Construction/ Demolition Management Plan

pro forma

Land rear of 125-133 Camden High Street, London, NW1 7JR

Planning no: 2009/2228/P

On behalf of: Lazari Investments Limited

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
03/05/2022	1	Site Sage Chartered Building Consultancy
11/07/2022	2	Site Sage Chartered Building Consultancy
09/09/2022	3	Site Sage Chartered Building Consultancy
30/09/2022	4	Site Sage Chartered Building Consultancy
08/11/2022	5	Site Sage Chartered Building Consultancy
09/12/2022	6	Site Sage Chartered Building Consultancy
18/04/2023	**7**	**Site Sage Chartered Building Consultancy**

Additional sheets

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

Date	Version	Produced by
03/05/2022	1	Appendix A – Site Location Plan by Site Sage
03/05/2022	1	Appendix B – Draft Programme of Works by Hermant Projects Limited
05/05/2022	1	Appendix C – Example Consultation Letter
05/05/2022	1	Appendix D – Site Layout
30/06/2022	2	Appendix E – CMR Addendum and updates as per Camden Council comments sheet
11/07/2022	2	Update contractor details and Appendix F – Considerate Contractor certificate
09/09/2022	3	Update regarding comments sheet in relation to Transport and Environmental Health: Sustainability.
30/09/2022	4	Appendix G - Dust management report attached
18/04/2023	**7**	**Appendix H – Neighbour letter example re Motorcycle Bay relocation.**
18/04/2023	**7**	**Appendix I – Consultation letter circulation list.**

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts and relates to all construction 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 CMP 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 CMP 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 CMP 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 CMPs. 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 CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP 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

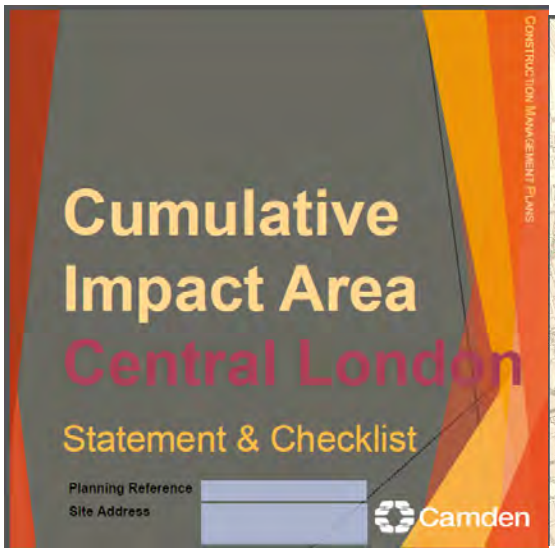
comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

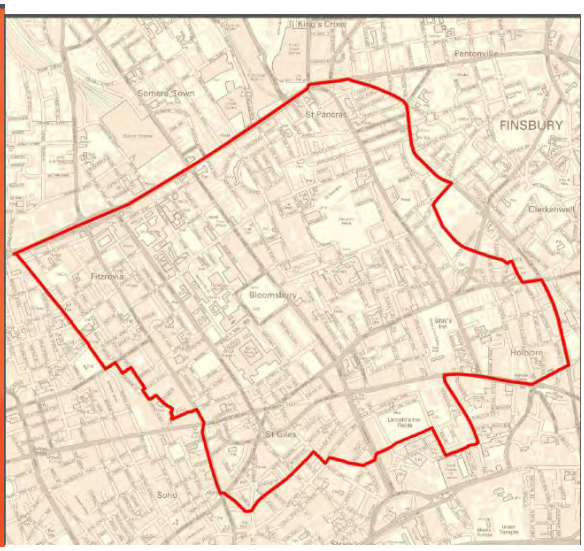
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

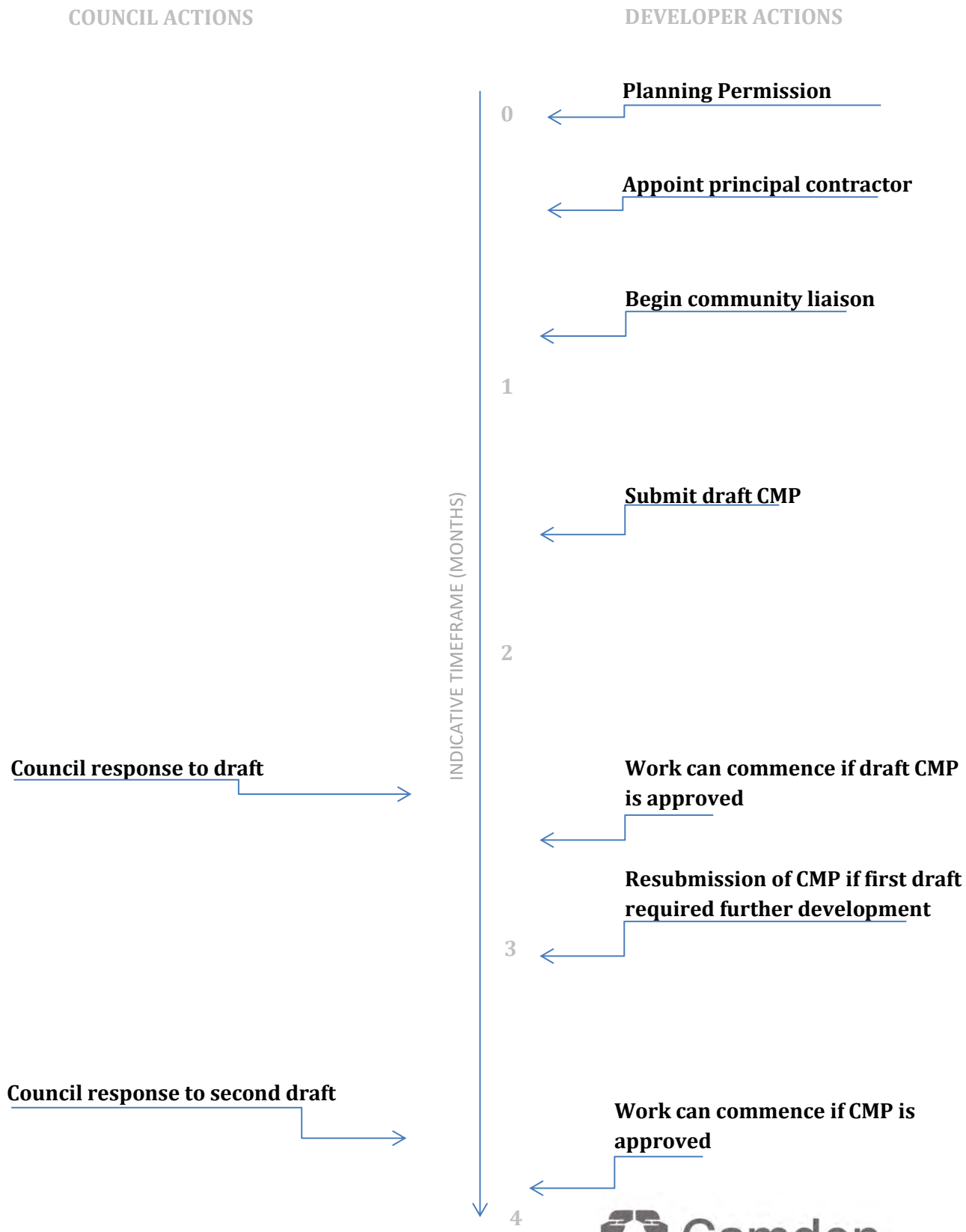
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP 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 CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: Land Rear of 125-133 Camden High Street, London, NW1 7JR

Planning reference number to which the CMP applies: 2009/2228/P

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

Name: Frixos Kyriacou MRTPI of F.P.S (UK) Ltd

Address: 46 Bramley Road, London, N14 4HR

Email: frixos@fps-planning.com

Phone: 07415 633 067

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: Ever Grow Construction Ltd

Contact: Vilius Dranginis

Address: 59 Devon Road, London, E3 3DW

Email: **evergrowconstructions@gmail.com**

Phone: 07877 204 046

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: Name: Frixos Kyriacou MRTPI of F.P.S (UK) Ltd

Address: 46 Bramley Road, London, N14 4HR

Email: frixos@fps-planning.com

Phone: 07415 633 067

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 CMP.

Name: Ever Grow Construction Ltd

Contact: Vilius Dranginis

Address: 59 Devon Road, London, E3 3DW

Email: **evergrowconstructions@gmail.com**

Phone: 07877 204 046

Site

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

The site is located to the rear of Camden High Street and is primarily accessed via Arlington Road.
The site has been used to date as a car park area for the commercial properties to the front elevation.

To the right-hand side of the site location is the delivery access area for the Aldi supermarket; this will be hoarded with access gates installed before works commence.
There is a UK Power Networks underground substation within the Aldi supermarket delivery area.

Arlington Road is busy residential street, near Camden High Street a popular shopping and leisure destination. The area has a high pedestrian and vehicle traffic and congestion.
The surrounding and adjacent buildings are a mixed of commercial units and residential flats.

The project consists of constructing a part 3 storey, part 4 storey building providing 9 residential units:

- 2 x studio,
- 1 x one bedroom,
- 4 x two bedroom and
- 2 x three-bedroom apartments.

Please see Appendix A for the Site Location Plan.

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).

Construction works:

The project is primarily broken into 3 sections:

- Preparation of the site work including piling and foundations.
- Construction up to week 23 of the ground and first floor including the access archway.
- Construction after week 23 where upon there will be height and width access restrictions into and out of the site.

There are no basement works associated with this project.

All piling operations will be contained within the hoarded site and Auger Pilling will be used for which there will be a method statement.

After week 23 of the works programme and the construction of the access archway, there will be a height and width restriction on plant vehicles entering the rear of the site.

Construction Considerations:

Aldi Supermarket -

To the right-hand side of the site location is the delivery access area for the Aldi supermarket on Camden High Road:

- The site manager will need to co-ordinate materials deliveries and waste collections, as heavy vehicle access could negatively impact the traffic on Arlington Road.
- Site access to 4 parking bays, within the existing rear car park of the site location has been agreed with the Aldi Supermarket based on Camden High Road for staff use.

UKPN Substation:

Due to the location of the UKPN substation to the right-hand side of the site:

- Trial holes were dug to ensure its exact location.
- During the piling phase of the construction vibration monitoring will be installed.

8. 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).

The project is due to commence in October 2021 and is scheduled to be completed in 12-18 months.

Please see Appendix B for the draft programme of works

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

Working hours shall be between:

- Monday-Friday 8am to 6pm.
- Saturday 8am to 1pm.
- Sundays or Bank Holiday Weekends – no working.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP 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 CMP. A consultation process specifically relating to construction 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 construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, 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 CMP 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.).

Party Wall Awards have been made with the following adjoining owners:

- 106 Arlington Road.
- 122-128 Arlington Road (Freeholder & Leaseholder).
- Aldi Stores Ltd at 125-133 Camden High Street.
- London Power Networks PLC regarding Transformer Chamber 125-133 Camden High Street.

For Aldi Stores Ltd - hoarding will be placed along the line of the delivery area for the Aldi supermarket, to the right-hand side of the site location. It shall be up to 4.2 metres in width and will have gated access.

For the UKPN Substation - due to the location of the UKPN substation to the right-hand side of the site location, during the piling phase of the construction vibration monitoring will be installed.

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 CMP**.

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 CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP 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 CMP with local residents, businesses, local groups (e.g., residents/tenants and business associations) and Ward Councillors.

The developers wrote to 138 adjoining occupiers in the following roads advising neighbours of the proposed development and measures to be undertaken to minimise the impact of the construction.

- Arlington Road x77
- Camden High Street x10
- Delancey Street x17
- Flats 156 Arlington Road x10
- Flats 142 Arlington Road x16
- Parkway x8

Neighbours were asked to leave any comments on a provided email address having viewed the CMP on the website.

To-date responses have been received from:

- 131 Arlington Road with a request to amend the address and to be kept informed.

If further responses come through the CMP will be updated.

See Appendix C for an example consultation letter.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction 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.

Not Applicable.

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.

See Appendix F – Ever Grow Construction Ltd Considerate Contractor certificate.

14. Neighbouring sites

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

We are not aware of any other significant developments in the local vicinity. However if another development should being during our construction programme which affects the local community we will endeavour to contact the owner and principal contractor to put sufficient mitigations measures in place to minimise the any cumulative impact of construction activities and revise our relevant documentation accordingly.

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 regards 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:

Name: Ever Grow Construction Ltd

Contact: Vilius Dranginis

Address: 59 Devon Road, London, E3 3DW

Email: **evergrowconstructions@gmail.com**

Phone: 07877 204 046

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

We will endeavour to only use companies that are CLOS registered.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training.

All vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

Vehicles will be asked to limit engine idling to reduce emissions.

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:

Lazari Investments Limited – Agrees to this statement.

Vilius Dranginis of Ever Grown Construction Ltd – Agrees to this statement.

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 Appendix A for site location plan.

Primary access to the site location is via Arlington Road which has:

- 2-way traffic
- A 20mph speed restriction
- Road narrowing speed bumps to calm traffic
- Parking restrictions for residents only – Mon-Fri 08.30-18.30 & Sat-Sun 09.30-17.30
- 5 Tonne restriction – 20.00-Midnight & Midnight-08.00
- Paid parking to the left-hand side of the site location offering a MAX 2 hour stay – Mon-Fri 08.30-18.30 & Sat-Sun 09.30-17.30

Access into Arlington Road is from either:

- The A4201 and turning right into Arlington Road.
- The A4201 is a one-way road.
- A400, Camden High Road and turning left into Delancey Street and turning right into Arlington Road.
- A400 Camden High Road is a one-way road with traffic flowing past Delancey Street towards Camden Underground Station.
- Delancey Street is a one-way road with traffic flowing past Arlington Road, from the direction of Camden High Road.

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.

The contractor will communicate with all material deliveries and waste collection prior to arrival ensuring availability of space to the front elevation.

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)

a. Construction 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.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

Plant anticipated during the works includes:

- Dumper trucks
- JCB's
- Pneumatic tools attached to air compressors
- Forklift trucks
- Artic lorries
- Rigid HIAB's
- Long reach Hiab lorries

VEHICLE SIZE DETAILS: Max 20 metre long Artic Lorry & Rigid HIAB's

We anticipate:

- 1-2 Rubbish collections per week
- 2-3 material deliveries per week
- 2 -4 Artic deliveries per week

Due to the site location being close to the major junction of the A400, Camden High Street and the A4201 Parkway site all construction vehicle activities (outside of site personnel arriving/leaving) should be scheduled for outside of "rush hour" times 07.00-10.00 & 15.00-19.00 to avoid any negative impact upon the local road network.

There are no schools in the immediate vicinity of the site location.

b. Cumulative affects of construction 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.

Not Applicable

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

A swept path analyses has not been undertaken for the project.

We propose the following details for constrained manoeuvres:

During the demolition, piling and foundation phases of the project, and the initial construction phase; up to week 23 of the programme of works:

- There is an existing wide gate entrance into the site on the left hands side.
- Site vehicles will be able to enter and exit the site using the gate entrance.
- The site can be used as a turning circle for vehicles.
- Banksman will oversee all vehicle movements off and on to Arlington Road.

During the construction phase and after week 23 of the project:

- Due to the height and width restrictions to the site entrance after week 23 site vehicles will not be able to access the site except for small vans and cars.

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 site entrance and exit will be to the left-hand side of the site location on Arlington Road, where there is an existing gated entrance which will be used during the first 23 weeks of the construction programme until the building of the access archway. After week 23, access will stay in the same location but will have a height and width restriction for vehicles.

- Materials are to be delivered via a "Just in Time" phasing to reduce on site storage.
- Deliveries and waste collections will be scheduled in advance with the site manager to avoid congestion of vehicles to and from the site location.
- Banksman to oversee all material deliveries and waste collections to ensure that there is no disruption to pedestrians, adjoining owners, and the flow of traffic on Arlington Road.

To the front elevation of the site location on Arlington Road is a Solo Motorcycles parking bay.

- This will require a parking bay suspension as part of the project.
- The space can be used as a holding bay for construction vehicles until week 23 of the project and the installation of the access archway.
- After week 23 the space can be used as a Wait & Load Bay for material deliveries and waste collections.

Material and equipment deliveries and waste collections after week 23:

- Vehicles will use the suspended parking bay to the front elevation on Arlington Road for all delivery, unloading and collection activities.
- Items will be carried into and out of the site using a mini forklift truck or wheelbarrows.
- Larger items will be delivered via long reach HIAB lorries and will be located on the suspended parking bay to the front elevation on Arlington Road.
- Smaller vans and cars can access the rear of the site using the arched entrance.
- Banksman will oversee all delivery and collection activities to ensure there is minimal disruption to pedestrian and road users of Arlington Road.
- Space to the left of the site before arched entrance is limited due to road narrowing, road humps and fixed posts.

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

The use of a Construction Material Consolidation Centres is not appropriate for this project due to it being a single build location.

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).

Vehicles will be asked to limit engine idling to reduce emissions.

We will ask all delivery vehicles to turn off their engines during loading and unloading where possible.

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.

See Appendix D – Site Layout

b. Please describe how the access and egress arrangements for construction 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.

The site entrance and exit will be to the left-hand side of the site location on Arlington Road, where there is an existing gated entrance.

- This access point will be used during the first 23 weeks of the construction programme until the building of the access archway.
- After week 23, access will stay in the same location but will have a height and width restriction for vehicles.
- Banksman to oversee all material deliveries and waste collections to ensure that there is no disruption to pedestrians, adjoining owners, and the flow of traffic on Arlington Road.
- To the right-hand side of the site location is the delivery access area for the Aldi supermarket on Camden High Road. The site manager will need to co-ordinate materials deliveries and waste collections, as heavy vehicle access could negatively impact the traffic on Arlington Road.
- Site access to 4 parking bays, within the existing rear car park of the site location has been agreed with the Aldi Supermarket based on Camden High Road for staff use.

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.

Not Applicable

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.

We will provide facilities on our site for washing down vehicles, such as wheel washers or jet washers.

- Boarding to be installed to minimise muck getting onto the road network.
- We will not wash mud, spoil, concrete, and dust into street gullies.
- Regular inspections of the road surface to be made and road surface regularly swept with a brush to minimise spoil and dust.

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 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 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.

See Appendix D – Site Layout

Site Deliveries & Waste: will access the site via Arlington Road.

- Up to week 23 and construction of the front elevation access archway, therefore solo motorbike bay will require suspension after week 23 - delivery and waste collection vehicles can enter and exit the site location.
- During this time all material and equipment deliveries and waste collections will take place within the confines of the site location.
- After week 23 delivery and waste collection vehicles will need to "Wait & Load" along Arlington Road.
- Items will be moved into and out of the site using a mini forklift truck or wheelbarrows.
- Larger items will be delivered from the suspended motorbike bay, via long reach HIAB lorries.
- Banksman will oversee all deliveries and waste collections so that they do not affect local residents, pedestrians, and traffic flows.

Removal of Spoil & Rubble:

- Skips can be placed within the construction site for all waste materials until building works to the front elevation access archway are completed at approx. Week 23
- There is no mass dig spoil associated with this project.

Material Storage:

- The material storage area is to be located to the rear left hand side of the site, next to the welfare facilities.
- Materials are to be delivered via a "Just in Time" phasing to reduce on site storage.

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.

During working hours, the access gate will be manned by Banksman to ensure safe passage in and out of the site-to-site personnel, visitors, and local residents.

Banksman will oversee all deliveries and waste collections so that they do not affect residents, pedestrians, and traffic flows on Arlington Road.

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 CMP submission but won't be granted until the CMP 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.

See Appendix A – Site Location Plan

In addition to the details on Appendix A – Site Location Play - on Arlington Road there is:

- Parking restrictions for residents only – Mon-Fri 08.30-18.30 & Sat-Sun 09.30-17.30
- 5 Tonne restriction – 20.00-Midnight & Midnight-08.00
- Paid parking to the left-hand side of the site location offering a MAX 2 hour stay – Mon-Fri 08.30-18.30 & Sat-Sun 09.30-17.30
- A Solo Motorcycles parking bay to the front elevation of the site location.
- 5 bicycle parking bays, to the right-hand side of the site location, next to the gates for the Aldi supermarket - we do not anticipate any disruption to their usage.

23. 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.

To the front elevation of the site location on Arlington Road is a Solo Motorcycles parking bay. This will require a parking bay suspension as part of the project:

- **Lazari Investments Limited or their contractor** Evergrow Construction Ltd will apply for a Camden Council Temporary Traffic Restriction (TTR) – Section 14 (1) - for the motorcycle parking bay to cover the full period of the programme of works.
- The parking bay will then be used as a holding bay for construction vehicles after week 23 of the project prior the installation of the access archway.
- The suspended motorcycle bay can also be used as a Wait & Load Bay for material deliveries and waste collections.

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.

We do not anticipate any works on the public highway.

Banksman will oversee all material deliveries and waste collections to ensure that there is no disruption to pedestrians, adjoining owners, and traffic flow on Arlington Road.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction 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.

Not Applicable.

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 construction 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.

Not Applicable.

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.

Hoarding:

Hoarding can be installed/occupy a section of pavement along Arlington Road as it is within the freehold of the site according to the tile deeds.

- Timber hoarding or similar shall be placed along the line of the exiting front elevation wall on Arlington Road.
- The hoarding will use the existing gate access into the main site area which will be overseen by Banksman. Outside of working hours the gate will be fitted with a secure lock.
- Hoarding will be placed along the line of the delivery area for the Aldi supermarket, to the right-hand side of the site location. It shall be up to 4.2 metres in width and will have gated access.
- Construction hoarding to the proposed building line shall be painted, kept in good condition and safety signage and permissions affixed to it.
- Hoarding licences to be obtained from the Camden Borough Council Street works team.

Scaffolding:

Scaffolding can be installed/occupy a section of the pavement along Arlington Road as this is within the freehold of the site according to the tile deeds.

- Design scaffolding will be required which includes details of the protection to members of the public and adjoining owner's property and staff.
- Scaffolding will be erected on site from approximately week 14 of the building programme and increase in height incrementally as the project progresses.
- We will ensure all suitable lighting and signal is placed upon the footpaths, hoarding and scaffolding.
- A scaffolding license will be obtained from the Camden Borough Council.

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.

Not Applicable

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.

The site is currently a car park. The location of incoming services including, water, gas, electric and the main sewer are to be identified by the contractor prior to works commencing.

There is a concrete UK Power Networks sub power station to the right-hand side of the site location within the Aldi supermarket delivery area. A trial hole exposed the location to prevent piling within this area.

As part of the project new utility services will be required. Utility companies will be contacted regarding connection to the mains system outside of the site location as required during the programme of works.

An Electrical Services Specification report from Mendick Waring Limited was undertaken in 2018 and submitted as part of the planning documentation, which includes details of the electrical supply connection.

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.

Mini diggers and breakers to be used during the demolition and excavation phase of the project.

Equipment will be muffled where possible and works of an especially noisy nature will be restricted to the standard working hours for construction sites in Camden.

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.

A noise survey has not been carried out 1 week prior to works commencing by the principal contractor as part of their preliminary works.

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

Low to medium up to 7db.

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.

NOISE:

- Equipment will be muffled where possible and works of an especially noisy nature will be restricted to working hours of between 8am to 6pm mid-week and 10am to 1pm on Saturdays, no working on Sundays or Bank Holiday Weekends.
- If complaints are received during the construction phase a noise monitoring regime will be put in place.

VIBRATION:

To protect occupants, users and building structures from harm and damage, the following levels of vibration from all sources, during demolition and construction are not to be exceeded. 3mm/s PPV (3 millimetres per second peak particle velocity) for residential accommodation, listed buildings, offices in A2 use and those properties in a poor state of repair5 PPV (millimetres per second peak particle velocity) for non-vibration-sensitive buildings.

The client, Lazari Investments Limited, has agreed to and signed the Camden Council CMR addendum – See Appendix E.

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

Ever Grow Construction Ltd will provide staff with training as required and a record of site training and Toolbox Talks will be held on file within the site office.

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with focus on both preventative and reactive mitigation measures.

Where required we will implement the following measures to reduce air pollution and dust nuisance:

- Vehicles will be asked to limit engine idling to reduce emissions.
- We will ask all delivery vehicles to turn off their engines during loading and unloading where possible.
- Dust suppression will be implemented (i.e., light water spray).
- Use damping down sprays in dry weather.
- Use of screening and hoardings cover skips and loaded lorries.
- Handle materials carefully to avoid generating dust.
- Scaffold fans to be used.
- All stockpiles will be covered.
- Water spray will be used during all cutting, drilling, and piling activities to minimise dust.
- A Dust report will be provided by HSRS Health & Safety Risk Services and is attached.

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.

To ensure that the local road network is not adversely affected by any dirt or dust from construction activities we will:

- We will make sure lorries and skips are covered when they leave the site.
- Boarding to be installed to minimise muck getting onto the road network.
- The road surface will be regularly inspected, swept with a brush to minimise spoil and dust.
- We will provide facilities on our site for washing down vehicles, such as wheel washers or jet washers.
- We will not wash mud, spoil, concrete, and dust into street gullies.

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

Noise:
When we are planning our construction work, we will carry out a background noise survey before we begin on the site. This will identify surrounding residential properties and the nearest property where construction noise could cause a problem> Average noise levels will be measured over 1 hour and 10 hours between 8am and 6pm. If the predicted values are higher than the measured corresponding background values by 5dB(A) and 10dB(A) or less, we will consider that the effect of construction noise as acceptable but would still try to reduce it. If the predicted values are higher than 10dB(A) above background, the effect is significant, and we will review the equipment and methods propose.

If complaints are received during the construction phase a noise monitoring regime will be put in place.

Vibration:
Due to the location of the UKPN substation to the right-hand side of the site location, during the piling phase of the construction vibration monitoring will be installed.

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) (document access at bottom of webpage), 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**.

There is no demolition involved in the project as this is a new build site; therefore, this is not considered applicable to this project.

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. (See Appendix 7 of the SPG document.)

Not Applicable.

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.

Not Applicable.

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).

Pest control measures to be undertaken prior to commencing works on site, carried out by a licensed professional.

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

An asbestos survey has not been carried out but there is no known or suspected asbestos on site.

Operatives shall remain vigilant during the works and report any suspected asbestos to the principal contractor. The contractor shall give toolbox talks regarding asbestos awareness.

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

All complaints will be taken seriously and passed to the community liaison officer.

- A complaints log will be set up by the liaison officer, detailing objections, action required, and measures taken.
- The complaints log will be active throughout the project and complaints received at any time during the works will be recorded.
- The complaints log can be access upon request to the liaison officer.

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4): https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm

Direct link to NRMM Practical Guide (V4):
https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

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 (mm/yy - mm/yy): TBC, but a 12–18-month project duration

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, we will ask the contractor to register the site with NRMM

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: Yes

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: Yes

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.

Vehicles will be asked to limit engine idling to reduce emissions.

We will ask all delivery vehicles to turn off their engines during loading and unloading where possible.

- SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction 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 Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed: ……

Date: ……..

Print Name: ……

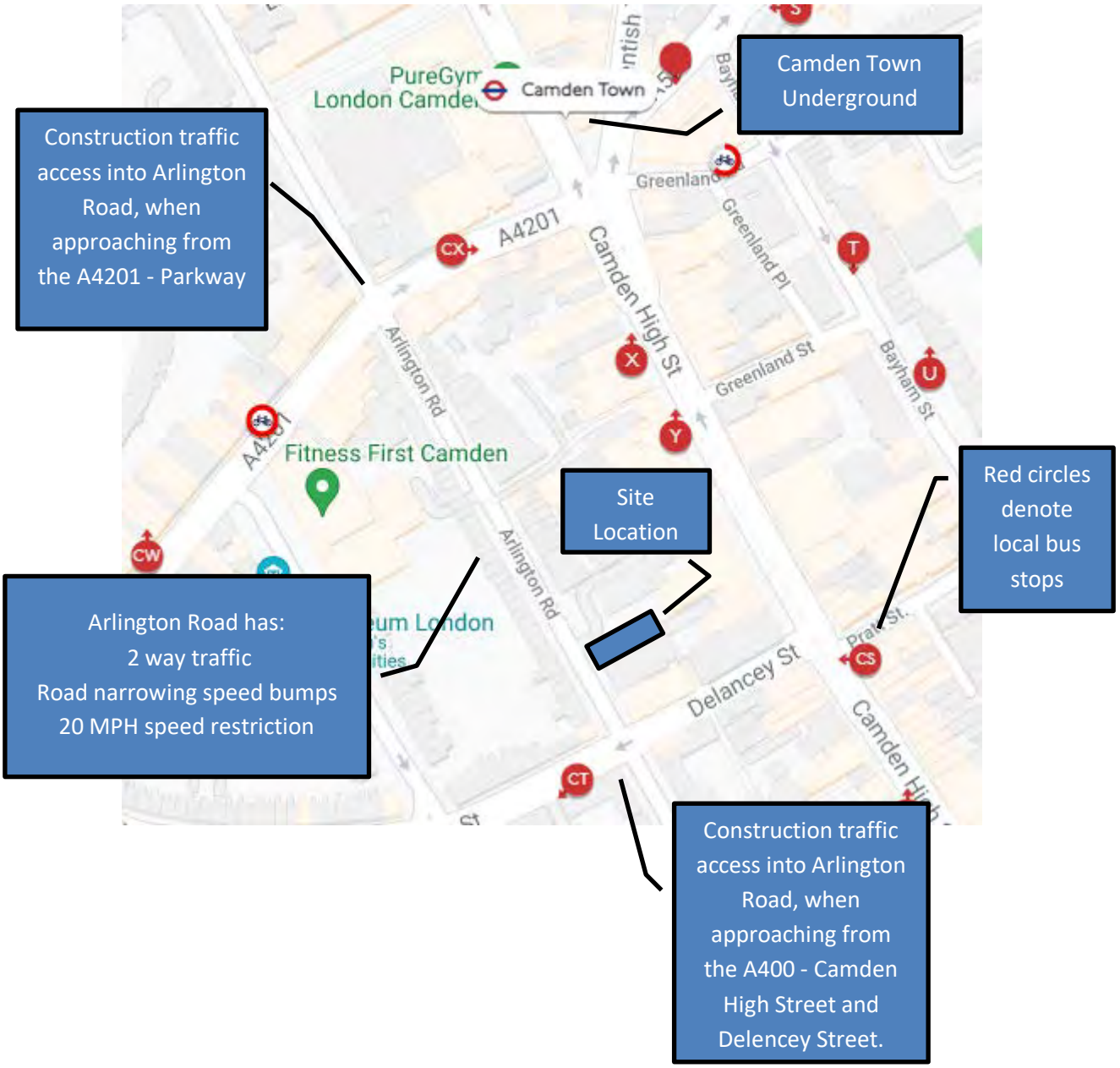
Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

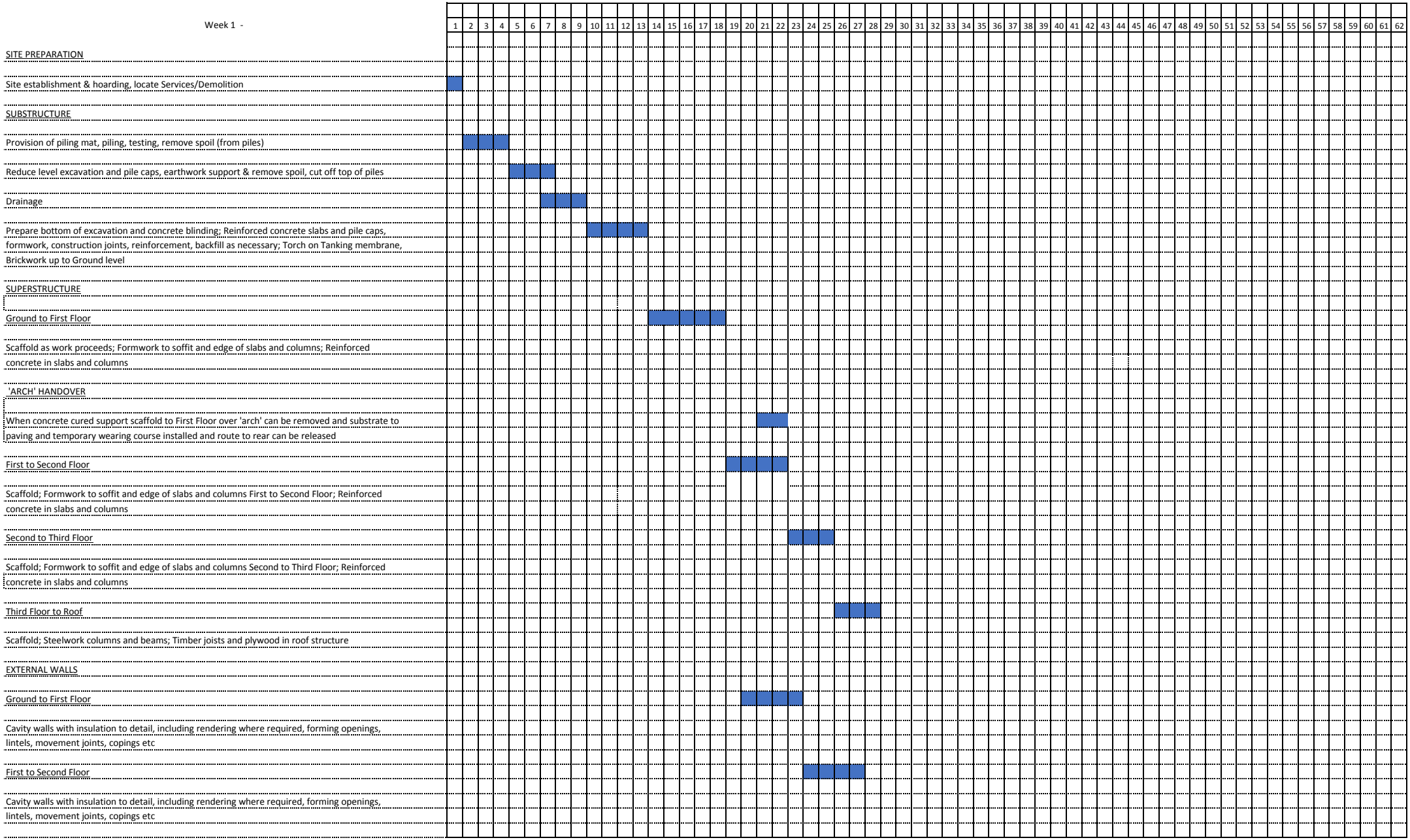
V2.7

Appendix A – Site Location Plan



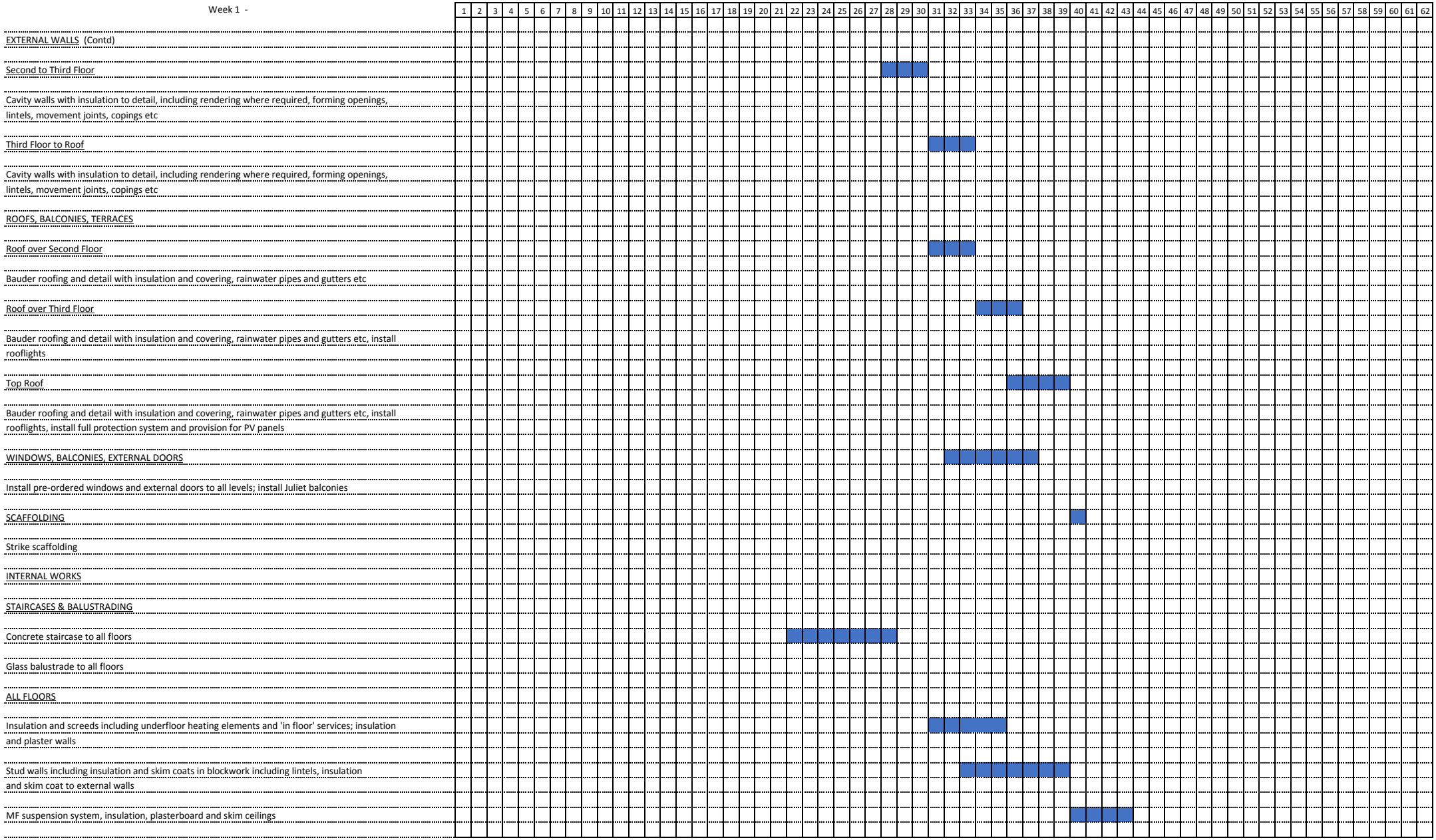
Appendix B

ARLINGTON ROAD - DRAFT PROGRAMME (10/9/19)



Appendix B

ARLINGTON ROAD - DRAFT PROGRAMME (10/9/19)



Appendix B

ARLINGTON ROAD - DRAFT PROGRAMME (10/9/19)

NEIGHBOUR LETTER

9th December 2021

Dear Neighbour, 131A Arlington Road, London, NW1 7ET

RE: Land to the rear of 125-133 Camden High Street/facing Arlington Road London NW1 7JR

Development: Planning Permission 2009/2228P Development of Existing Car Park Area facing Arlington Road (also at rear of supermarket fronting Camden High Street) by the Erection of a part three storey, part four storey building to provide 9 residential units. (2 x studios, 1 x 1 bedroom, 4 x 2 bedroom and 2 x 3 bedroom).

We write to you as a neighbour and the land owner of Land Rear of 125-133 Camden High Street.

We, Lazari Investments Limited and our contractors intend to start work on the above development on the 1st March 2022.

Please find below a link to where our Construction Management Plan can be viewed. This plan aims to ensure the impact on the local community is taken into account and minimised by ensuring adherence to standard hours for work and deliveries amongst other matters relating to the project.

The plan also gives contact details for assistance or queries during the construction process.

If you have any comments please email them to the following email address: info@sitesage.co.uk and we will endeavour to take them on board in the updated Construction Management Plan.

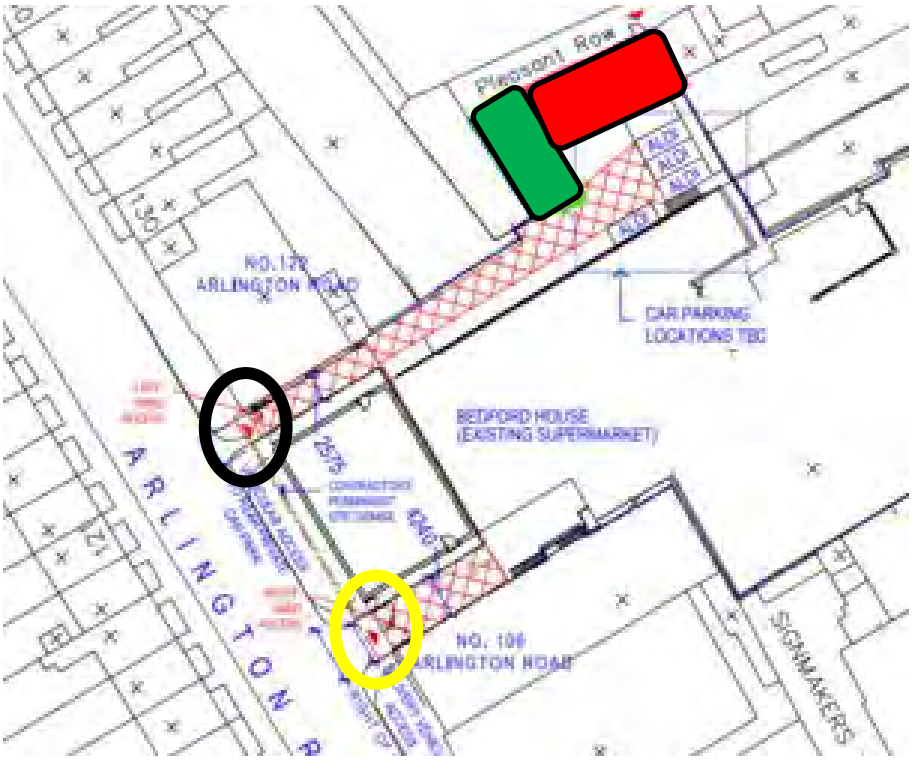
The Construction Management Plan can be viewed at: https://1drv.ms/b/s!AmztQOO890HVh6YORv9S5dU3CdeWYw?e=gNi6N0 .

We would appreciate any comments from you within 14 days.

Yours sincerely,

Lazari Investments Limited

Appendix D – Site Layout



Key –

	Material Storage Area
	Welfare Facilities
ALDI	Parking Space for Aldi Supermarket
XXXXX	Driveway Access
	Construction Access Point
	Aldi Delivery Access Point - No Construction Traffic

Land to rear of 125-133 Camden High Street *Pollution Team Ref:* 2009/2228/P

A copy of this document shall be made available to the appointed Building Contractors and their sub-contractors

LBC LEGAL DUTIES and EXPECTATIONS REGARDING BUILDING CONSTRUCTION/DE-CONSTRUCTION SITES

Addendum to CMR - CMP WORKING FRAMEWORK

Site: Land to rear of 125-133 Camden High Street facing Arlington Road London NW1 7JR
Planning number: 2009/2228/P
Date: 15/06/2022
Revision: 1

This document is part of a site specific CMP framework, in which the developer and the principal contractor agree to ensure that environmental impacts from the construction of the proposed impacts do not give rise to significant adverse effects on health and quality of life.

The Developer and the Main Contractor agree to provide the council the necessary information to demonstrate the implementation of best practice and compliance with the relevant legal and contractual requirements.

1. TIME FOR NOISY OPERATIONS

Construction activities and ancillary works which are audible at the site boundary shall normally be carried out between the following hours:

- Mondays to Fridays 08.00 – 18.00
- Saturdays 08.00 – 13.00

Where noise or vibration from the construction of the proposed development exceed the significant observed adverse effect levels or at the reasonable request of the council, works shall take place on a 2 hours on/off basis. For example:

- ON - Monday to Friday 08:00 - 10:00, 12:00 - 14:00 & 16:00 - 18:00
- ON - Saturdays 11:00 - 13:00.

2. NOISE AND VIBRATION CONTROL

The contractor shall undertake a detailed construction noise assessment and produce a comprehensive noise and vibration strategy, which shall include the following:

(ii) baseline noise and vibration surveys (where required)

(iii) On-site and off-site mitigation measures

(iv) Noise and vibration monitoring proposal

(v) A noise and vibration trigger action plan setting out the steps to be taken in the event that predicted and proposed trigger action levels, are exceeded.

(vi) Noise reports should be sent to Camden's pollution team at pollutionduty@camden.gov.uk

3. CONTROL OF VISIBLE DUST AND ITS MONITORING

- Prevention
- Suppression
- Containment

Land to rear of 125-133 Camden High Street *Pollution Team Ref:* 2009/2228/P

A copy of this document shall be made available to the appointed Building Contractors and their sub-contractors

4. MEETING AIR QUALITY CRITERIA (NON VISIBLE DUST) AND ITS MONITORING

Air Quality Requirements

- Contractors are required to monitor and manage air quality in accordance with current best practice guidance (Mayor of London Control of Dust and Emissions During Construction and Demolition SPG), measuring for PM10 using real-time analysers which have MCERTS 'indicative' or an equivalent certification for accuracy/precision.

- If the site's air quality assessment finds dust risk level to be 'medium', two monitors are required. If the risk level is 'high', four monitors are required.

- If the risk level is 'high', four monitors are required.

- Monitoring should start at least three months prior to commencement of works on site, and must continue until practical completion, i.e. real-time dust monitoring is required for all phases of development, therefore the developer must ensure that dust monitoring is passed between demolition and construction contractors etc.

- Monitoring locations/positions and the justification for these must be checked with and approved by Camden's air quality team: AirQuality@camden.gov.uk.

- Real-time monitoring should be supplemented with visual and qualitative monitoring of construction dust.

Trigger values	Amber Alert 15 mins Average	Red Alert 15 mins Average
	150µg/m^3	250µg/m^3

- **AMBER ALERT.** 'amber' trigger level (at which point the cause of the dust should be immediately investigated and remedial action taken to mitigate it)

- **RED ALERT**. If this level is reached, works on site must be stopped until conditions improve.

YOUR ATTENTION IS DRAWN TO THE FOLLOWING:

(i) Taking into account the baseline monitoring conditions, repeated exceedances of the upper trigger level may lead ultimately to the Council moving to halt works on site.

(ii) Monthly AQ summary reports should be sent to Camden's air quality team at AirQuality@camden.gov.uk, and these should note (at the very least) the current positions of the monitors (including photographs), the number of trigger level exceedances, data coverage, and narrative on site works and remedial dust mitigation measures applied.

(iii) The AQ reports should also be made publicly available, either by hosting online or by posting the data summaries on the site hoarding.

(iv) Automated trigger level exceedance alert emails should also go to the above email address as well as to the developer/contractor on-site representative/s for managing air quality. Failure to provide data or to manage air quality may lead to an injunction.

5. RODENT CONTROL

- Before any works ascertain the presence of rats and mice and how they will be destroyed if found on site.
- Monitoring programme

GENERAL AGREED UNDERSTANDINGS.

(a) London Borough of Camden under the Control of Pollution Act 1974, Environmental Protection Act 1990 and Prevention of Damage by Pest Act 1949, has the legal duty to protect from the effects of noise (including vibration), statutory nuisances and pest prevention from rodents to those who are living in the proximity of the proposed works.

(b) The Council expect to receive no valid complaints during the entire duration of the proposed works to be undertaken at, **Land to rear of 125-133 Camden High Street facing Arlington Road London NW1 7JR.**

(c) The CMP shall be a living document to be reviewed/modified as soon as problems arise or at the reasonable request of the council.

(d) A proactive approach towards the management of environmental impacts will be incorporated and enforced throughout the duration of the project.

Noise and Vibration

(e) All reasonable steps shall be implemented in the design and construction of the proposed development so that noise and vibration from the construction do not give rise to significant adverse effects on health and quality of life.

(f) Where noise or vibration from construction exceeds the defined significant observed adverse effect levels or at the reasonable request of the council, some form of respite shall be offered.

(g) Best practicable means (BPM), as defined in Section 72 of the Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990, shall be applied during all construction works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors.

(h) Consideration will be given to the recommendations contained within BS5228:2009+A1:2014, approved by the Secretary of State as the Code of Practice for noise and vibration control on construction and open sites.

Dust

(i) No demolition works shall be commenced without an adequate water supply to cover the working areas.

Pests

Land to rear of 125-133 Camden High Street *Pollution Team Ref:* 2009/2228/P

A copy of this document shall be made available to the appointed Building Contractors and their sub-contractors

(j) At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal)).

Community liaison

(k) A programme of community liaison will be carried out, including regular engagement meetings, notification of works and details of the complaints process.

Applicant: NB By signing this form you are confirming you are a person whose signature is recognised by your company.

Signed: M. Lazari

Date: 30.06.22

Print Name: Marios Lazari

Position: Property Manager

Note: This agreement shall be binding on, and ensure to the benefit of, the parties to this agreement and their respective personal representatives, successors and permitted assigns, and references to any party shall include that party's personal representatives, successors and permitted assigns.

Certificate of Registration

Presented to
Ever Grow Construction Ltd

For registration period
29 Jun 2022 to 28 Jun 2023

This Organisation has been registered with the Considerate Constructors Scheme and has committed to adhering to the Scheme's Code of Considerate Practice in each of the following sections:

Respect the **Community**

Care for the **Environment**

Value their **Workforce**

Isabel Martinson MBE
Executive Chairman, Considerate Constructors Scheme

ISSUE DATE: 30/06/2022
ORGANISATION ID: 3569

Air Quality & Dust Management Plan
Demolition & Construction Phase

On behalf of

LAZARI INVESTMENTS LIMITED

Greater London House Hampstead Road, London, NW1 7QX

Health & Safety Risk Services
Document Control

Document Name	Arlington Road
Document Reference	HSRS-AQDMP-NW1 7JR
Issue Date	27th September 2022
Issue Number	1
Author	Angelo Takkas
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Review Record				
Date	**Detail of Change**	**Initiated By**	**Approved By**	**Issue No**

AUTHORISED CHANGE PERSONNEL:
AT = Angelo Takkas

Contents

1. Introduction

This 'Air Quality & Dust Management Plan' has been developed as an appendix to the Construction Management Plan.

"The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment." The Air Quality & Dust Management Plan will cover a specific area within the environment section detailing how the project will minimize the impact on the surrounding environment.

1.1 This document outlines the measures to be taken to reduce the dust created during the demolition and construction phase of the development. It has been prepared with reference to the Mayor of London's best practice guide 'The control of Dust and Emissions from Construction & Demolition', which should be used as a source of further, more detailed information.

Referring to visible dust, it is imperative to prevent statutory nuisance arising from the demolition, construction works or dusty activities. Therefore, a philosophy of the prevention of dust formation in the first place shall be adopted. Dealing with dust should be in the following fashion:

1. Prevention
2. Suppression
3. Containment.

These three principles are well established and are central to our strategies to control dust. They follow a hierarchy to control the emissions.

This Dust Management Plan has identified the dusty operations and established the best available techniques that are required to control dust emissions. The identified dusty operations shall be recorded in the fugitive dust emissions register and should be prevented whenever practicable.

When this is not practicable emissions should be controlled at source. Examples include correct storage of raw materials, organising the process in such a way that spillage is avoided and maintaining high standards of internal and external housekeeping.

1.1.2 To meet the requirements of this plan, control measures must be incorporated into the Principal Contractors Construction Phase Plan and the Demolition site specific risk assessments and method statements. All of which should be provided to the appointed Principal Designer for this project.

Executive Summary

The proposed site which currently operates as a car park is surrounded by residential and commercial buildings.

To the front of the proposed site are a row of terraced residential properties with windows and doors directly facing the site. To the west, north and east of the proposed site are a combination of residential and commercial walls and rooftops with no openings facing the proposed site. Photographic evidence of these potential receptors is available in section 3.2.3 of this document.

During the initial demolition and excavation Phase of this project the mitigation measures taken to protect all potential receptors includes:

- Hoardings at a minimum height of 2m surrounding the demolition & excavation
- Water will be used as a dust suppressant during demolition and excavation
- New machinery will be used to minimize noise emissions
- The storage of excavated materials to be minimized (Removed as soon as possible)
- Maximise the distance of stockpiles from residential properties on Arlington Road
- The height of stockpiles must remain one metre below the top of the hoarding
- Grab lorries removing soil will switch of engines on arrival
- During the loading of grab lorries the vehicle access gates must be closed
- Loading will not take place during windy conditions and all loads will be covered before departure
- Wheel washing will take place before departure of vehicles from site

During the construction phase of the project the mitigation measures taken to protect all potential receptors includes:

- Hoardings at a minimum height of 2m surrounding the foundation works
- Water will be used as a dust suppressant during construction
- New machinery will be used to minimize noise emissions
- Maximise the distance of new stockpiles from residential properties on Arlington Road
- The height of stockpiles must remain one metre below the top of the hoarding
- During the delivery of cement the vehicle access gates must be closed
- Wheel washing will take place before departure of vehicles from site

During the later stages of the project when scaffold is erected

- Netting secured around perimeter to prevent dust pollution

Sample netting on Camden High Street

The project manager will review all method statements and risk assessments provided by the Principal Contractor to ensure the correct mitigation measures are considered and implemented during the works.

The project manager will manage all complaints from the surrounding community and follow appropriate actions identified in this plan.

2. Legislative Framework for Best Practice

2.1.1 The Principal Contractor must be aware that, in addition to those referred to in this document that there are other relevant pieces of legislation applicable to construction site activities.

2.1.2 Those identified in this document are correct at the time of writing in September 2022. However, new legislation or guidance that is subsequently introduced setting higher standards should be applied.

2.1.3 The Principal Contractor must also be aware that by following this plan, they are applying good practice methods for demolition & construction. Compliance with this document does not however offer exemptions from prosecution under any of the relevant legislation, but it is recognised that using the mayor of London's best practice guide can be used as a defence from prosecution under Section 80 of the Environmental Protection Act 1990.

2.2 Planning Policy Statement 23: (PPS 23) This sets out Government policy on pollution control and planning and states "planning conditions could be used in respect of impacts such as noise, vibrations, odour, air pollutants and dust from certain phases of the development such as demolition and construction". It is therefore appropriate to use this best practice guide to inform planning conditions.

2.3 Health and Safety at Work Act 1974: The provisions of this Act apply at all times on demolition and construction sites. The Health and Safety Executive are the enforcing authority.

2.4 Building Act 1984: This Act and subsequent Building Regulations 2000 aim to ensure the safety of those within and close to a building during works. They are the main mechanism for a local planning authority to control the impact of construction (including demolition). Section 82 (J) can be used to place conditions on the demolition notice to ensure effective dust management options are undertaken.

2.5 Environmental Protection Act 1990: Under Part 3 of this Act, emissions of dust, fumes and other effluvia from construction sites can be identified as statutory nuisance if prejudicial to health or a nuisance. Control of a statutory nuisance is contained within section 80 and a LA has a mandatory duty to serve an abatement notice on the person/owner or occupier of the premises responsible for the nuisance.

2.6 Environmental Permitting Regulations 2007: These apply to smaller industrial activities, known as Part B installations, of which concrete batching, mobile concrete crushing and screening are relevant to construction sites. Local authorities are the regulator and are responsible for enforcing the various conditions detailed in the Permit. The conditions to be complied with are based on the principle of Best Available Techniques (BAT) which require that the cost of applying, e.g. an abatement technique, is not excessive in relation to the potential environmental benefit it provides.

3. Site Evaluation

There are a number of sources of dust and emissions from construction activities that can release a range of particles. There generally 4 phases to be considered in any project:

- Demolition
- Earthworks
- Construction
- Track out

All of these phases are likely to some kind of environmental impact if not correctly controlled.
The Dust Management Plan will assess the environmental risk level for this project and identify the methods proposed in order to minimise the potential impact on any surrounding sensitive receptors

Risk Category
For the proposed works to be undertaken on this project the applicable risk conditions are High-lighted in green
The Mayor of London's best practice guide 'The control of Dust and Emissions from Construction & Demolition' identifies the risk associated in the different phases as follows:

The potential Dust Emission Magnitude

Demolition Phase:
SMALL – if any of the following apply
- The total volume of the buildings to be demolished < 20,000 m^3
- Construction material with low potential for dust release (e.g. metal cladding or timber)
- Demolition activities < 10m above ground demolition activities during wetter month

Earthworks Phase:
SMALL – if any of the following apply
- The total site area < 2,500 m^2
- Soil type with large grain size (e.g. sand)
- <5 heavy earth moving vehicles active at any one time , formation of stockpile enclosures <4m in height
- Total material moved <10,000 tonnes (where known) or Earthworks during wetter months

Construction Phase:
SMALL – if any of the following apply
- The total building volume < 25,000 m^3
- Construction material with low potential for dust release (e.g. metal cladding or timber)

Track-Out Phase:
SMALL – if any of the following apply
- <10 HDV (>3.5t) trips in any one day
- Surface material with low potential for dust release
- Unpaved road length <50m

The Sensitivity of the Area

Sensitivity of People to Dust Soiling Effects:
HIGH – if any of the following apply
- The enjoyment of amenity would not reasonably be expected
- Property would not reasonably be expected to be diminished in appearance, aesthetics or value by soiling
- There is a transient exposure, where the people or property would reasonably be expected to be present only for limited periods of time as part of the normal pattern use of land. Indicative examples would include playing fields, farmland (unless commercially-sensitive horticultural), footpaths, short-term car parks and roads
- There are more than 10 residential receptors at distances of less than 20M.

Sensitivities of People to the Health Effects of PM:
LOW – if any of the following apply
- Locations where human exposure is transient. Indicative examples would include public footpaths, playing fields, parks and shopping streets

Sensitivities of Receptors to Ecological Effects
LOW – if any of the following apply
- Locations with a local designation where the features may be affected by dust deposition. Indicative example is a local Nature Reserve with dust sensitive features

This project is considered below the category of **LOW** for this section

It is therefore concluded that the overall receptor sensitivity of the area for each phase of the project will be classified as **MEDIUM** for this project and subsequently the risk of dust impacts for each phase following the control measures can be defined as **Negligible** in accordance with 'The Control of Dust and Emissions during Construction and Demolition' supplementary planning guidance from The Mayor of London.

Dust Generating Activities
Potential dust generating activities during normal working days may include:

- Demolition of buildings – **Not applicable for this project**
- Clearing of land and related excavation and compaction activities. – Breaking of existing slab
- Excavation of friable material – Excavation for foundations
- Operation of heavy machinery and related equipment for earthmoving and the engines associated with such machines. – Excavator for foundations & Grab lorries for soil removal
- Crushing of broken concrete; – **Not applicable for this project**
- Sand/grit blasting; – **Not applicable for this project**
- Generation of solid wastes and debris, their stockpiling and transfer onto trucks or into skips. Handling of soils and broken/crushed concrete.
- Erection of structures using steel, concrete, brick, glass, timber, and other materials.
- Transporting building materials & supplies to the site, and transport of wastes off site.
- Movement of vehicles along roadways, in and out of the site and within the site.
- Application of surface coatings and finishes using paints and adhesives.

3.1 **Risk Assessment**

3.2.1 The nature of potentially dust generating materials to be dealt with on site may vary, but all are more prone to generate dust when in a dry state and in windy conditions. Consideration must be given to materials when

- Broken up
- Moved around site
- Stored
- Removed from Site

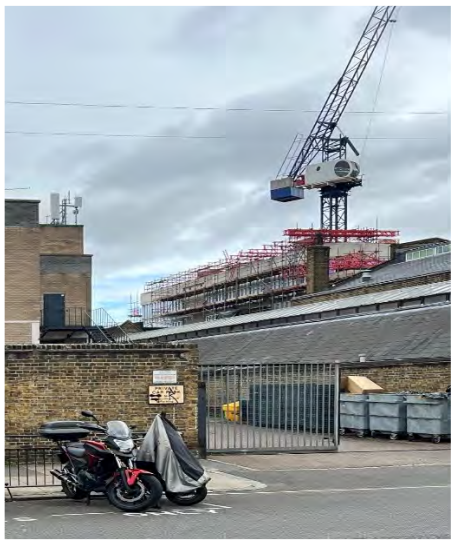
And appropriate control measures are detailed in the Dust Management Plan in order to reduce the amount of airbourne dust.

3.2.2 In order to carry out the preparation of the site for onward development, many of the processes listed in 3.1 must be assessed appropriately and proportionately where relevant. The control measures will be detailed in this Air Quality & Dust Management Plan.

3.2.3 Exposure to dust of local neighbours, residents and the general public in close proximity to the site and must be considered and control measures will be detailed in this Air Quality & Dust Management Plan. Potential receptors include:

Residential properties to front of site

Residential property 122 Arlington Road – no side windows



Commercial rooftops to east of building Supermarket wall to rear of site

3.2.4 Mitigation Measures

Site Planning

- Erect effective barriers around dusty activities or the site boundary.
- No bonfires.
- Plan site layout–machinery and dust causing activities should be located away from sensitive receptors.

Construction traffic

- All vehicles should switch off engines – no idling vehicles.
- Wash or clean all vehicles effectively before leaving the site if close to sensitive receptors.
- All loads entering and leaving site to be covered.
- No site runoff of water or mud.
- All non-road mobile machinery (NRMM) to use ultra-low sulphur tax-exempt diesel (ULSD) where available.
- On-road vehicles to comply with the requirements of the Low Emission Zone (LEZ).

Demolition Works

- Use water as dust suppressant.
- Cutting equipment to use water as suppressant or suitable local exhaust ventilation systems.
- Securely cover skips and minimise drop heights.

Site Activities

- Minimise dust generating activities.
- Use water as dust suppressant where applicable.
- Keep stockpiles for the shortest possible time.

3.3 **Method Statement**

Section 60 of the Control of Pollution Act 1974 empowers the Local Authority to serve a notice imposing requirements as to the way in which construction works are to be undertaken. Any imposed requirements must be met and detailed within the site-specific method statement for the works.

Section 61 allows a developer to apply in advance for consent as to the methods by which certain works are to be undertaken. No consents have been applied for or granted on this development.

3.3.1 A method statement must be submitted to the Principal Designer by the Principal Contractor at various stages of the project to cover any significant dust generating activities. This will be reviewed and approved by the Principal Designer prior to any works being carried out and take into account the dust impact created by all activities during the Demolition and Groundworks phases of the project.

3.3.2 The content of the method statement will be determined by the site evaluation but typical features will include:

- Summary of work to be carried out;
- Description of site layout and access
- Location of site equipment including supply of water for damping down, source of water (wherever possible from dewatering or extraction) drainage and enclosed areas;
- Inventory and timetable of all dust generating activities
- A List of all dust and emission control methods to be used;
- Details of fuel stored on site;

- Identification of an authorised responsible person on-site for air quality. Ideally someone with knowledge of pollution control and vehicle emissions;
- Summary of monitoring protocols and agreed procedure of notification to the local authority nominated person(s) if required;
- A site log to record details and action taken in response to exceptional incidents or dust causing episodes. The log should also be used to record the results of routine site inspections

Proposed haul routes will be identified and supplied within the Construction Management Plan

Details of the Principal Contractors workforce training in areas such as health and safety, best practice methods, site housekeeping, reporting procedures and communication will be made available to the Principal Designer. All site operatives should have some training of the onsite pollution policy, at least as part of induction training.

3.3.3 Asbestos

Not applicable for this project

3.3.4 Demolition

Not applicable for this project

3.3.5 Contaminated Land

Where appropriate contaminated land issues should be included in the method statement and dust management plan in the context of identifying potential emissions to air and protecting human health and the environment.

Specific control measures should be included where relevant and developers should refer to legislation and procedures such as the Environmental Protection Act 1990, relevant Building Regulations and Environment Agency guidance such as CLR11.

The site has been historically used as a car park and therefore we do not anticipate any contaminated land to be applicable on this project

4. Dust and Emissions Control

The Principal Contractor will ensure that all operatives including sub-contractors appointed to perform specialist tasks follow best practice means to minimize dust and emissions

All works on this project will comply with the Waltham Forest Council operating hours as follows:
Monday to Friday 8am to 6pm
Saturday 8am to 1pm
No Sunday, Bank holiday or Public holiday working

Important management techniques for effective control of emissions include; proper management, supervision and training for process operations; proper use of equipment; effective preventative maintenance on all plant and equipment concerned with the control of emissions to the air; and it is good practice to ensure that spares and consumables are available at short notice in order to rectify breakdowns rapidly. This is important with respect to arrestment plant and other necessary environmental controls. It is useful to have an audited list of essential items.

Prevention

- The site manager will be appointed as the responsible person
- Consideration of weather conditions will be taken into account (dust generating potential of material) prior to excavation works
- Plan site layout to maximise distance from plant/stockpiles etc. to sensitive receptors
- Erection of solid screens at least as high as planned stockpiles
- Materials generating dust will be removed from site as soon as possible
- No bonfires will be permissible on this site
- Operatives will be instructed on pollution prevention during induction process
- Toolbox talks will take place on pollution prevention on days when the potential dust emissions may occur

Suppression

- Minimise dust generating activities, particularly near residential receptors during prolonged dry, dusty weather unless using damping and other suppressants
- Ensure an adequate water supply to site and use water as dust suppressant where applicable
- Ensure any site machinery is well maintained and in full working order
- Ensure equipment available for cleaning spills etc. available at all times
- Sand and aggregates will be stored away from sensitive receptors and screened/shielded.
- Concrete batching will take place away from receptors where possible.
- A Construction Management Plan has been developed
- Loads entering and leaving the site with dust generating potential will be covered and wheel washing facilities made available
- No idling of vehicles, all engines to be switched off.
- Vehicles to comply with site speed limits (5mph) and Low emission zones
- Water assisted sweeping of local roads to be undertaken if material tracked out of site ensuring no site run off of water or mud.
- Install/maintain hard surfacing as soon as practicable on site and ensure that they are maintained in good condition.

Containment

- Records of dust and air quality complaints to be kept, including likely causes and mitigation measures to reduce impacts if appropriate
- Daily on-site and off-site visual inspections to be undertaken and recorded
- Consideration should be given to dust soiling monitoring at nearby residential properties, at locations agreed with local authority
- Inspections will be increased in frequency during periods of high activity or prolonged dry, windy weather
- Keep site perimeter, fences etc. clean.
- Continue to review and amend RAMS as necessary following any complaints

4.1 **Pre-site preparation**

- Wooden hoardings of at least 2m in height should be erected along site boundaries where appropriate.

- As the works progress through the site the locations of plant and stockpiles may necessarily vary but wherever possible the sources of dust generating material will be located as far from any sensitive receptors as possible and take into consideration prevailing winds, the proximity of the site boundary and neighbours.

- The minimisation of drop height is very important in stockpiling to reduce wind whipping of particulates. When designing storage bays internal walls separating storage bays will be at least 0.5 metres lower than external walls of the bays.

4.2 **Haul roads**

- The progressive nature of demolition works means that it is often not practicable to have paved roads across site. Therefore, all routes across site shall be compacted and dampened down when dry as necessary using an appropriate water source such as a mains connection or towed sprinkler bowsers. However on this project vehicles will only access the site via the existing car park entrance on Arlington Road which is a concrete base and will be maintained throughout the lifespan of this project.

- The main principles of preventing dust emissions are containment of dusty processes and suppression of dust using water or proprietary suppressants. Suppression techniques will be properly designed, used and maintained, in order to be effective. For example, where water is used for dust suppression, processes require an adequate supply of water and all water suppression systems need adequate frost protection.

- Haul roads that provide access to heavy lorries for import and export of materials may be constructed of compacted imported or locally crushed material/concrete. For this project the existing car park entrance will be utilized and the principal contractor must ensure the surface will be kept in good repair.

- Following vehicles movements, the wash or damp down of haul routes both within and outside the site will be performed. This is particularly important for this site which is located close to residential properties and other sensitive receptors.

4.3 **Vehicles**

- All vehicles used on-site shall be regularly maintained to minimise exhaust emissions. A limited speed policy shall be deployed on site for both site traffic, delivery traffic and waste removal traffic
- On arrival to site all vehicles will switch off engines – No idling.
- Materials entering or leaving site by lorry shall be sheeted to avoid dust release and a wheel wash will be utilised if necessary.
- Vehicles shall not be routed through residential areas unless there is no reasonable alternative.

4.4 **Site entrances**

- Site entrances, off site roadways and onsite hard standing areas shall be regularly inspected and swept/cleaned whenever any significant soiling is detected.
- Wheel washing is unlikely to be necessary but nonetheless the principal contractor will establish a wheel wash station at the vehicle entrance to the site as a precaution.

4.5 **Mobile Crushing Plant and Screeners**

- It is not anticipated that any crushing plant will be required on this project. If this changes Camden Council shall be notified if a crusher is to be used on site. A copy of the permit shall be kept on-site and the crusher operations logged.
- Crusher and screener operatives shall be trained in dust minimising practices and will wear the appropriate respiratory protection as identified by the risk assessment and method statement.
- Where possible bunds and stockpiles shall be used to shield the process areas around the plant and limit dust generation.
- If the Principal Contractor deems that the crusher or screener operation is producing unacceptable amounts of dust then operations shall cease until dust generation can be acceptably controlled. This does not alleviate the operator of his duty to conform to the permit conditions for the crusher.

4.6 **Excavation & Earthworks**

- All dusty activities will be damped down, especially during dry weather.
- Temporarily cover earthworks if possible.
- Minimise drop heights to control the fall of materials.

4.7 **Stockpile and storage mounds**

- Stockpiles shall be used for as short a period as possible and carefully managed and maintained in order to minimise potential for dust generation. Practices may include rounding and compacting by machines to avoid sharp changes in shape that may promote dust generation.
- Stockpiles shall be kept away from sensitive receptors where possible, and where appropriate,

shall be used to shield dust generating operations from sensitive receptors e.g. residential areas/housing.

- Excavated materials will be disposed from site in a timely manner. Any temporarily stored materials shall be sheeted down to prevent wind-blown dust generation. Storage for materials shall be regularly inspected for signs of fugitive emissions such as dust.

4.8 **Cutting, Grinding & Sawing**

- All equipment will use water suppressant or suitable local exhaust ventilation systems.

4.9 **Chutes & Skips**

- Skips containing dusty wastes shall be securely covered or sheeted over.
- Minimise drop heights to control the fall of materials.
- Regularly damp down surfaces with water.

4.10 **Asbestos**

- None anticipated on this project.

4.11 **Waste Disposal/Burning**

- No burning of any material is permitted on site.
- All excess material will not be wasted but used or safely removed from site according to appropriate legislation.

4.12 **Dealing with Spillages**

- Use bunded areas wherever practicable
- Regularly inspect the site area for spillages
- Have spillage kits readily available
- Clean spillages using agreed wet handling methods
- Vacuum or sweep regularly to prevent the build-up of fine waste dust material, which is spilled on the site and is designated as waste that is no longer fit for use should be dealt with in accordance with the Waste Management Licensing Regulations (WMLR), 1994
- Inform the Environment Agency, London Fire and Emergency Planning Authority (LFEPA) or the Health Protection Agency (HPA) if harmful substances are spilled.

4.13 **Demolition Activities**

- This will only involve the breaking of the existing slab to facilitate excavations

4.14 **Training**

- In addition to training specific to special plant such as the concrete crusher, training of staff to raise awareness and promote individual responsibility regarding dust control, shall be undertaken where appropriate. Relevant training records shall be made available if requested.

5. Dust Monitoring

Prediction
Prior to the commencement of each relevant task where the air quality from dust is likely to cause significant environment pollution predicted target levels will be established.

Measurements
For the duration of this project we do not anticipate the undertaking of any task that is likely to cause environmental pollution. However should this change then the following devices will be utilised to take measurements at regular intervals:

- Air Sampling Pump

Readings will be compared against the anticipated targets and should these readings exceed the predicted levels then works will cease and necessary actions will be taken to reduce the level of the readings.

Additionally, readings of ambient levels of suspended dust may be made using e.g. Split 2 optical dust meters deployed at various locations around the site in reaction to observed prevailing wind conditions and/or any visual observations of dust emissions.

Should the Principal Contractor receive timely notification of complaints relating to dust, additional readings of ambient dust may be carried out near the complainant's home.

A weather station may be maintained on site to provide accurate weather data, including wind speed and direction and precipitation.

A site log (daily diary) shall be kept to record details and action taken in response to exceptional incidents or dust-causing episodes.

Wherever the monitoring identifies significant levels of dust being generated the site controls and processes shall be reviewed to determine the likely cause. Control measures shall be enhanced if possible and if dust levels are uncontrollable works may be suspended.

Where specified by the Local Authority, regular reports on dust conditions and monitoring shall be submitted to the local authority and/or Health Protection Agency.

6. Dust Risk Assessments

Assess (the risks)

Assess the risks linked to the work and materials. Examples of high-risk tasks are listed in Table 1 below. High dust levels are caused by one or more of the following:

- **Task** – the more energy the work involves, the bigger the risk. High-energy tools like cut-off saws, grinders and grit blasters produce a lot of dust in a very short time;
- **Work area** – the more enclosed a space, the more the dust will build up. However, do not assume that dust levels will be low when working outside with high-energy tools;
- **Time** – the longer the work takes the more dust there will be;
- **Frequency** – regularly doing the same workday after day increases the risks.

Control (the risks)

Use the following measures to control the risk. Examples of controls for common high-risk tasks are given in Table 1 below.

Stop or reduce the dust

Before work starts, look at ways of stopping or reducing the amount of dust you might make. Use different materials, less powerful tools or other work methods. For example you could use:

- The right size of building materials so less cutting or preparation is needed;
- Silica-free abrasives to reduce the risks when blasting;
- A less powerful tool – e.g. a block splitter instead of a cut-off saw;
- A different method of work altogether – e.g. a direct fastening system.

Control the dust

Even if you stop some dust this way, you may do other work that could still produce high dust levels. In these cases the most important action is to stop the dust getting into the air. There are two main ways of doing this:

Water – water damps down dust clouds. However, it needs to be used correctly. This means enough water supplied at the right levels for the whole time that the work is being done. Just wetting the material beforehand does not work.

On-tool extraction – removes dust as it is being produced. It is a type of local exhaust ventilation (LEV) system that fits directly onto the tool. This 'system' consists of several individual parts – the tool, capturing hood, extraction unit and tubing. Use an extraction unit to the correct specification (i.e. H (High) M (Medium) or L (Low) Class filter unit). Don't just use a general commercial vacuum.

Respiratory protective equipment (RPE)
Water or on-tool extraction may not always be appropriate or they might not reduce exposure enough. Often respiratory protection (RPE) has to be provided as well. You will need to make sure that the RPE is:

- Adequate for the amount and type of dust – RPE has an assigned protection factor (APF) which shows how much protection it gives the wearer. The general level for construction dust is an APF of 20. This means the wearer only breathes one twentieth of the amount of dust in the air;
- Suitable for the work – disposable masks or half masks can become uncomfortable to wear for long periods. Powered RPE helps minimise this. Consider it when people are working for more than an hour without a break;
- Compatible with other items of protective equipment;
- Fits the user. Face fit testing is needed for tight-fitting masks;
- Worn correctly. Anyone using tight-fitting masks also needs to be clean shaven.

Remember: RPE is the last line of protection. If you are just relying on RPE you need to be able to justify your reasons for this.

Other controls
Depending upon the work you are doing you may have to combine these measures with other controls. Think about:

- Limiting the number of people near the work;
- Rotating those doing the task;
- Enclosing the work to stop dust escaping. Use sheeting or temporary screens;
- General mechanical ventilation to remove dusty air from the work area (e.g. in enclosed spaces such as indoors);
- Selecting work clothes that do not keep hold of the dust.

You also need to make sure workers are doing the job in the right way and are using controls properly. Train workers:

- About dust risks and how this can harm their health;
- How to use the dust controls and check that they are working;
- How to maintain and clean equipment;
- How to use and look after RPE and other personal protective equipment (PPE);
- What to do if something goes wrong.

Review (the controls)

You may already have the right controls in place, but are they all working properly? Check the controls work by:

- Having procedures to ensure that work is done in the right way;
- Checking controls are effective. Does the work still seem dusty? You might need to carry out dust exposure monitoring;
- Involving workers. They can help identify problems and find solutions;
  - Maintaining equipment: follow instructions in maintenance manuals;
  - Regularly look for signs of damage. Make repairs;
  - Replace disposable masks in line with manufacturer's recommendations;
  - Properly clean, store, and maintain non-disposable RPE. Change RPE filters as recommended by the supplier;
  - Carry out a thorough examination and test of any on-tool extraction system at least every 14 months.
- Supervising workers. Make sure they:
  - Use the controls provided;
  - Follow the correct work method;
  - Attend any health surveillance where it is needed.

You may have to put a health surveillance programme in place. You may need advice for this from an occupational health professional.

Table 1 Controls for common high-risk tasks

Task	Eliminate or limit the dust by:	Control the dust by using:
Cutting concrete kerbs, blocks and paving with a cut-off saw	• Limiting the number of cuts during design/layout • Using lower energy equipment like block splitters • Getting material cut off site and delivered	• Water suppression and • RPE* with an APF of 20
Chasing concrete and raking mortar	• Limiting the need for chasing at the design/layout stage • Using a work method that limits/does not need chasing, like over-covering cables	• On-tool extraction using an H or M Class extraction unit and • RPE* with an APF of 20 – consider powered RPE for longer duration work
Cutting roofing tiles with a cut-off saw	• Hand cutting natural/fibre cement slates and other tiles where possible • Using ½ and 1½ tiles • Correct setting out/design • Minimising valleys/using dry valleys	• Water suppression and • A dedicated cutting area with scaffold board protection and • RPE* with an APF of 20
Scabbling or grinding with hand-held tools	• Specifying architectural finishes that do not need scabbling • Using (ultra) high-pressure water jetting • Using chemical retarders and pressure washing • Casting in proprietary joint formers, e.g. mesh formwork	• Where possible use on-tool extraction using an H or M Class extraction unit and • RPE* with an APF of 20

Task	Eliminate or limit the dust by:	Control the dust by using:
Short-duration drilling totaling 15–30 minutes with hand-held rotary power tools	• Limiting the number of holes during design/planning • Using direct fastening or screws	• Where possible use equipment that stops dust getting into the air. The larger the holes the better this needs to be. Options range from: • Drilling through a dust 'collector' or using cordless extraction attached to the drill (for smaller drill bits) or • On-tool extraction using an H or M Class extraction unit • Otherwise use RPE* with an APF of 20
Drilling holes with hand- held rotary power tools as a 'main activity'	• Limiting the number of holes during design/planning • Using direct fastening or screws	• Where possible on-tool extraction using an H or M Class extraction unit and • RPE* with an APF of 20
Dry coring	• Limiting the number of holes during design/planning	• On-tool extraction using an H or M Class extraction unit • Longer duration work (i.e. over 15–30 minutes accumulated time over the day) will also need RPE.* Use an APF of 20
Wet coring	• Limiting the number of holes during design/planning	• Water suppression • Long periods of wet coring in enclosed spaces will also need RPE.* Use an APF of 20
Using a hand-held breaker in enclosed spaces with limited ventilation	• Limiting the amount of breaking during design/planning stage • Bursting, crushing, cutting, sawing or other techniques • Remote controlled demolition • Hydro demolition	• On-tool extraction using an H or M Class extraction unit and • RPE* with an APF of 20
Abrasive pressure blasting	• Using a different method of work like (ultra) high-pressure water jetting • Using 'silica free' abrasive material	• Wet or vacuum blasting and • RPE* will depend on silica content of building materials, blasting equipment and length of work: • In most instances use RPE with an APF of 40 • Use RPE with an APF of 20 for lower risk work • Shrouds or screens to contain the flying abrasive • Certain restricted/enclosed working places may also need general mechanical ventilation
Soft strip demolition	• Carefully planning the work • Limiting the number of people that need to be in the work area • Screening off areas to prevent dust spreading	• Use water suppression or on-tool extraction for those tasks where it is possible and • RPE* with an APF of 20 – consider powered RPE for longer duration work • Enclosed spaces may also need general mechanical ventilation to remove dusty air
Removing small rubble, dust and debris	• Limiting waste materials during design/ planning • Considering where waste material is created and how frequently it needs removing • Using the correct dust controls when making rubble/debris	• Damping down and using a brush, shovel and bucket for minor/small 'one-off' amounts • Or for regular removal/site cleaning: • Water spray for damping down • Rake, shovel and bucket/wheelbarrow to remove larger pieces • Covered chutes and skips where needed • Vacuum attachments fitted to an H or M Class extraction unit • RPE* with an APF of 20 depending upon location, duration and type of work

Task	Eliminate or limit the dust by:	Control the dust by using:
Cutting wood with power tools	• Using a less toxic wood[1] • Ordering pre-cut materials • Using dedicated cutting areas to minimise spread	• On-tool extraction using an H or M Class extraction unit • Longer duration work (i.e. over 15–30 minutes accumulated time over the day) will also need RPE† suitable for the wood dust • –particularly in enclosed spaces
Sanding wood with power tools	• Using a less toxic wood[1] • Using 'pre-finished' materials	• On-tool extraction using an H or M Class extraction unitand • RPE† suitable for the wood dust in most situations
Sanding plasterboard jointing	• Using other finishes/systems	• On-tool extraction using an H, M, or L Class extraction unit

*** Table 2** Common RPE types for construction dust

APF	Common RPE types for construction dust
10	• FFP2 disposable mask or half mask with P2filter
20	• FFP3 disposable mask or half mask with P3filter • Or for longer duration work: • Powered RPE such as a TH2 powered hood/helmet
40	• Abrasive blasting helmet with constant flow airline

† RPE for wood dust

The risk from wood dust is specific to different types (species) of wood.[1] Knowing the species is important in establishing the right RPE to use. In general, RPE with an APF of 20 is appropriate; particularly for higher residual dust levels, such as when sanding, and for all work with more toxic woods such as hardwoods, western red cedar and MDF. RPE with an APF of 10 is suitable for work with less residual dust and when the wood is lower risk (e.g. pine).

7 Mitigation Measures

The following includes a list of mitigation measures to be undertaken on this project

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACK- OUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Site management			
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX
Develop a Dust Management Plan.		XX	XX
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX
Display the head or regional office contact information.	XX	XX	XX
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX
Make complaints log available to the local authority when asked.	XX	XX	XX
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	XX	XX	XX
Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.	XX	XX	XX
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the logbook.	XX	XX	XX

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Hold regular liaison meetings with other high-risk construction sites within 500m of the site boundary, to ensure plans are coordinated and dust and particulate matter emissions are minimised.		XX	XX
Preparing and maintaining the site			
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X
Avoid site runoff of water or mud.	XX		
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX
Remove materials from site as soon as possible.	X	XX	XX
Cover, seed or fence stockpiles to prevent wind whipping.		XX	XX
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.			X
If necessary, agree monitoring locations with the Local		XX	XX
Where possible, commence baseline monitoring at least three months before phase begins.		XX	XX

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked		XX	XX
Operating vehicle/machinery and sustainable travel			
Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.	XX	XX	XX
Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.	XX	XX	XX
Ensure all vehicles switch off engines when stationary – no idling vehicles.	XX	XX	XX
Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.	XX	XX	XX
Impose and signpost a maximum-speed-limit of 10mph on surfaced haul routes and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).	X		
Produce a Construction Management Plan to manage the sustainable delivery of goods and materials.		XX	XX
Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).	XX	XX	XX
Operations			
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	XX	XX	XX

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	XX	XX	XX
Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX
Waste management			
Reuse and recycle waste to reduce dust from waste materials	XX	XX	XX
Avoid bonfires and burning of waste materials.	XX	XX	XX

MEASURES SPECIFIC TO DEMOLITION WORKS – NOT APPLICABLE ON THIS PROJECT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	X	X	XX
Ensure water suppression is used during demolition operations.	XX	XX	XX
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	XX	XX	XX
Bag and remove any biological debris or damp down such material before demolition.	XX	XX	XX

MEASURES SPECIFIC TO EARTHWORKS

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.	X		
Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.	X		
Only remove secure covers in small areas during work and not all at once.	X		

MEASURES SPECIFIC TO CONSTRUCTION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Avoid scabbling (roughening of concrete surfaces) if possible	X	X	XX
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place	X	X X	XX
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.		X	XX
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.		X	X

MEASURES SPECIFIC TO TRACK OUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	X	XX	XX
Avoid dry sweeping of large areas.	X	XX	XX
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX
Record all inspections of haul routes and any subsequent action in a site logbook.		XX	XX
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.	X		
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;		XX	XX
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	X		
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.		XX	XX
Access gates to be located at least 10m from receptors where possible.		XX	XX
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site	X		

XX Highly Recommended X Desirable

8 Further Assistance

Should the Principal Contractor or any appointed sub-contractors require any additional information in order to meet the requirements of this Air Quality & Dust Management Plan they should contact **Angelo Takkas, Health and Safety Risk Services on 07766 705 676.**

Appendix H – Neighbour Letter Motorcycle Bay Relocation March 2023

NEIGHBOUR LETTER

6th March 2023

Dear Neighbour,

RE: Land to the rear of 125-133 Camden High Street/facing Arlington Road London NW1 7JR

Development: Planning Permission 2009/2228P Development of Existing Car Park Area facing Arlington Road (also at rear of supermarket fronting Camden High Street) by the Erection of a part three storey, part four storey building to provide 9 residential units. (2 x studios, 1 x 1 bedroom, 4 x 2 bedroom, and 2 x 3 bedroom)

TEMPORARY RELOCATION OF MOTORCYCLE PARKING BAY

We wrote to you at the end of 2021 regarding the above development and advised that we were hoping to start work in 2022. The project was delayed due to outfall from Covid. In the letter we provided a link to the construction management plan and contact details which are included below.

We are now progressing the project with a view to site preparation works to commence in May 2023. In order to ensure a smooth operation and facilitate the quickest construction it will be necessary to service the site from the highway. As part of this arrangement, it will be necessary **to temporarily** relocate the motorcycle parking bay which is adjacent to the site for a period of 12 months. This will provide sufficient clearance to allow construction vehicles to load from the highway. The motorcycle bay will be temporarily relocated to two of the existing paid-for parking bays adjacent to 122 Arlington Road. The total loss of parking will therefore be two paid-for bays. The changes will be delivered using a temporary traffic restriction (TTR). Pedestrian access on the footway adjacent to the site will be maintained throughout the works.

Please find the attached plan showing its relocation plan and the position of the site, and construction vehicle loading.

If you have any comments or would like to request that a copy of the CMP is emailed to you, please contact us using the following email address: info@sitesage.co.uk. Any comments received will be summarised and responded to in the updated Construction Management Plan (CMP) which will be submitted to the Council for approval prior to the changes taking effect.

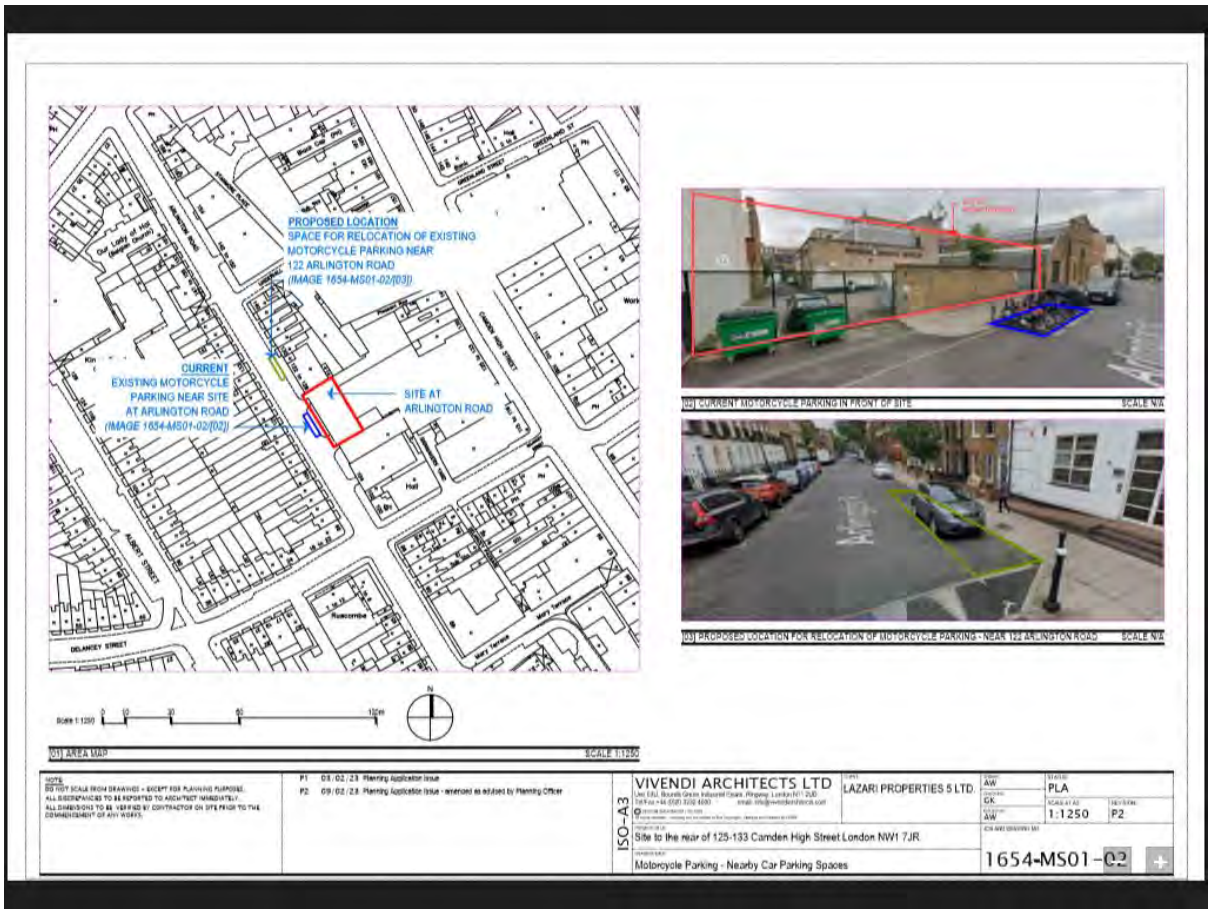
Please ensure that any comments on the above proposals are provided within 14 days of receiving this letter.

Yours sincerely

Lazari Investments Limited

Appendix H – Neighbour Letter Motorcycle Bay Relocation March 2023

NEIGHBOUR LETTER



Arlington Road 2023 and the Construction Management Plan.

Appendix I – Consultation Letter circulation List

In total 47 Consultation Letters were sent (Listed below) in relation to the Motorcycle Bay relocation.

Ground Floor Chant House 100-102 Arlington Road

Apartment 1 Chant House 100-102 Arlington Road

Apartment 2 Chant House 100-102 Arlington Road

Apartment 3 Chant House 100-102 Arlington Road

Apartment 4 Chant House 100-102 Arlington Road

Apartment 5 Chant House 100-102 Arlington Road

Apartment 6 Chant House 100-102 Arlington Road

Apartment 7 Chant House 100-102 Arlington Road

Apartment 8 Chant House 100-102 Arlington Road

Apartment 9 Chant House 100-102 Arlington Road

Apartment 10 Chant House 100-102 Arlington Road

100 Arlington Road

101 Arlington Road

103 Arlington Road

106 Arlington Road

107 Arlington Road

109 Arlington Road

111 Arlington Road

113 Arlington Road

115 Arlington Road

117 Arlington Road

119 Arlington Road

121 Arlington Road

123 Arlington Road

123 Basement Flat Arlington Road

123 Flat B Arlington Road

125 Arlington Road

127 Arlington Road

129 Arlington Road

130 Arlington Road

131 Arlington Road

Appendix I – Consultation Letter circulation List

131a Arlington Road

133 Arlington Road

132 Arlington Road

134 Arlington Road

135 Arlington Road

136 Arlington Road

137 Arlington Road

138 Arlington Road

139 Arlington Road

140 Arlington Road

141 Arlington Road

143 Arlington Road

145 Arlington Road