File Note

CAPITAL PROGRAMME

Project:	B62 Demolition		
Subject:	DCMS – Consultation with residential neighbours – summary of key concerns/questions raised in response to the meeting held 14 December 2010		
Distribution:	Southampton City Council: Stephen Harrison, Cllrs Hannides, Harris and Samuels; Mrs Nokes, MP Romsey & Southampton North; EBRA; residents of Oaklands Way and the Cloisters.		
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	Issue	**Response**
	Access/egress routes	
1.	Use both access/egress routes for major traffic movements for reasons as above.	The preferred contractor will use both site entrances for works traffic. Demolition works will commence to the south of Building 62 and material arising from the work will be crushed at source for use on site. As works proceed towards the north, the option to remove off-site the unprocessed pulverised arisings (i.e. pieces of concrete from the demolition that have been reduced to pieces similar in size to a brick) for processing locally may be considered by the contractor. The processed material will be returned to site as required for the backfill of basement areas of Building 62. Should the method be altered during the work, due notice will be given prior to the activity occurring. Work associated with the enabling works to clear the site ahead of future construction will be progressed to the south; spoil arising from these works will exit via the south entrance.

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	Issue	Response
2.	Concerns expressed over location of wheel washer near 17 Oaklands Way (near Bassett Crescent East entrance, both in terms of generation of dust and noise impacting on 17 Oaklands Way.	The methodology that is presented is recognised industry best practice and will ensure the demolition contract is managed in the most efficient way for the site in question. All vehicles that leave the site will be cleaned and checked before entering onto the highway. The preferred contractor is proposing to use jet washing for vehicles exiting to the north and wheel washing for vehicles exiting to the south. On-site dust suppression measures appropriate to the surface will be applied to control dust at source and to minimise airborne dust particles arising from the work on site.
	Crushing and vehicle movements	
3.	In the interests of the health and safety of their families, the residents wish to have the bulk of the crushing carried on at the South-West corner of the site where the Lloyds building will eventually stand. Why not use the site of Block A to crush the concrete as this is the furthest site from residential properties?	Please refer to response given in 1.
4.	Only crush on site what will be used to backfill basement. Take remainder of concrete off site for crushing. Note – residents accept the environmental reasons for undertaking some crushing on site, but not all.	Please refer to response given in 1.
5.	What does a crusher look like? How will it operate?	The preferred contractor will use the latest equipment for processing concrete on site. Details of the plant can be made available on award on contract. Specification of the plant in terms of noise mitigation and dust suppression can be made available prior to setting up on site together with any additional screening to mask the plant from view.
6.	Will crusher be positioned near the source of the material it is crushing rather than moving material to the crusher? This will cut down on on-site vehicle movements.	Please refer to response given in 1 above
7.	Crushing should be done on a just in-time basis to save the building up of spoil piles, which should help to keep traffic movements down.	Please refer to response given in 1 above

8.	Large crusher will make more noise, particularly if munching the building from top down, plus crushed material will be dropping to the ground from a significant height.	The noise from the works will be no higher than the agreed levels. The process of crushing at source is a relatively quieter process as it reduces the bulk of the material at source. The dropping of large sections of the frame of the building will not be permitted as this would allow too much energy to be released into lower sections of the structure and would increase the risk of premature failure of the structure, increasing risk to the site team. The process of long reach crushing is a safe and controlled procedure and is recognised as a safe method of working.
9.	Noted and accepted that crushing off-site would require a significantly greater number of traffic movements on the local road network.	Please see response to 1 above Level of and management of site traffic movements will be discussed with SCC Highways department.
	Noise and vibration	
10.	Try not to site noisy works at single fixed points – move around the site whenever possible so that single set of neighbours are continually subjected to noise/dust.	The demolition and material processing works will be undertaken using the latest equipment and noise/dust will be controlled at source. The works will follow the demolition sequences and by the very nature will move around site.
11.	What max noise levels are we aiming to keep below? Should be aiming for the lowest possible noise levels during the demolition.	The aim is not to exceed 8hr Leq 75dB(A) against which site works will be monitored. Experience to date suggests that the ambient background noise is often higher than activities undertaken on site. Monitoring will take place before works commence and during the contract period at agreed locations around the site. Should any noise from the works show trends to be increasing, the source will be investigated and options for any revision to working will be investigated. The current legislation allows for demolition works to be undertaken and is applicable in both rural and city centre locations. The contractor will endeavour, whenever possible, to exceed any statutory obligations and aim for best practice to minimise impact on neighbouring residential properties.
12.	Neighbours concerned at likely noise levels that will be experienced by Oaklands Way –they intend to ask SCC to impose lower levels than those stated in methodology.	Noted. See point 11.
13.	Why not use a moving conveyor belt to move materials around the site? Less vehicle noise as a result.	The use of conveyors will restrict the work process on site and will require more vehicle movements to relocate the conveyor to service the work face. There will also be a limit of the size of material that can be transported by conveyor.

14.	Please give consideration to the impact of noise on the Cloisters given the early demolition of the Library wing.	The same noise criteria will be applied across the entire site and the same amenity benefits will be applicable to all residents that immediately border or face onto the site.
15.	Compaction of the concrete spoil into the basement will have significant impact on the nearest Cloisters properties, particularly in terms of vibration.	Compaction of material within the former basement areas will be undertaken in a controlled manner. Thin layers of material will be layered and compacted locally at source, and associated vibration will be damped at source through the plant used. In addition, vibration monitoring equipment will be set up around the site to pick up any extraneous vibration that may be caused through the works. Should any process on site be found to be the source of sustained vibration above the action levels, works will cease and methods of working will be amended. As with noise monitoring, background readings often show the ambient traffic movements to produce readings higher than that generated through site activities.
16.	Why not use ISVR to analyse and model the demolition vibration and noise?	Preferred contractor reviewing issues raised in terms of analysing vibration and noise..
	Spoil levels and bund	
17.	Management of spoil levels – issues of dust and water flowing off, and stabilising spoils/bund. Quite significant for the size of bund that is being proposed.	It is now not anticipated that there will be large stockpiles however management of material arising from the work will be subject to continuous monitoring. Dust suppression and water flow from the stock pile form a significant portion of the site water management strategy and are managed at source.
18.	The process of building the bund will take far more effort and far more disturbance than taking the material off site.	A large bund does not form part of the preferred contractors approach. Any bund or stockpile of materials will only be part of the process but is not the main mitigating feature on the site for stockpiles.
19.	What chemicals will be used to stabilise and seal the bund?	None, we will only use materials from site and industry standard methods for dust suppression.
	Dust, asbestos, and screening	
20.	Options for screening – what has been considered? What height of screen is proposed? Will planning permission be needed? What material will be used in its construction? Will this screen noise and dust? How long will it be in place?	Options for screening are being considered and will be discussed with residential neighbours. If screens are used they will remain in place for the whole of Phase 1 development, both demolition and construction.

21.	Concerns have been raised over the impact on children and the impact on their health of dust (concrete and asbestos) given that they are likely to be plating out-of-doors over the spring and summer months when the bulk of the work is undertaken.	Monitoring of dust will be undertaken during the course of the contract at agreed locations around the site boundary. Asbestos materials will be removed at source and removed in controlled environment conditions. Should base material still contain asbestos materials that cannot be removed at source, this will be identified and special measures taken to remove the whole sections wrapped for processing off site in controlled conditions. The control of dust will be undertaken with dust suppression systems that are recognised industrial process. All asbestos personnel have been trained in safe removal of asbestos from buildings, and many have extensive experience in this area. All asbestos workers are retrained annually.
22.	How will you take account of the change in levels, i.e. the eastern end of Oaklands Way (and the Boldrewood campus) is lower than the western end and this is likely to mean that the eastern end will not be so well screened from noise and dust.	Reference to change in levels noted. See point 20.
	Other	
23.	Decommissioning – please consider moving the skip to the SW of the building.	The project team are already evaluating such a scheme.
24.	Substation – why is it so high and so visible from the Avenue? Why can't is be "sunk" to reduce visibility?	This issue was raised with the design team – changes in ground levels make this unviable. The substation will be no taller than the existing glasshouses.