Demolition Management Plan

pro forma v2.2

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
25/08/2017	0.1	Carl Ruffell
21/11/2017	0.2	Carl Ruffell
06/02/2017	0.3	Carl Ruffell
19/02/2018	0.4	Carl Ruffell
23/03/2018	0.5	Carl Ruffell
13/04/2018	0.6	Carl Ruffell
19/04/2018	0.7	Carl Ruffell
16/05/2018	0.8	Carl Ruffell
05/06/2018	1.1 Post submission updates	Carl Ruffell

Additional sheets

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

Date	Version	Produced by
16/05/2018	DMP_6_1_MA_SP_01 Site location plan	Llewelyn Davies
16/05/2018	DMP_9_1 Traffic and access Road Markings	
16/05/2018	DMP_9_2 P_DEM_Site plan_Pedestrian Management plan	Llewelyn Davies
16/05/2018	DMP_10_1 Works programme	Ark Build PLC
16/05/2018	DMP 12_1_1 Sewerage consultation Thameswater	AECOM
16/05/2018	DMP_13_1 MHA Consultation presentation to Camden	Temple Group Ltd
16/05/2018	DMP_13_2A Email to CC with PPT of Public Consultation	Temple Group Ltd
16/05/2018	DMP_13_2B CC Approval of public consultation methodology	Camden Borough Council
16/05/2018	DMP_13_3_Letter to Local Community	Temple Group Ltd
16/05/2018	DMP_13_4 Public Consultation website	Temple Group Ltd
16/05/2018	DMP_13_5 MHA DMP public Consultation report	Temple Group Ltd
16/05/2018	DMP_15_1 CCS registration	Ark Build PLC
16/05/2018	DMP_16_1 Local developments	Temple Group Ltd

16/05/2018	DMP_18_1 FORS signage	Ark Build PLC
16/05/2018	DMP_20_1A Traffic and access_170986-CTRP-JR	Crossby Consulting
16/05/2018	DMP_22_1 Method Statement Vehicle Washing	Ark Build PLC
16/05/2018	DMP_20_1A Risk assessment Vehicle Washing p1 and P2	Ark Build PLC
16/05/2018	DMP_22_B1 MAS-LDW-DXX-00-DR-A-000001 SITE MOBILISATION _ LOGISTICS PLAN SHEET 1	Llewelyn Davies
16/05/2018	DMP_22_C1 P_DEM_SITE PLAN_PEDESTRIAN MANEGMENT PLAN Final Phase	Llewelyn Davies
05/06/2018	DMP_22_C2 Relocation site of Let turn sign	Llewelyn Davies
16/05/2018	DMP_24_1 App 11.01.18	Ark Build PLC
16/05/2018	DMP_28_1 Demolition Methodology Pictures	Ark Build PLC
16/05/2018	DMP_29_1 Noise assessment (planning)	Temple Group Ltd
16/05/2018	DMP_30_1A Middlesex Annex Hospital Noise assessment	Temple Group Ltd
16/05/2018	DMP_30_1B MAS-LDW-DXX-00-DR-A-000003 DEMOLITION STRATEGY LEVEL 00 (002)	Llewelyn Davies
16/05/2018	DMP_32_1 John Fisk CV	Temple Group Ltd
16/05/2018	DMP_36_1 AQ Assessment	Temple Group Ltd
16/05/2018	DMP_38_1 AQ monitoring locations	Temple Group Ltd
16/05/2018	DMP_38_2 Middlesex Hospital Annex Baseline Report FINAL	Temple Group Ltd
16/05/2018	DMP_39_1 Rodent survey and recommendations	Ark Build PLC
16/05/2018	DMP_39_2 Existing Drainage for capping	Llewelyn Davies
16/05/2018	DMP_40_1 AsbestosWorks_Middlesex Hospital R&D Survey report	C&N asbestos consultancy Ltd
16/05/2018	DMP_42_1 NRMM registration	Ark Build PLC

Introduction

The purpose of the **Demolition Management Plan (DMP)** is to help developers to minimise Demolition impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It 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 must 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 level of detail required in a DMP will depend on the scale and kind of development. Further policy guidance is 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)**.

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 construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that 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.

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

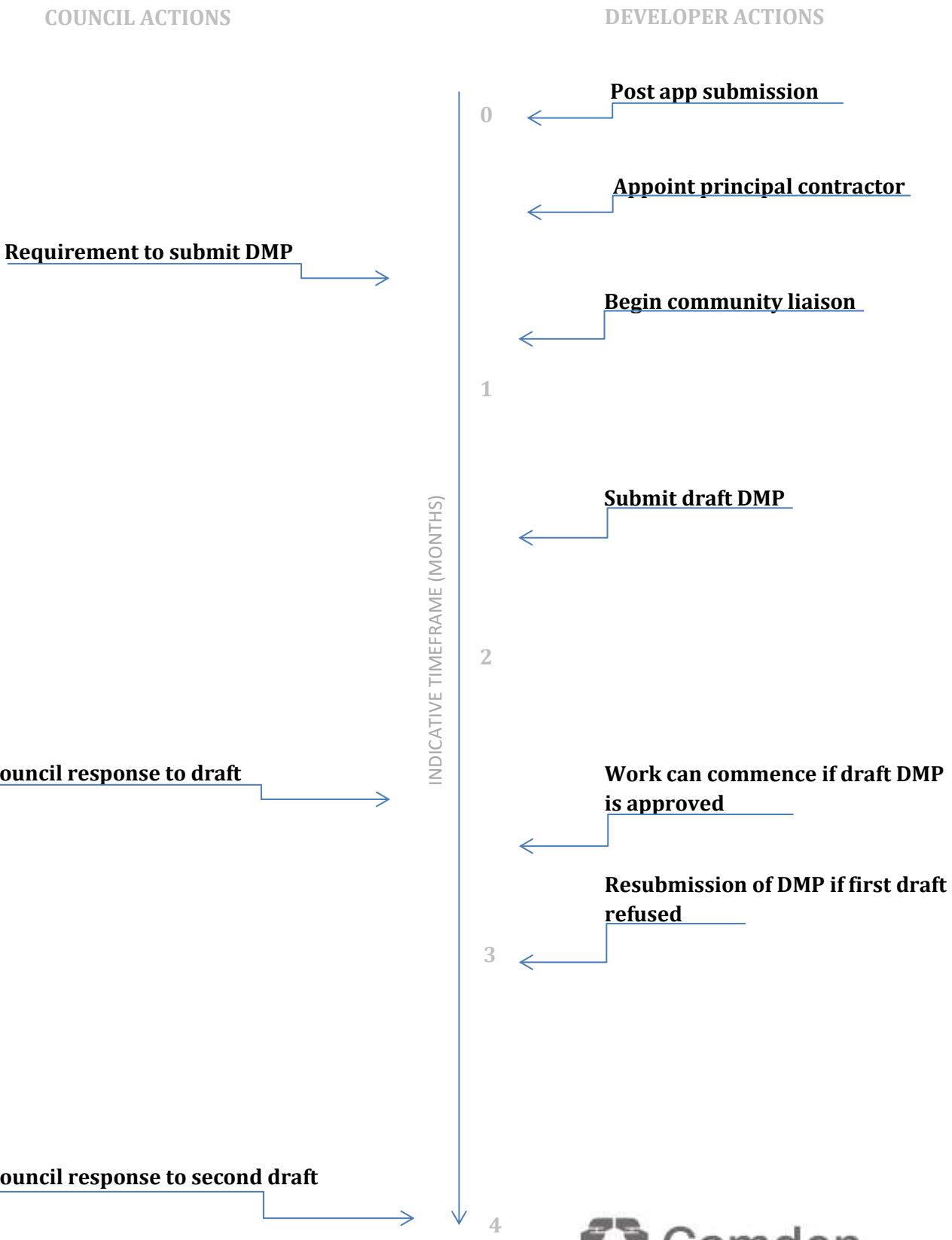
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the DMP.**

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.**

(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, construction, etc.)

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit DMP
Begin community liaison
1
Submit draft DMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft DMP is approved
Resubmission of DMP if first draft refused
3
Council response to second draft
4

Contact

1. Please provide the full postal address of the site and the planning reference relating to the demolition works.

Address: Middlesex Hospital Annex, 44 Cleveland Street, London W1T 4JT
Planning reference number to which the DMP applies: 2017/0414/P.

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

Name: Carl Ruffell
Address: C/O Temple Group Ltd, the Woolyard, 52 Bermondsey Street, London, SE1 3UD.
Email: carl.ruffell@templegroup.co.uk
Phone: 07484 049840

3. Please provide full 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: Tomasz Smodji
Address: Unit 12, Loughton Business Centre, Langston Road, Loughton, IG10 3FL
Email: tszmodyj@arkplc.com
Phone: 07538 956 515.

4. Please provide full 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.

Name: Tomasz Smodji (ARK Build PLC)
Address: Unit 12, Loughton Business Centre, Langston Road, Loughton, IG10 3FL
Email: tszmodyj@arkplc.com
Phone: 07538 956 515
Assisted by: Tony Hoareau (site manager 777).

5. 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: Mr Reid Wilson
Address: Unit 12, Loughton Business Centre, Langston Road, Loughton, IG10 3FL
Email: rwilson@arkplc.com
Phone: 07954 818 067.

Site

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

Site location plan; See document DMP_6_1_MA_SP_01 site location plan.

Description of the site;
The site is located in the Bloomsbury Ward, of the London Borough of Camden. Situated at 44 Cleveland Street, it lies south of Howland Street, north of Tottenham Street and Tottenham Mews and west of Charlotte Street. The site is located close to the Camden-Westminster local authority boundary and is situated within the Charlotte Street Conservation Area (CSCA). The total site area is 0.305 hectare.

University College London Hospitals last used the site for medical purposes in 2006 and it has since remained largely vacant with Camelot Property Guardians previously using the buildings as temporary accommodation. All occupants have now left the site and the entrance to the site is currently boarded up with restricted access.

The site comprises the U-shaped, 18th Century former Strand Union Workhouse which is Grade II listed and on the Historic England Buildings at Risk Register. The reminder of the site benefits from a Certificate of Immunity Against Listing (2016). The Workhouse is four-storeys in height and fronts onto Cleveland Street. The building is set behind a tall boundary wall. Behind the Workhouse two wings of a similar height extend eastwards forming a courtyard were added in the 19th Century. Two three-storey19th Century buildings sit on the site boundaries to the north and south of this, referred to as the North and South Houses respectively. The Workhouse has been built with yellow brown stock brick and stone dressings with the 19th Century wings to the rear built with brown stock brick and red brick banding.

Whilst the workhouse and North and South Houses are both currently in partial use, all the buildings on site are in a poor aesthetic condition as a consequence of lying vacant for several years

The surrounding area:
The site surroundings are predominantly mixed use, offices, cafes recreational buildings and local schools.

Development proposal;
Refurbishment of and alterations to the existing former Workhouse Building (Grade II listed) and North and South Houses (fronting onto Cleveland Street) to provide 12x residential units (Class C3); demolition of part of South House and buildings at rear of Workhouse Building and redevelopment to provide a part 4, part 5, part 8 storey building comprising 4,535sqm of commercial floor space (Class B1) and 38x residential units (Class C3); and associated works including opening up of Bedford Passage, creation of public open space, landscaping works, and partial demolition of front boundary wall.

7. Please provide a very brief description of the construction 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 proposed development comprises three main elements. Firstly, the east- west wings of the hospital annex will be demolished with the listed part of the structure, the former Strand Union Workhouse fronting onto Cleveland Street, retained and refurbished as mix of high quality market housing (Use Class C3) units. Works include Asbestos removal, soft strip of non-structural elements, demolition of annex buildings, partial demolition of North and South House, and temporary works to remove roofs and coverings, floor slabs, and structural load bearing walls. Party walls to adjoining properties will be protected with scaffolds, shoring and retentions, where required. New services and terminations will also form part of the works.

Secondly, the existing buildings to the north and south (known as the North and South Houses respectively) of the main hospital annex building and also fronting onto Cleveland Street will be largely retained and refurbished (a section of the South House will be demolished). The buildings will provide a mix of high quality (Use Class C3) market and affordable housing units.

Thirdly, to the rear of the retained Workhouse and North and South Houses a new 8 storey building is proposed, with its footprint enabling the reformation of the historic 'Bedford Passage' route through the southern part of the site. The new building incorporates a mix of uses, comprising affordable housing floorspace (Use Class C3) and Class B1 business space, along with shared amenity space for the residential units. Table 2 below sets out the proposed schedule of areas for the development.

In addition to re-establishing the historic route, now named 'Bedford Passage' by the Council, the proposed development will deliver further public open space through the creation of the "Workhouse Yard" using the space defined by the new build to the rear of the retained Workhouse building. Private amenity space for the market housing and shared amenity space for the affordable housing is also incorporated into the scheme.

The main issues and challenges for the development will be the urban environment, with close proximity to residents and local businesses including the modern Sainsbury's Wellcome Centre Building, and Astor college. Management of noise, vibration, air quality and dust will need to be controlled. In addition, Vehicle movements to and from the site will need to be managed effectively to minimise congestion on local roads and pedestrian routes.

8. 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.).

Noise sensitive receptors; The general surrounding area comprises a broad mix of uses including commercial and residential uses. Of note are Cleveland Street (West); King and Queen Public House, art gallery and restaurants with residential use above, South Cleveland Street - Fitzroy Place. The modern Sainsbury's Wellcome Centre Building (North), The eight-storey Astor College (East), Tottenham Mews; which contains a range of workshop and warehouse buildings (Southeast), a commercial office building known as Middlesex House (Southwestern boundary).

Dust sensitive receptors; dust sensitive receptors are likely to be similar to the those outlined in the noise section. Key receptors will be the modern Sainsbury's Wellcome Centre Building (North), the eight-storey Astor College (East) due to the prevailing south westerly winds in the UK. Although, some localised effects may be observed during the specific phases of demolition.

Ecological receptors; the ecological receptors for the site include birds during breeding season, bat highways (light pollution), and trees within the Charlotte Street conservation area – two trees located on Cleveland St sequence 3 & 4 respectively.

Water sensitive receptors; groundwater aquifers underlaying the site and sewer systems.

Traffic sensitive receptors; Cleveland Street (West), Howland Street, New Cavendish Street (Northwest). Tottenham Street and Tottenham Mews (South), and Charlotte Street (East), and local highway routes, including the A5204 Mortimer Street and the A501 Euston Road Cultural/heritage receptors: The site is located on the site of a former burial ground and workhouse which is of historical significance.

9. 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 scaled drawing of the highways network Ref DMP_9_1 Traffic and access road markings.

A scaled drawing of the vehicle access and egress routes/ site hoardings/suspended footpaths is provided Ref: DMP_9_2_DEM_SITE PLAN_PEDESTRIAN MANEGMENT PLAN

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

Proposed start date: (02/07/2018)
Proposed end date: (25/01/2019) for Demolition
Programme timescale document: See document Ref DMP_10_1 Works Programme

11. Please confirm 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

The Standard hours for the demolition of the site will be:
- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

12. 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.

Utilities required:
No utilities are required during the demolition phase to which this DMP relates to. There are however utility connections proposed as part of the construction phase which will be outlined in the subsequent CMP for the site. See DMP_12_1_1 Sewerage consultation Thameswater

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the DMP first draft. This consultation must relate to construction impacts, 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 construction 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.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this 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.

In response to the comments received, the DMP should then be amended 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. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

Consultation process slides submitted to the council ref: DMP 13_1

Emails with council representatives advising on changes to the public consultation Ref: DMP 13_2A, DMP_13_2B.
Letter to local community detailing access to website for comment and public Consultation event ref: DMP_13_3
Screenshot of Website for Public consultation DMP_13_4

A consultation report detailing the methodology for the consultation, responses and actions and updates to the DMP included. Please see ref DMP 13_5.

The further actions adopted for noise control included, a section 61 for the control of noise, ad-hoc internal noise measurements at Middlesex house, and additional considerations for the south house demolition to include south boundary protections to be clarified with the occupants based on conflicting demands for daylighting and noise protection as part of the oversailing licence discussions, and if practicable the provision of temporary respite for exceptional major meetings or events for the occupants of the nearby receptors.

Further dust protections were provided in the form of additional south house protections, and a provision for dust soiling at Middlesex House, should this occur,

Community engagement was strengthened to take account of a 2 week look ahead meeting, provisions to assist Middlesex House occupants with a safe route for fire assembly, UCL consultation during the works, and contact details for the Ark Build PLC Site Manager and Community Liaison officer, shared with the local community representatives who attended the consultation and as identified during the project works.

14. Construction Working Group

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, 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.

Project community Liaison officer: The project has appointed a community Liaison officer who shall develop and implement a stakeholder engagement plan, including community engagement.
Community hotline: The following community hotline numbers will be made available on all correspondence with the community stakeholders and will be clearly displayed on the site hoardings and shared with the Noise and licencing enforcement team at Camden Borough Council (0207 974 4444).

All contact boards will adhere to the Camden Minimum requirements and include the following details:

- Principal Contractor: Ark Build PLC
- Company Address: Unit 12, Loughton Business Centre, Langston Road, Loughton, IG10 3FL
- Name of Site Manger: Tomasz Smodji
- Month and Year of project completion: (Jan 2019 – for demolition), (TBC) for Construction
- **The Community hotline number:** 0208 532 5900 (during office hours). Out of Hours: 0808 186 0012.
- The Community Liaison Officer: Tomasz Szmodi: 07538 936 515.

The Community Liaison Officer will coordinate the response with the site team. Any complaints for onsite activities will be investigated immediately and if justified, action will be taken immediately to reduce activity to within agreed thresholds, and if possible to the satisfaction of the complainant. Initial findings will be prepared within the same working day. If additional control measures are required, the project team will aim to accommodate any reasonably practicable actions for remediation. Where this is not possible the team will endeavour to work towards a satisfactory outcome for any remediation with the consultee. A response will be provided within a maximum of 10 working days of the initial request detailing the actions taken to the enquirer. The Community Liaison officer will be responsible for logging all communications in a register containing the contact details of the person calling, nature of the enquiry (complaint/complement), date and time of the initial contact, action taken to resolve any issues raised, date and time of action taken to monitor or resolve any issue, reasons for any unresolved issue or request. The register will be made available to Camden upon request. Camden will be notified in the event that a justified complaint cannot be resolved to the satisfaction of the complainant within the time specified. The contact details for Tomasz (as site manager and Community liaison) will be circulated to all attendees of the public consultation and the party wall representatives.

Ongoing engagement: To ensure the local community are kept up to date with the progress of the works and upcoming works that may affect the community, a Community Working Group will be developed, that will allow any identified stakeholders, or future stakeholders to attend. The session will last >1 hour and be held fortnightly for the duration of the works.

A newsletter detailing a 2-4 week look ahead programme of the works will be available to the local community from the site notice boards on the hoardings or at site office. This will outline the works over the next 2-4 weeks, including; type of works, plant and vehicle details, and contact details for concerns or comment.

Question 14 continuation:
Letters will be sent to residents and businesses at least 2 weeks in advance to those who will be affected by the works with clear information about the works and actions taken to mitigate the impact. Contact details of key staff and the community liaison officer will be included in any correspondence.

In addition, any material changes to the demolition / Construction management plan will be completed with further consultation with the community.

15. Schemes

Please provide 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".

The site has been registered under the Considerate contractor's scheme, registration number: 108110 - Middlesex Annexe Development Site. Please see email for first site visit confirming registration (DMP_15_1).

16. Neighbouring sites

Please provide 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 in the vicinity of the site. The council can advise on this if necessary.

Data has been extracted from the London development database (https://maps.london.gov.uk/webmaps/ldd/) to determine the 'Neighbouring sites' of planning permission for development. The information is provided in document Ref: (DMP_16_1).

Where other construction sites have been identified, the contractor will liaise closely with the relevant construction managers to ensure that any potential cumulative impacts due to construction are minimised, managed and mitigated as necessary. This will include deliveries/collections and traffic movements to site, noise, dust and vibrations, air quality and dust.

The Site Manager, Community Liaison Officer, and/or a suitable representative of ARK Build PLC will attend the Fitzrovia Construction Working Group meetings to assist in coordination of the work programmes, logistics planning and community engagement.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

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 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:

ARK Build PLC.

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).

Contracts
FORS Bronze accreditation is a contractual requirement, FORS Silver or Gold operators will be appointed where possible.

The Principal Contractor Ark Build PLC is FORS Bronze accredited (Registration No 008658). Ark will ensure all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (e.g. Safe Urban Driving + 1 x e-learning module OR Work-Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.).
777 are FORS Silver accredited (registration No: 007277) All 777 vehicles used at site will be monitored for fuel management, carbon footprint, vehicle cameras and defect logs in accordance with our accreditation systems. FORS Accreditation documentation will all be kept within the main site file for reference throughout the works and can be inspected with prior arrangement with the Site Management.
Desktop checks
Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site checks
Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.
Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained and enforced upon accordingly.
Where the contractor's own vehicles and drivers are used the above approach will be modified accordingly.
Collision reporting data will be requested from operators and acted upon when necessary.

Signage will also be provided as a reminder to fleet operators and to assist others in compliance. Ref: DMP_18_1.

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:

Name of developer contact; UCLH Charity – Peter Boroughs.

Name of principle contractors contact. Ark Build PLC – Michael Finlay.

Please contact 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.

Please see the Construction Traffic Routing Plan for a description of the proposed Highway routing p2-4 with diagrams of arriving Vehicles on p3, and departing vehicle routes p 3-4. Ref DMP_20_A1.

On the approach to Cleveland Street from Mortimer St there is a loading area in close proximity to the left-hand turn. This has a potential to cause disruption to traffic if articulated lorries were to use this route.
During the enabling works and demolition there are no requirements for articulated lorries to be used, however the project team are investigating the viability of using a route for articulated lorries traveling via Newman Street from the A40 Oxford Street junction as a contingency measure should this be required during the construction phase. Articulated lorries would approach the Cleveland Street arm head on, thereby eliminating the potential for delays caused by the potential for vehicle to be parked for loading. If this route cannot be achieved the project team will submit a Temporary Traffic Order to Westminster Council to suspend the loading area to allow articulated lorry deliveries to site.

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.

Contractors: ARK Build PLC has been provided with a copy of the Construction traffic routing plan for deliveries/collections from site as part of the pre-construction documents. Identifying the highways routes, access and egress routes, and the requirements onsite and for transit. This will also form part of the mandatory induction slides for site operatives. All site deliveries and collections will be organised by Ark/777 and will be notified to the Ark Build PLC management team in advance. Traffic movements will be in accordance with the developed site logistics plan and made available to all suppliers and service providers.

Delivery companies: Contractual requirements will identify the need for sub-contractors to provide the site routing details, site restrictions, and access and egress information for all deliveries/ collections made to and from site.

Visitors: visitors to site will be provided with a sustainable travel plan detailing the sustainable travel options which will be emailed prior to site attendance and printed onsite attached to the CCS board.

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.

All site deliveries and collections will be organised by Ark Build PLC/777 and will be notified to the Ark Build PLC management team in advance.

Deliveries will typically be scheduled in line with the Camden guidelines of 9.30am to 15.00pm on weekdays and between 8.00am and 1.00pm on Saturdays. However, there may be some circumstances where due to health and safety, such movements will fall outside of this time, such as for delivery of abnormal or heavy loads. Where this occurs, the local community will be informed in advance of any movements.

Road dwell times are unlikely to exceed 2 mins, based on our estimates for traffic marshals to safeguard pedestrians and road users and complete required checks and before site access and egress. All loading will be completed onsite.

Based on the quantities of materials estimated from the site waste management plan, it is estimated that there will be 239 skip lorry movements required during the demolition phase, 240 muck away lorry movements during the excavation phase and 60 – 80 skip lorry movements during the construction phase.

During the demolition phase lorry movements for plant deliveries and skip exchanges will be carried-out as required and will range from one per day in the early stages of the works to three movements (or skip exchanges) per day when removing the rubble waste from the two rear facing buildings requiring full demolition.

During the Excavation phase, the number of vehicles per day is not expected to exceed 9 in any one day and is likely to be 4-7 vehicles on an average day. The daily vehicle movements will be confirmed in the CMP document that will accompany these works.

To prevent vehicles queueing, delivery and collection times will be scheduled to allow at ~45 minutes between vehicles, allowing sufficient time for access, loading, and egress. Ark Build PLC will enforce strict delivery / collection times and limit Vehicle movements before 9:30 and after 15:00 to avoid contributing to congestion and risk to vulnerable pedestrians. Suppliers and contractors will be turned away from site where they arrive 15 min outside of their attendance window. This will prevent congestion on Cleveland St and the surrounding roads.

In the event that vehicle scheduling does not allow for the 45-minute rule, or time for allotted visits is unable to prevent congestion, Ark Build PLC will apply to LBC to permit a vehicle holding point at as suitable location for vehicle call off to ensure that Cleveland St and the surrounding roads do not become congested. There will also be plant and equipment deliveries to site during each phase. For the early works and demolition this will include ad-hoc deliveries as required of hoarding materials and barriers, equipment toolboxes, scaffolding materials, plant and equipment.

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

Please refer to document ref DMP_16_1, as provided in section 16 of this DMP for identified sites in the local area, and those on the local routes to/from site.

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.

Traffic marshals will be responsible for site vehicle access/egress and trained banksmen will be responsible for movement within the site boundary to the designated area identified within the logistic plan. Timely attendance within site will be coordinated using two-way radios and Banksmen to direct the vehicles to the appropriate location onsite in line with the phased site logistics plan.

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.

No waiting or parking will be allowed at site.

Ark Build PLC do not envisage the need for a holding point to control congestion, based on current works in the area, but will monitor this during the works and implement if needed with appropriate consents.

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).

Due to the scale of the site, no consolidation centre will be utilised.

All visitors to site will be requested to travel by public transport and no site parking will be provided to discourage vehicle travel. All visitors will be provided with a green travel plan detailing available public travel to site and contractors made aware of these options before site attendance and during the site induction. Green travel plans will also be displayed in welfare facilities to encourage sustainable travel amongst the site workers.

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

Please refer to documents DMP_20_A1 for a full report on the proposed vehicular access and egress routes to site.

Pedestrian access to the construction site will be via the North corner of plot on Cleveland road with a turnstile access system for site operatives. Please refer to Document DMP_22_B1.

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

Vehicles will be met at the site entrance by competent traffic marshals, who will ensure pedestrian traffic and road traffic is halted before the vehicle accesses the site. Vehicle checks will be completed periodically at the site entrance to ensure the CLOCs standards for vehicles are in operation, and vehicles are free from mud or debris and covered before departing site.

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).

Please see document Ref DMP_22_B1 for the Swept Path drawing for site access and egress during demolition.

There are no tight manoeuvring areas envisioned for the designated highway routes, given the one-way system and road width.

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.

Where possible all road worthy vehicles attending site will keep to designated non-permeable haul roads to limit exposure to materials that could be tracked out of site. Vehicles will be checked at the site exit to ensure wheels are fee of mud and debris and are covered to prevent spillages or slippage before departure.

Daily assessments of the site access/egress and immediate haul roads will be completed by traffic marshals to evaluate compliance. Where any mud or debris related to the works is identified a suitable cleaning regime will be implemented based on the scale of the issue; through use of road sweeping or use of a suitable wheel wash facility with adequate water containment to prevent offsite run off or run off to drains. Suitable water consents will be obtained for the disposal of wash waters prior to installation.

Due to the site constraints a jet wash system will be used as there is insufficient space within the site footprint to install the most compact wheel washing system currently on the market.

The proposed jet washing facility has been planned so that run-off is:

- isolated using channels, gullies, gradient (fall on the surface) and kerbs where necessary and will be assessed, monitored and reviewed throughout the scheme
- directed to a silt trap or settlement tank to remove larger particles of silt and sediment
- either collected in a sealed system for reuse, discharged to the public foul sewer with prior permission of the local sewer provider or collected in a sealed system for authorised disposal. This is dependent on the levels of dust deposition and weather conditions at the time of demolition.

Continuation on next page

Question 22 continuation
If recycling and reuse isn't possible on site, discharging all the vehicle washing and cleaning effluent to a public foul sewer (Thames Water) is generally the next best environmental option for the effluent to be carried to a purpose-built and closely monitored sewage treatment plant. Permission (a consent or agreement) from the local sewer provider (Thames Water) will be obtained to discharge vehicle washing and cleaning effluent to a public foul sewer to comply with the law.

During the demolition operations, vehicles exiting the site may carry deposits of oil, soil, mud or wet concrete etc., trapped on their tyres, out on to the public roads.

To prevent this occurring, a wheel cleaning regime will be implemented. Wheel cleaning will consist of two simple operations carried out by designated operative (s), suitably attired or wearing appropriate PPE assessed for this task.

1. Before leaving, the vehicle will stop and turn the engine off. If necessary, any heavy deposits will be removed manually using scrapers or the like.
2. Following step one, wheels will be washed using a high-pressure jet wash lance ensuring that any residual deposits lodged in the tyres are removed. If required, the vehicle will move forward slightly to ensure that the complete circumference of the wheel is clean.

On completion, wheels will be inspected and confirmed that the vehicle is fit to leave site.

The designated site operative will ensure that water used during wheel washing operations does not migrate out onto the main highway or into drains. All live drains or receptors on site will be protected to prevent silt run-off. This will regularly be checked and cleaned by responsible person and recorded on the Environmental Checklist Register.

All operatives will be briefed on how to deal with all spillages immediately;
Follow the manufacturer's health and safety advice

- Only clean water will be used and no detergents or cleaning chemicals
- Keep suitable spill kits where vehicle washing facility is located on site or oils or fuel are stored and used, and make sure everyone knows how to use them. Make sure kits are replenished after use
- Stop spillages from entering drains, gullies, and unmade ground. Use proprietary sorbent materials, sand or drain mats where appropriate
- Road sweeper may be employed to clean external roads where assessed as required to prevent silt run off into drains and mud on public roads.

The following will also be implemented during the demolition operations:

- Procedures for everyone, including contractors, that cover where and how vehicle washing and cleaning should be carried out and what to do in a spillage emergency
- provide notices for designated washing bays saying what they are for and that washing and cleaning should only be carried out in the designated area
- consider whether a fence or barrier is required to prevent spray or wind drift out of the designated area
- have procedures and equipment which minimises water use and solid waste production

A copy of the Wheel washing method statement and risk assessment is provided in documents ref: DMP_22_1 Method statement, and DMP_22_2 Risk assessment.

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.

There will be a single access and egress point to site.

During the enabling works and pre-demolition works, all vehicles will access site using the existing gate, until the permanent hoarding is created. Once the hoarding has been installed all vehicles will access and egress the site via a single gate in the existing gate. Vehicle movements will be scheduled to ensure no idling occurs on Cleveland St prior to entry to site. All vehicles during this time will load / unload within the space located in front of the listed Workhouse building and behind the hoarding line. No on-street unloading will be permitted.

Once the sections of the external wall have been removed and Phase 3 of demolition begins, all vehicles will be loaded and unloaded onsite as outlined in the Swept Path drawing. Please see swept path drawing DMP_22_B1.

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.

The development requires a temporary Traffic order to allow for a hoarding to be erected along the pavement of 44 Cleveland street. The Hoarding erection will cover a length of 53 meters and project from the building over the footway to 2.9m. The hoarding will be 2.4 meters in height. The hoarding is required for 36 Months with an estimated start date of 05/02/2018. A temporary crossover will be constructed to allow pedestrian access. Please see Reference DMP_24_1.

A pavement closure application is not required; however, the contractors will inform the street works team at Camden of the timeframe of the hoarding for their reference. Pedestrian access routes are described in question 27.

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 construction to take place (e.g. construction of temporary vehicular accesses).

There is a requirement for a crossover extension to create a wider access for vehicles. DMP_22_C1 identifies the location. In addition, a further footpath closure sign will be placed on the corner of Howland and Cleveland street to allow pedestrians to cross over safely to the footpath located on the alternate side.

The pedestrian route will be shared with occupants of Middlesex House to ensure they can adjust their fire evacuation route for the duration of the works.

In addition, as part of the hoarding re-location to the front edge of kerb the following street works elements will need to take place:

- Pedestrian crossing covered over, and lollipops decommissioned;
- Amended zig zag road markings; and
- Relocation of one-way sign.

The relocation of the one way sign will be completed to the following location, providing a suitable sight line for drivers to turn correctly Left. Please see DMP_22_C2

A parking bay suspension may be required from Westminster Borough Council near the corner of Cleveland St and Mortimer St if the Articulated lorry route via Oxford St is deemed unviable. No gantry or scaffold erections, or container placements are required during the demolition phase.

Footpath closures and coordination with other contractors will continue as part of the ongoing attendance at the Fitzrovia Construction Workers Group.

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

Signs will be provided identifying the closure of the footpath and need to cross over for safe access. See DMP_9_2 for location details. Where necessary lighting will be provided to ensure signage is visible.

Site information boards and legally compliant signage will be affixed to the site hoardings. This will include a FORS compliance sign.

Similarly, traffic marshals will use stop signs to temporarily halt traffic during vehicle access to site.

There will be:

- an operable manned gate with traffic marshal and banksmen;
- red hoarding lights at around every 3 meters for safety to road-users vehicles and push bikes; and
- light boxes at intervals to highlight key areas of the scheme or advertising.

Barriers will be used for any works to the footpaths/ Kerbs to prevent public access and suitable lighting provided, where these works begin before the hoarding is erected. The site entrance will be protected by a lockable gate to prevent unauthorised access. Safety signage to prevent unauthorised entry will be provided.

Internally: Heras fencing will be used for operative and plant segregation within our demolition exclusion zones and will be clearly sign-posted. If internal/external dropping zones are required these will also be segregated and managed. Edge protection will be provided, where applicable. If required, internal task lighting will be provided for the internal soft-strip works.

26. Diversions

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

No diversions, or disruptions are expected to the public highway.
There may be temporary disruption to road users during the traffic marshalling of vehicles, however this will be very minor in nature. The project team will maintain contact with the Camden Street works Authorisations and Compliance Team and local contractors to help coordinate any closures.

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.

Pedestrian safety South to North of Cleveland St will be maintained by providing early warning signage of the eastern footpath closure at the Zebra Crossing located 30 Cleveland St (Prior to Union St) to allow cross over to the Western pavement. Drop kerbs are provided for accessibility. Similarly, for the Cleveland St North to South route, signage of footpath closure will be provided at the junction with New Cavendish Street to allow pedestrian cross-over using the pedestrian crossings to the western pavement. Further signage and safe pedestrian route maps will be provided on the site hoardings, and sent to Middlesex house occupants to assist with fire evacuation route preparations.
No road diversions will be required for the demolition phase of the works. Cycle safety will be maintained through the requirement for all fleet operators to be FORS registered and meet the CLOCs Standards. Checks will be completed as outlined in Q18. The one-way road system will assist in the control of traffic.
Access and egress to site will be controlled by Traffic Marshalls, who will ensure road traffic and any pedestrians are halted before proceeding with any vehicle manoeuvres into site. Where feasible all vehicles will access and egress site facing forward as identified in the Swept path drawing DMP_22_B1. Vehicle access and egress will be controlled by the trained site Traffic Marshalls.
Due to the hoarding being in place, occupants from Middlesex house will be required to use an alternate route for evacuation in the event of fire, utilising the pedestrian routes outlined. a route map indicating how occupants of Middlesex house can safely access the fire evacuation point has been provided to accommodate safe passage.

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.

No temporary structures are required during the demolition phase other than those internal to the site boundary.
The hoarding line will be limited to the pavement only. Please see Q24 for more details.
The hoarding line does not extend past the boundary line of the MHA footpath. Therefore, there will be no direct obstruction to any Middlesex House signage. Make have been provided with a signage to the hoarding to assist with access to their offices.

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.

Site access and enabling works will use an excavator to form the site access route, demolishing part of the external wall. Mobile Elevated Working Platforms (MEWPs), will then be used to demolish the lift shaft identified in the phase 1 demolition works (See document DMP_30_1 for phasing) using hand breakers and utilising the lift shaft as a source of noise attenuation and dust screen.

During strip out and pre-demolition two mini excavators and two loaders will be used to remove non-structural elements of the buildings to be demolished. This will be supplemented with cut saws and general hand tool deconstruction using mobile towers for access at height. In addition, a scaffold will be placed around the main buildings for demolition and temporary propping to Party Walls. The scaffold will be clad in monarflex sheeting as dust screen and dust suppression will be used to dampen down dust. The scaffolding will require unloading from lorries and subsequent noise generation. See picture DMP_28_1 for external wall demolition, lift shaft location, and scaffolding areas with monarflex sheeting.

Demolition Phase
Phase 1, 2 & 3
During these phases of demolition, 'Hand demolition' will be completed using hand held Kango type Breakers and cut saws similar to those used during strip out. Multiple breakers will be used at this time to minimise disruption to sensitive receptors. During phase 2, break connections will be completed prior to demolition to minimise structural-borne noise.
Phases 4 & 6 – Machine demolition
For demolition, a Hitachi Zaxis 210-LC & Komatsu 450 High Reach for the main demolition works to the rear of the site. The demolition of the structures will be completed sequentially from the top down in bays using the appropriate multi-processor / grab or sheer attachments. The demolition sequence will be in line with the document DMP_30_1).
As the plant tracks into the existing building envelope, the suspended ground floor slab will be broken through using a suitable breaker attachment with hardcore rubble from the walls and slab itself used to backfill the basement voids. Once each section of the basement has been successfully backfilled, the machine will then progress further into the existing envelope so that it can demolish the next section of building.
All scaffolding will be struck progressively as the buildings are reduced in height.
The above process will continue in sequence as needed to enable access, backfill the basement voids and demolish the structure with all surplus concrete, brickwork or other deleterious cleared from site.
Skip lorry movements will occur throughout the entire process.

A programme for the demolition works is provided. See DMP_10_1

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 Acoustic survey report of the site was completed in 19 January 2017, 'UCLH Charity Middlesex Annex Camden Acoustic Assessment'. This document is referenced as (DMP_29_1).

A further noise prediction model for the demolition works was completed for noise and vibration generating activities. The results of the modelling are provided in Q30.

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

Noise model for the Demolition process is provided in document ref: DMP_30_1A.
An indicative phase drawing is provided in DMP_30_1B

The Noise sensitive receptors are:

Receptor	Name of receptor	Category / Noise Impact threshold LAeq,T	Demolition phase with likelihood of effect, noise level worse-case Scenario, and potential number of days affected.
SR1	Astor College Student Accommodation	65dB	Phase 4 (80dB), 55 days Phase 6 (76dB), 33 days
SR2	Middlesex House Office	70dB	Phase 2 (78dB), 25 days Phase 4 (81dB), 55 days Phase 6 (73dB), 33 days
SR3	Cleveland street residential	70dB	Phase 6 (70dB), 33 days
SR4	Tottenham Mews residential	65dB	N/A
SR5	Charlotte Street (rear) residential	65dB	Phase 4 (72dB), 55 days Phase 6 (70dB), 33 days

Vibration levels
Vibration from ground breaking, piling or material compaction are generally the activities likely to give rise to adverse vibration impacts from construction or demolition.
The activities proposed for the demolition of Middlesex annex hospital, as described in Q28 do not include these activities.
There may be potential for perceptible vibration during some of the works when they take place particularly close to the receptor, however the vibration level is likely to be below 1mm/s.

Please see continuation on the next page

Question 30 Continuation:
The project will contact residents immediately adjacent to the works to warn them in advance that vibration may be perceptible from the works. This will be completed via a 2 week look ahead meeting with those effected, or an email notifying them of the works.

Vibration generated by demolition activities transmitted through the ground is unlikely to reach a level which would cause cosmetic damage to adjacent buildings (levels listed in Table B.2 of BS5228 part, which are much higher than those listed which may cause complaint or be intolerable to people).

The only structural connection between buildings being demolished and adjacent occupied buildings is at the South House building which is connected to the Middlesex House offices. The area of the South house building being demolished is not directly connected to the Middlesex House office, therefore structure-borne noise will need to transmit through the remaining South House building. It is unlikely, therefore, that high noise levels will be received inside the Middlesex House offices because of structure-borne noise from the demolition activity. The specific measures to minimise the impact are identified in Q31

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.

To achieve the London Borough of Camden's Requirements we will aim to achieve zero complaints in relation to the project. The following Best Practical Means (BPM) for Noise and vibration management, as defined by Section 72 of the Control of Pollution act 1974 and the general principles of BS5228:2009 will be implemented to reduce noise and vibration during construction to acceptable levels. Our Noisy operations have been identified in Q28 and will be completed within the working hours set out below, and in liaison with the sensitive receptors identified in the 3D noise model assessment outlined in Q30.

Working hours
Two distinct working periods have been identified as core working hours. Where practicable, all works shall be undertaken during normal working hours defined as follows:

- 08:00 – 18:00 hours weekdays; and
- 08:00 – 13:00 hours Saturday.

The core hours are in line with guidance in BS5228 Part 11, any work outside these hours would be subject to prior agreement, and/or reasonable notice given to LBC and their Environmental Health Officers (EHOs). These hours would be strictly adhered to unless or in the event of:

- an emergency demands continuation of works on the ground of safety;
- works are being carried out within the containment of the building envelope; or
- completion of an operation that would otherwise cause greater interference with the environment / general public if left unfinished.

Please see continuation on the next page

Question 31 continuation:

Pre-site preparation

- Workforce briefings will be undertaken to explain BPM to minimise noise and the specific commitments / conditions arising from the proposed works.
- The use of 2.4m high hoarding to surround the site towards the north, south, west and east.
- Where practicable, we will carefully locate ordinary building materials normally stored on site (e.g. bricks, aggregate, timber or top soil) to provide noise screening.

Equipment and vehicles

- Where reasonably practicable the quietest and modern vehicle/plant machinery shall be used;
- All vehicles and mechanical plant used for the works will be fitted with effective exhaust silencers, will be maintained in good and efficient order and operated in such a manner as to minimise noise emissions;
- Audible reversing warning systems on mobile plant and vehicles will be of a type which, whilst ensuring that they give proper warning, have a minimum noise impact on persons outside the site, such as broadband/white noise reversing alarms, and will be set to the minimum output noise level required for health and safety compliance;
- Plant and equipment to be located as far from sensitive receptors as reasonably practicable;
- When applicable, plant and vehicles will start-up sequentially rather than all together;
- Equipment and vehicles will be shut down when not in use and avoid unnecessary revving of engines;
- Handling of materials in manner which reasonably practicably minimises noise;
- Appropriate choice of routes and programming for the transport of construction materials, waste, equipment and personnel;
- Specifying the minimum sized generator required to power the site where necessary.

Additional mitigation measures which will be implemented to further mitigate and minimise adverse impact at receptors include the following:

- Liaise with representatives of the affected receptors to inform them of the impact and discuss potential mitigation measures every 2 weeks;
- Monitoring of noise levels to be able to investigate and take action if noise level exceed expected levels or complaints are received;
- When the activities taking place at the time allow, seek to provide respite should there be specific major meetings or situations where this would be essential for occupiers, where this is practicable.
- A section 61 agreement with Camden Borough Council will be sought for the duration of the works.
- Ad-hoc noise measurements within Middlesex house will be completed to evaluate the reduction measures in operation, if justified and access is granted.

Additional measures such as regular periods of respite during the day and taller site boundary screening have been considered by the contractor but they have not deemed them practicable due to various reasons including cost; increasing the duration of demolition works; restriction of access on the site to carry out demolition and safety.

Question 31 continuation:
South House specific measures to reduce the potential for structural borne noise)

- To minimise the structure-borne noise transmission, break connections will be made where practicable prior to demolition works to separate the section to be demolished from the retaining section.
- Hand demolition, including the breaking-up of concrete and the removal of floor slabs should be carried out using non-percussive techniques where practicable.
- Where practicable ground bearing slabs will be levered from their position and broken up off-site. Where this is not practicable and where the structural transmission of noise and vibration generated by unavoidable percussive breaking into adjoining premises is likely concrete slabs will be cut around their perimeter to isolate them from the rest of the structure. Where the use of percussive breakers is necessary, multiple breakers will be employed to minimise the time taken to break concrete and floor slabs
- Communication with neighbouring residents prior to concrete breaking will be completed to plan works and minimise the disturbance to residents as far as practicable. This will be completed as part of a 2 week look ahead meeting with neighbours, or via emails 2 weeks in advance of works.
- A full height Monarflex sheeted scaffold will be erected along the external boundaries of the buildings to be demolished to provide a screen for noise generation during demolition. (See DMP 28_1 for locations) and a solid 2.4m height timber hoarding to the site boundary, (as indicated in DMP 22_B1 to the West Boundary) and by the retained buildings (Workhouse) and Party walls to the North, East, and South. Where party walls are to be demolished. Ark Build PLC will erect further solid 2.4m height timber hoarding to these areas. Additional protections may be provided at the Southern Boundary to screen occupants, where daylighting has not been raised as an issue. Discussions with Derwent will continue as part of the oversailing licence and decisions for daylighting, noise and dust protections.

Q14 outlines the responsibilities for the Community Liaison and details of how any complaints will be addressed. The site procedure for establishing a complaint is provided in Q35 and follows the same process as a triggered Threshold alert. All complaints will be dealt with in a reasonable timeframe and will seek to resolve the issue to a satisfactory conclusion

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

Please see John Fisk CV demonstrating his credentials and competency in BS5228:2009. Ref DMP_32_1.

Further training on requirements will be provided in the site induction and toolbox talks for site operatives.

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

The following demolition activities will be completed onsite:

- Erection of protection scaffold to external elevations;
- Demolition of a section of front wall and generator building to improve access to site;
- Strip out of Workhouse, North House, South House and rear wings;
- Careful removal and set aside of salvageable items; 5000 bricks, railings in Bedford Passage, roof lights / steps, roof slates
- Demolition of the South House and boundary wall up to cut line;
- Demolition of the outbuildings and boundary walls;
- Demolition of the rear wings up to Workhouse cut line and rear boundary wall; the break out of ground floor slabs over basements;
- Filling of basements with hardcore arising;
- Removal of all other soft strip, metal and timber materials arising.

Dust generating activities include the use of plant, vehicles and equipment onsite, soft stripping, of the building, demolition of the buildings and subsequent stockpiling of demolition materials until disposal. The following sections identify the measures that will be adopted for control of dust and emissions to air from the identified activities.

Control of demolition dust

The dust produced by the demolition activities will be reduced using the following good practice measures in line with the designation of a Medium risk site under Mayors SPG for dust control on construction and demolition sites, and specific site controls will include:

- A full height Monarflex sheeted scaffold will be erected along the external boundaries of the buildings to be demolished to provide a screen for dust generation during demolition. (See DMP 28_1 for locations) and a solid 2.4m height timber hoarding to the site boundary, (as indicated in DMP 22_B1 to the West Boundary) and by the retained buildings (Workhouse) and Party walls to the North, East, and South. Where party walls are to be demolished. Ark Build PLC will erect further solid 2.4m height timber hoarding to these areas. Additional protections may be provided at the Southern Boundary to screen occupants, where daylighting has not been raised as an issue. Discussions with Derwent will continue as part of the oversailing licence and decisions for daylighting, noise and dust protections.
- During Phases 1,2, 3, and 5 hand demolition will be completed as these buildings are near the external boundary.
- Hardcore bunds will be created prior to commencing demolition to control the spread of demolition debris at ground level. The bunds will be repaired during the works when necessary.
- Where possible, complete elements (precast panels, precast walls, beams and columns) will be lifted down to ground level, in the jaws of the pulveriser, where they can be processed more efficiently.
  Demolition materials will be dropped or lowered where practicable within the internal footprint of the existing structures to minimise dust, or dust chutes used.
- Dust suppression will be used to help minimise dust dispersal.

Please see continuation on the next page

Question 33 continuation:

Dust Suppression techniques during demolition:

- A controlled fine spray of water will be used to control dust arising from demolition and water from misting controlled to prevent flooding or run-off from site.
- A high reach arm will be fitted with a water pipe to provide fine water spray directly to the point of demolition. These will be used in conjunction with spray from conventional hoses at ground level to control dust migration.
- Frost protected hoses will also be attached to the scaffold frame and directed at the drop zones. These will be turned on/off from outside the drop zone for safety reasons. Hose redirection will only be completed when the excavators have been stopped and all demolition operations in the area stopped to allow safe access to the hoses.
- Adequate water supplies will be made available for the entire duration of the works.
- The dust suppression system will be reviewed during demolition works to ensure dust dispersal is controlled at all times.

Dust and air quality mitigation from construction plant, vehicles and equipment

Measures will be implemented to limit air emissions from construction plant, vehicles and equipment, which will include the following, as appropriate:

- Construction plant, vehicles and equipment, will be located away from sensitive receptors, exhausts directed in an appropriate height / direction where practicable and enclosures, shielding and filters used where appropriate;
- Construction plant, vehicles and equipment will be operated in accordance with manufacturer's guidance and will be regularly maintained and checked, with records kept on site;
- Movement of construction traffic will be kept to a minimum;
- Damping down of dust generating vehicles and equipment, and roads and access will be kept clean by methods such as brushing and provision of dust suppression & wheel washing facilities. Dry Sweeping will be discouraged at all times;
- Use of electrical / battery powered equipment and low emission vehicles where practicable. Diesel generators will not be required onsite, as power will be supplied through the mains electrical supply;
- Non-road mobile machinery will use ultra-low sulphur diesel and meet the NRMM standards applicable for the duration of the project, or apply for an appropriate exemption, where vehicles cannot meet the required standard.
- the sheeting of all vehicles carrying loose or potentially dusty material to or from the working areas;
- Vehicles and plant will be switched off and secured when not in use;
- Vehicles will turn onsite as identified in DMP 22_B1 to prevent off-site congestion. The permanent Haul roads will be maintained as far as practicable, however Vehicles will need to turn within the area identified for demolition. As a non-permeable surface cannot be maintained, to avoid mud deposition. Wheel washing must be completed before vehicles leave site (details are provided in Q34);
- Site access points will be designed to minimise queuing traffic adjacent to such access points; and
- Materials will not undergo any site treatment and crushing of materials onsite will not be permitted. All materials will be transferred offsite for disposal and treatment.

Please see continuation on the next page

Question 33 Continued:

Control of stockpiles of materials:

- installation of physical barriers or screens around the site will limit the dispersal of dust emissions and to the full height of material stockpiles;
- the covering of loose materials as soon as possible;
  Any loose material stockpiles will be covered, seeded, or misting used to control dust;

Controls during soft stripping of the building:

- Materials will be removed from site frequently to prevent material build up; and
- Stockpiles will be sited to prevent multiple transfer of materials onsite, prior to removal.
- The facades of the buildings will be used to provide a barrier to screen against dust;
- the use of suitable dust suppression techniques such as water sprays or local extraction for cutting, grinding or sawing materials onsite;
- Materials will be lowered or dropped within the existing building footprint to prevent dust dispersal. Where this is not possible rubble chutes will be used to transfer materials to ground.

General measures for dust control:

- the development and implementation of Stakeholder communication and engagement plan
- ARK Build PLC will display the contact details for the individuals accountable for air quality and dust issues and the regional/head office contacts at the site boundary
- a community engagement log will be used to detail community enquiries, or complaints regarding air quality and the project response. The log will be kept onsite and will be available to Camden Borough Council on request
- a daily visual check for nuisance dust, with the frequency of monitoring increased during dry and windy conditions. Records of site inspections will be kept onsite within site diaries and will be available to Camden Borough Council on request
- No Explosives or blasting will be allowed.
- no burning of materials on site
- maintenance of haul routes to minimise dust and regular sweeping (water assisted).
- Regular dampening down of un-surfaced haul routes and working areas in dry conditions. checks of the identified sensitive receptor sites for dust soiling and automatic monitoring of PM10 at the site boundary to ensure that the mitigation measures are being effective.
- Setting PM10 concentration thresholds at the sensitive receptor locations and an alert system to warn of potential exceedance being sent to the site manager(s) for air quality onsite. Where site activities are responsible for the threshold being significantly exceeded, these works will cease on site until suitable remediation measures have been identified to reduce the levels to acceptable levels.
- ARK Build PLC will work with other contractors to reduce any cumulative effect of nuisance dust and PM10 emissions on the sensitive receptors identified for the MHA site.
- All operatives will receive training in the management of dust and emissions suitable to the activities being completed onsite.

The project will consider provision of window cleaning and air filter changes, if dust attributable to the works can be shown to have caused deposition sufficient to require these actions. Air quality monitoring will be used to determine this during the works.

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 following measures will be adopted by the MHA site to minimise dust deposition on the public highways:

- Where practicable, all vehicles will remain on hard standings or paved haul roads to avoid mud deposition on vehicles. Haul road surfaces will be maintained to ensure integrity.
- Wheel-washing will be used to clean vehicle wheels before leaving site.
- All skips and lorries will be securely covered to prevent deposition or material escape during transit.
- All soil stockpiles will be bunded or trenched and frequently collected from site to avoid run-off. Stockpiles will be covered to prevent wind spread.
- The site haul roads, access and egress routes will be vacuumed or wet swept to prevent build-up of fine dust materials on a regular basis.
- Regular use of water assisted road sweepers will be used where build up and deposition of track-out has occurred.
- Dry sweeping will be discouraged at all times.
- Regular inspections of the site haul roads will be completed to ensure the control measures are effective in control of dust/ mud deposition. The results will be recorded in a site record.

Wheel washing:
During the enabling works, pre-demolition works and phase 1 & 2 of demolition all vehicles will access and egress the site via a single gate as outlined in DMP_22_B1.
Vehicle movements will be scheduled to ensure no idling occurs on Cleveland St prior to entry to site.
All vehicles during this time will load / unload within the space located in front of the listed Workhouse building and shielded by the 2.4m solid frame timber hoarding line.
No on-street unloading will be permitted.
Vehicles will remain on the hardstanding while materials are loaded and therefore no mud track out is expected during this period.

A pre-works evaluation has been completed of the wheel wash systems currently on the market, to determine if such a system could be used onsite. The project team evaluated the most compact system available 5m(w)x2.5m(L)x0.35m(d) cannot be installed due to the site constraints.

During the demolition phases 3-6,
To ensure mud or dust is not tracked out. Vehicles will be Jet-washed to remove any dust and light soiling, using a trough to collect silty wash waters to allow solids to settle out, prior to disposal to sewer with the appropriate trade effluent consent, or via tanker with suitable waste carriers licences and disposed of at licenced facilities. Records of waste water disposal will be kept onsite for compliance records.

Further details of the procedure for wheel washing have been provided for question 22.

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

The following measures will be adopted to monitor noise, vibration, dust and air quality:

- Daily checks for dust deposition will be completed at the site boundaries nearest the site sensitive receptors.
- A regular environmental site inspection will be completed to monitor noise and vibration levels, and air quality mitigation measures.
- Automatic monitoring of the noise and vibration levels at the site boundary nearest to the sensitive receptor locations will be completed throughout the duration of the demolition works. attended noise monitoring will be completed in line with consultation with the Camden Borough Council Environmental Health Officer and Westminster Borough Council.
- Indicative automatic monitoring of PM10 at the site boundary points to the South West, North, and North East of the site will be completed throughout the duration of the demolition works, based on the predominant wind direction for the site.

Noise and Vibration monitoring protocol
Thresholds for noise and vibration will be based on the standards outlined in BS5228, baseline noise assessment and in consultation with the Camden Borough Council Environmental Health Officer and Westminster Borough Council.

Continuous average noise levels for LAeq, 1hour, 5 hours (for Saturday works), and 10 hours (for Weekday works) will be recorded, at the site boundary nearest to the relevant sensitive receptor identified for the duration of the works.

Similarly, vibrations will be monitored for Peak Particle Velocity (PPV) in mm/s at locations nearest to the relevant sensitive receptors for the works. A threshold of $1mms^{-1}$ PPV for potential disturbance in residential receptors (SR1,3,4, and 5) and a trigger criteria of $2mms^{-1}$ for commercial receptors (SR2).

The situation will be monitored to prevent a further profile alerts, or the threshold alert being reached. Works may be rescheduled or stopped to prevent this occurring and may require liaison with other contractors where cumulative noise or vibration may be occurring.

Profile alert levels will be set to warn the site team of a possible future breaches, and thresholds will alert of an exceedance. Key site managers and the Environmental Manager will receive alerts via an email or text to allow for investigation of the source of the noise or vibration and check BPM measures are in place if related to the works to reduce the noise or vibration to an acceptable level before, or if a breach is made. The same process will be followed in relation to a complaint.

Please see continuation on the next page.

Question 35 continuation:

Dust soiling checks at sensitive receptors:

A visual check will be completed of the work site near to sensitive location areas to evaluate dust conditions, and deposition. The findings including site weather conditions and wind directions and speed in the site manager(s) site diaries. Where expose to dust cannot be avoided, and soiling occurs, Ark Build PLC will clean or arrange for the window and ledges to be cleaned during periods of significant dust generating work activity and on completion of works.

Air quality monitoring protocol

Osiris airborne particulate monitors will be used to record 15-minute average PM10 concentrations. The Osiris operates by continuously drawing an air sample through a laser beam and sensor which uses the reflection of light off particles as they pass the laser, as a measure of particle size. The Osiris monitor is sensitive to airborne particulate concentrations, down to a fraction of one microgram per cubic metre. Certificates of calibration of the units will be retained onsite. No periodic maintenance of the equipment will be required during the demolition monitoring period. The monitoring units will remain in-situ for the duration of the project.

For air quality thresholds, an upper level of 250 ug/m3 over a 15-Minute average period will be set as a cut-off point (in line with GLA/IAQM guidance) to provide a warning that further steps may be necessary to address the levels of dust on site at that time. The air quality threshold has been identified in the Air Quality baseline report submitted to the Camden Borough Council Environmental Health Officer to close out the planning condition 23.

A trigger alert system will provide an early warning system when nearing exceedance; a lower threshold alert (200 ug/m3 over 15 min Average)., as well as an upper threshold alert for actual exceedance (250 ug/m3 over 15 min Average). The text or email alert will be sent to site manager(s) and the Environmental Manager for investigating the work activities onsite. The site manager(s)will seek to identify any site sources of the air emissions. If related to works, the identified works will be stopped until further reduction measures are put in place and an assessment of compliance made.

Complaints and threshold alert monitoring

All threshold alert breaches and complaints will be logged in a trigger alert log, detailing the time, date, level attained, the nature of the works being completed, and the cause of the alert and mitigation measures adopted. The trigger alert log will be available to view by the LB Camden EHO officer as requested. All complaints will be investigated immediately to determine, if it is justified. If related to the works all measures will be checked for compliance and additional controls put in place where this is practical. All information will be logged in the site enquiries log. In the event of a complaint to Camden Borough Council, all works /activities causing the complaint will cease, until a further agreement to work is negotiated.

Incident reporting:

An incident logbook shall be on site and all incidents shall be recorded stating date time and worker/s involved and action taken/measures incorporated to prevent recurrence of similar event.

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.

Please see the AQ assessment document reference DMP_36_1 AQ assessment, page 20-22 for the determination of the risk level and section 7.1 page 44 for the mitigation measures adopted. The key control measures are identified in the response to question 33, and 42.

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.

All highly recommended within the GLA SPG have been adopted except for the requirement to locate the access gates >10m from receptors as this is not possible due to the urban location of the site.

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.

Using the Mayor of London SPG for Control of Dust and Pollution, the site has been identified as a medium risk site and as such requires 2 real time dust monitors during the works. In consultation with Camden, Temple Group acting on behalf of UCLH 3 Osiris air quality monitors have been installed to capture baseline monitoring for the site;

- Monitor 1 – located to the South West of the site (Cleveland Road);
- Monitor 2 – Located to the North East of the site (Astor College / Charlotte St); and
- Monitor 3 – Located to the North of site (the modern Sainsbury's Wellcome Centre Building).

A map of the monitoring locations is provided in document Ref: DMP_38_1. AQ monitoring locations.

A 12-week baseline air quality assessment was completed onsite on the 12 September 2017 to the 5 December 2017 and is provided in document Ref: DMP_38_2.

This can be made available to Camden Borough council upon request. Real-time monitoring will be completed for the duration of the works and a quarterly report provided to Camden Borough council detailing any exceedance of the thresholds and measures that were implemented to address the exceedance.

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).

Ark Build PLC, will ensure that prior to demolition, all take all measures to prevent the spread of rodents from the development, including:

Appointing a pest control company registered to the British Pest Control Association (BPCA) 6 weeks prior to demolition, or the Camden Pest Control team to ascertain the presence of rodents and implement measures to destroy the onsite population. A building perimeter inspection will be completed to verify any rodent access routes, an internal inspection for pest issues, and a full record of the inspection and any notifications maintained. All records will be kept for compliance. A method statement will be submitted to Camden outlining how destruction/ dispersal. A survey and report has been provided by Rentokill DMP_39_1 with recommendations. Baiting is due to commence 18/05/2018.

All disused drains and sewers will be sealed or capped. Redundant drains will be grubbed out and connections sealed. Records will be kept of all actions taken and any approvals obtained. Ingress from live drains will be prevented by sealing and capping during construction. Egress will be controlled by use of expanding drainage stoppers until new connections are completed. The drainage plan attached will be used to identify capping points. DMP_39_2. Capping will commence 18/05/2018.

Further monitoring visits will be completed throughout the works to control the risk of infestations. Baiting programmes will be completed where appropriate, including a surface monitoring baiting programme. If infestation should occur, Camden Borough Council will be informed as soon as possible.

To control the risk of infestation onsite, Ark Build PLC will adhere to the Workplace (Health, Safety and Welfare) Regulations 1992 and:

- Employ Good housekeeping at the site offices and welfare facilities and ensure no food will be allowed to be consumed other than in the site welfare facilities;
- Control Organic/Food waste and dispose of waste frequently to minimise the risk of pest infestation; and
- Store all waste in suitably located, pest-resistant, closable containers.
  Caterers will make provisions to prevent vermin in the process of food delivery, handling and storage, and collection and disposal of food waste.

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

An Asbestos survey was completed in November 2017 prior to removal by licenced contractors prior to the soft stripping of the MHA buildings.

56 items were identified during the survey, with 10 further possible. The asbestos survey is provided for your information. DMP_40_1.

All identified asbestos has been removed as part of the soft stripping works.

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.

An on-site smoking area will be provided immediately adjacent to North House building to discourage offsite smoking.

All employees onsite will receive an induction before starting work on the site requirements, which will include measures to reduce off site nuisances: No radios or audible music devices, and requirements to leave the site quietly (and signage provided as a reminder), use of two-way radios to avoid shouting, provision of bins to prevent littering, and regular checks of the external hoarding to prevent graffiti and fly posting.

Toolbox talks will be completed with all site operatives to remind them of their responsibilities during the works. Records of all training will be kept onsite.

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 1st 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 1st 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
Demolition period to which this DMP relates is 02/07/18 – 25/01/19.

b) Is the development within the CAZ? (Y/N):
Yes. The site lies within the CAZ.

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
Yes. All plant will meet the Stage IIIB of EU Directive 97/68/EC to 2020, or Stage IV of EU Directive 97/68/EC thereafter, or be retrofitted to with abatement technologies, or have a suitable approved exemption.

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:
The site has been registered as Middlesex Hospital Annex 2018. See DMP_42_1 NRMM registration for evidence.
The site manager for the contractor has been delegated to log the details of any NRMM plant within the net power specification on the register before the plant arrives onsite. UCLHA will ensure contractor compliance to the NRMM standards by requesting a monthly report of all NRMM plant onsite and proof it meets the standard (engine Plate No's) and net power ratings.

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:
A copy of the site NRMM registry will be kept in the Contractors site office. A copy of the plant service records will be kept within the same folder. A photo of each NRMM plant engine plate will be taken before, or upon receipt at site and kept in the same folder.
The Site NRMM registry will contain:
deployment start date, deployment end date and deployment duration, the machinery type, the machinery Manufacturer, engine manufacture year, engine power, Plant ID, engine EU type approval No, EU engine emission stage, type of retrofit (if applicable with retrofit company, retrofit date, retrofit details, and retrofit approver), exemption request and exemption status.

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:
Please see response above.

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: 5 JUNE 2018

Print Name: PETER BURROUGHS

Position: DEVELOPMENT DIRECTOR
UCLH CHARITY

Please submit to: planningobligations@camden.gov.uk

End of form.

Camden

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: ..... 19/6/18 .....

Print Name: M KINCAY for and behalf of ARK Build

Position: DIRECTOR

Please submit to: planningobligations@camden.gov.uk

End of form.

Camden