



Construction Management Plan (CMP)

for the

Extension to 10B Wavel Mews, London NW6 3AB

Planning reference – 2020/1627/P

Prepared by CMP Construct Limited

Rev No.	Revision Description	Updated by	Date
1	Updated further to client review	DFK	26 Mar 24
2	Interim update to reflect Camden Highways Comments	DFK	09 Apr 24
3			
4			

Introduction to CMP Construct Limited

CMP Construct Limited was established to provide professional Construction Management Plans and associated documents, to Clients, Developers, Contractors, Project Managers and Architects to support their Planning Applications and Discharge of Conditions. We have completed CMPs for the majority of London and South-East England Councils over the past 6 years.

CMP Construct Limited is led by Damien Kenny – Technical Director (BSc in Construction, MCIQB), who has over 30 years' experience in the delivery of Construction Projects across the UK. He has worked for a number of major contractors including Sir Robert McAlpine, Bovis Lendlease and has been a main board director at Mace Limited and at Morgan Sindall plc subsidiary – Overbury plc.

Contents

This document has been structured to follow the numbering and questions included in the London Borough of Camden – Construction Management Template dated 10 November 2022.

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](#).

Section 1. Introduction & Contact

Section 2. Site.

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APPENDIX A – Neighbour Consultation

APPENDIX B – Air Quality Assessment Report

Section 1. Introduction and Contact

The following Construction Management Plan (CMP) has been produced for, the site owner Arthur Enikeev, to explain the proposed programming and construction logistics methodology for the redevelopment at 10b Wavel Mews, London NW6 3AB for the construction of rear and side extensions at first floor, the lowering of the internal ground floor level and associated amenity space.

The CMP has been produced in accordance with the requirements of the Section 106 Agreement dated 20 April 2021.

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

Address: 10b Wavel Mews

Planning reference number to which the CMP applies: 2020/1627/P

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

Name: Damien Kenny – Technical Director – CMP Construct Limited

Address: 112 South Block, 1b Belvedere Road, London, SE1 7GD

Email: damien@cmpconstruct.com

Phone: 07973 205 531

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: Nik Filimonov – Director - FNV Limited

Address: Office 220, 22 Addiscombe Road, Croydon, CR0 5PE

Email: info@fnvlimited.co.uk

Phone: 020 8654 2232

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: This will be the contractor as per Question 3

Address:

Email:

Phone:

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: This will be the contractor as per Question 3,

Address:

Email:

Phone:

Section 2. Site

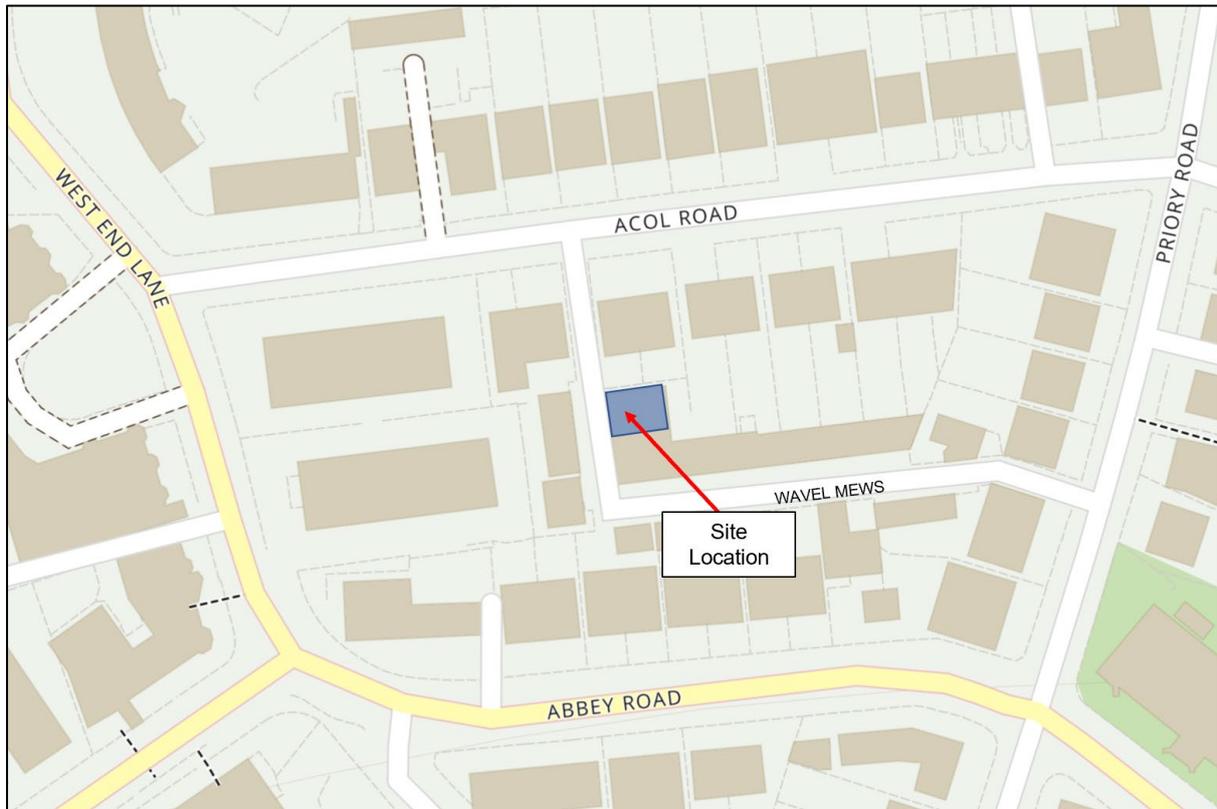
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies. Please fill up [Cumulative Impact Area \(CIA\) checklist form](#) if site fall within the CIA zone (Central London)

The site does not fall within the Cumulative Impact Area (CIA), as it is located in the Western side of the borough between South Hampstead and Kilburn High Road in the South Hampstead Conservation Area.

The scope of works includes some localised demolition and remodelling to allow the construction of new side and rear extensions. The foundations will be constructed using strip footings with the new superstructure being constructed in traditional brick and block with structural steelwork being utilised for the larger spans. The roof will be constructed as per the current house as a flat roof.

The primary access to the site is proposed to be from the front of the building directly from Wavel Mews.

The intention is that the site operations will commence with the erection of a plywood hoarding to the Wavel Mews Frontage to provide a secure barrier to protect residents, pedestrians and road users during the works.



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).

This version of the CMP does not permit deliveries by HGV with the exception of skip loaders. An addendum to the CMP will be submitted for subsequent approval and discharge by Camden detailing any further measures that may be required to permit larger HGV access and loading. Further consultation will be undertaken accordingly on any proposed temporary highways changes that are included as part of this.

To minimise the impact on the adjacent properties, the construction of the foundations, drainage and ground floor slab to the new house extension will be undertaken by a competent groundworks subcontractor. The works are planned to commence after the site clearance works are completed and the erection of the site set up and hoardings.

Foundation Works will follow the sequence and methodology prepared by a competent Structural Engineer commencing with the excavation of the strip footings together with any propping required to provide a stable environment which will allow the completion of the foundation works, this will minimise the risk of movement and subsidence on adjacent buildings.

The excavation of the foundations/groundbeams will be completed by hand and excavated materials will be loaded into a waiting small tipper truck located outside the site on Wavel Mews, the wheels of the tipper vehicles will remain on the highway road at all times.

The construction of the new extensions will be in brick and blockwork with a mixture of structural steel and timber members to form the new floors and flat roof. All materials where possible will be palletised and delivered on vehicles with a Hiab Crane so they can be lifted directly from the vehicle into the site, which will negate the need to store materials on Wavel Mews.

All vehicles leaving the site, via Wavel Mews will be monitored to ensure that should any dirt or dust be dropped onto the highway it is immediately cleaned up. Further to this, the area around the site, will be regularly and adequately swept to prevent any accumulation of dust and dirt.

All waste away vehicles shall be properly covered when leaving the site and disposed of at a licensed tip.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

The principal strategy in programming the works, is to minimise the disruption to the residents, road users, and pedestrians in and around Wavel Mews, Priory Road, Acol Road and adjacent roads during the construction programme. It is proposed to achieve this both by timing the works to minimise disruption to adjacent properties during the working day, but to also avoid traffic movements to and from the site during peak periods, including the school drop off and pick up times.

Subject to planning conditions being discharged in Early Q2 2024, it would be envisaged that the contractor will commence the site works in Spring 2024.

On commencement of the construction works, the first activity will be the site clearance and construction of the foundations and drainage to the new rear extension this will be completed in the initial 1-2-month period, with the construction works to the new extensions being completed over a 6-8-month period and internal remodelling and fit out works being completed over a 6-8-month period for projected completion in Summer 2025.

The phasing will be as follows:

- Phase 1. Site set up Demolition/ Substructure / Drainage 1-2 months.
- Phase 2. Building Envelope inc. Flat Roof 6-8 months
- Phase 3. Internal Remodelling & Fit Out / External works 6-8 months.

The phasing outlined above is indicative and there will be some overlapping between the phases to suit site conditions and sequencing.

It is envisaged that during the project the loading and unloading of vehicles will be completed from Wavel Mews using 2 and 3 axle HGV vehicles, which will access the site via the designated access route.

During the delivery of materials, to protect pedestrians and cyclists, a traffic marshal will be in place to stop traffic and pedestrians for a short period, as vehicles unload onto the pavement of Wavel Mews, before the materials are moved immediately to the site via the footpath, minimising the disruption to the general public from the 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

This is Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out, and the proposed working hours will be considered on a case-by-case basis.

If the site is within the Cumulative Impact Area (CIA), then Saturday working is not permitted, unless agreed with Camden.

The programme is based on the working hours for the site being in accordance with London Borough of Camden Council permitted hours.

08:00 and 18:00 Monday to Friday (normal working)

08:00 and 13:00 on Saturday (no noisy works e.g., excavation works)

No work on Sunday, Bank and Public Holidays

All site deliveries and rubbish removal will be arranged between these hours and will be co-ordinated and managed on a 'just-in-time' delivery basis. Deliveries will be programmed to avoid the peak travel periods and arrival and departure of parents and children at local schools of 8.00am to 9.30am and 3.00pm to 5.00pm Monday to Friday, during term time. All subcontractors and suppliers will be required to agree dates and times prior to delivery in addition confirmation of size of vehicle and unloading point.

Any noisy work outside these hours will only be undertaken by prior agreement, and / or reasonable notice to London Borough of Camden Environmental Health Teams. However, it is envisaged that all of the works will be completed without the need for out-of-hours works.

NB – The site is not located within the Cumulative Impact Area (CIA)

Section 3. Community Liaison

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.).

The diagram below shows the neighbouring properties which will potential direct impacted during the siteworks and who have all been contacted by the Site Owner as part of the Communications strategy for the redevelopment of the site during the CMP process.

The areas shown on the plan in red highlight the residential properties, in the proximity of the site, which could potentially be impacted by the works, for some period of the project programme (NB there are no Retail or Commercial properties impacted by the proposed works).



11. Consultation

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

The site owner – Arthur Enikeev, has been in contact with the residents of the adjacent properties.

18 Mar 2024 - initial notification distributed to all the neighbours affected with our personal contacts - [see Appendix A](#)

23 Mar 2024 - the first project newsletter was distributed to the neighbours affected, with contact details for the proposed contractor, [see Appendix A](#)

The site owner has had direct conversation with 10A Wavel Mews, Mrs Lindsey Horlor and explained what we are trying to do and offered to contact me directly if she has any questions or concerns.

No comments or objections from other neighbours so far.

Properties engaged.

- 10A Wavel Mews
- 10 Wavel Mews
- 11 Wavel Mews
- 12 Wavel Mews
- 14 Wavel Mews
- 11 Acol Road
- 13 Acol Road
- 15 Acol Road

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.

As this is a small development with limited development in the proximity of the site, it is not considered necessary to set up a construction working group.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#) for the full duration of your project. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

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.

Whilst the contractor – FNV Limited has been selected, they have yet to be appointed, as part of the appointment requirements the selected Contractor will register the project with the Considerate Constructors Scheme and will ensure the CCS / CLOCS monitoring is undertaken.

A copy of the Guide for Contractors Working in Camden has been included in the Contract documents and it is a requirement that the Contractor will confirm they have read and understood the guidelines and will abide by them for the duration of the works.

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.

There are limited sites in the area of the development at 10B Wavel Mews, so limited mitigation over and above that described in response to Question 9 is proposed.

If this changes during the on-site period of 14-16 months, the contractor will liaise with any sites which will also be using Wavel Mews for access, to ensure that delivery times are co-ordinated so the impact to pedestrians, cyclists and other road users will be minimised.

Section 4. Transport

CLOCS Contractual Considerations

15. Name of Principal contractor:

The principal contractor will be FNV Limited, the contractor will comply with the CDM Regulations 2015 and will register the contract with the Considerate Constructors Scheme (CCS).

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

The contractor will ensure that all supplier agreements with the suppliers delivering to site, will ensure that vehicles used to deliver to site must be less than three years old and must as a minimum comply with the standards laid down in the London Ultra Low Emissions Zone (ULEZ). As of October 2021, the ULEZ was extended and now includes the location of the project.

All operators of delivery vehicles to the site will also be expected to adopt the Fleet Operator Recognition Scheme (FORS) and the Construction Logistics and Community Safety (CLOCS) standards and will be expected to become as a minimum FORS silver accredited, and CLOCS silver standard accredited.

As part of the contract, the contractor is required to ensure any subcontractors confirm that they will comply with the requirements of CLOCS and FORS.

It will also be a requirement that all HGV vehicles delivering to site, should be a minimum of three stars on the HGV Direct Vision Standard, by virtue of complying with CLOCS and FORS, the vehicles will generally be compliant with the HGV Direct Vision Standard.

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 on behalf of the site owner – Arthur Enikeev, that the contract documents for the Contractor have included the requirement to abide by the CLOCS Standard and have also advised, that all subcontracts must also include the requirement to comply.



Damien Kenny – CMP Construct Limited.

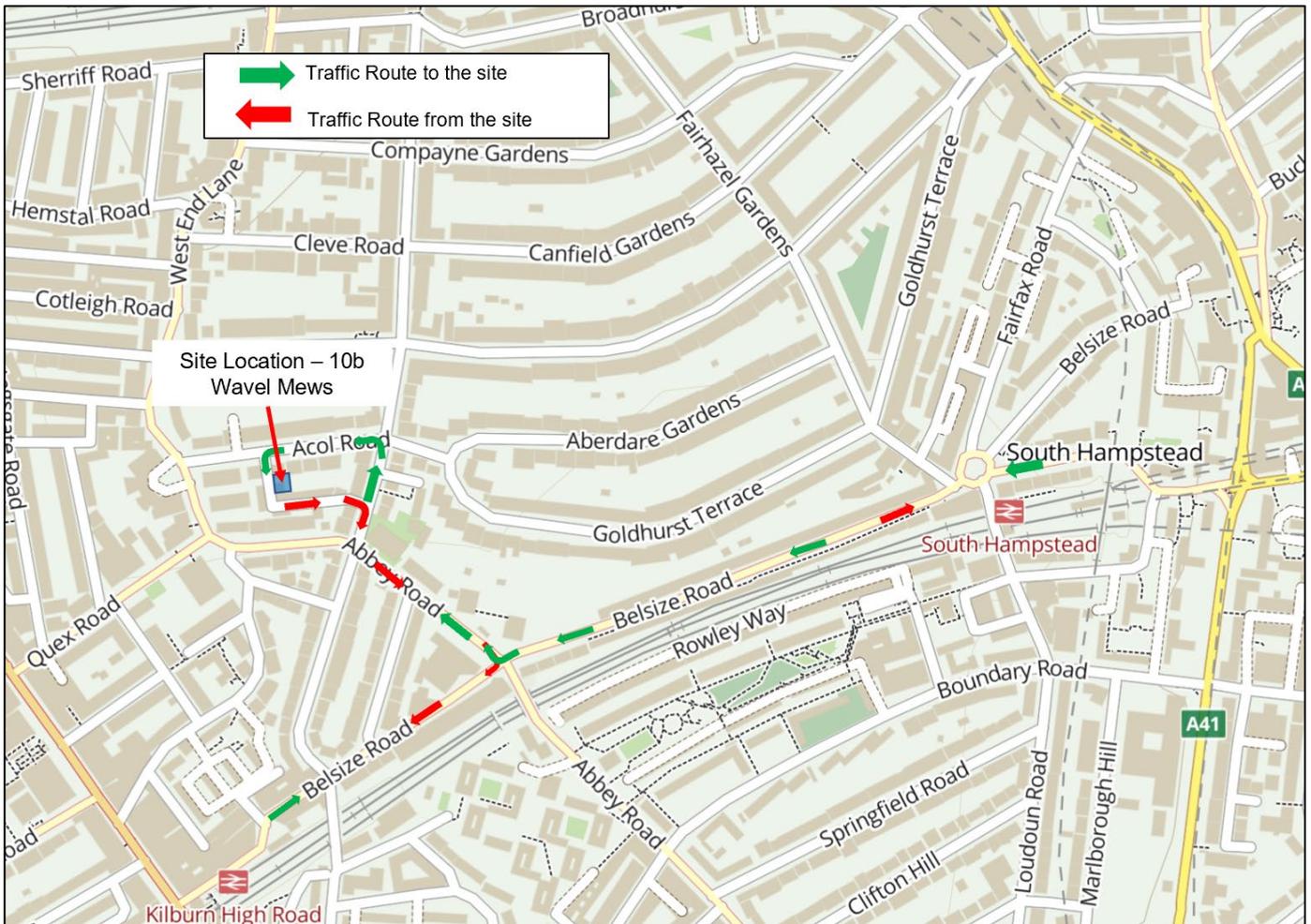
18. Traffic routing: “Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

a. 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.

We have outlined below the access routes to and from the site from the A41 Finchley Road and from the A5 Kilburn High Road. Vehicles will arrive from the North and South leaving the A41 at Swiss Cottage turning into Belsize Road or from the A5 via Belsize Road to the West. Vehicles will then turn North into Abbey Road before turning right into Priory Road and then right into Acol Road before turning into Wavel Mews. Vehicles will leave the site via Wavel Mews before turning right into Priory Road to follow the reverse route back to the A41 and A5.

Both the A41 and A5 provide access to the North to the A406/A1/M1 and to the south to Central London



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.

All suppliers will be issued with site access details which will clearly layout the following: -

- Access route be followed to and from site.
- Delivery times
- Location of Unloading area
- No waiting rules.
- Location of off-site waiting area – HGV parking

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)*

This version of the CMP does not permit deliveries by HGV with the exception of skip loaders. A further addendum to the CMP will be submitted for subsequent approval and discharge by Camden detailing any further measures that may be required to permit larger HGV access and loading. Further consultation will be undertaken accordingly on any proposed temporary highways changes that are included as part of this.

a. 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.

We have outlined below the principal types of vehicles that will be used to service the site during the construction period.

	<p>Tipper truck</p> <p>Used for the removal of site clearance / excavated materials from site</p>
	<p>Ready mix delivery truck</p> <p>Used for the delivery of ready-mix concrete for piles and foundations to the building.</p>
	<p>Flat-bed delivery truck</p> <p>Used for the delivery of beam and block floor, bricks/blocks, new cladding / windows, plasterboard and general materials to site, most vehicles will be equipped with lorry mounted cranes</p>
	<p>Skip truck</p> <p>Used for the removal of waste materials from the site set up and from the fit out of the new house.</p>

The following details and schedules provide an overview of the projected plant and vehicles that will be involved in the delivery of materials and construction activities on site. We have broken the analysis into the following phases.

- **Phase 1 & 2** – Site Clearance, Foundations and New build works.
- **Phase 3** –Fit out works.

Plant and Usage	Phase 1/2	Phase 3	Vehicle Movements	Total Duration On Site
Site Enabling Works (flat-bed lorries) required for the erection of site set up and hoardings	✓		2-3 per week	2 weeks
Site Clearance and Foundation Materials (2 axle tipper and skip trucks) Removal of site clearance and excavated materials	✓		2-3 per week	8-10 weeks
Ready Mix Concrete (2 axle trucks) Foundations and new ground floor slab	✓		2-4 visits	4-5 weeks
Brick, block, structural steel and timber – Building Frame (3 axle lorries with Hiab crane) Required for new superstructure works and internal walls	✓		1-2 per week	4-6 months
Hand / Power Tools (van deliveries) required for all works during period of construction	✓	✓	n/a	14 months
Scaffolding/ towers (flat-bed 2/3 axle vehicles) required to protect public, safe methods of working to external envelope for movement of materials	✓		1-2 deliveries for erection and dismantling	6 months
Material Delivery Vehicles (van and small box vehicles deliveries) required for fit out works e.g., plasterboard, sanitaryware, kitchens		✓	3-4 per week	6-8 months
Skip and Compactor Vehicles (2/3 axle specialist skip and compactor vehicles) required for general waste removal during construction and fit out periods		✓	1 per week	14 months

b. Please specify the permitted delivery times.

All site deliveries and rubbish removal will be arranged during the site hours and will be co-ordinated and managed on a ‘just-in-time’ delivery basis. Deliveries will be programmed to avoid the peak travel periods and arrival and departure of local school and college students of 8.00am to 9.30am and 3.00pm to 5.00pm Monday to Friday.

All subcontractors and suppliers will be required to agree dates and times prior to delivery in addition confirmation of size of vehicle and unloading point.

c. Cumulative effects 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.

We have highlighted in the response to Question 14, that there are no current operating sites in the locality and on the proposed access routes, as there are no large sites close and the delivery requirements for this site are relatively light, we do believe there is a need for a delivery co-ordination strategy with other sites.

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

As it proposed to load and unload directly from Wavel Mews there are no constrained manoeuvres, that will require a Swept Path Analysis to be completed for, as vehicles will arrive and depart in forward gear.

e. 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.

All subcontractors and suppliers will be required to agree dates and times prior to delivery in addition confirmation of size of vehicle fits the unloading point, all drivers will have the mobile number for the site manager and will be asked to call 10-15 minutes ahead of their planned delivery, to confirm arrangements.

As this is a small site with a maximum of 3-4 deliveries at peak per day, the issue of large numbers of vehicles is not an issue as confirmed in response to Q19 a)

Parking bay suspensions will not be required for the offloading of materials from Wavel Mews.,

f. 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 small number of deliveries to the site, and its location do not make it suitable for considering consolidation or rail / water deliveries.

g. 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).

All drivers will be asked to turn off their engine during deliveries, unless required to power Hiab cranes or concrete mixer drums.

20. Site entry/exit: “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 not used, as vehicles will be unloaded on the highway.

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)

a. Please provide the location where vehicles will stop to unload. 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.

Please see diagram below showing proposed location of unloading bay for delivery of materials during the working day. NB – There is sufficient width to Wavel Mews to allow for a vehicle to pass, whilst a vehicle is unloading.



b. Where necessary, Traffic Marshals 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. Please note that deliveries should pause where possible to allow passage to pedestrians.

During the delivery of materials / collection of waste materials, to protect pedestrians, cyclists and other road users, a traffic marshal will be in place to stop traffic and pedestrians for a short period, as vehicles reverse into the suspended parking bay, minimising the disruption to the general public from the works. All vehicles will leave site, leaving in forward gear, negating the need for vehicles to reverse back down Wavel Mews.

The intention will be to arrange for the majority of deliveries to be made using vehicles with lorry mounted Hiab cranes, so materials can be lifted directly from the lorry into site, so there will be no unloading or storage of materials on the public highway.



Control signage to be used during arrival and departure of vehicles.

The traffic will utilise a TSRGD 7031 – Stop Works sign (as per example above), to control the traffic, cyclists and pedestrians whilst vehicles are arriving and departing the site and will limit the stopping of traffic to a maximum of two minutes in any 15-minute period.

All vehicle manoeuvres will be in line with the plan above so vehicles reversing will be under the control of a traffic marshal at all times.

Site Set-up

22. Site set-up and occupation of the public highway

Please provide detail drawings of the site up on the public highway. This should be presented as 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 all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays, hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised. Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

It is not proposed to put any structures or store materials on the public highway or pavements. Only during the delivery of materials Unloading signs will be put in place warning pedestrians of material deliveries, the movement of materials across the pavement will be controlled by a traffic marshal who will ensure pedestrians are safe at all times.





b. Please provide details and associated drawings/diagrams showing any temporary traffic management measures needed as part of the above site set up. Alternatively, this can be shown as part of the above drawings if preferred. Please note that this must conform to the [Safety at Street Works and Road Works Code of Practice](#).

Please refer to response to Question 22a)

23. Parking Bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are allowed for a maximum period of 6 months only. Information regarding parking suspensions can be found [here](#). For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a [Temporary Traffic Restriction \(TTR\)](#) will be required for which there is a separate cost. Please note that any temporary changes to parking and loading to be delivered using a TTR need to be consulted upon as part of our legal obligations as a highway's authority. Camden may require separate consultation to take place specifically around such changes if these have not been adequately reflected in any prior consultation as part of the CMP process.

A space cannot be suspended for convenience parking, a [trade permit](#) is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

Please provide details of any proposed such changes on the public highway which are necessary to facilitate the construction works. Where these changes apply to parking bays, please specify the type of bays that are to be impacted and the anticipated timeframes.

It is currently not proposed to apply for a TTR to suspend any residents parking bays for trade use only during the working day – Monday to Friday, it is intended that materials will be unloaded from Wavel Mews in the location shown in 21a) which will still allow traffic past

whilst a vehicles is unloading, no materials will be stored on the highway and pavement as confirmed in responses to Questions 21 a) and b)

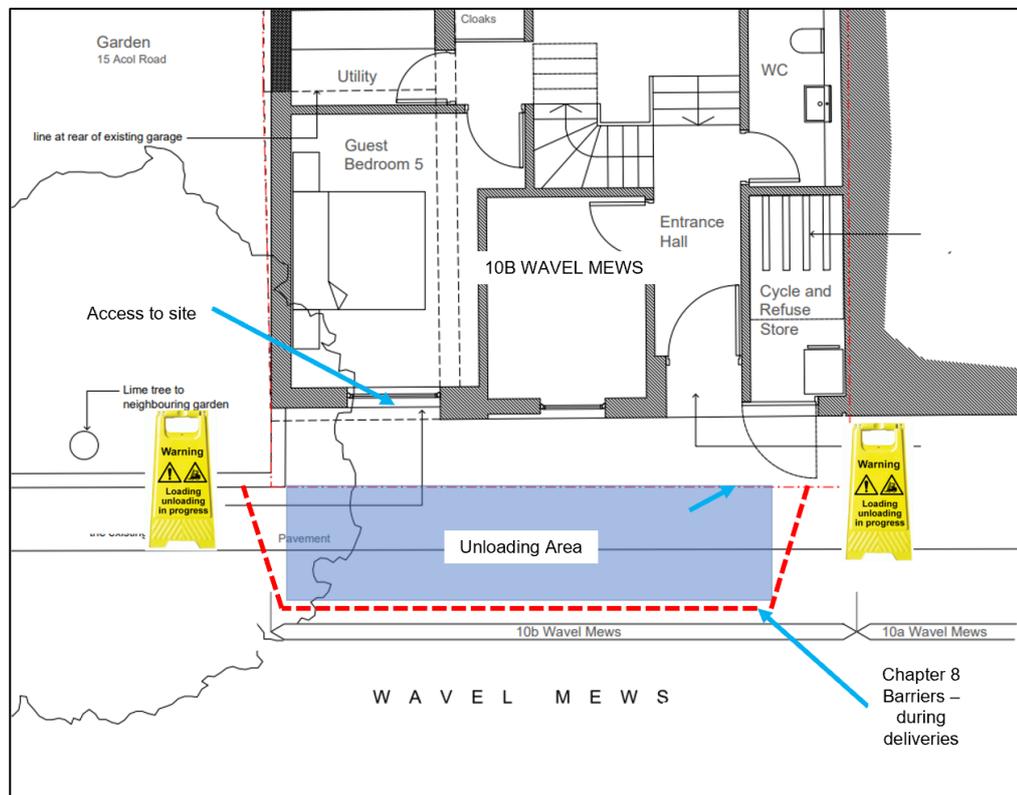
24. Motor vehicle/cyclist diversions/pedestrian diversions

Pedestrians' safety must be maintained if diversions are put in place. Vulnerable footway users must be considered as part of this. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind/partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar temporary facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide 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 and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

We have already highlighted in the responses to Question 21 a) and b) the proposed arrangement during deliveries, please see sketch below for further details.



25. 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.

It is proposed to use all of the existing services connections currently serving 10B Wavel Mews to service the extended property, so there should be no requirement for the Utility Companies to complete any works in Wavel Mews or adjacent streets.

Care will be taken during the extension foundation works and drainage works to ensure that spoil does not enter the foul or storm sewer system,

Section 5. Environmental

28. Please list all noisy operation_and the construction methods used and provide details of the times that each of these are due to be carried out.

The intention is to limit noisy activities, where practicable noisy plant and equipment will be situated as far as possible from noise sensitive buildings and / or acoustic lined enclosures will be erected. Use of plant will be limited to the site working hours.

Potential Noisy Activities

Activity	Potential Noise source
Excavation/Foundations	Hand digging / Dumper Truck / Concrete Mixer
Brickwork / Blockwork	Cutting of bricks and blocks
Sheet roofing	Cutting of membrane / roof sheets
External Works	Hand digging / Cutting of paving slabs

29. Please confirm when the most recent pre-construction noise survey was carried out and provide a copy. If a noise survey has not taken place, and it has been requested by the local authority, 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 pre-construction noise survey has not been carried out as there are very limited noisy activities to be completed on the project.

The client will complete a noise survey if required by Camden Environmental Team

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

As indicated in our response to Question 29 there is limited high noise generating activities in completing the build of a small house extension and remodelling, we do not therefore expect noise levels to exceed the recommendations in Camden's Minimum Requirements for Building Construction (CMRBC).

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.

NB – There is only minor demolition required on this project.

Where practicable noisy plant and equipment will be situated as far as possible from noise sensitive buildings and / or acoustic lined enclosures will be erected. In accordance with the latest version of the Mayor of London's Planning Guidance on 'The Control of Dust and Emissions during Construction and Demolition', from 1 September 2015, any Non-Road Mobile Machinery (NRMM) of net power between 37kW and 560kW used on the project will be required to meet the standards based upon the engine emissions standards in EU Directive 97/68/EC and its subsequent amendments.

Where practicable, plant and equipment powered by mains electricity will be used in preference to equipment powered by petrol or diesel engine.

Where practicable, plant and equipment will be fitted with effective exhaust silencers; compressors will be fitted with properly lined and sealed acoustic covers which will be kept closed whenever in use; and pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers. All plant and equipment will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

Plant and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.

Excessive noise on site can represent a major impact to site workers, neighbours and adjacent wildlife. To avoid these impacts, the selected Contractor will:

- Carefully select equipment, construction methods and programming to reduce noise and vibration.
- Use of hoardings or screens as noise barriers.
- Locate plant as far as reasonably practicable from receptor.
- Ensure that plant is shut down when they are not in use.
- Monitor the noise levels regularly to confirm the noise level of site activities.
- Include noise minimisation practice in induction.
- Liaise with the community to provide information of the noise work activities and their durations.
- Arrange delivery times to suit the area, as it is primarily a residential area.

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

The project contract has yet to be placed however it will be a requirement that the site foreman / manager has received training in Environmental Management including BS5228:2009.

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 a focus on both preventative and reactive mitigation measures.

The works will be carried out taking consideration of 'Air Quality: Best Practice Guidance - The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance (published by the Greater London Authority, July 2014).

Please also see site specific Air Quality Assessment Report in [Appendix B](#)

Materials with the potential to produce dust e.g., sand, excavated materials and aggregates, will be kept away from working area boundaries and shall be stored in bunded areas or bins, and will be covered and not be allowed to dry out to minimise the risk of dust transfer.

Methods of working will be selected for all activities that will aim to minimise dust and air pollution.

No burning of materials / refuse will be permitted on the site.

Site Clearance and excavation pollution will be minimised by a combination of screening and watering down. No crushing of materials will be undertaken on site.

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.

All vehicles will be loaded on the public highway in Wavel Mews, using motorised wheelbarrows or small dumper to move the excavated and strip out materials so there should be no mud on the tyres of the vehicles. However, all vehicles leaving from outside the site will, be subject to an inspection to ensure that they are 'clean 'enough to leave site without depositing dirt or debris on the public highway.

If there are any instances of mud/spoil being dropped during the loading of lorries onto the highway, the contractor will direct operatives to sweep up and clear the highway of debris.

35. For medium or high impact risk level sites, please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

As this is a low-risk site this is not required.

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.**

Please see **Appendix B**

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.

As this is a low-risk site this has not been completed, however please refer to response to Question 33, for mitigation measures.

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

As this is a low-risk site real-time dust monitoring is not required.

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).

The ecology survey completed as part of the planning process has indicated no presence of Rats on the site, as it is currently used as a garden.

The contractor will ensure that any food left on site is in sealed containers and food waste will be stored in dustbins to prevent vermin being attracted to the site.

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.

As the site is located in a quiet Mews, the interface with the public will be minimal, and primarily only during the loading and unloading of vehicles.

At their site induction, all site staff and operatives will be advised that they should use the welfare area on site and be courteous to the neighbours and users of Wavel Mews.

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): - April 2024 to June 2025
- 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: Confirmed
- 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: Confirmed
- 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: Confirmed

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 the 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.

As already indicated in the response to Question 19 g), all drivers will be asked to turn off their engines during deliveries, unless required to power equipment, such as, concrete mixer or Hiab crane.

Mental Health Training

44. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the "[Building Mental Health](#)" charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining [Mates In Mind](#), which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

As this is a very small site with a likely peak labour force of 4-6 operatives, it will be difficult to get a Mental Health Charter in place, however the contractor selected, will be asked to ensure that their First Aider has received Mental Health training.

Section 6. 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: 26 March 2024

Print Name: Damien Kenny

Position: Technical Director – CMP Construct Limited

Please submit to: planningobligations@camden.gov.uk

End of form.

APPENDIX A – Neighbour Consultation

APPENDIX A – Neighbour Consultation

Project Update

10B Wavel Mews

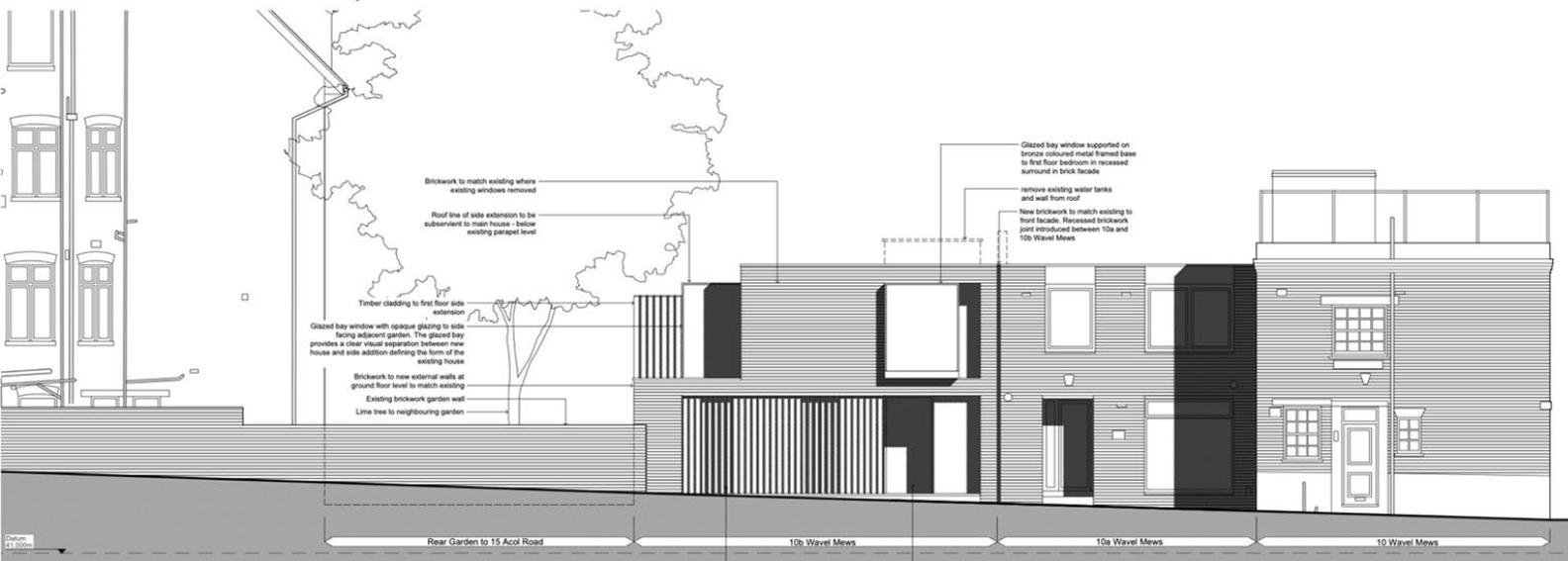
Newsletter No. 1 – March 22

This is our first newsletter introducing FNV construction company and to update you on the plans for the redevelopment of the dwelling house at 10B Wavel Mews.

The resulting design of the new extensions and alterations of the façades would greatly improve, what is considered by the council to be a 'Mews dwelling of limited design value itself' into to a building that would enhance and improve the conservation area having followed local and national planning guidance where appropriate.



Artists Impression



Proposed Street Elevation to Wavel Mews

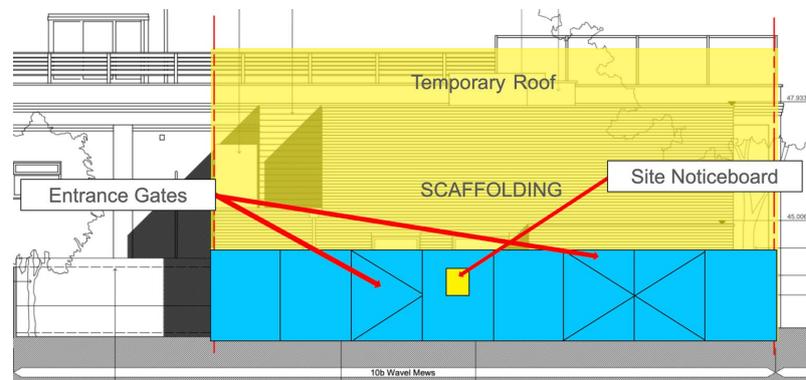
FNV Ltd
Office 220
22 Addiscombe Road
Croydon
CR0 5PE



Project Update

10B Wavel Mews

Before beginning major work, we will install a covered scaffold at both the front and back of the buildings to reduce dust and noise levels during the refurbishment process.



Throughout the strip-out and demolition phases, waste materials will be gathered on-site and regularly loaded into a waiting lorry to prevent the accumulation of debris. The front entrance to the site will be fully enclosed with gates, which will remain closed except during deliveries. The movement of materials will be supervised by a traffic marshal to minimize hazards to pedestrians, cyclists, and motorists.

The hoarding will have contact details for the site manager so that there is an out-of-hours contact details in the event of an emergency.

The on site works will follow the hours allowed under the LBC Code of Construction Practice.

Deliveries will be programmed to avoid peak times and will be limited to weekdays.



Vehicles delivering to site will be kept to the main roads.

No more than one vehicle will be allowed to visit site at any time, and we will ensure that the road is checked on a regular basis during the working day to ensure there is no build up of dirt and debris from the site work.

Site Contact

Name Nick Philimonov

Project Manager

E- info@fnvlimited.co.uk

Tel - 0235357887



APPENDIX B – Air Quality Assessment Report



DRAFT

10B Wavel Mews, NW6 3AB
Construction Dust Risk Assessment

On Behalf of FNV Developments
March 2024

Document Control Sheet

Project Name: 10B Wavel Mews, NW6 3AB

Project Ref: 0325A

Report Title: Construction Dust Risk Assessment

Client	FNV Developments
Job Number	0325A
Item	Construction Dust Risk Assessment
File Location	/Documents/Greenavon/Job Numbers/0325/Reports/0325A(AQ)v0.docx

Quality Management

Prepared by	Harley Parfitt	Air Quality Consultant	20/03/2024
Checked by	Harley Parfitt	Air Quality Consultant	21/03/2024
Revision Number	V0		

Revision History	Date of Issue	Reason for revision
V0	21/03/2024	For client comment

Disclaimer

Greenavon Ltd has used reasonable skill and care in carrying out this assessment, within the terms of the agreed scope of work. The report has been prepared for the sole use of the client and Greenavon Ltd accepts no responsibility for any use of this document by any third party. Greenavon Ltd accepts no responsibility for incorrect or inaccurate data provided by other parties, which are used in this assessment. Unless otherwise agreed, this document and all other intellectual property remains the property of Greenavon Ltd.

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1 Introduction

- 1.1 Greenavon Ltd was commissioned by FNV Developments to provide a Construction Dust Risk Assessment (CDRA) for the proposed development at 10B Wavel Mews, NW6 3AB ('the application site').
- 1.2 The proposed development comprises the:

“Remodelling of existing dwelling house (Class C3) involving erection of side and rear extensions at first floor level, elevational alterations and lowering of internal ground floor level.”
- 1.3 The application site is in a residential area of Camden and is surrounded by residential dwellings and their gardens.
- 1.4 Planning permission (2020/1627/P) for the proposed development was granted by the London Borough of Camden in April 2021. A Construction Management Plan (CMP) was secured via the planning application's Section 106 Agreement.
- 1.5 The LBC has a pro-forma CMP¹, which includes the following requirement:

“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.”
- 1.6 This CDRA has been produced to accompany the wider CMP. It contains the highly recommended dust mitigation measures set out in the Greater London Authority guidance on *The Control of Dust and Emissions During Demolition and Construction 2014 (SPG)* and the Institute of Air Quality Management's *Guidance on the assessment of dust from demolition and construction (2024)*.

¹ <https://www.camden.gov.uk/about-construction-management-plans>

2 Baseline Assessment

- 2.1 A review of baseline conditions has been undertaken using data provided by Defra’s UK AIR information resource² and the London Atmospheric Emissions Inventory (LAEI)³. Defra’s Pollutant Release and Transfer Register⁴ was also reviewed to identify any major industrial or waste management sources in the vicinity.
- 2.2 The baseline assessment focuses on PM10 and PM2.5, which are the primary pollutants of concern relating to the CDRA.

Local Air Quality Management

- 2.3 The LBC has declared a borough-wide AQMA due to exceedances of the annual mean AQS for nitrogen dioxide (NO₂) and the 24-hour mean AQS for fine particulate matter (PM10). The proposed development is located within this AQMA.
- 2.4 The proposed development is not located within an Air Quality Focus Area (AQFA). AQFA are areas of both high NO₂ levels and human exposure and are declared by the Greater London Authority. The nearest AQFA is located 170m to the southwest.

Industrial Sources

- 2.5 A review of the UK Pollutant Release and Transfer Register could not identify any industrial sources that would have the potential to significantly impact air quality in the vicinity of the proposed development.

DEFRA / UK-AIR

- 2.6 Defra provides predictions of annual mean concentrations of background PM10 and PM2.5, at 1km² resolution across the UK. A summary of the predictions for the grid square (525500, 184500) containing the application site for the years 2020-2026 are set out in Table 2.1 below.

Table 2.1: UK-AIR predicted background concentrations for the application site

Pollutant	Annual Mean Concentration (µg.m ⁻³)							AQS
	2020	2021	2022	2023	2024	2025	2026	
PM10	17.5	17.3	17.1	16.9	16.7	16.5	16.5	40
PM2.5	11.4	11.3	11.1	11.0	10.8	10.7	10.7	20*

The GLA have adopted an interim target of 10µg.m⁻³

- 2.7 The data in Table 2.1 show that background annual mean concentrations of PM10 and PM2.5 are predicted to be below their respective AQSs across the application site, in

² Defra (2020) *Background Mapping data for local authorities – 2018* [Accessed online: <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018>]

³ Greater London Authority (2023) *London Atmospheric Emissions Inventory (LAEI) 2019*: <https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory--laei--2019>

⁴ Defra. *UK Pollutant Release and Transfer Register (PRTR) data sets*. [Accessed online: <https://prtr.defra.gov.uk/pollutant-releases>]

2024. Background concentrations of PM_{2.5} are, however, predicted to be above the 2040 Air Quality Target of 10 µg.m⁻³.

- 2.8 Predicted background concentrations of PM₁₀ and PM_{2.5} are predicted to fall between 2020 and 2026. This is due to the gradual improvement of the UK fleet with vehicles with cleaner engines and local, regional, and national policy to reduce emissions across all sectors, including the Ultra Low Emission Zone (ULEZ).

London Atmospheric Emissions Inventory

- 2.9 The London Atmospheric Emissions Inventory (LAEI) contains predictions for PM₁₀ and PM_{2.5} across London, for the year 2019 and forecast years 2025 and 2030. The predictions for PM_{2.5} and PM₁₀ for the application site (525540, 184080) are provided in Table 2.2 below.

Table 2:2 Predicted annual mean concentrations from the LAEI.

Pollutant	Annual Mean Concentration (µg.m ⁻³)		
	2019	2025	2030
PM ₁₀	17.6	16.6	15.6
PM _{2.5}	11.3	10.1	9.2

- 2.10 Annual mean concentrations of PM₁₀ and PM_{2.5} are predicted to be below their relevant AQSs in 2019, 2025 and 2030. Predicted concentrations are anticipated to fall in the vicinity of the application site, bringing the site further into compliance with the relevant air quality standards.

London Borough of Camden

- 2.11 The LBC manages a network of automatic monitoring stations, sensors and diffusion tubes in its administrative boundary, monitoring NO₂, PM₁₀ and PM_{2.5}. The LBC's latest available monitoring data is published in the 2023 Air Quality Annual Status Report (ASR)⁵, which includes data from 2022.
- 2.12 Defra also carries out additional air quality monitoring across the UK. Data from the Automatic Urban and Rural Network (AURN) and the UK Urban NO₂ network can also provide relevant monitoring data for the establishment of baseline conditions.
- 2.13 There is no relevant PM₁₀ or PM_{2.5} monitoring in vicinity.

⁵ LBC (2023) 2022 Air Quality Annual Status Report (ASR)

3 Methodology

Guidance

- 3.1 The GLA's Supplementary Planning Guidance (SPG) on *The Control of Dust and Emissions During Construction and Demolition*⁶ and the IAQM's *Guidance on the Assessment of Dust from Demolition and Construction*⁷ were used when assessing the potential impact of the proposed development.
- 3.2 The GLA's SPG was based on the previous iteration of the IAQM guidance, and there are now variations between the two documents as the SPG has not been updated. As such, this CDRA evaluates the proposed scheme against both documents.

Construction

- 3.3 The construction phase of the proposed development will result in emissions of dust, fine particulates and other pollutants associated with construction traffic and non-road mobile machinery (NRMM).

Construction Phase Dust Risk Assessment

- 3.4 There are many activities on a construction site that can generate dust emissions including demolition, cutting, the storage of friable materials, piling, concrete batching, crushing, and screening of wastes, loading and tipping and dry sweeping, amongst others.
- 3.5 IAQM guidance recommends that an assessment of construction dust risk would likely be required where there is:

“a ‘human receptor’ within:

250 m of the boundary of the site; or 50 m of the route(s) used by construction vehicles on the public highway, up to 250 m from the site entrance(s).

an ‘ecological receptor’ within:

50 m of the boundary of the site; or 50 m of the route(s) used by construction vehicles on the public highway, up to 250 m from the site entrance(s).”

- 3.6 As the proposed development is in proximity to commercial and residential uses, a construction dust risk assessment has been undertaken.
- 3.7 A review of the Multi Agency Geographic Information for the Countryside (MAGIC) website⁸ could not identify any statutory ecological receptors near the site. As such, the potential for significant impacts on ecological receptors can be screened out based on distance alone.
- 3.8 A construction dust risk assessment involves several steps, which are summarised below:

⁶ GLA (2014) Supplementary Planning Guidance on The Control of Dust and Emissions During Construction

⁷ IAQM. (2024). Guidance on the assessment of dust from demolition and construction.

⁸ Natural England and MAGIC partnership organisations. Multi Agency Geographic Information for the Countryside. <http://www.magic.gov.uk/>

- **Step 1 (Screening):** distance-based criteria are used to screen the requirement for a detailed dust risk assessment. If sensitive receptors are located within the screening distance, a full risk assessment including steps 2-4 should be undertaken.
 - **Step 2:** The dust risk of each phase of the construction works (demolition, earthworks, construction and trackout) is assessed.
 - **Step 2A (Dust Emission Magnitude):** the potential dust emission magnitude for each phase is defined as either 'Small', 'Medium' or 'Large', taking account of the scale and nature of the works.
 - **Step 2B (Sensitivity of Area):** the sensitivity of the area to dust impacts is identified as either 'Low', 'Medium' or 'High', for each construction phase.
 - **Step 2C (Assignment of Risk):** The phase specific magnitude is combined with the phase specific sensitivity to provide a phase specific risk profile (Low Risk, Medium Risk or High Risk) for dust soiling, human health effects and ecological impacts.
 - **Step 3 (Mitigation):** Site specific mitigation for each of the four construction phases is then identified, based on the outputs of Step 2.
 - **Step 4 (Judgement of Significance):** Professional judgment is then used to examine whether any significant residual risk/ effects are likely.
- 3.9 The above steps are designed to provide a framework for the assessment of construction risk; however, best practice IAQM guidance explicitly states that "professional judgement" should be used when assessing dust risk as the guidance cannot cover the full range of projects likely to be subject to dust assessment.
- 3.10 IAQM guidance, however, cautions that all judgements must be fully auditable and where justification cannot be given, a precautionary approach should be taken where the highest level of mitigation is recommended.

4 Dust Risk Assessment

4.1 There are many activities on a construction site that can generate dust emissions including demolition, cutting, the storage of friable materials, piling, concrete batching, the crushing and screening of wastes, loading and tipping and dry sweeping, amongst others. The time of year in which these activities occur can also influence the dust emission magnitude, with drier conditions often favouring dust release.

Dust Magnitude (Step 2A)

4.2 The dust emission magnitude for demolition, earthworks, construction and trackout were categorized ('Small', 'Medium', or 'Large') using professional judgment in combination with the proposed plans. Table 4.1 below sets out the IAQM's dust emission magnitude criteria/ examples as well as the defined project level magnitude for each phase.

Table 4.1: Dust Emission Magnitude Examples and Project Specific Judgement

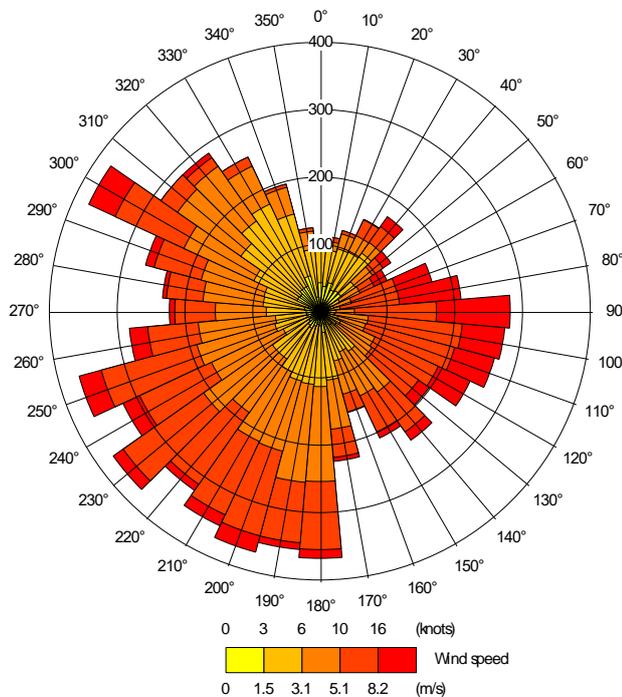
Activity	Dust Emission Magnitude	IAQM Example Dust Emission Magnitude Criteria	Project specific dust Emission Magnitude
Demolition	Large	Total building volume >75,000 m ³ , potentially dusty construction material (e.g. concrete), on-site crushing and screening, demolition activities >12 m above ground level.	NA: whilst structures such as the existing shed will be removed, no demolition is proposed.
	Medium	Total building volume 12,000 m ³ – 75,000 m ³ , potentially dusty construction material, demolition activities 6-12 m above ground level.	
	Small	Total building volume <12,000 m ³ , construction material with low potential for dust release (e.g. metal cladding or timber), demolition activities <6 m above ground, demolition during wetter months.	
Earthworks	Large	Total site area >110,000 m ² , potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size), >10 heavy earth moving vehicles active at any one time, formation of bunds >6 m in height.	Small: The site area is far smaller than 18,000 m ² . Furthermore, there will be no significant excavations, with only the foundation of the side extension requiring any digging, to a depth of 70cm. <u>The dust emission magnitude for earthworks would be considered 'small' in both IAQM and GLA guidance.</u>
	Medium	Total site area 18,000 m ² – 110,000 m ² , moderately dusty soil type (e.g. silt), 5-10 heavy earth moving vehicles active at any one time, formation of bunds 3m - 6m in height.	
	Small	Total site area <18,000 m ² , soil type with large grain size (e.g. sand), <5 heavy earth moving vehicles active at any one time, formation of bunds <4 m in height.	
Construction	Large	Total building volume >75,000 m ³ , on site concrete batching, sandblasting.	Small: The total volume of the proposed buildings is well below 12,000m ³ . The

	Medium	Total building volume 12,000 m ³ – 75,000 m ³ , potentially dusty construction material (e.g. concrete), on site concrete batching.	principal construction materials would consist of brick and timber cladding.
	Small	Total building volume <12,000 m ³ , construction material with low potential for dust release (e.g. metal cladding or timber).	<u>The dust emission magnitude for construction would be considered 'small' in both IAQM and GLA guidance.</u>
Trackout	Large	>50 Heavy Duty Vehicle (HDV) (>3.5t) outward movements in any one day, potentially dusty surface material (e.g. high clay content), unpaved road length >100 m;	Small: the application site is in an urban area, with paved access to the site. As such, this will minimise the potential for dust entrainment on the wheels of any vehicles accessing the site.
	Medium	20-50 HDV (>3.5t) outward movements in any one day, moderately dusty surface material (e.g. high clay content), unpaved road length 50 m – 100 m	<u>The dust emission magnitude for trackout would be considered 'small' in both IAQM and GLA guidance.</u>
	Small	<20 HDV (>3.5t) outward movements in any one day, surface material with low potential for dust release, unpaved road length <50 m	

Sensitivity of the Area (Step 2B)

- 4.3 The sensitivity of the area to dust soiling, human health impacts and ecological impacts is a function of the inherent sensitivity of individual receptors, the local background concentrations of PM10, as well as site specific factors such as the prevailing wind.
- 4.4 Figure 4.1 displays the modelled wind rose for Heathrow meteorological station for 2022. It shows that, during this period, the prevailing wind was from the southwest.

Figure 4.1: Wind-Rose for Heathrow Airport (2022)



- 4.5 High sensitivity receptors include residential dwellings, schools, hospitals and other places where vulnerable members of the community may spend significant periods of time (e.g. care homes and nurseries). However, places such as car showrooms and

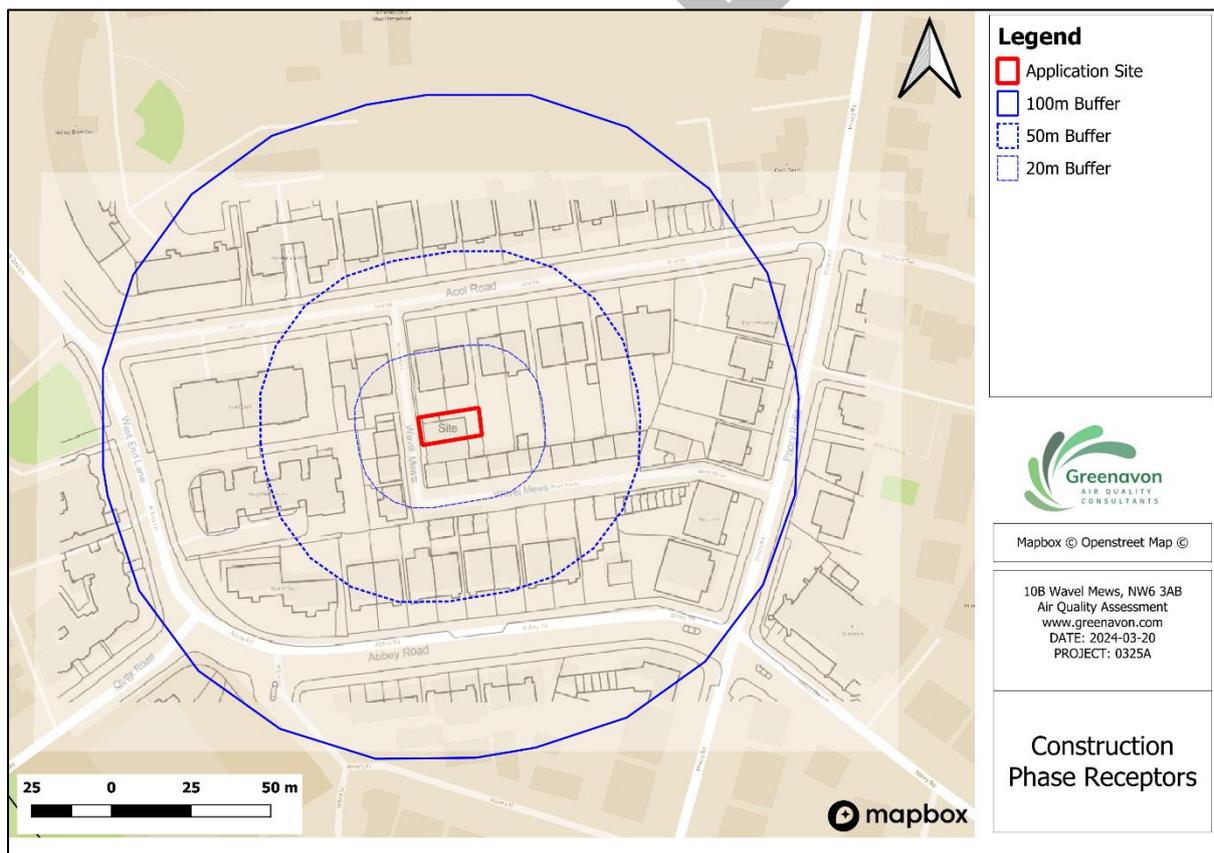
museums may also be considered of high sensitivity due to the potential for dusts to diminish the value of the property or to significantly impact the enjoyment of a space. Medium sensitivity receptors include areas where people would not reasonably be expected to be present for extended periods of time (e.g., places of work or parks).

4.6 The approximate number of high sensitivity receptors located within 100m of the proposed development are set out in Table 4.2 and displayed in Figure 4.2.

Table 4.2: Approximate Number of Highly Sensitive Receptors in proximity to the application site.

Distance	Number of Receptors sensitive to dust	Details
<20m	15-30	Residential dwellings on Wavel Mews and Acol Road
<50m	30-100	Residential dwellings in wider area
<100m	100+	Residential dwellings in wider area and Acol Nursery Centre

Figure 4.2: Construction Phase Receptors



4.7 The sensitivity of the area to earthworks, construction and trackout, for dust soiling, human health impacts and ecological impacts is set out in Table 4.3 below.

Table 4.3: Sensitivity of the Area to Dust

Impact	Sensitivity				Justification
	Demolition	Earthworks	Construction	Trackout	
Dust Soiling	NA	High	High	High	There are more than 10 highly sensitive uses within 20m.
Human Health Impacts	NA	Low	Low	Low	Background concentrations of PM10 in the vicinity are below 24µg.m ⁻³ and there are fewer than 100 receptors within 20m of the site.
Ecological Impacts	NA	Negligible	Negligible	Negligible	There are no statutory ecological receptors within 350m of the site.

Risk (Step2C)

- 4.8 The risk of dust impacts during each phase of construction, in the absence of mitigation, is summarised in Table 4.4 below.

Table 4.4: Summary of Dust Impact Risk by Construction Stage based on the IAQM's dust guidance.

Stage	Dust Impact Risk		
	Dust Soiling	Human Health	Ecology
Demolition	NA	NA	NA
Earthworks	Low	Negligible	Negligible
Construction	Low	Negligible	Negligible
Trackout	Low	Negligible	Negligible

- 4.9 Overall, the construction phase of the proposed development is considered to present a low risk of nuisance dust soiling effects, a negligible risk for PM10 health effects and a negligible risk for ecological impacts, in the absence of mitigation.

Site Specific Mitigation

- 4.10 Table 5.1 below includes the GLA's highly recommended mitigation measures for sites with a low risk of dust impacts. Professional judgement has been used to select the measures which are most appropriate for the proposed development.

Table 4.1: Highly Recommended Mitigation Measures for Sites with a Low Risk of Dust Impacts

Category	Mitigation Measures	Relevant
General	Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	✓
	Display the head or regional office contact information.	✓
Site Management	Record and respond to all dust and air quality pollutant emissions complaints.	✓
	Make the complaints log available to the local authority when asked.	✓
	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	✓