building.
- Removal of roof top plant room Saffron Hill Building.

The main issues & challenges will consist of managing and minimizing impact to local residential, commercial residents & the public road (Charterhouse Street) and private road (Saffron Hill) with a public pedestrian right of way.

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

The adjacent buildings, St Andrews House and the Bleeding Heart Yard will be affected by the works give their proximity to the buildings. These buildings are owned and operated by the Developer.

The surrounding commercial properties and residential properties to the North of the site at 17-23 Farringdon Road are most likely to be affected by the works as well as passing pedestrians and traffic. A close liaison will be maintained with neighbours and the surrounding commercial properties to advise the residents of all planned works. The residents will be issued with contact details for the project team to ensure that all communications are maintained throughout the programme.

All demolition traffic and mechanical plant will be managed to minimise the impacts of noise, dust and pollution.

9. 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.

This is provided in Appendix 1.

10. 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 ideal).

Demolition works are proposed to start 1Q 2018, the overall programme of approximately 20 weeks.

Following the site preparation and enabling works the removal of the 1970's facades and demolitions of the St Andrews block, the rear extension of 17 Charterhouse Street, will take place. The St Andrews Block building will be entirely demolished to ground level (520m<sup>2</sup> over 5 storeys – concrete frame building).

The 7th floor of 17CHS building will be demolished and roof top plant room Saffron Hill Building.

11. The standard working hours for the 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

All hauliers/subcontractors will be notified of these time restrictions at point of placing the work order and continually as the works progress via emails to the transport manager and handouts to the drivers.

The site hours will be as the standard working hours for construction sites in Camden

12. 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.

The St Andrews Block building to be demolished will require services to be isolated back to the meter prior to the demolition works commencing.

Any alterations, diversions or disconnections will require a detailed programme of works to be developed with the respective utility companies to carry out the works in accordance with their requirements.

# Community Liaison

**A neighbourhood consultation process will be undertaken prior to submission of the DMP first draft. This consultation must relate to impacts of the demolition works, and should take place following the granting of planning permission in the lead up to the submission of the DMP. A consultation process specifically relating to demolition impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed demolition works. These individuals should be provided with a copy of the draft DMP, or a link to an online document. They should be given adequate time with which to respond to the draft DMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.**

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the DMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

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## **Cumulative impact**

If it is considered that the site is located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels contact will be established with other sites in the vicinity in order to manage these impacts.

**Advice will be obtained from the Council if necessary.**

### 13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft DMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

The DMP shall be amended in response to all comments received where appropriate and, where not appropriate, a reason given. The revised DMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out.

Details of consultation of draft DMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

The project team and demolition contractor will liaise with local businesses and residents that are likely to be affected by the works at 17 Charterhouse.

The demolition contractor's team will clearly present the programme of works, planned logistics for the site, site access for operatives and vehicles, procedures for waste removal and pedestrian diversions around the site. Liaison meetings and site progress updates will take place throughout the demolition works.

Meetings will be held with local residents and businesses once more detailed information is available following planning consent. Following the liaison process and consideration of all comments received, a detailed DMP will be developed to review programmed works, site logistics and access arrangements for operatives and vehicles and material removal strategies.

## 14. Demolition Working Group

Please provide details of community liaison proposals including any Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which 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.

Building on pre-application consultation with the community, the project team will engage with residents, stakeholders and local groups in the preparation of the DMP.

As part of the ongoing communications strategy for the demolition works, an initial newsletter will be issued to residents, stakeholders and local groups, detailing the following:

- An update on progress of the demolition works and a summary of the approved plans;
- Information on the planned submission of the DMP and agenda of consultations;
- Information on the proposed vehicle access routes to and from the site during demolition;
- Information on how the team will communicate with the community during the demolition works;
- An indicative schedule for demolition works;
- Information on the Considerate Constructors Scheme;
- Information about how to join the Neighbourhood Liaison Group; and
- Contact details for the development demolitions team and the project website.

The newsletter also included a freepost feedback form, encouraging residents to submit their comments regarding the DMP so this information can be reviewed and, where possible, incorporated into the submission.

Future newsletters will be issued regularly to the distribution area as well as being available via the project website.

Those who have expressed an interest in joining the Neighbourhood Liaison Group will be invited to attend a first meeting in which will include an update on the DMP, planned activity on site and a Q&A session with the project team.

## 15. Schemes

Details of your 'Considerate Constructors Scheme' registration and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

17 Charterhouse Street will be registered with the Considerate Constructors Scheme.

The demolition contractor will register the site to the Considerate Construction Scheme and the registration will be provided with the detailed DMP. The demolition contractor will comply with all the requirements of the CCS including independently audited site inspections.

## 16. Neighbouring sites

A plan of existing or anticipated construction sites in the local area and please state how your DMP takes into consideration and mitigates the cumulative impacts of construction and demolition in the vicinity of the site. The council can advise on this if necessary.

The construction of the Crossrail Farringdon station is currently in progress, neighbouring the site on Farringdon Road. The new station is proposed to open in December 2018.

The North-South Cycle Superhighway works will be anticipated to take place proposing new pedestrian crossings to Charterhouse Street and cycle routes via Greville Street, Saffron Hill and Farringdon Road. Works to routes within the site area of Charterhouse Street are anticipated to start in the autumn of 2017 with completion planned for 2018. [At the current stage of the project there are no definitive programme dates. The project team are seeking to contact TfL with regard to their construction phasing timescales](#)

The Museum of London is also relocating to West Smithfield market, which is anticipated to be completed by 2021.

Contact will be made with all relevant contractors and Transport for London and liaisons will be maintained throughout the programme of works with the aim of minimise any impact of these projects running concurrently. It is not anticipated that the projects working concurrently will cause any negative impacts.

Should any further project works start on site during the works the principal contractor will liaise with the prospective site managers to manage and coordinate any construction traffic to minimise the impact on the local area and residents.

# Transport

**This section will be completed in conjunction with the demolition contractor. Any relevant sections have been left blank at this current stage of the project until such time as they can be finalised with the demolition contractor.**

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#); details of the monitoring process are available [here](#). Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.**

## CLOCS Contractual Considerations

17. Name of Principal contractor:

Tower Demolition Ltd

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

The demolition contractor will ensure that the requirements of the CLOCS standards are a contractual requirement. The demolition contractor will include within their sub contract documentation the requirements for compliance with the CLOCS standards.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

All contractual documents will include the requirement to abide by the CLOCS Standard in all contracts with sub-contractors and suppliers.

The Detailed DMP will include a statement confirming that the contractors have read and are aware of the CLOCS standards. The detailed DMP will be submitted upon planning consent.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## Site Traffic

**Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.**

**20. Traffic routing:** *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.



a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

This is indicated in Appendix 2.

The yellow route indicated through the site indicates the access and egress into the site for larger construction vehicles via Charterhouse Street. This will provide a clear route through the site for the larger and heavier vehicles to remove materials or the delivery of plant.

The green route indicated is the potential proposed access into the site and egress for the smaller vehicles, it proposes that vehicles will enter the site via Saffron Hill into the courtyard, turn in the courtyard area and exit via Saffron Hill.

b. Please 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.

All operatives and vehicles visiting the site will be informed of the site logistics plans in advance of their travel to site. The demolition contractor will ensure that all subcontractors and suppliers from their supply chain are well informed of the site logistics plan and its constraints.

All site operatives will be given a site induction thoroughly detailing all site constraints and details on site access and logistics surrounding the site.

**21. Control of site traffic, particularly at peak hours:** *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

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. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. 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.

A strict and controlled site traffic management programme will be enforced on site. A traffic management plan will be established by the project team and site logistics manager. This will be reviewed on an ongoing basis as the project progresses.

Deliveries to site and waste out of the site will be within a controlled area of the site, anticipated to be within the courtyard of 17 Charterhouse Street.

Construction vehicles will be able to access the site via both Saffron Hill and Charterhouse Street. On appointment of the principal contractor the phases of construction will be confirmed and the management of vehicles accessing each entrance will be established. The swept path analysis at Appendix 3 demonstrates that the entrance at Saffron Hill will not be able to accommodate vehicles larger than 8m due to the local highway constraints.

It is anticipated for vehicles to access and exit the site from Charterhouse Street. There is also a possible route to exit the site onto Saffron Hill and onto Farringdon Road, via Greville Street. Smaller vehicles may continue to gain access into and out of the site via Saffron Hill throughout the construction programme. Any vehicle weight or height limitations on will be taken into consideration.

The demolition contractor will ensure that loading and unloading of vehicles is managed as efficiently as possible utilising 'just in time' delivery.

The following vehicles are anticipated during the works; rigid tipper Lorries, flatbed wagons for deliveries of plant, long and short wheelbase vans for general operatives to site.

b. Please provide details of other developments in the local area or on the route.

The construction of the Crossrail Farringdon station is currently in progress, neighbouring the site on Farringdon Road. The new station is proposed to open in December 2018.

The North-South Cycle Superhighway works will be anticipated to take place proposing new pedestrian crossings to Charterhouse Street and cycle routes via Greville Street, Saffron Hill and Farringdon Road.

It is not anticipated that the works to 17 Charterhouse will adversely affect the works on Farringdon Road.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Due to the restricted access and space on site all demolition vehicles and deliveries will be carefully managed by a designated logistics manager. All traffic and deliveries to site will be coordinated with efficient loading and unloading methodologies to ensure no idle vehicles are waiting to access the site.

The demolition contractor will manage all deliveries to the site through their logistics manager and will ensure all deliveries are booked and planned in advance to a structured programme.

The demolition contractor will coordinate the works of all their sub-contractors including the coordination of all vehicles and any of their operatives travelling to the site.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Tower Demolition does not anticipate the need for any off site holding areas.

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

We do not anticipate the need for any construction material consolidation centres.

Where applicable all operatives will be encouraged to utilise public transport.

Where large material removals are required options will be reviewed to split the loads to reduce vehicle sizes.

**22. Site access and egress:** *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with ‘STOP – WORKS’ signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed access and egress routes to and from the site

All suppliers and subcontractors will be made aware of the site constraints and site logistics plans. All site traffic will be planned and managed, marshals will meet all vehicles entering and exiting the site.

On planning consent, a detailed DMP will be prepared by the demolition contractor. The demolition contractor will provide a detailed site set plan including planned hoarding lines and secure access and egress from the site.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

All traffic entering the site will be supervised by traffic marshals, all deliveries to site will be pre-booked and managed to ensure minimum disruption to the public and residents. Vehicles will be given designated routes and managed by the site team on arrival.

All deliveries to site will be managed by the demolition contractor.

c. 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).

This is indicated in Appendix 3.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

In order to keep roads and footpaths free from demolition debris and the like the demolition contractor will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned and hosed down prior to going on the public roads. If any demolition debris does get onto the street within the vicinity of the site then these areas will be kept clean via the use of water hoses and manually swept. In addition a mechanical road sweeper will be used to clear any debris if necessary.

**23. Vehicle loading and unloading:** *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.”* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction 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. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

It is anticipated that all loading and unloading will take place on site and be controlled by banksmen and traffic marshals to manage the vehicle and material movement.

The strategy for horizontal and vertical distribution will be developed by the demolition contractor, ensuring the pedestrians are safely segregated at all times from the works on site. A full access strategy and temporary works design will be submitted for review following planning consent. All necessary licences and permits will be applied for in advance of any installations.

## Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to DMP submission but won't be granted until the DMP is signed-off.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

### 24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

Access into the site is proposed via Charterhouse Street and Saffron Hill therefore parking suspensions is unlikely to be required.

### 25. Scaled drawings of highway works

Please note that 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 that includes the extent of any 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.

- a. Please provide accurate scaled drawings of any highway works necessary to enable demolition to take place (e.g. construction of temporary vehicular accesses).

No works are anticipated to be required to the highways to provide temporary access to the site, site accommodation or welfare facilities.

- b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

It is anticipated the no works will be required to the highways.

Should any works be deemed necessary by the principal contractor, they will use all appropriate and necessary safety signage, lighting, barriers and hoarding.

## 26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the demolition period (alternatively a plan may be submitted).

It is anticipated that all construction vehicles will utilise the routes into site identified I Appendix 2. No diversions are anticipated for the works at this stage.

## 27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

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.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Pedestrians and cyclists will be segregated from the demolition works at all times. In instances where materials are being driven out of the site, banksmen will temporarily hold passing public to ensure the safe movement of materials.

The site boundary will be maintained and the entrance gates will be closed with safety signage fixed to deter trespassing.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

A scaffold walkway will be erected along the length of 17 Charterhouse Street & under the link bridge located at Saffron Hill to provide clear access.

All scaffolding will be erected as per the requirements of the agreed temporary structures license.

During erection/dismantle of scaffolds and hoarding and when vehicles enter or exit the site Traffic Marshalls will control all vehicle movements and provide suitable and sufficient barriers with appropriate signage attached to warn pedestrians.

Safe pedestrian access will be maintained at all times and monitored by the designated Traffic Marshals.

There will be a designated operative to carry out daily checks of the scaffolding/hoarding to ensure it is maintained in a clean condition and all lighting/signage is in place and operable. Once the design and strategy has been agreed the demolition contractor will apply for the relevant council approvals.

A full temporary works design will be carried out and a detailed DMP will be prepared which will outline the site logistics plans and the temporary works strategy.



# Environment

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

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

Demolishing the rear of 17 Charterhouse and demolition works to facilitate the extension to the Saffron Hill building will by its nature cause noise. The demolition works will require the use of mechanical plant, demolishing the entire structure of the rear building of 17 Charterhouse.

All noisy operations will be restricted to be carried out within agreed hours after 8.30am and before 5.00pm. No noisy works will be permitted to be carried out on a Saturday. The demolition contractor will notify all neighbours and residents of when noisy works are going to be carried out, taking into account their comments and requirements where necessary.

29. 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.

An environmental noise assessment was carried out on the 18<sup>th</sup> and 19<sup>th</sup> July by Mach Acoustics, a copy is provided the Council as part of the planning submission documentation.

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

The demolition contractor will be required to carry out a prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the detailed DMP as agreed with the Council as well a description of all monitoring strategies to limit noise and vibration from any of the construction operations.

31. Please provide details describing mitigation measures to be incorporated during the construction/[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.

Where possible the demolition contractor shall ensure that disruptive noise levels are kept to a minimum. A number of measures can be utilised to reduce the transmission of noise from the site, this will include;

- Efficient traffic management and coordination to prevent queuing and idle vehicles.
- Sound reducing measures on all plant and machinery
- Choosing demolition methods to minimise noise disturbance where possible
- Compliance with site working hours
- The use of acoustic hoarding where applicable
- Continual monitoring of noise levels
- Develop a noise mitigation strategy in the event of exceeding the acceptable noise limitations

Works will be carried out to ensure that ground vibrations are kept to a minimum and within the set limitations. Given the proximity of the Grade II St Andrew's building to the works, it will require consideration to be given to the demolition methodology in order to minimise ground vibration where possible.

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

The project team has stipulated the requirement for all operatives to evidence that that are competent to work on site. The demolition contractor will demonstrate that all operatives and subcontractors will be fully competent for the works they are carrying out.

All operatives and subcontractors will be required to evidence that they have been trained in accordance with the control of noise and vibration as specified in BS 5228.

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

Prior to the commencement of works on site the demolition contractor will prepare an Air Quality and Dust Risk Assessment as well as an Air Quality and Dust Management Plan, to be agreed with the Council. They will confirm controls and measures proposed to control dust on site and from and construction traffic leaving the site in line with any requirements from the Council.

As part of the demolition methodology the demolition contractor will work with their subcontractors to ensure dust levels are monitored and managed. Typical measures to control dust nuisance are likely to include:

- Covering all skips, shuts or conveyors and waste vehicles in transport
- Minimising drop heights for any waste
- No burning of any material permitted on site
- The use of water during demolition works and sweeping to suppress dust
- Maintaining the cleanliness of all public highways and footpaths from construction debris

34. 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.

The demolition contractor will utilise mechanical road sweepers to clean all the surrounding roads from dust and debris resulting from site operations. In conjunction, any vehicle leaving site will be cleaned first. They will be required to maintain the cleanliness of the full perimeter of site, ensuring all public footpaths are swept and clear of materials and debris arising from the works.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

Noise levels will be monitored during any noisy operations on site ensuring all works carried out will be within the noise limitations stipulated. Mitigation measures will be planned and put into place to control the level of noise from operations. Operatives and subcontractors will be encouraged to use equipment to minimise the level of noise and vibrations from their works. The site team will be required to continually review the conditions on site to ensure the relevant management strategies are in place when necessary.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions during Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

On planning consent a method statement and risk assessment will be carried out by the demolition contractor in conjunction with the project team before any works commence.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

The risk assessment will address all the highly recommended measures.

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these 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.

Noise and dust monitoring will be recorded throughout the site and full records kept for analysis.

The demolition contractor will have noise and dust monitors located on site in accordance with the requirements stipulated by the SPG. The requirement for noise and dust monitors on site will form part of the demolition contractor's method statement and risk assessment.

39. 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 present copies of receipts (if work undertaken).

Prior to the commencement of works, a certified rodent control company will be engaged to survey and clear the site of all rodents as far as is reasonable practicable. The company will be retained to set all measures it deems necessary and practicable on the site, to maintain such set up and carry out regular monitoring surveys and at completion carry out a final clearance operation and clear away all equipment.

During the demolition works the site will be monitored for evidence of rodents. The demolition contractor will be required to maintain a clean and clear site to reduce the probability of rodents becoming an issue on the site. The demolition contractor shall ensure all waste materials are removed from site as soon as possible and avoid large build-ups of materials, which may attract rodents.

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

An asbestos survey will be carried out prior to the commencement of any works on site.

The curtain walling frames and projecting window bays of 17 Charterhouse have been identified as containing asbestos.

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

All operatives will be expected to conform to the highest standards of behaviour, both on site and travelling to and from the site. Bad behaviour, bad language and littering will not be accepted.

The demolition contractor will operate a “red card” or similar system whereby any operative found to be acting in an anti-social way or smoking outside of the designated smoking area will be given a “red card” and asked to leave the site immediately.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

**From 1<sup>st</sup> September 2015**

**(i) Major Development Sites** – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

**(ii) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

**From 1<sup>st</sup> September 2020**

**(iii) Any development site** - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

**(iv) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period (mm/yy - mm/yy): January 2018 to May 2018
- b) Is the development within the CAZ? (Y/N): Y
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): This will be provided by the principal contractor.
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: All necessary evidence will be provided by the principal contractor.
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: An inventory will be provided by the principal contractor.
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: All evidence will be maintained and provided by the principal contractor.

• SYMBOL IS FOR INTERNAL USE

# Agreement

The agreed contents of this Demolition Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the DMP to be revised by the Developer and reapproved by 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 in writing 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.

**Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.**

**Signed:** .....

**Date:** .....

**Print Name:** .....

**Position:** .....

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

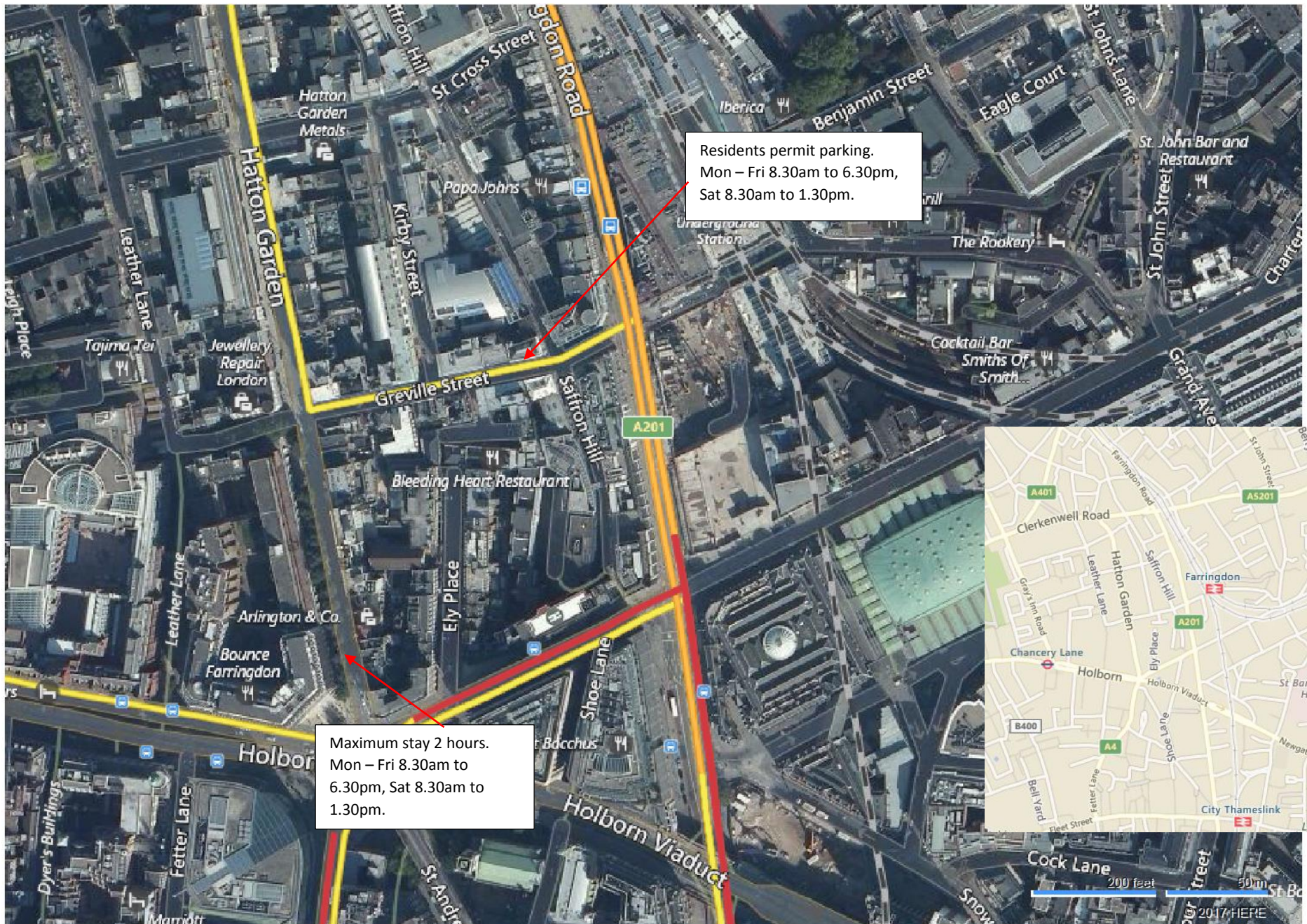
End of form.

# Appendices



# Appendix 1 - 17 Charterhouse Street Highway Network





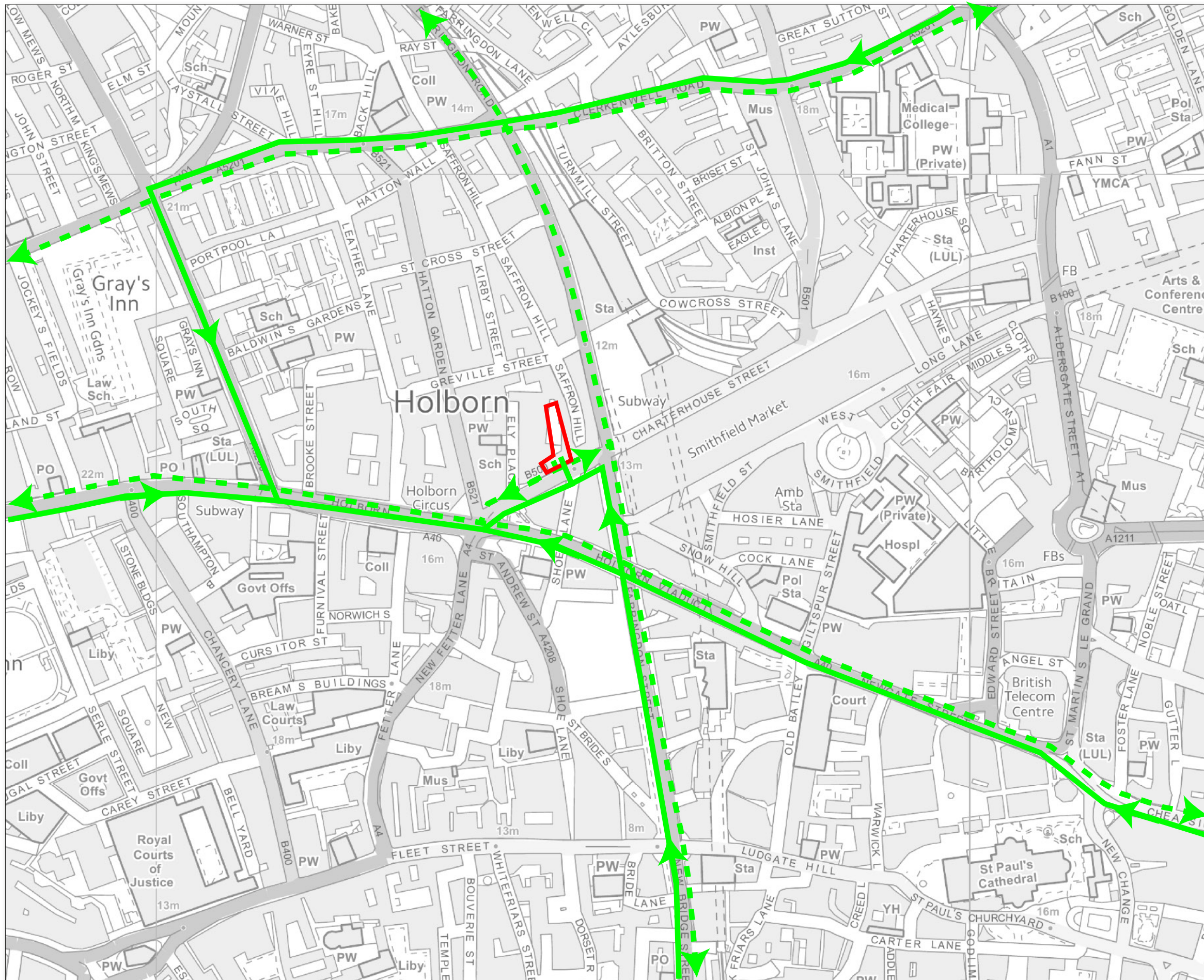
Residents permit parking.  
Mon – Fri 8.30am to 6.30pm,  
Sat 8.30am to 1.30pm.

Maximum stay 2 hours.  
Mon – Fri 8.30am to  
6.30pm, Sat 8.30am to  
1.30pm.



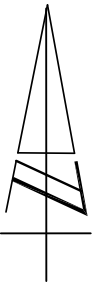


# Appendix 2 – Charterhouse Street Vehicle Routing



Key:

- ROUTES TO CHARTERHOUSE STREET
- - - ROUTES FROM CHARTERHOUSE STREET
- ▭ SITE LOCATION



4 Lombard Street, London, EC3V 9HD

Tel: 020 7190 2820  
Fax: 020 7190 2821

[www.i-transport.co.uk](http://www.i-transport.co.uk)

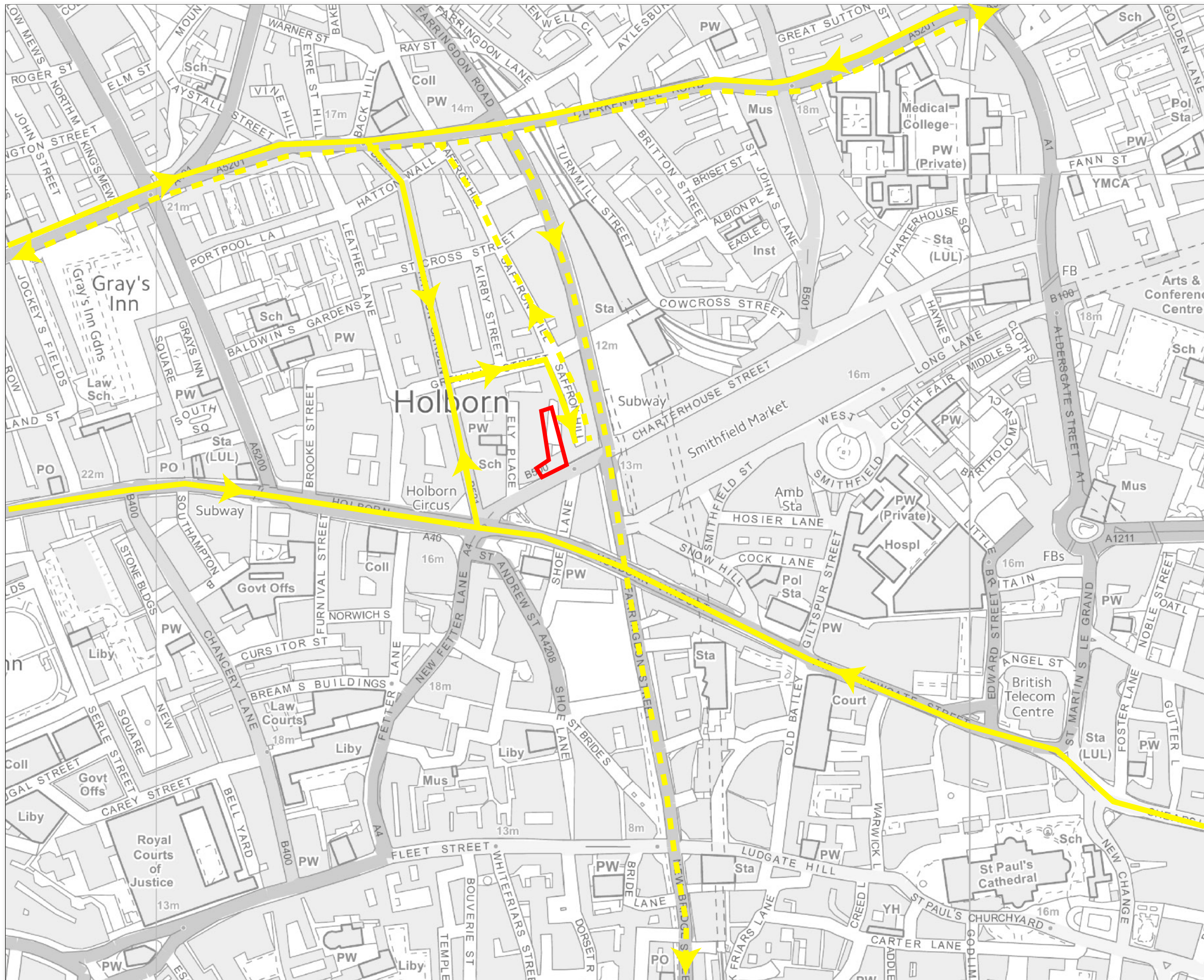
TITLE:  
**CHARTERHOUSE STREET,  
VEHICLE ROUTING PLAN  
(CHARTERHOUSE STREET)**

FIGURE No:  
**APPENDIX 2**

FILE REF:  
**ITL13105**

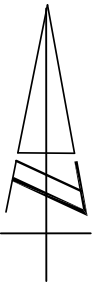
REV:





**Key:**

- ROUTES TO SAFFRON HILL
- - - ROUTES FROM SAFFRON HILL
- ▭ SITE LOCATION



4 Lombard Street, London, EC3V 9HD  
 Tel: 020 7190 2820  
 Fax: 020 7190 2821  
 www.i-transport.co.uk

TITLE:  
**CHARTERHOUSE STREET,  
 VEHICLE ROUTING PLAN  
 (SAFFRON HILL)**

FIGURE No:  
**APPENDIX 2**

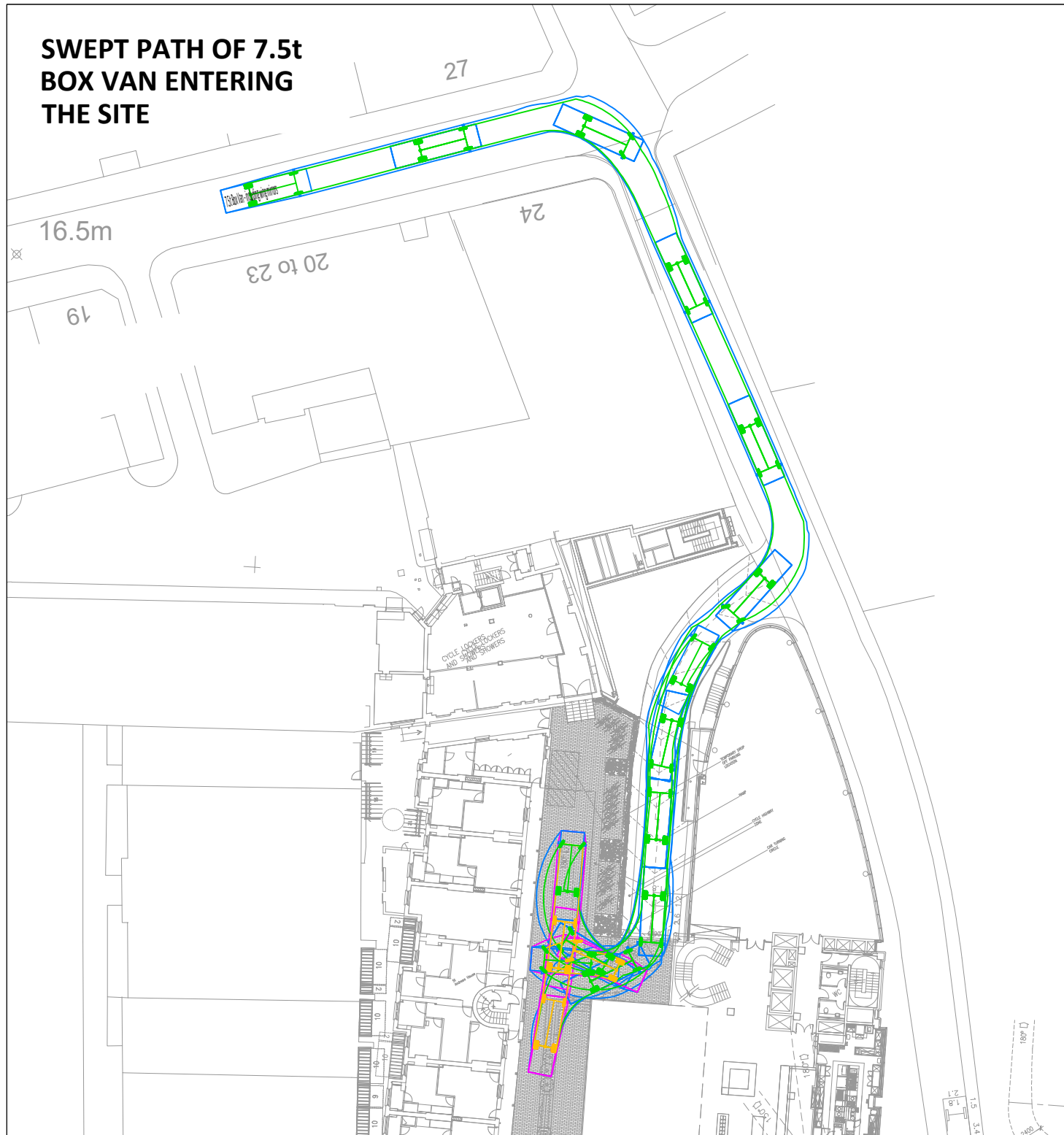
FILE REF:  
**ITL13105**

REV:

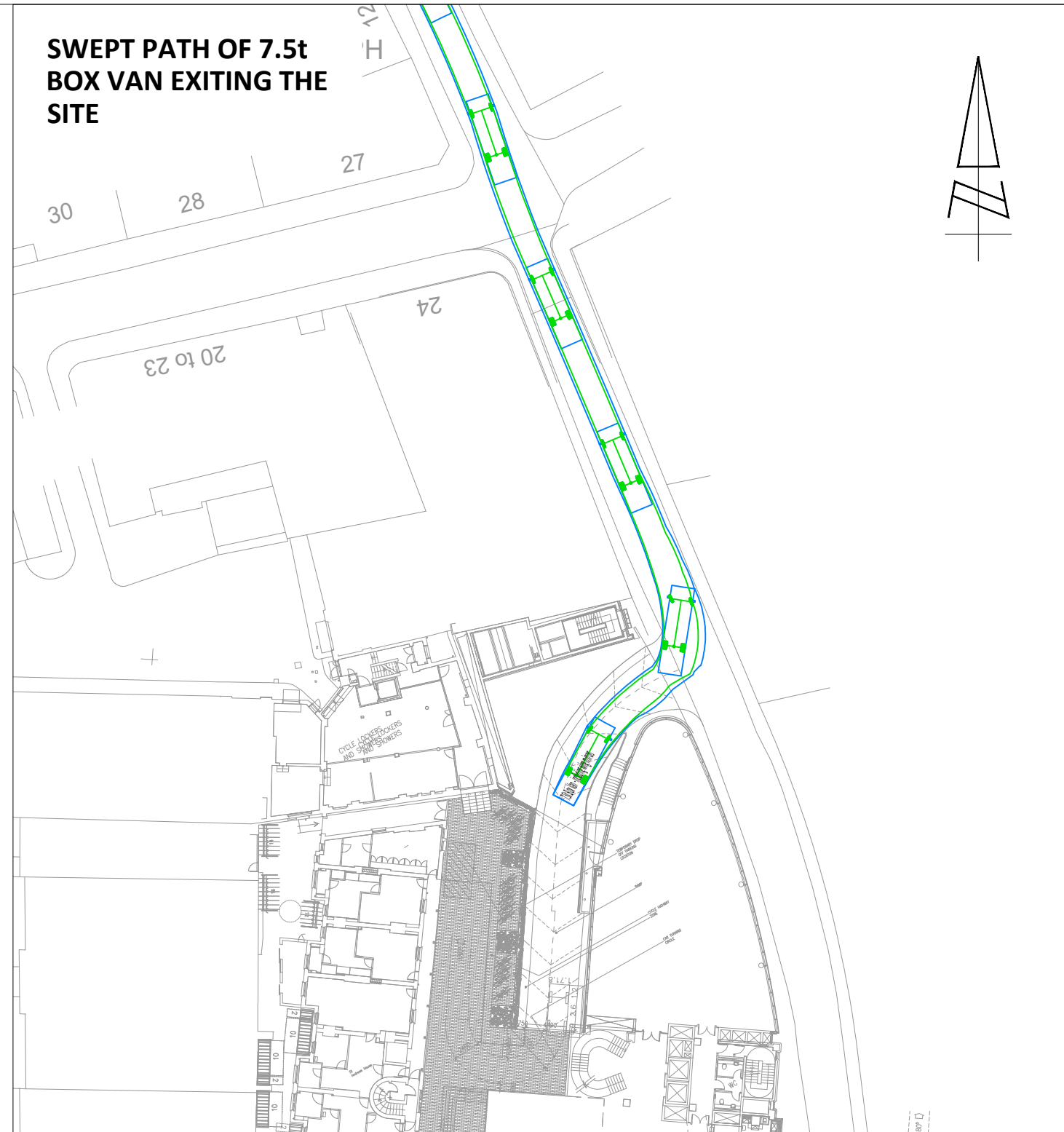
# Appendix 3 – Swept Path Analyses



**SWEPT PATH OF 7.5t  
BOX VAN ENTERING  
THE SITE**

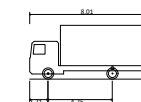


**SWEPT PATH OF 7.5t  
BOX VAN EXITING THE  
SITE**

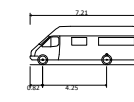


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7.5t Box Van - including wing mirrors  
Overall Length 8.010m  
Overall Width 2.100m  
Overall Body Height 3.556m  
Min Body Ground Clearance 0.351m  
Track Width 2.964m  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 7.400m



7.5t Panel Van  
Overall Length 7.210m  
Overall Width 2.152m  
Overall Body Height 2.544m  
Min Body Ground Clearance 0.316m  
Track Width 1.865m  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 7.400m



4 Lombard Street, London, EC3V 9HD

Tel: 020 7190 2820  
Fax: 020 7190 2821

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE:	SWEPT PATH ANALYSIS	
PROJECT:	17 CHARTERHOUSE STREET	CLIENT: ANGLO AMERICAN SERVICES/DE BEERS UK LIMITED

SCALE @ A3:	1:1000	CHECKED:	MD	APPROVED:	NM
FILE REF:	ITL13105	DRAWN:	JB	DATE:	08.08.17
DRAWING No:	ITL13105-SK-007				
PROJECT No:	ITL13105	REV:			