Construction/Demolition Management Plan

pro forma

Camden

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
18 June 2024	1	PN

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will be planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

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.)

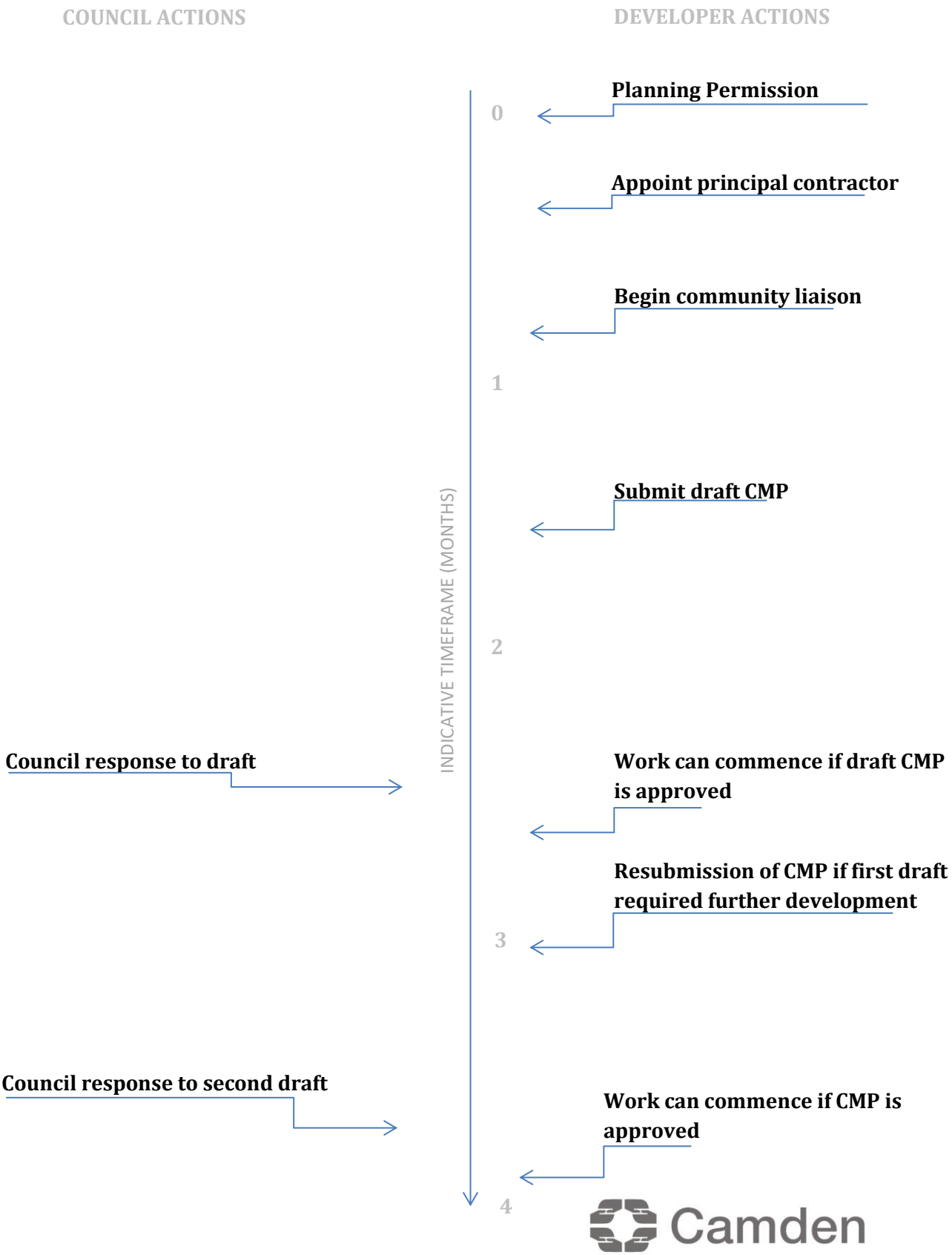
Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (CIA) 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 (editable pdf) can be found at https://www.camden.gov.uk/about-construction-management-plans

Camden

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: Hylda Court, 3-5 St Albans Road, LONDON, NW5 1RE

Planning reference number to which the CMP applies: N/A. Draft submitted in support of planning application.

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

Name: Daniel Hyde

Address: Freeths LLP, 80 Mount Street, Nottingham, NG1 6HH

Email: Daniel.Hyde@freeths.co.uk

Phone:0207 4400952

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: Paul Nowe

Address: In House Contractors Ltd, 54 Frensham Close, UB1 2YG

Email: paul@ihltd.uk

Phone: 07983 435 951

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: Hamways Ltd

Address: Hamways House, 104 Station Road East, Oxted, Surrey RH8 0QB

Email: enquiries@hamways.com

Phone: 01883 730 890

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: Paul Nowe

Address: In House Contractors Ltd, 54 Frensham Close, UB1 2YG

Email: paul@ihltd.uk

Phone: 07983 435 951

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 (outlined in red on the below plan) is located on the south side of St Albans Road, roughly 100m east of its junction with Highgate Road. It is bounded by residential properties to its east and west and by the grounds of La Sainte Union Catholic School to the south. The area is predominantly residential although a number of schools and commercial premises are within close proximity.

The proposed development would construct an additional storey on the existing block to provide three new apartments and demolish the garage block at the rear of the site to construct three new mews houses.

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

The construction works include the construction of an additional storey on the existing five storey block to provide three additional apartments. In addition to this the garage block at the rear of the site would be demolished, which would allow for the construction of three new mews houses.

The site is located in a residential area with residential dwellings in close proximity, but the key constraint is that the existing apartments in Hylda Court would remain occupied throughout the construction programme. Maintaining safe and convenient access and egress for those residents and their visitors would be a fundamental requirement throughout every phase of the project.

There are also a number of schools within close proximity to the site and although there are no school accesses on St Albans Road itself at school start and finish times there are high numbers of school pupils walking and cycling on surrounding roads. To mitigate any potential risks associated with this deliveries and collections will be timed outside of those times with no deliveries before 0900 or after 1500 on weekdays during school term time.

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

At this stage there are no fixed programme dates but an indicative programme for the project is shown below;

Construction Phase	Start Date	Finish Date
Site set-up & Demolition	March 2025	April 2025
Sub-structure	April 2025	May 2025
Super-structure	May 2025	August 2025
Cladding	July 2025	September 2025
Fit-out and Testing	September 2025	December 2025

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.

We confirm that the standard working hours for this site are accepted as the above in accordance with Camden Council and will not be exceeded.
All construction vehicles and staff will be off site by 6pm at the latest. There will therefore be no deliveries taking place as late as 6pm. Any delivery would need to be earlier than this, to allow the vehicle/ contractors to leave by 6pm.

As the application site is close to a number of schools, deliveries will be restricted to between 09:30 and 15:00 Monday to Friday during term times to avoid clashing with pupil and staff arriving/leaving schools.

In consideration for the neighbours and local residents we will not be undertaking "noisy work" on Saturdays in order to give them a respite from any construction noise, Saturdays will be restricted to tidying and preparing for the planned activities the following week.

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.).

1. Hylda Court
2. 13-36 St Albans Road
3. St Albans Villas
4. St Albans Clinic (NHS Health Centre)
5. 2 – 28 St Albans Road
6. Coutts Crescent
7. 7 – 11 St Albans Road
8. La Sainte Union Catholic School

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**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highways set up plans in advance with Camden if there is any uncertainty with this.

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

Residents of Hylda Court will be written to set-out the details of the proposed development and to ask them to advise of any special requirements they would like to be made in the final CTMP. Communication with Hylda Court residents will be ongoing throughout the planning process and subject to approval throughout the construction programme.

Contact with nearby property owners, residents, local representatives and the emergency services will be maintained throughout the project informing them of the construction process. The site's construction team will deal with any queries and provide immediate response to any issues raised.

Therefore, a letter notifying the occupiers about the potential development and offering to either post or email a copy of the CMP will be sent to all properties in close proximity to the development site.

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.

Residents will be provided with the opportunity to share their email address and receive email updates, as part of the letter that will be issued to residents.

Hamways will set up communal email newsletter, informing residents of updates and planned works. The newsletter will contain contact information for the site manager and main community liaison point of contact for residents, should any issues or complaints arise.

The contractor will have a Complaints Handling Procedure in place and any resident will be able to request a copy of this, on request.

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.

The site will be registered with the Considerate Constructors Scheme (CCS) and details will be provided within the final CMP.

The Guide for Contractors Working in Camden has been read and understood and will be complied with.

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.

Prior to submission of the final CMP a review of all construction sites in the vicinity of the site will be identified and where appropriate contact made to ensure no conflict in works programmes.

The final CMP will include all reasonable measures to mitigate the cumulative impact of construction in the vicinity of the site.

Transport

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

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your CLOCS monitoring visits through CCS 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.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

15. Name of Principal contractor:

In House Contractors Ltd

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

To ensure that the site is compliant to the CLOCS Standard throughout the construction period, the Principal Contractor will commit to undertake the following activities:

• To make it a contractual requirement for all contractors and subcontractors who will undertake construction vehicle movements to have:

- FORS Bronze accreditation as a minimum. FORS Silver or Gold operators will be appointed where possible.
- Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (eg. SUD, e-learning, Van Smart, on-cycle training etc).

• Checks of FORS ID numbers will form part of the standard site checks and will be carried out as per an appropriate risk scale.
• Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. Results from these checks will be logged and retained, and, if appropriate, enforced upon accordingly.
• Collision reporting data will be requested from operators and acted upon where Necessary.

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:

I can confirm that we have read and understood the CLOCS Standard. The appointed main contractor will have to include the requirement to abide by the CLOCS Standard in all orders to their supply chain.

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.

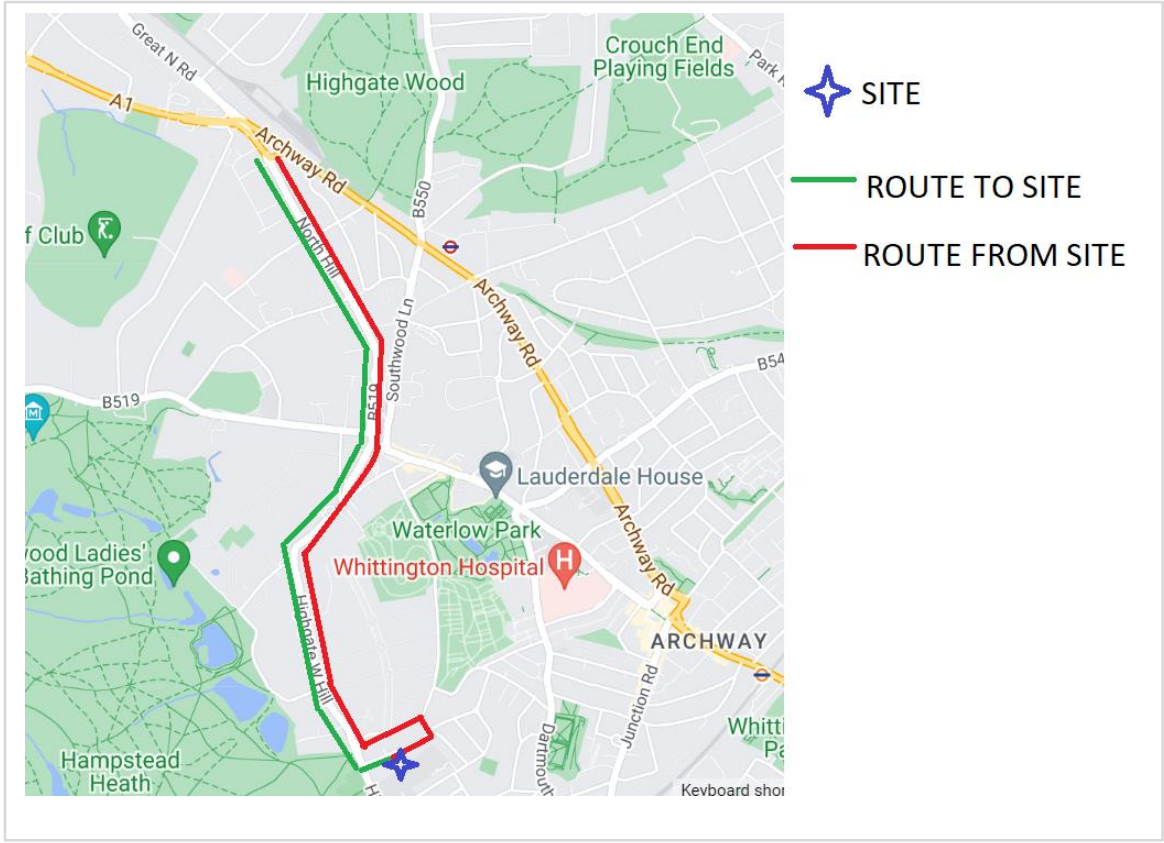
18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless 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.

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.



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.

Suppliers will be informed of site restrictions and provided with a brief containing the access route to the property. It will be made clear that access via other routes will not be permitted. Once an order is placed and a delivery slot is confirmed, contact details for site will be provided and site manager is to be informed when the delivery is enroute. Failure to adhere to the site arrangements will result in delivery vehicles being turned away by the banksmen located at the entrance to the site. If a delivery is proposed to arrive earlier than planned, if this cannot be accommodated or would risk conflict with another delivery, they will be notified that they will not be permitted access.

Lastly, site banksmen will be awaiting delivery at the entrance to the site, they will guide vehicle into the site, and assist in turning the vehicle around and leaving once the delivery has been made.

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)

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**.**

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.

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

Demolition Phase

Cage Lorries - 10no @ 2 per day for 5 days
Skip Lorry - 10no @ 2 per day for 5 days

Construction Phase

Skip Lorry- 1 per week for 30 weeks

Concrete Lorry – total of 10 deliveries project with up to 5 per day during foundation pours

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

b. Please specify the permitted delivery times.

Due to the proximity of schools to the site construction during term time vehicle movements shall be restricted to the hours of 9.30am and 3pm on weekdays and 8.00am and 1.00pm on Saturdays.

Outside of term time vehicle movements shall be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

c. 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.

There is currently no start date for this project, however, prior to the submission of the final CMP a review of all active construction sites in the local area will be made and listed in this section.

Where appropriate site staff will liaise with nearby sites to coordinate deliveries where possible.

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

For the sizes of vehicles that will be used on the project there are no constrained manoeuvres along the proposed route. Swept path drawings for the site access are provided in Appendix 2.

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.

Given the scale of development and the anticipated number of deliveries (up to 4 per day) the use of a holding areas will not be necessary.

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.

Material orders and waste collections will be consolidated into single larger deliveries/pickups where possible to reduce the number of visits required on site.

Where required, smaller orders will be consolidated at either the suppliers yards, or the at the main contractor's yard and sent out together.

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).

Drivers will be instructed to turn off their engines when vehicles are stationary and non-operational.

All hire planet and equipment will be NRMM registered and have an associated certificate.

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 only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

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

See Appendix 2.

b. Please describe how the entry and exit 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.

Vehicles entering or exiting the site will be met at the site entrance by two traffic marshals with one stood on either site of the access. The marshals will manage pedestrian movement along the footway and assist drivers entering or exiting as required.

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

See Appendix 2.

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.

Given site conditions there is unlikely to be a need for a wheel wash on the site, but one will be installed if required.

All vehicles leaving the site will be visually inspected for dirt or debris on the wheels and undercarriage and will be cleaned as required before leaving the site. Care will be taken to ensure that no debris is transferred to the public highway, should this occur, it will be removed without delay by the site operatives.

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 on the public highway and it has been agreed with Camden that a dedicated pit lane is not viable/necessary. If loading is taking place on site, or in a dedicated pit lane, please skip this section.

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.

N/A

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. Please note that deliveries should pause where possible to allow passage to pedestrians.

N/A

Site set up

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 Restrictions (TTRs) 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 four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

If the site is on or adjacent to the TLRN (red route), please provide details of preliminary discussions with Transport for London (TfL) in the relevant sections below. Please note that TfL are the highways authority for such routes and all permits will be issued by them.

Consultation with TfL will be necessary if the site requires the use of temporary signals on the Strategic Road Network (SRN), or impacts on bus movement, then TfL will need to be consulted.

Consultation with TfL will be necessary if the site directly conflicts with a bus lane or bus stop.

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.

N/A

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.

N/A

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 highways 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.

N/A

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.

N/A

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.

N/A

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 operation and the construction methods used, and provide details of the times that each of these are due to be carried out.

The construction methodology will aim to keep all noise to a minimum.
All machinery will be the quietest available to the contractor and will be fitted with effective exhaust silencers.
The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

Noisy activities:

- Demolition of existing structures
- Breakout of hard material
- Digging of foundations

These noisy works will only take place between the hours of: 8am – 5pm Monday to Friday

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.

If requested, a noise survey will be undertaken prior to the commencement of any works on site and a copy will be provided to the Council.

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

It is not anticipated that noise levels will exceed indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. Monitoring will be undertaken to ensure compliance with this recommendation.

Where the measured noise levels are more than 3 dB (A) above the maximum indicative 75dB action level or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so.

Vibration is not predicted to be an issue in light of the nature of the proposed works.

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.

The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors.
Vibration levels shall be compared with the criteria in BS 5228:
2009 part 2 (i.e. 1mms^{1-} PPV for potential disturbance in residential)

The following methods of mitigation will take place:
• All hand operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated.
• Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
• The hoarding erected around site will also help to reduce noise transmission.
• All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per 855228-1: 2009.
• The compressors will be positioned to reduce noise transfer to neighbouring properties.
• Pneumatic tools will be fitted with silencers or mufflers.
• Electrically powered tools will be used where possible.
• No personal audio equipment will be allowed on site e.g. radio.
• Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary.
• Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

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

All senior staff employed by In House Contractors Ltd are familiar with the BS 5228:2009 Code of Practice and will take all necessary steps to ensure that the works are conducted in accordance with the requirements.

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 following methods of mitigation will take place:
- Use of hoarding around the site will limit low-level dust transferring to adjacent properties.
- The contractor will carry out regular cleaning of heavily used site access points.
- Where possible, dampening will be used during cutting, drilling and grinding to limit dust emissions.
- Burning of materials will not be permitted on-site.
- Where possible, materials will be stored out of the wind and limited to a reasonable height.
- Dust complaints reported by neighbours will be investigated immediately by site management.

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.

It is not anticipated that significant amounts of dirt or dust will be spread on to the public Highway however any dirt or dust that does make its way onto the road, will be removed immediately.

A clean-up, removing all debris and visible litter, will be undertaken at regular intervals throughout the day and at the end of day in order to ensure the outside of the site and highway remains in good order.

A Road Sweeper will be hired as and when required to maintain the highway, as well as road washing equipment being located at the edge of site to wash away any mud left by vehicles when delivering.

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.

Details of the monitoring arrangements are provided in the responses to Q31 and Q33.

Dust monitors to be located on front and rear site boundaries.

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**.

A Dust Risk Assessment has been undertaken in line with GLA policy and is included in Appendix 1.

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.)

Confirmed. See Appendix 1.

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 an 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.

Two

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).

As works commence control measures will be implemented if required. Control measures would include:

• Capping of drainage systems will be carried out where appropriate to isolate old redundant sewers/drains.
• Redundant drains and sewers will be grubbed out and the connection with the sewer effectively sealed.
• Live sewer connections will be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers.
• To prevent rat egress from live drains and sewers to new systems, the live systems will be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed.
• Pest monitoring and baiting programmes will be, including a proactive surface monitoring baiting programme during the demolition / construction process. Exposure of construction staff to risks associated with a rodent infestation may contravene the Health and Safety at Work Act 1974.
• Sewers and drains will be cleared of any remaining building debris.
• While carrying out the connection of new drains to the existing system, any exposed drain shall not be left overnight without capping with a drain stopper to prevent any rodents using the drain runs.
• Contractors will ensure that the construction site is kept as clear and tidy as possible.
• Accumulations of surplus or damaged building materials can act as harbourage for pests, and should be removed and disposed of promptly and safely.
• Construction staff will not leave food debris on site as this will encourage pests to become established.

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

An asbestos survey will be carried out prior to submission of the final CMP with the key findings included.

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.

The main contractor will provide a smoking/vaping area that is on site but located away from Any neighbouring properties.

Site personnel will not be permitted to loiter outside the main gate. Operatives will not be allowed to loiter around the perimeter of the site during breaktimes. There will be designated smoking/vaping areas and welfare facilities on site and waste will be removed daily. Waste will be removed from the site by the contractor and disposed of appropriately. Waste will not be disposed of via the domestic collections to the street.

The main contractor is responsible for ensuring that 'No personnel shall indulge in fighting, horseplay, tomfoolery or practical jokes including wolf whistling etc.'

As part of the site induction the main contractor will include a section on expected behaviour and a set of site rules.

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): **Not yet known but post Sept 2024. To be confirmed in final CMP.**

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 all relevant machinery will be registered. Site name to be confirmed in final CMP.**

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 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.

All appropriate personnel entering site will be instructed that no vehicles or plant are to be left idling unnecessarily.
- Documentation will be displayed on site, both the policy and a poster in the site office and a no idling sign at the site entrance.
- The engines off Toolbox talk will be included in the list of toolbox talks to place during site meetings.

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.

To be confirmed in final CMP.

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.

V2.9

Appendix 1 – Dust Risk Assessment

HYLDA COURT- CONSTRUCTION DUST IMPACT ASSESSMENT

Overview The main air quality impacts that may arise during construction activities are:

• Dust deposition, resulting in the soiling of surfaces.

• Visible dust plumes; and

• An increase in concentrations of airborne particles (e.g. PM10, PM2.5) and nitrogen dioxide due to exhaust emissions from site plant and traffic that can impact adversely on human health.

The most common impacts are dust soiling and increased ambient PM10 concentrations due to dust arising from the site. Most of this PM10 is likely to be in the PM2.5-10 fraction, known as coarse particles.

It is very difficult to quantify emissions of dust from construction activities. It is, therefore, common practice to provide a qualitative assessment of potential impacts. The Institute of Air Quality Management's Guidance on the assessment of dust from demolition and construction (February 2014) contains a complex methodology for determining the significance of construction impacts on air quality. The following sections outline the steps outlined in the IAQM methodology.

Step 1 – Screening the Need for a Detailed Assessment The IAQM guidance states that: "An assessment will normally be required where there is:

• a 'human receptor' within:

- o 350 m of the boundary of the site; or
- o 50 m of the route(s) used by construction vehicles on the public highway, up to 500 m from the site entrance(s).

• an 'ecological receptor' within:

- o 50 m of the boundary of the site; or
- o 50 m of the route(s) used by construction vehicles on the public highway, up to 500 m from the site entrance(s)."

There are existing receptors within 350m of the boundary of the development site and within 50m of the route used by construction vehicles on the public highway. Therefore, a dust management plan is required.

Step 1 Summary:
A detailed assessment is required to determine potential dust impacts.

Step 2 – Assess the Risks of Dust Impacts

The IAQM guidance states that:

"The risk of dust arising in sufficient quantities to cause annoyance and/or health and/or ecological impacts should be determined using four risk categories: negligible, low, medium and high risk.

A site is allocated to a risk category based on two factors:

• the scale and nature of the works, which determines the potential dust emission magnitude as small, medium or large (STEP 2A); and

• the sensitivity of the area to dust impacts (STEP 2B), which is defined as low, medium or high sensitivity.

These two factors are combined in STEP 2C to determine the risk of dust impacts with no mitigation applied. The risk category assigned to the site can be different for each of the four potential activities (demolition, earthworks, construction and trackout). More than one of these activities may occur on a site at any one time."

Step 2a – Dust Emission Magnitude

The first step (Step 2a) is therefore to assess the magnitude of the anticipated works. Table 9.1 summarises the dust emission magnitude for each activity.

Activity	Dust Emission Magnitude	Justification
Demolition	Small	The building to be demolished has a total building volume of less than 20,000m3 and the demolition will take place less than 10m above ground.
Earthworks	Small	The total site area is less than 2,500m2 .
Construction	Small	Building volume will be less than 25,000m3
Trackout	Small	Less than 10 outward HGV movements per day are expected and the sections of unpaved roads will be less than 50m

Table 9.1: Dust Emission Magnitude

Step 2b – Sensitivity of the Area

The next step (Step 2b) is therefore to assess the sensitivity of the area that could be affected by the anticipated works. Table 9.2 summarises the sensitivity of the area for each activity.

There are a number of existing dwellings and institutions in the area that are considered to be high sensitivity receptors. There are between 10 and 100 high sensitivity receptors within 20m of the site boundary; therefore the sensitivity to dust soiling effects on people and property is “high” for all activities.

The annual mean concentration of PM10 is less than 24 µg/m3 ; given the number of high sensitivity receptors outlined above, this results in a “low” sensitivity of the area to human health impacts for all activities.

There are no ecological receptors that are considered to be anything greater than low sensitivity receptors within 50m of the site; this results in a “low” sensitivity of the area to ecological impacts for all activities.

Potential Impact	**Sensitivity of surrounding area**			
	Demolition	**Earthworks**	**Construction**	**Trackout**
Dust soiling	High	High	High	High
Human Health	Low	Low	High	High
Ecological	Low	Low	Low	Low

Table 9.2: Outcome of Defining the Sensitivity of the Area

Step 2c – Define the Risks

The next step (Step 2c) is to assign the level of risk for each activity, based on the receptor sensitivity and the dust emission magnitude. Table 9.3 summarises the dust risk for each activity.

Potential Impact	**Risk**			
	Demolition	**Earthworks**	**Construction**	**Trackout**
Dust soiling	Medium	Low	Low	Low
Human Health	Negligible	Negligible	Negligible	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible

Table 9.3: Summary Dust Risk Table to Define Site-Specific Mitigation

Step 2 Summary:

• Dust Emission Magnitude is “Small” for all activities.

• The Sensitivity of the area of is “High” for dust soiling and “Low” for ecological impacts and human health.

• The site is considered a “Medium Risk Site” in respect of demolition.

Step 3 – Site Specific Mitigation

Stage 2 determines that the site is a “Medium Risk Site” in respect of demolition.

The IAQM guidance provides a list of potential mitigation measures and suggests where these measures are highly recommended, desirable or not required based upon the risk of the site. For all sites that are a “Medium Risk Site” or higher, a Dust Management Plan is highly recommended and should incorporate the mitigation measures recommended based on the site risk.

The IAQM’s Guidance states that the following measures are highly recommended or desirable as mitigation for all medium risk sites:

• Communications: Develop and implement a stakeholder communications plan that includes community engagement before work commences.

• Communications: Display the name and contact details of person(s) accountable for air quality and dust issues on the Site boundary.

• Communications: Display the head or regional office contact information.

• Communications: Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the LPA. The level of detail will depend on the risk and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the Site. In London, additional measures may be required to ensure compliance with the Mayor of London’s guidance. The DMP may include monitoring of dust deposition, dust flux, real-time PM10 continuous monitoring and/or visual inspections.

• Site management: Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.

• Site management: Make the complaints log available to the local authority when asked.

• Site management: Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the logbook.

• Monitoring: Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the LPA when

asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of Site boundary, with cleaning to be provided if necessary.

• Monitoring: Carry out regular Site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked.

• Monitoring: Increase the frequency of Site inspections by the person accountable for air quality and dust issues on-site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

• Monitoring: Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work commences on-site or, if it a large site, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction.

• Preparing and maintaining the Site: Plan Site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.

• Preparing and maintaining the Site: Erect solid screens or barriers around dusty activities (or the Site boundary) that are at least as high as any stockpiles on-site.

• Preparing and maintaining the Site: Fully enclose Site or specific operations where there is a high potential for dust production and the Site is actives for an extensive period.

• Preparing and maintaining the Site: Avoid Site runoff of water or mud.

• Preparing and maintaining the Site: Keep Site fencing, barriers and scaffolding clean using wet methods.

• Preparing and maintaining the Site: Remove materials that have a potential to produce dust from Site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.

• Preparing and maintaining the Site: Cover, seed or fence stockpiles to prevent wind whipping.

• Operating vehicle/machinery and sustainable travel: Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable.

• Operating vehicle/machinery and sustainable travel: Ensure all vehicles switch off engines when stationary - no idling vehicles.

• Operating vehicle/machinery and sustainable travel: Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.

• Operating vehicle / machinery and sustainable travel: Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads 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)

• Operating vehicle/machinery and sustainable travel: Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.

• Operating vehicle/machinery and sustainable travel: Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).

• 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.

Operations: Ensure an adequate water supply on the Site for effective dust / particulate matter suppression/mitigation, using non-potable water where possible and appropriate.

• Operations: Use enclosed chutes and conveyors and covered skips.

• Operations: Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

• Operations: 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.

• Waste management: Avoid bonfires and burning of waste materials.

The IAQM's Guidance states that the following measures are highly recommended or desirable as mitigation for all medium risk sites in relation to demolition:

• Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).

• Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.

• Avoid explosive blasting, using appropriate manual or mechanical alternatives.

• Bag and remove any biological debris or damp down such material before demolition.

Step 3 Summary:

The site is considered a "Medium Risk Site "overall and a Dust Management Plan is recommended incorporating a number of specific mitigation measures based on the site-specific risks.

Step 4 – Determining Significant Effects

The site is considered a "Medium Risk Site" overall and if appropriate mitigation measures are put in place, as identified in Step 3, significant effects on receptors are unlikely to occur. Considering both the construction details and the specific characteristics of the site, it is anticipated that effective mitigation will be possible and residual effects will not be considered significant.

Step 4 Summary:

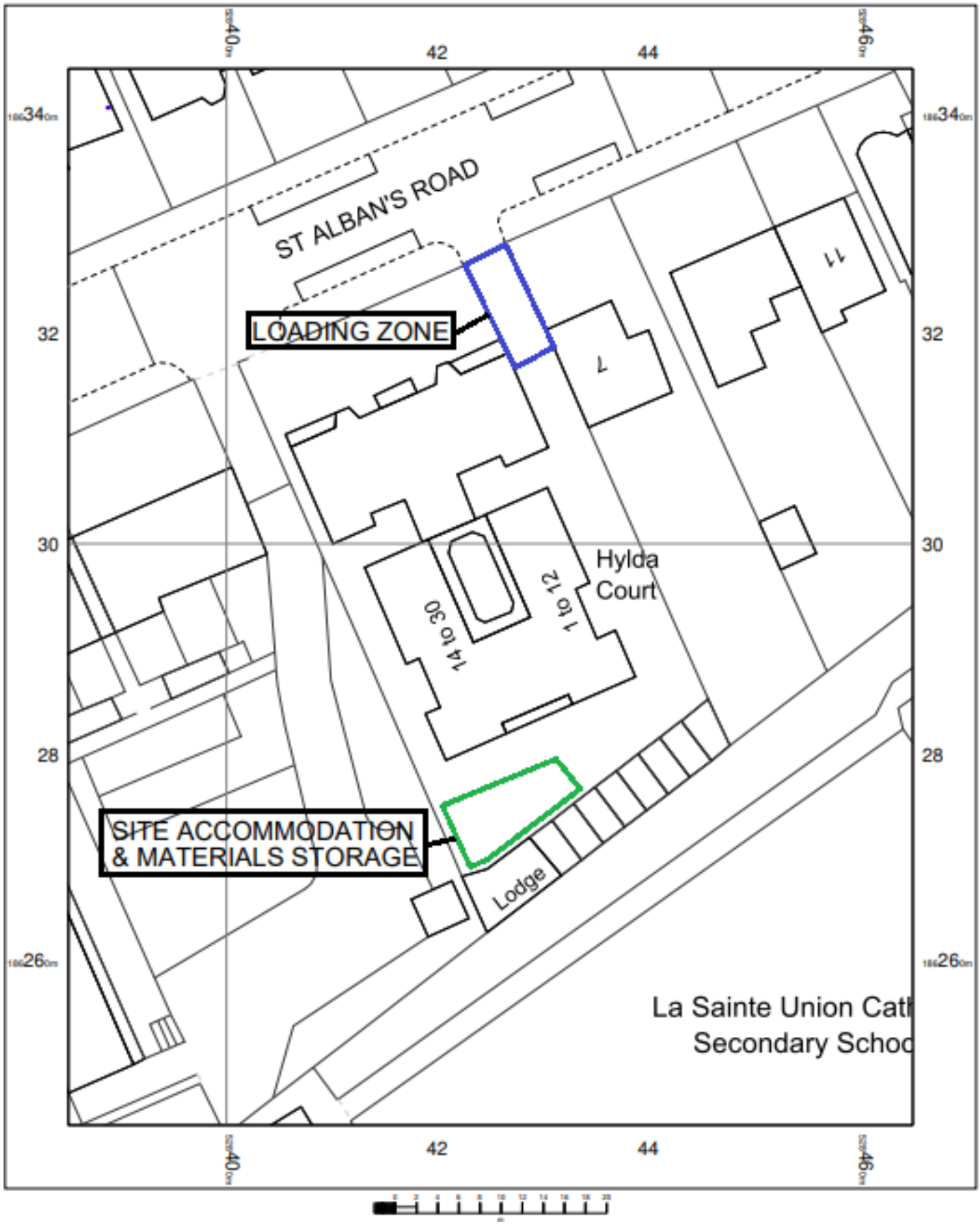
With risk appropriate mitigation, residual effects will not be considered significant.

Step 5 – Dust Assessment Report

Step 5 Summary:

Dust and other pollutant emissions from the construction, demolition, earthworks and trackout phases of the construction of the proposed development will see the site designated a "Medium Risk Site". However, with risk-appropriate mitigation, residual effects will not be considered significant.

Appendix 2 -Site set-up and Swept paths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LOADING ZONE
SITE ACCOMMODATION
& MATERIALS STORAGE
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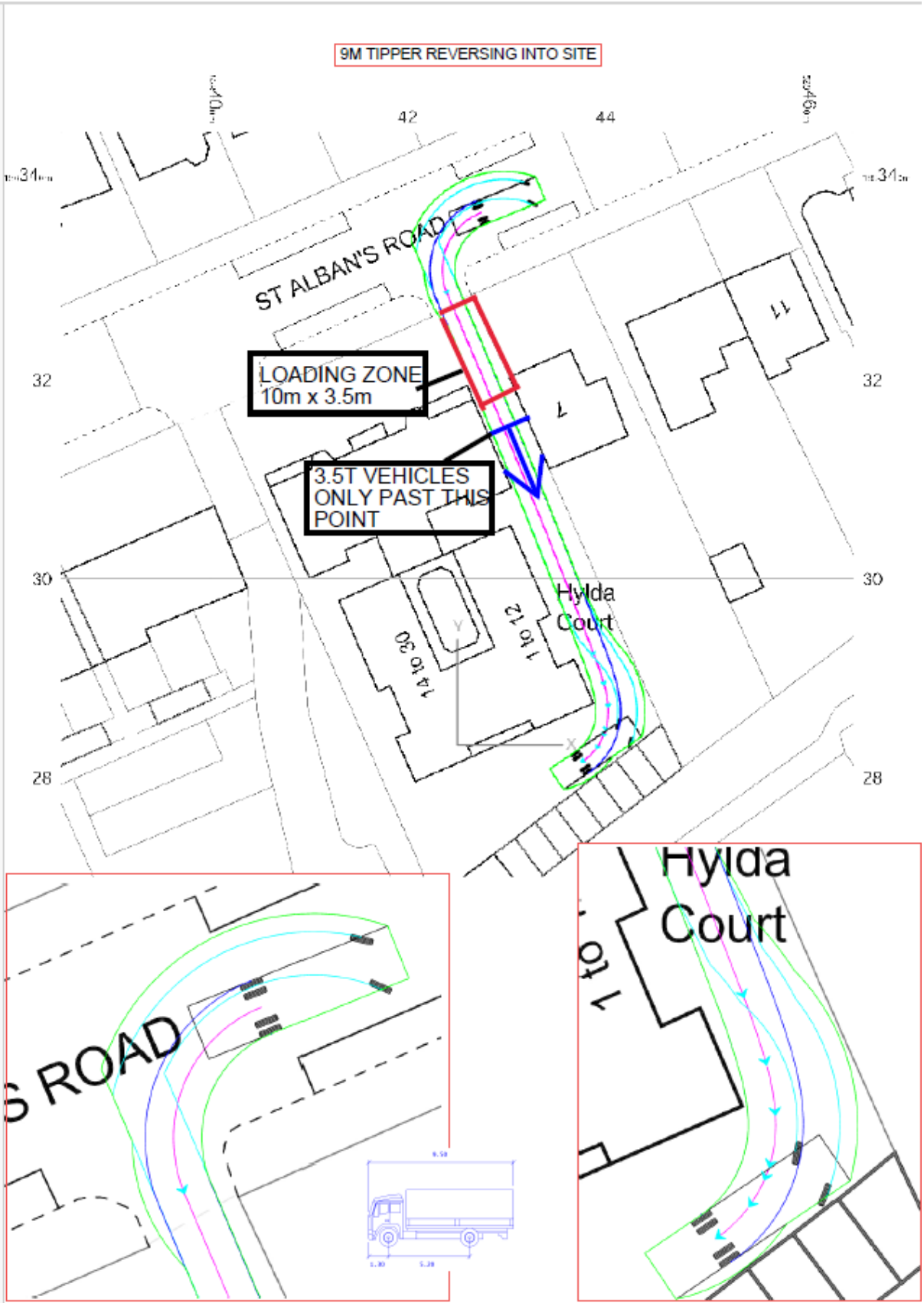
9M TIPPER REVERSING INTO SITE
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ST ALBAN'S ROAD
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10m x 3.5m
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