Demolition Management Plan

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
15 March 2021	1	D Elkin
28 March 2021	2	D Elkin/MD

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Demolition Management Plan (DMP)** is to help developers to minimise demolition impacts, and relates to all demolition activity both on and off site that impacts on the wider environment.

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 nature 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 the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

Camden charges a fee for the review and ongoing monitoring of DMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during demolition. 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 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.**"

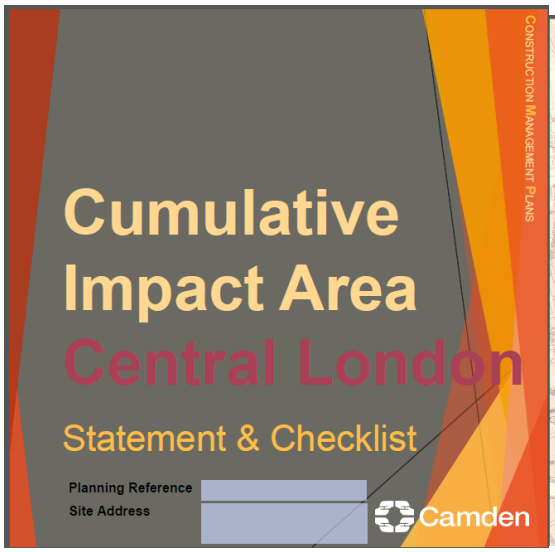
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

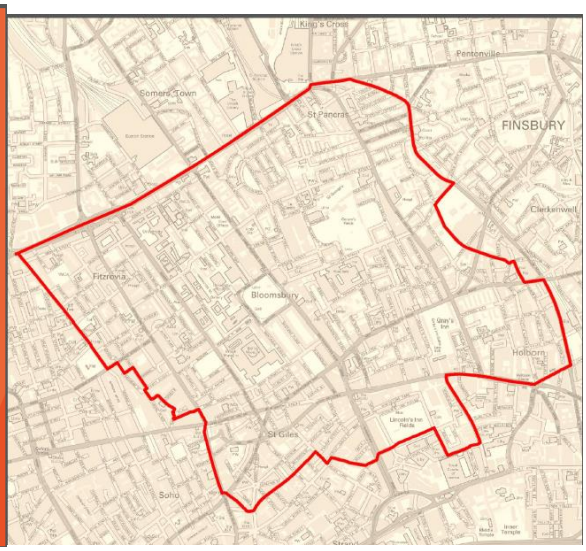
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

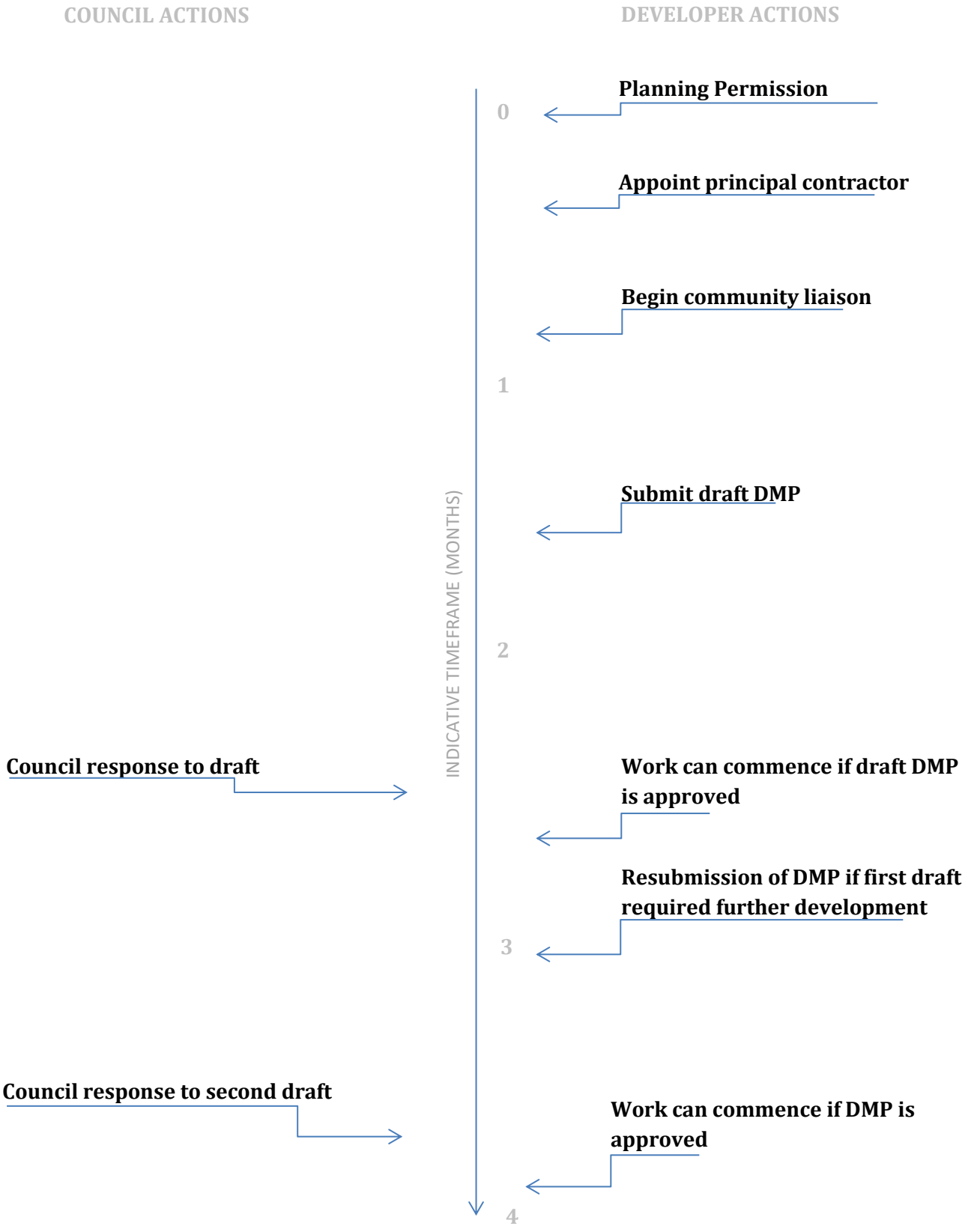
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the DMP and included as part of any public consultation – a DMP submission will not be accepted until evidence of this has been supplied.

The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
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 required further development
3
Council response to second draft
Work can commence if DMP is approved
4

Contact

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

Address: 70-86 Royal College Street London, NW1 0TH

Planning reference number to which the DMP applies: **2020/0728/P**

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

Name: Darren Elkin

Address: 10 Dominion Street, London, EC2M 2EF

Email: Darren.Elkin@principledemolition.co.uk

Phone: 07775 882940

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: Graham Wilson

Address: 70-86 Royal College Street London, NW1 0TH

Email: graham.wilson@principledemolition.co.uk

Phone: 07966 429345

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: Graham Wilson

Address: 70-86 Royal College Street London, NW1 0TH

Email: graham.wilson@principledemolition.co.uk

Phone: 07966 429345

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: Darren Elkin

Address: 10 Dominion Street, London. EC2M 2EF

Email: darren.elkin@principledemolition.co.uk

Phone: 07775 882940

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.

70-86 Royal College Street is located in the London Borough of Camden.

The site comprises an unlisted former car garage. It does not include any listed buildings and is not within a Conservation Area.

The is site situated on the east side of Royal College Street, which runs broadly north-west to south-east. From the junction with Farrier Street to the north, and Goldington Crescent Gardens to the south.

To the north, the site is bounded by the Golden Lion public house which is a locally listed building and significant heritage asset within the site context.

The south and east elevations of the site are flanked by a car park access road and surfaced car park respectively, both associated with the adjacent Parcelforce sorting facility.

The site is generally flat with a retaining wall against the car park and a drop varying from 0.7 to 1.5m to the rear. The site is occupied by a pair of two storey buildings, forecourt and parking areas.

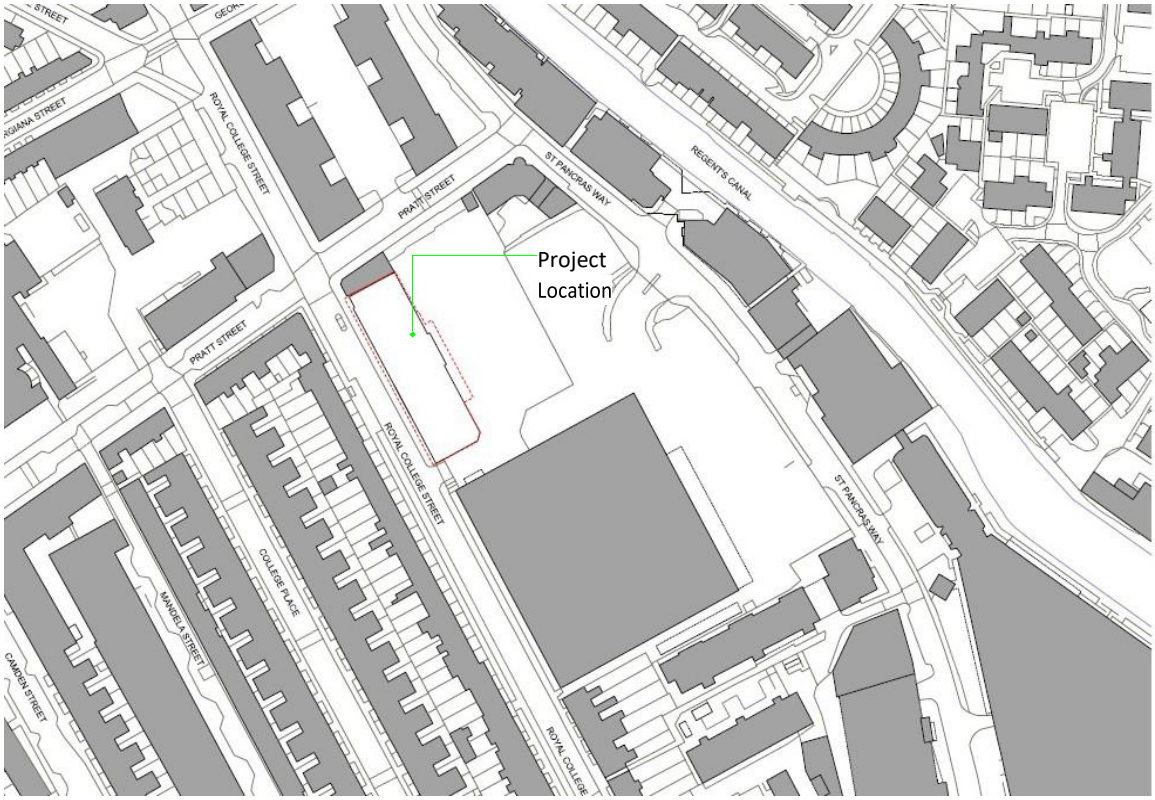


Figure 1, Site Location Plan

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

The proposed building will provide a new healthcare facility (Classes D1/C2) providing intermediate care. The scheme has been carefully designed as a step-down care facility with health and wellbeing at the forefront of the spatial arrangement; social spaces, roof terraces and generous views all encouraging and enhancing recovery. It comprises two basement levels, ground floor, plus five upper floors including a roof garden, roof pavilions and external plant enclosure at level 5, with a gross internal area of circa 7,519m2 (GIA). The site depth varies from approximately 18.5 to 22m east-west and is approximately 65m along its street frontage.

The works comprise of the Demolition of existing industrial type garage and tyre repair unit. It does not include any listed buildings and is not within a Conservation Area.

The entire superstructure of 70-86 Royal College Street will be demolished, ground bearing slab removed and the associated foundations broken out and backfilled.

Prior to the demolition works commencing careful attention is given to the specialist removal of known Japanese Knotweed to the rear boundary wall and asbestos containing cement based cladding to the roof area.

Once the ground slabs are removed existing and redundant underground fuel tanks are removed and soil samples taken of the surround area to identify if contaminated soils require specialist removal.

The main issues and challenges associated with this development are:

1. Careful demolition of structures adjacent to the neighbouring boundaries which are in close proximity to the structure.
2. Management of main carriage way whilst vehicle enter and exit site
3. Management of noisy activities, vibration and suppression of dust during demolition.

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

It is anticipated that the works will commence in May 2021 for a period of 9 weeks, completing in early July 2021.

Please see figure 2, Demolition Programme dated 15 February 2021

PRINCIPLE DEMOLITION

76-80 Royal College Street

DEFINITION OF WORK:	DEMOLITION	DRAWN BY:	DJE
DATE:	15th February 2021	PROG NO:	7680RCS 001 / T1

PRINCIPLE DEMOLITION

	ACTIVITY	START	DURATION (wks)	FINISH
	PRECOMMENCEMENT ACTIVITIES			
1	Contractor Appointed & lead in period		5	
2	Proposed Commencement date	March 21	-	
3	Proposed Completion date		-	May 21
4	6 weeks application for utility services terminations		6	
5	Prepare scaffolding design for license		1	
6	Apply for hoarding and scaffold license		4	
7	Submit ASB5 14 day notice to the HSE for asbestos removal		3	
	SITE SET UP			
8	Site set up / Welfare unit install in front court yard		1	
9	Installation of scaffold protection to public house		1	
10	Install perimeter hoarding and gates		1	
11	Installation of site temporary power and lighting		1	
12	Isolation of existing M&E services within building		1	
13	Japanese Knotweed removal (KW Ltd)		2	
14	Asbestos removal as Airsafe R&D survey		2	
	STRIP OUT PROGRAMME - FINISHES			
	Strip out fixtures, fittings and soft finishes to each floor			
15	- Soft strip single storey structure		1	
16	- Soft strip two storey structure		1	
	DEMOLITION WORKS			
17	- Demolition of single storey structure		1	
18	- Demolition of two storey structure		2	
19	- Demolition of tyre store		1	
20	- Demolition of hard standing and foundations		2	
21	- Removal / demolition of underground fuel tank		1	
22	- Crushing / processing demolition materials		1	

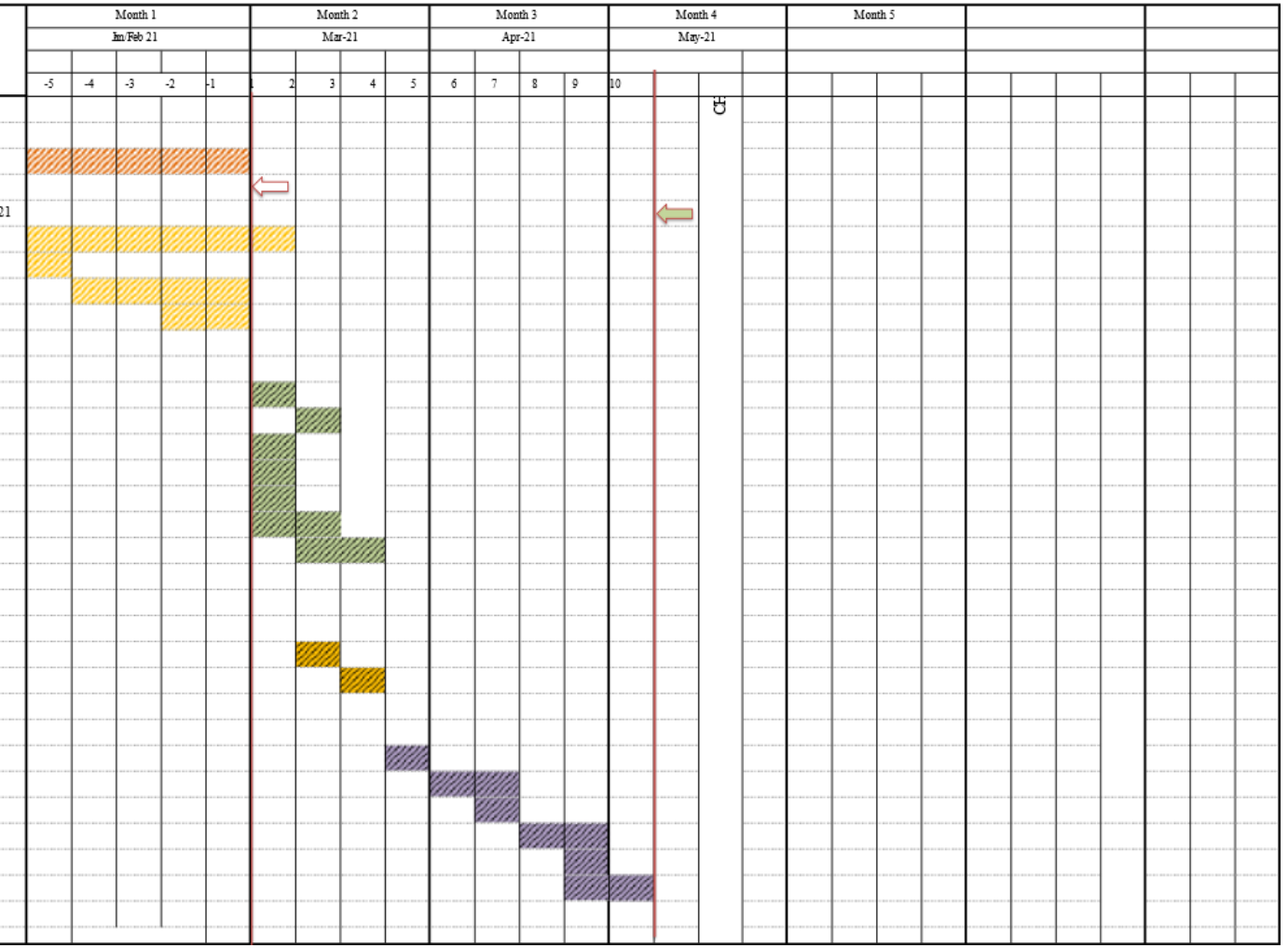


Figure 2 – Demolition Programme (15/02/21)

Camden

9. 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

Site Working Hours

The project is to operate a standard working practice of:

- 8am to 6pm - Monday to Friday
- 8am to 1pm - Saturdays

Note: No working on Sundays and public holidays

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the DMP first draft.

This consultation must relate to demolition 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.

10. Sensitive/affected receptors

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.).

Golden Lion Public House located to the North boundary of the site.

Parcelforce Logistic Centre located to the East and South site boundaries.

Residential dwellings located on the opposite side of the road to the site, on the west side of Royall College Street.

11. 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.

The public consultation exhibition attracted 22 visitors and 10 feedback forms have been received to date comprising positive feedback. Concerns about site works were addressed in the Construction Management Plan submitted in the planning application (following specific consultation with LBC Highways) and those actions are carried over into this CDMP. Please refer to the 'Statement of Community Involvement' on LBC planning applications website for response details.

Detailed consultation on the demolition and construction works has been undertaken individually with both The Golden Lion and Royal Mail and this consultation is ongoing.

Invitations to join the Construction Working Group have gone out to local groups, residents and businesses, including an invitation to join a mailing list for updates. Also, the developer has set up a project specific website to provide information and updates about the project, with contact details for further information.

Councillors (both St Pancras & Somers Town and Camden Town with Primrose Hill ward) were emailed on 10 March 2021 to let them know about the Demolition Working Group meeting and send them a copy of the of the flyer which was distributed to neighbours. Cllr Roger Robinson responded and registered to attend the meeting (though wasn't able to attend on the evening). The draft Demolition Management Plan was presented at the Working Group Meeting and comments raised by attendees were addressed and incorporated into this final DMP submitted to Camden

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of demolition activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

A Construction Working Group has been set up and the first meeting was held on 16th March 2021. This included representation from Ian Chalk Architects, the Developer, the Developer's Project Manager and 3 local residents from properties opposite the site on Royal College Street.

Through this useful discussion, the Developer offered to;

- Make sure demolition vehicles do not speed along Royal College Street. Instructions relating to this will be included within the driver rules and banksmen will be instructed to enforce safe vehicle speeds and safe manoeuvring.
- The Developer will liaise with the Camden Highway team to see if there's and opportunity to install temporary signage on Royal College Street warning drivers of potential demolition traffic delays and thereby give them an option to choose an alternative route.
- The Developer will liaise with the Camden Highways team to review any future traffic routing options that may improve traffic flow along Royal College Street.

The working and community liaising, post contract will be led by the Contractor and directed by the Developers Project Manager. Liaison will be delivered through monthly newsletter drops to local residents and businesses identifying the works being undertaken, those being undertaken in the coming period and any particular relevant information that warrants being shared at the time.

We also propose a series of meetings held at regular and appropriate times where local businesses and residents will be invited to attend, and at which the Developers' team will give a presentation detailing current and forthcoming site activities, this will also be an opportunity for attendees to raise any concerns or observations.

The main contact for the Construction Working Group will be the Construction Working Group Liaison Officer, which will be fulfilled by Kanda and its contact details are 70RoyalCollegeStreet@kandaconsulting.co.uk, 02039003676.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

We at Principle Demolition confirm that we have read and understood this, and that we agree to abide by it. CCS Identification / registration no. for these works at Royal College Street 126347.

14. 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.

Principle Demolition have completed a review of the neighbouring businesses. Golden Lion Pub located to the North boundary of the site. Parcel Force Logistic Centre located to the East and South site boundaries. Residential dwellings located on the opposite side of the road to the site, on the west side of Royal College Street.

We have not found nearby construction sites in the local area. We welcome the council's future consultation should new construction sites become apparent. We are however aware of the following local developments:

Bangor Wharf, Georgiana Street 2016/1117/P: Demolition of all buildings on site and new buildings of 1-6 storeys in height, new office and associated works to highways and landscaping. This application has been refused, but it is likely that a successful scheme will come forward in the near future. No works are planned at this site whilst our demolition works are taking place.

St Pancras Commercial Centre, Pratt Street: The existing buildings will be replaced with three new buildings. The client has contacted the developer for this project and hopefully we can liaise with them shortly and provide a definitive statement about how we can avoid any conflict.

Royal Mail, 24-58 Royal College Street: Camden have a site allocation statement for this site and it is expected that a high-density mixed-use scheme could be brought forward in the future although this is unlikely during our demolition period, therefore we don't' consider this development to impact our demolition works.

The Ugly Brown Building, 2-6 St Pancras Way: Demolition of the existing building may overlap with our demolition works, however due to the low number of vehicles we will use for the demolition it is not likely to cause any problem.

St Pancras Hospital Site: Works at this site are not planned to commence during our demolition works.

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 demolition 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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Principle Demolition Limited

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

The CLOCS toolkit will be implemented by Principle Demolition and used for managing, reporting and analysis and is designed to complement CLOCS Manager. It will help to meet the collision reporting requirements of the CLOCS Standard and provides guidance on what to do during the checking of operational, vehicle and driver compliance and listing actions the traffic marshal and driver are required to carry out to ensure the CLOCS standards are met.

The toolkit includes a series of checklists designed to assist the traffic marshal and delivery administrator;

- Contractor to confirm registration FORS registration
- vehicles over 3.5 tonnes (qvw) to have blind-spot minimisation kits fitted
- Driver to have valid licence and have undertaken approved road user training

17. 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.

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

Principle Demolition confirm that we have included the requirement to abide by the CLOCS Standard in our formal contracts to our contractors and suppliers

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.

18. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

See Figure 3 – Access/egress route map

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Contractors and delivery companies will be made aware of the delivery route via the MG Deliver online booking system. This will be based on an "request for delivery" where they will be given driver instruction, route mapping and site constraints.

19. 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)

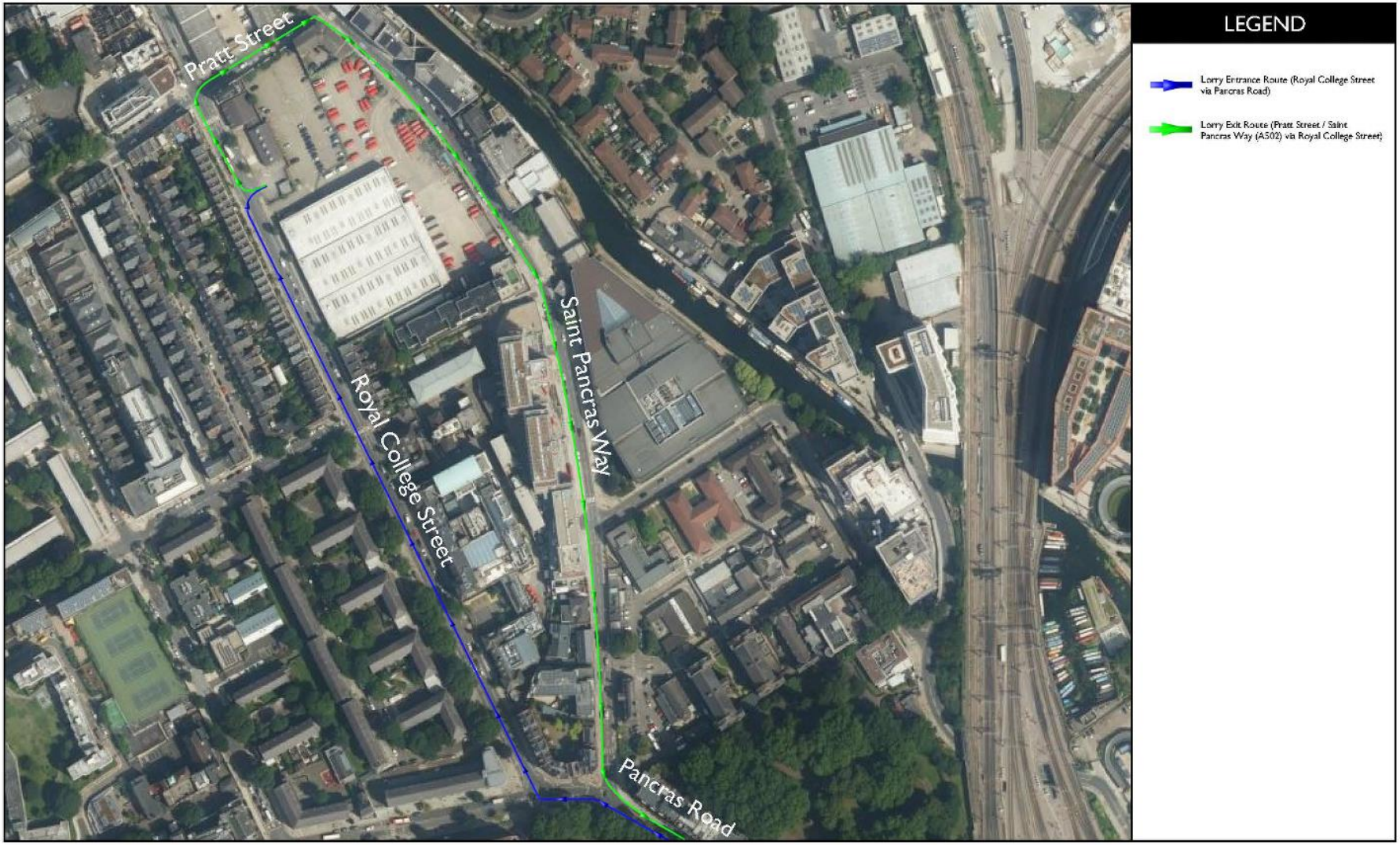


Figure 3 - Access/egress route map

Demolition vehicle movements should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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**.**

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

The number of lorry movements, hours of operation and any lorry holding areas will be agreed in advance with Camden and the Police. The Contractor will maintain an up-to-date log of all drivers that will include a written undertaking from them to adhere to Camden's approved routes for Demolition traffic.

Delivery bookings (and therefore vehicular flow) to site shall be managed by a web-based delivery management system, MG Deliver (Delivery Booking Manager). This system will become active at project commencement.

All deliveries to site are to be booked 48 hrs in advance prior to delivery and any extra wide or abnormal loads will need to be booked 7 days prior to delivery. Any deliveries not booked in through the web-based system will be turned away.

We anticipate the following number of Vehicle Deliveries through the duration of the works;

32t Tipper: 6no vehicles / day

Skip loader: 1no vehicle / day

18t flatbed: 2no vehicles / day

3.5t van: 3no vehicles / day

Artic: No Articulated deliveries

Plant delivery at start of project and removal at end of substructure works.

b. Cumulative effects of demolition traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

St Pancras Commercial Centre, Pratt Street: the client has contacted the developer for this project and we will liaise with them shortly on traffic routes. The proposed strategy is to take advantage of the one-way traffic network of Royal college street, which will allow us to efficiently manage our delivery traffic and not impact their traffic plan or cause additional disruption to traffic flow

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

The route is not considered constrained. Swept paths analyses have been conducted for internal vehicle movement and demonstrated in Figure 4(i) and 4 (ii).

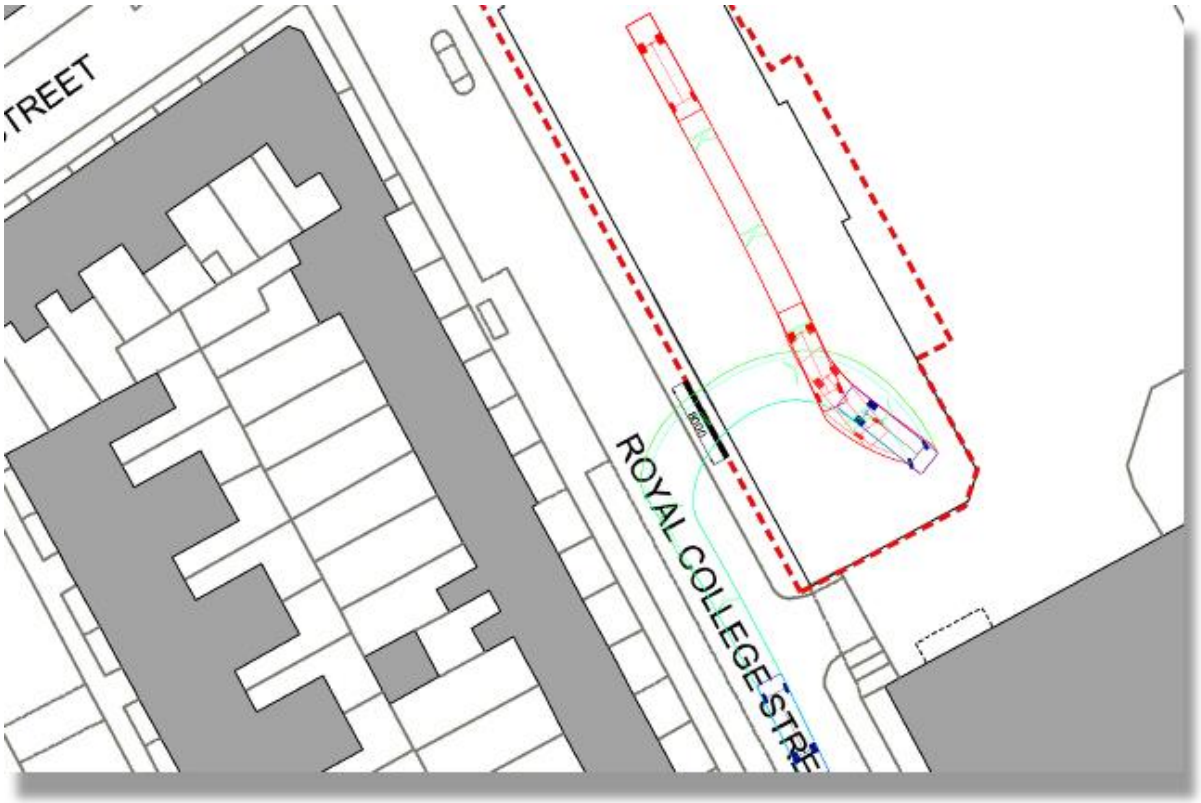


Figure 4(i) – Swept path analysis

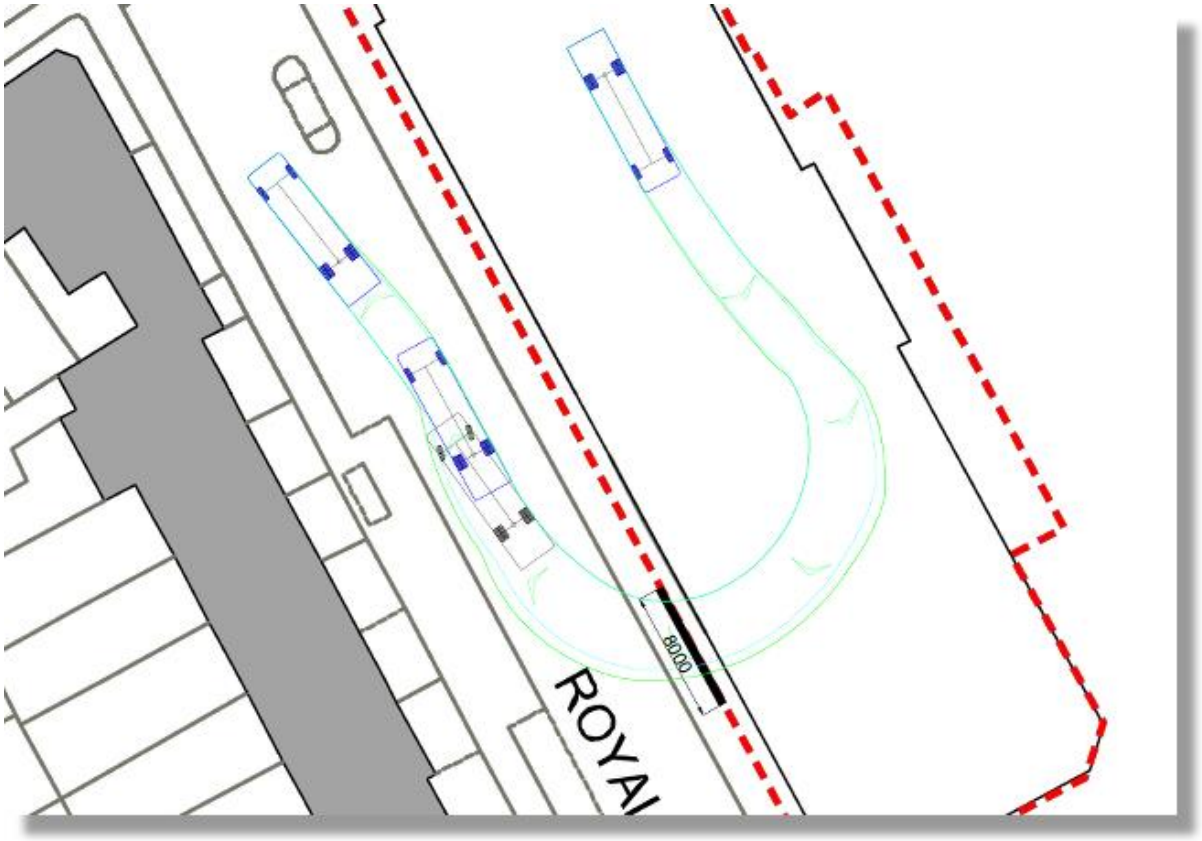


Figure 4(ii) – Swept path analysis

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

The demolition stage does not warrant a vehicle holding area due to the low number of vehicles. Hence, it is not envisaged that a parking suspension will be required.

e. Delivery numbers should be minimised where possible. Please investigate the use of demolition material consolidation centres, and/or delivery by water/rail if appropriate.

At this stage of the project there is no requirement for a material consolidation centre as only very limited materials are required through the demolition stage.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

Instructions are handed to the respective haulage contractor regarding emissions and driver behaviour will be reiterated on appointment and later enforced at site level by the trained traffic marshals.

20. 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)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Please Figure 5 below.

Address:
10 Dominion Street
London
EC2M 2EF

M: 07775 882940
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70-86 ROYAL COLLEGE STREET, LONDON

January 2021 | Logistics | Site Logistics and Loading Plan

PRINCIPLE DEMOLITION

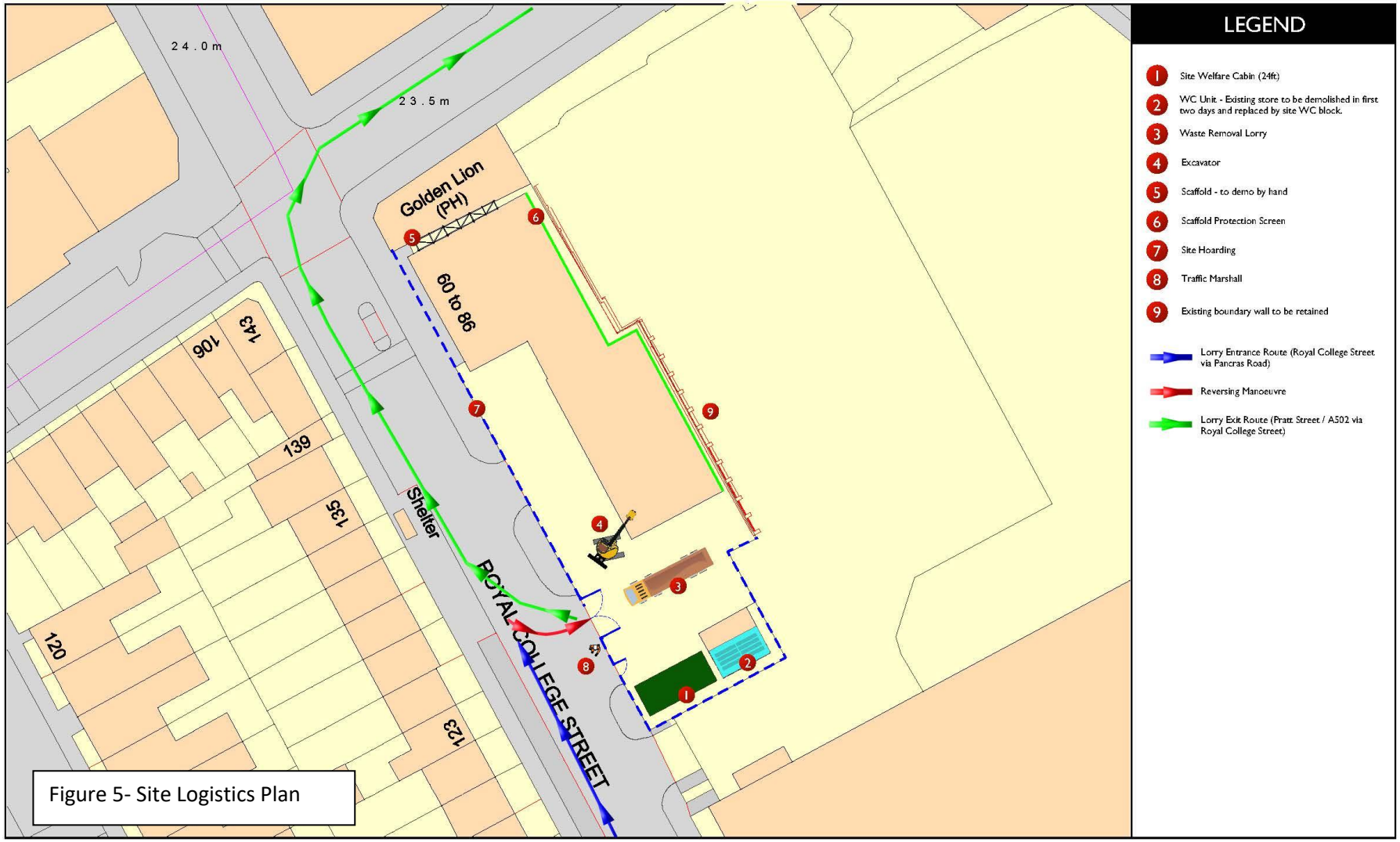

Figure 5- Site Logistics Plan

b. Please describe how the access and egress arrangements for demolition vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Please Figure 5- Site Logistics Plan, traffic Marshals are indicated as '8' on the legend.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Please see Figure 4(i) and 4 (ii) on page 26 of this document

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

A hard-standing area will be provided on sit for vehicles to minimise the requirement for wheel cleaning, however a Jet wash facility will be in place to remove mud from vehicles before they go onto a public highway. Excess mud will be swept away on a regular base. A wheel cleaning procedure will be used to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the demolition site.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for demolition 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Our proposal shows a sectioned off-loading area within the site boundary where delivery vehicles will reverse into, under the guidance of trained Traffic Marshals. Materials will be loaded in a manner to ease off-loading and onward site handling e.g. palletised goods. Suitable arrangements will be in place to provide access to vehicle loads where required e.g. For Banksmen (slingers/signallers) to minimise the risk of falling.

See Figure 5- Site Logistics Plan and figure 6 – Site plan

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

As there is a pedestrian footway and established cycle route directly outside the site boundary, a safe and efficient system of traffic flow will be implemented during initial setup and the demolition works. All internal movements will be managed by a team of multi-skilled banksman. In addition, materials will be delivered to respective locations under the careful direction of a dedicated forklift Banksman.

Once the vehicle has been unloaded, the sub-contractor will then escort the vehicle to the exit gate where the assigned Traffic Marshal / Security Guard will safely guide the vehicle out of the gate within a break in the flow of traffic and with particular attention to passing pedestrians and cycles.

Typical Gate Management Procedure (example);

- All vehicles shall be required to be booked with the specific contractor as required.
- All drivers must have the correct PPE (if they need to leave their vehicles)
- Check vehicles arrive on site with the necessary edge protection before unloading.
- Approaching vehicles shall be advised of the loading area/point location by the contractor.
- Vehicles shall approach via Royal college Street, segregation of vehicles and pedestrians including cyclists to be maintained at all times
- All approaching vehicles shall slow and indicate that they are going to enter access gate.
- The traffic management operatives are required to stop vehicular movement across the gate by utilising the “STOP WORKS” sign boards.
- The traffic management operatives will stop any pedestrian or cyclist movements across access gate by utilising retractable tension barriers/and or pedestrian safety barriers, closing pedestrian gates (where required) and asking the pedestrian to stop in a clear and direct instruction.
- The gate is then opened, and the vehicle is allowed to enter the site, under the direction of a qualified vehicle banksman.
- Once the vehicle is moved to the correct position and the Traffic Operative has moved to a safe position on to the pavement.
- The traffic operatives may lower the “STOP WORKS” board and allow the traffic to continue.
- Once the vehicle has passed is within the site parameters, the traffic management operative shall thank the pedestrians and cyclists for waiting and allow them to continue.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Please see figure 6 – Site plan

Figure 6 – Site Plan

3. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

It is not envisaged that parking suspensions will be required for the demolition period of the development.

24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

It is not proposed that the highway is utilised as storage, accommodation or welfare.

b. Please provide accurate scaled drawings of any highway works necessary to enable demolition to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

It is not envisaged that highway works will be required for the demolition period of this development.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the demolition period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

It is not envisaged that diversions will be required as part of the demolition period.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

The project hoarding line is indicated within Figure 5, item 7

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

During this initial stage of the development it is not envisaged that a structures / oversail license will be required.

27. Services

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

No changes to services except for localised disconnection are envisaged through these demolition works.

The Developer is not yet far enough along the design process to establish full requirements for connections to public utilities through the following demolition phase but in the likely event connections are required outside of the site boundary we will liaise with the statutory undertakers and Camden Highways team to coordinate the works with minimal disruption.

Principle Demolition acknowledge there will be a requirement for 24hr access to underground utilities on and will liaise with the relative utility companies to ensure their requirements are adhered to.

Where Demolition works impinges on existing services they shall be required to be protected at all times during the works. This may require prior approval from the local authority.

Isolation done at the boundary of the hoarding line. Intersected within the site boundary

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 demolition method used, and provide details of the times that each of these are due to be carried out.

No works will be planned to take place outside of the times described in Q9, however should something outside of our control occur (such as the break-down of plant, e.g. examples not relevant to demolition works, please include relevant examples.), requiring the site to work beyond the stipulated times, then we would speak to the local Environmental Health Officer in order to get their guidance on how best to approach the out of hours working. To mitigate the risk of such occurrences, although the site hours as dictated by the Planning Consent allow working up to 18:00 hours, all works are planned to finish at 17:00, allowing an hour contingency period at the end of the day.

We will notify neighbours who maybe directly affected or potentially inconvenienced by our works, in order to minimise the impact we have on them and to ensure that they are fully informed at all times. These communications will be undertaken via a community email group, newsletter or site communications board.

Work Activity; Demolition; The removal of the brick clad, roof coverings, steel frame structure, and breaking out existing ground bearing slab.

Demolition Methodology; demolition works will be undertaken using cutting and dismantling methods as far as possible, but there will be a requirement at times to utilise an excavator to remove areas of masonry that may cause localised periods of noisy operations.

Removal of existing hardstanding will need a 360 excavator fitted with percussion breakers. This will likely be the most noise intrusive works during the demolition process. We propose these works are timed, with 'noisy' and 'quiet' periods to avoid key sensitive times of the day for local residents and businesses.

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.

The most recent noise survey was carried out at planning stage, in February 2020. Please see noise impact assessment by Syntegra Consulting, Ref: 19-5536_Rev B.

We will be undertaking noise monitoring utilising Casella, Guardian 2 monitoring system which will be in place throughout the demolition period.

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

Principle Demolition will ensure that our activities do not produce any undue noise, dust or smoke. Noise/Vibration Mitigation Methods During Demolition:

- Establish the type of noise
- The quietest and newest vehicles/plant machinery shall be used at all times.
- All plant will incorporate industry recognised noise reduction devices in efficient working order.
- Plant will not be allowed to idle when not in use.
- Working times will be restricted to Camden site working hours.

Works generating vibrations such as breaking out the existing concrete hardstanding will be first mechanically separated from surrounded structures prior to hard demolition works being undertaken. Noise, dust and vibration monitors will be positioned on the site to monitor levels and provide immediate notifications if 'trigger' levels are exceeded. If this occurs works will be suspended and working methods reviewed to reduce the disturbance.

Due to the nature of demolition works, it is inevitable that a temporary increase in noise and vibration will be experienced. It is anticipated that there will be noise and vibration level implications for nearby properties but should generally be of expected typical demolition levels. As a starting point we propose a boundary trigger action level of 75dBA Leq(10 hour) Monday to Friday and 75dBA Leq(5 hour) for Saturday for noise and 3mm/s for vibration.

Any action trigger levels imposed to control noise and vibration will be regularly reviewed and adjusted up or down, based on review of data from noise and vibration monitoring equipment and feedback from the Local Authority and Neighbouring properties.

Please refer to the Noise, Vibration & Dust Management Plan Ref: 25309/NMP1/Rev2 dated

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

The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce and control noise and vibration, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites', including:

- The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the demolition works.
- The quietest vehicles and plant shall be used as far as is reasonably practicable.
- All plant will incorporate industry recognised noise reduction devices.
- No machinery starting up on site before the designated site start times.
- Working times will be restricted to Camden site working hours.
- No engines left running on vehicles waiting.
- Plant will not be allowed to idle when not in use
- Works generating vibrations such as breaking out the existing concrete hardstanding, will be first mechanically separated from surrounded structures prior to hard demolition works being undertaken.
- Noise, dust and vibration monitors will be positioned on site to monitor levels and provide immediate notifications if 'trigger' levels are exceeded. If this occurs, works will be suspended and working methods reviewed to reduce the disturbance.
- Noise suppression / screening will be a prime consideration in order to reduce the noise impact for the surrounding community (e.g. around generators).
- Keeping voices and conversations to a low volume. No shouting or swearing.
- No banging of doors, gates, scaffolding.

As far as reasonably practicable, demolition methods will be selected to minimise noise and vibration. In addition, local residents will be advised when the above works are programmed to commence via our regular information updates. Contact details will also be provided to the local community in the event that there is a need to make contact due to noise or vibration disturbance in order that these can be investigated and dealt with accordingly.

Noise monitoring will be undertaken using monitors as described. Where the measured noise levels are more than 3dB (A) above the predicted noise levels averaged over the defined period of time or in the event of a complaint of noise, an investigation shall be carried out to ascertain the cause of the exceedance of the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so. The work activity will cease if found that improvements need to be made.

Information relating to the control of noise and vibration will be communicated to all site operatives through the site induction, start of shift briefings and toolbox talks. As such, all site operatives will be briefed to ensure that best practical means are implemented at all times and to show due consideration to sensitive receptors.

Prior to approval of any methodologies, pre-start meetings to ensure BPM are employed when carrying out their site operations. Discussion will include measures to be adopted to minimise and/or change working practices that could foreseeably have the potential to cause excessive noise and vibration.

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

Staff have been trained to Construction Noise BS 5228:2009 to understand the need for the protection against noise and vibration of persons living and working in the vicinity of and those working on demolition and open sites.

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

Control of dust, particularly during periods of dry and windy weather, is a prime concern for all demolition projects. A hierarchical policy of prevention – suppression – containment with regards to dust control will be applied in order to prevent dust migrating beyond the site boundary. This applies to an operative drilling a hole to dust being blown about the site in dry weather.

Control of dust will be implemented following the guidelines set out in the best practice guidance 'The Control of Dust and Emissions during Construction and Demolitions – Supplementary Planning Guidance, July 2014' produced by The Greater London Authority (Mayor of London). When necessary water mist suppression will be utilised at the point of work.

Dust emissions shall be monitored throughout the working day concurrently with the noise monitoring. Should dust be observed either in the air or deposited on vehicles or other sensitive receptors works shall be suspended and the working practice reviewed to determine a method to prevent a recurrence.

2.4 m high hoarding will be erected to exposed perimeters to contain dust within the site boundary supplemented by local damping down if required. The hoarding will also provide additional security and privacy to our neighbouring buildings.

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.

Jet washing system will be employed within site and vehicles checked prior to departing site so as not to take muck and a debris on to the public highway.

All ground or surface water run-off will be strictly controlled in line with environmental legislation and best practice to prevent pollution of drains and watercourses. All fuel will be stored in bunded tanks, at least 10m from any drain or gully.

Emergency spill kits will also be available on site. All concrete wash-out will be controlled and treated to prevent contamination by use of Siltbuster units.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Principle demolition will install the Casella, Guardian 2 monitoring system to provide real time monitoring stations for dust, noise and vibration. Two monitors will be used throughout duration of the demolition works with trigger levels set to comply with current environmental guidelines. Amber trigger levels will be set on these monitoring stations which will alert of dust, noise and vibration levels approaching the red line. The monitoring system is capable of providing text and/or email alerts to multiple recipients, configurable per position. The monitors are capable of streaming data live to a single project website for noise, vibration and dust. The web site shall:

- Show live data based upon interval periods noise, vibration and dust.
- Identify when these levels are breached.
- Display historic and search able data since the beginning of the project.

Monthly hard copy reports will be provided by the specialist consultant for the project that will report on the previous months readings.

In accordance with BS5228 monitoring locations would ideally be located at the neighbouring property along each site boundary adjacent to the nearest noise sensitive receptors. If this can't be arranged with the neighbouring properties, then the monitoring stations will be positioned around midpoint along each site boundary.

Noise

Monitoring equipment will be set up and action trigger levels established in line with the environmental teams guidance. The aim of the trigger level being to determine and achieve a suitable daily noise level at neighbouring property. This is usually described as a dBA Leq(10hour) value, where the working day is 08:00 to 18:00 hours or Leq(5hour) 08:00 to 13:00 hours on a Saturday.

The action alert level will be dictated by what is reasonable considering proposals and using best practical means. It is widely acknowledged that action trigger levels could be established based on operational noise outputs from proposed plant items. It is counter intuitive to propose noise limits which are lower than the noise outputs of the items of plant, as this would unduly restrict the ability to undertake the required demolition works.

The monitoring equipment will trigger alerts and depending on where they are installed, trigger level values will be adjusted with a view to controlling the noise impact at the neighbouring properties.

Vibration

BS 5228-2: 2009 provides the following guidance with regard to human perception and disturbance relating to vibration:

Vibration Level PPV (mm/s)	Effect
0.14	Vibration might just be perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.
0.30	Vibration might be just perceptible in residential environments.
1.00	It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents.
10.00	Vibration is likely to be intolerable for any more than a brief exposure to this level.

Vibration action levels should lie somewhere between 1 – 10 mm/s PPV for intermittent vibration such as that of demolition works.

Any action trigger levels imposed to control noise and vibration will be regularly reviewed (typically monthly) and adjusted up or down, based on review of data from noise and vibration monitoring equipment and feedback from the Local Authority and Neighbouring properties.

Dust

As noted above, the real time monitors will record and notify dust levels and trigger points. The monitors will be set to an action trigger level of 250 µg/m3 averaged over a 15 minute period.

36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 (SPG), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

An air quality assessment has been submitted as part of the planning application. Conducted by Syntegra (Ref: 19-5536_Rev A) by F.Bolton the documents details findings as of the 28th Jan 2020.

Checklist within appendix A.

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

All the "highly recommended" measures relating to a low risk will be addressed during the demolition phase.

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

Although the site-specific risk assessment will be carried out Principle Demolition will propose to install 2 real time real time monitoring for dust, noise and vibration using the Casella, Guardian 2 monitors located at each end of the site for the purpose of identifying and controlling these environmental impacts for the benefit of our valued Client who will maintain a live environment within their adjacent property and for the other immediate neighbours in the area.

These monitors will be installed ahead of operations on site to establish a base line and will be maintained throughout the demolition and ground works period in respect of vibration and throughout the whole demolition process for noise and dust.

Principle Demolition will ensure that our activities do not produce any undue noise, dust or smoke. Noise, dust and vibration monitors will be positioned on the site to monitor levels and provide immediate notifications if 'trigger' levels are exceeded. If this occurs works will be suspended and working methods reviewed to reduce the disturbance.

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).

Firstly, Principle Demolition will seek to avoid attracting rodent to the site by making adequate allowance for keeping the site and welfare facilities clean, storing waste hygienically and removing it regularly and in a controlled environment.

Prior to the start of the project the area will be assessed to check for evidence of rodents. If the area is deemed to have a rodent issue, this could affect the surrounding residents once the building is being demolished as the rodents will be forced to flee to the surrounding areas.

If rodent infestation does occur on the site, the source of the infestation will be traced and dealt with at source to minimise the chances of reoccurrence. Exposed drains will be sealed immediately to prevent rodent ingress.

A licensed company will be employed to remove any rodent infestation and copies of any receipt shared with the Camden Environmental team.

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

An R&D Asbestos survey conducted 31 March 2020.

The survey of the site has been carried out by the developer. Due to the nature and age of the buildings it has identified minimal asbestos to be present with the expected presence to be restricted to cement based products cladding the roof.

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.

To minimise any affect/impact to the local residents, businesses alike, Principle Demolition will endeavour to ensure that affected parties are fully informed in advance of known activities which may cause Inconvenience. Regular toolbox talks will be given to the trades to inform of behaviour and project images as well as respecting the local environment.

Communication and liaison with these parties will be established prior to works commencing and will be ongoing throughout the project to ensure good relations are maintained.

Principle Demolitions site manager will reinforce the requirement of the toolbox talks and directly address any individuals who are shouting or using bad language on or around the site, any individual who continues to shout or use bad language on a regular basis and after being warned will be removed from site.

Smoking will be discouraged on site but if unavoidable a segregated smoking zone will be establishes to the south of the site demise, away from local residents and the pedestrian walkway.

Contact details and information bulletins will be displayed on the site hoarding along with the project's registration for the Considerate Constructor Scheme.

All incidents involving or complaints received from the general public, local businesses must be reported immediately.

Details of any accidents will be logged together with the measures implemented to prevent any reoccurrence or reason given if not attributable to Demolition activities at the 70-86 Royal College Street.

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) Demolition time period: May 2021-July 2021

b) Is the development within the CAZ? (Y/N): No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes

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:
We confirm an inventory of all NRMM machinery will be kept on site and all machinery will be serviced and that all logs will be kept on site for inspection.

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:
We confirm that records/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 officer upon request.

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/business/

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

The site will operate an "Engines Off pledge" to reduce emissions and improve air quality. This will be communicated to the respective subcontractor on appointment and site induction along with statements published on the online booking in system.

Plant will not be allowed to idle when not in use.

Vehicles engines will not be allowed to idle whilst waiting or making deliveries except for period when they are required to idle to operate offloading plant forming part of the delivery vehicle.

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.

Signed:  ……

Date: ……05/03/2021……..

Print Name: ……Darren Elkin……..

Position: ……Director……..

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.6

Dust Generation Guidance/Checklist		
Completed by:	**Date:**	
Haul routes		✓
1	Select suitable haul routes away from sensitive sites if possible	
2	Pave heavily used areas or use geotextiles [around batching plant, haul routes, etc, sweep often]	
3	Provide a length of paved road before exit from site	
4	Keep haul road widths to a minimum [while still allowing 2-way traffic] to minimise surface area	
5	Sweep paved access roads and public roads regularly using vacuum sweeper	
6	Limit vehicle speeds – the slower the vehicle the less dust generation	
7	Damp down where appropriate	
Demolition		
1	Use enclosed chutes for materials with potential to cause dust, dampen chutes regularly	
2	Ensure the use of mobile crushing plant is in accordance with the Environmental Protection Act 1990, and has Part B authorisation from the Local Authority	
3	Locate crushing plant away from sensitive areas	
Plant		
1	Clean wheels of vehicles leaving the site to prevent mud spreading to surrounding roads	
2	Ensure that exhausts do not discharge directly to the ground	
Earthworks and excavations		
1	Revegetate, seal temporary, or complete earthworks as soon as possible	
2	Keep earthworks damp – try to programme to avoid exceptionally dry weather	
Material handling and storage		
1	Locate stockpiles out of the wind or provide wind breaks to minimise dust generation	
2	Keep stockpiles to minimum practicable height and use gentle slopes	
3	Compact and bind stockpile surfaces [in extreme cases]. Revegetate long term stockpiles	
4	Minimise the storage time of materials on site	
5	Store materials away from the site boundary and downwind of sensitive areas	
6	Ensure that all dust generating material is transported to and from site in covered wagons	
7	Minimise the height of fall of all materials	
8	Avoid spillage, and clean any spill up as soon as possible	
9	Damp down materials where necessary [see guidance on dust suppression	
Concrete batching and pouring		
1	Mix large quantities of concrete or bentonite slurry in enclosed/shielded areas	
2	Before concrete pours vacuum debris in formwork rather than blowing it out	
3	Keep large concrete pours clean after they have gone off. They can generate large quantities of dust	
Cutting/grinding/grouting/packing		
1	Minimise cutting and grinding on site	
2	On cutters and saws, use equipment and techniques such as dust extractors to minimise dust	
3	Spray water during cutting of concrete and masonry products to minimise dust	