Demolition Management Plan pro forma v2.0



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Review

For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	(attach appendix if necessary)
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT



Introduction

The purpose of the **Demolition Management Plan (DMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed DMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a DMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance (CPG) 6: Amenity and (CPG) 8: Planning Obligations.

This DMP follows the best practice guidelines as described in <u>Transport for London's</u> (TfL's Standard for <u>Construction Logistics and Cyclist Safety</u> (**CLOCS**) scheme) and <u>Camden's</u> <u>Minimum Requirements for Building Construction</u> (CMRBC).

The approved contents of this DMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this DMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed DMP does not prejudice or override the need to obtain any separate consents or approvals such as for 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 "<u>Demolition Notice</u>"

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 is completed electronically and submitted as a Word file to allow comments to be easily documented.

(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.



Timeframe



Contact

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

Address: 43-49 Huntley Street, London, WC1E 6DG

Planning Portal ref: PP-04006883

Type of DMP: Section 106 planning obligation for UCLH Phase 5.

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

Name: Stuart Accleton

Address: Erith Contractors Ltd, Fifth Floor, 8-12 New Bridge Street, London, EC4V 6AL

Email: stuart.accleton@erith.com

Phone: Office: 0870 950 8800 or Mobile: 07770 943474

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: Pete Lilburn

Address: Erith Contractors Ltd, Fifth Floor, 8-12 New Bridge Street, London, EC4V 6AL

Email: pete.lilburn@erith.com

Phone: Office: 0870 950 8800 or Mobile: 07785 455346



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.

As per Question 3 for Erith site team and below for client liaison.

Name: Donna Simmons

Address: 4th Floor, wing B. Maple House, 149 Tottenham Court Road, London. W1T 7DN

Tel: 0203 447 77063

Email: <u>donna.simmons@riley-consulting.com</u>

5. Please provide full contact details of the person responsible for community liaison/dealing with any complaints from local residents and businesses if different from question 3. In the case of <u>Community Investment Programme (CIP)</u>, please provide contact details of the responsible Camden officer.

As Q4.

6. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the DMP.

Name: Stuart Accleton

Address: Erith Contractors Ltd, Fifth Floor, 8-12 New Bridge Street, London, EC4V 6AL

Email: stuart.accleton@erith.com

Phone: Office: 0870 950 8800 or Mobile: 07770 943474



Site

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

See Appendix A – Existing Site Location Map. This shows the entire site to be developed.

The existing site at 43-49 Huntley Street is owned and operated by UCLH. The site is bounded to the east by Huntley Street (approx. 7.5m wide), which has a one-way southbound restriction in place operating between University Street in the north and Chenies Street to the south. The section of Huntley Street between University Street and Grafton Way currently operates one way northbound. At the Phase 5 site periphery, Huntley Street has a single yellow line restriction on its western side and elements of residential parking, pay and display parking and motorcycle parking on its eastern side.

Capper Street borders the north of the site, and currently operates two-way, connecting Huntley Street to the east with Tottenham Court Road in the west. Capper Street has a road width of approximately 5m. Dedicated residential parking extends along the majority of the southern side of Capper Street, with a residential parking bay located on its northern side, at its junction with Huntley Street. Single yellow line restrictions extend along the majority of the northern side of Capper Street.

Shropshire Place boarders the west of the site and is primarily an access route for vehicles accessing the existing parking area to the rear of the site, which is associated with the current site operation. The road also provides vehicular access to the land uses in Queen's Yard. As the road is only 3m wide, large vehicles are only able to access these locations by reversing down Shropshire Place from Capper Street. Cars or car based vans can turn in Queen's Yard and Shropshire Place.

The development proposals encompass the demolition of the former University College London (UCL) Student Union and Royal Ear Hospital buildings, and redevelopment for a building of 6 storeys in height including ground and 3 storey basement comprising approximately 12,013 sq m GEA for use a specialist head and neck facility (Class D1) with 2 x pedestrian accesses from Huntley Street and Shropshire Place respectively and servicing/delivery bay accessed from Shropshire Place.



2. 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).

The scope of the development is as follows:

- I. The complete demolition of 43-49 Huntley Street from roof level to 3 levels below ground including the isolation and removal of redundant services, and the removal of any asbestos. Essentially, following demolition, the site will consist of excavated land to 3 basement levels.
- II. Following demolition, the structure to basement levels will be installed, which will aid the creation of the super structure.
- III. A period of creating an envelope around the site to install external features ie windows, will be undertaken.
- IV. Finishing the site internally, from the bottom up including the creation of ceiling grids and partitioning walls.

The demolition and construction of the site presents a number of constraints that have been influential in determining our proposed methodology. These constraints include:

- V. Minimising the environmental impacts of the demolition and construction works on the surrounding neighbours including those at Gordon Mansions.
- VI. Creating a safe vehicle access and egress system to the project, in order to demolish the existing 3 storey building and excavation to 3 basement levels.
- VII. The Traffic Management Plan aids ensuring site traffic to remove materials and deliver plant and equipment to the project does not adversely interrupt the local traffic system

3. 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.).

-Gordon Mansions shares a party wall with 43 Huntley Street. Therefore, a party wall award will need to be in place to cover works. (Noise, Dust, Vibration & Fumes)

-The residential dwellings on the eastern side of Huntley Street (Noise, Dust, Vibration & Fumes)

-The commercial properties accessed via Shropshire Place ie Shropshire House and Queen's Yard businesses (Noise, Dust, Vibration & Fumes)

-The UCLH Macmillan Cancer Centre to the north of the site (Noise, Dust, Vibration)



4. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Please see Appendix A –Site Location Plan

Huntley Street (between Capper St and Torrington Place): There are 4 residential spaces on the eastern side of the road that will need to be temporarily suspended for the duration of demolition. A single yellow line extends along the western side of the road, part of which will need to be temporarily suspended for the duration of demolition to allow for construction vehicles to enter and depart the site.

Capper Street: There are 2 residential parking bay spaces on the north western side of Capper Street that can be retained throughout demolition.

Shropshire Place: This is currently used as a servicing location for commercial properties on Queen's Yard and Shropshire House. The majority of the demolition programme allows for Shropshire Place to continue to be used for servicing access. However, there will be a 3 week period where a half road closure is planned. However, pedestrian access will be retained to Queen's Yard. During this period, service vehicles to Queen's Yard will be able to stop on the single yellow lines on Capper Street to service the premises.

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

See Appendix B –Building Demolition and Construction Programme

- The anticipated programme is as follows Start Date: Feb 2015 (pre contract works) Asbestos strip
- 11th January 2016 commence site hoarding and site set up
- 22nd February 2016 commence district heating main diversion, remaining asbestos removal works and scaffold reception.
- 30th March 2016: Commencement of Structural Demolition. Demolition completed by 4th November 2016.



6. Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 10.00am to 2.00pm on Saturdays
- No working on Sundays or Public Holidays

The standard working hours for the site will be from 08.00am to 6 pm Monday to Friday and from 10.00 am to 2 pm on Saturdays. No works will be undertaken on Sunday or Public Holidays.

7. 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.

Under the demolition contract Erith are to isolate all incoming services at the service head intake to the building, the client and its management consultant will undertake all necessary service isolation and diversions outside of the site boundary.

The Employer has appointed Reach Active to coordinate the statutory services diversions and this will be coordinated with Camden and Erith to minimise disruption to the local residents and businesses.



Community Liaison

Significant time savings can be made by running an effective neighbourhood consultation process. This should 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. Ideally this consultation and discussion process should have already started with the results incorporated into the DMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the build, 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 should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

Erith will undertake contact through our client UCLH with contractors currently working on UCLH Phase 4 and UCL's estates team to ensure the phase 5 traffic movements are coordinated.



1. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents prior to submission of the first draft DMP.

Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the DMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised DMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

University College London Hospitals NHS Foundation Trust (UCLH) is currently engaging in a thorough public engagement strategy to keep residents informed about the construction and demolition process and will continue to do so throughout. A consultation meeting with local businesses and residents took place at 6.30pm on Wednesday 16th December, minutes from this meeting are appended to this document and can be found in Appendix C. The meeting was chaired by Cllr Sabrina Francis, Cllr Sabina Francis took the responsibility to feed information back to the ward councillors who did not attend the meeting.

A further meeting was held with the CWG, chaired by Cllr Francis on Monday 11th January. A copy of the minutes, together with representations made at the meeting are appended to this document. Cllr Sabina Francis took the responsibility to feed information back to the ward councillors who did not attend the meeting as she has been appointed by them.

These two meetings were arranged specifically for the UCLH Development Works.



2. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison 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.

General

UCLH have organised and employ a local liaison champion who communicate and arrange official meetings between local stakeholders, client, contractors and councillors. They also handle news leaflet drops. Through this channel UCLH project identity and communication is maintained. Stakeholders can raise queries, concerns, complaints and praise which shall be answered, if not immediately, then soon after.

The Erith Contractor will also have their own specific community liaison team and will consult with stakeholders and neighbours throughout demolition and construction. This team will lead by Cherrie O Kane and managed by the Project Manager Pete Lilburn as advised in Q3 Contacts

3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "<u>Guide for Contractors Working in Camden</u>" also referred to as "<u>Camden's Considerate Contractors Manual</u>".

Erith has registered the site with Considerate Constructors and will have a target a score of 40.

The CCS Pro-Forma Invoice number for the registration is 50162



4. Neighbouring sites

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

We are currently working closely with the UCLH Phase 4 contractor team to establish the exact dates of any anticipated road closures / road traffic orders associated with the UCLH Phase 4 development on the corner of Huntley Street / Grafton Way. The Phase 4 contractors have provided plans for future traffic orders and road closures in the area, alterations will be monitored throughout the demolition and construction programme up to project completion in 2018. Current plans provided by the UCLH Phase 4 contractor team indicate road closures and road traffic orders noted below:

• UCLH are actively engaging with UCL to coordinate the Data Centre project with the Phase 5 project

November 2015 – End of 2017	Huntley Street section between University Street and Grafton Way will be converted to one-way single lane northbound. A gantry at the northern end of Huntley Street will be constructed with vehicle height restrictions (height unknown). Grafton Way remains a one-way single lane westbound.
Only for limited days (dates to be confirmed by contractor)	Grafton Way carriageway will be temporarily closed, pedestrian access still granted.

*Other closures may take place, however these have no expected impact on UCLH Phase 5 demolition site vehicle routes.

In addition, we are consulting with the West End Project delivery team in determining the programme for West End Project construction. Initial discussions reveal no road closures are planned as part of the West End Project during the Phase 5 demolition programme.

Minor changes to the UCLH A&E facility access at the Beaumont Place / Grafton Way junction are also being planned. However, it is anticipated that these would not require a road closure or affect the proposed demolition vehicle access strategy to Phase 5.



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 <u>CLOCS Standard</u>.

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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed <u>here</u>, details of the monitoring process are available <u>here</u>.

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

Please refer to the CLOCS Overview and Monitoring Overview documents which give a breakdown of requirements.



CLOCS Considerations

1. Name of Principal contractor:

Erith Contractors Ltd Erith House Queen Street Erith Kent DA8 1RP

2. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

Erith will also emphasise the CLOCS standard during induction (especially to the traffic marshals) to ensure that cyclist safety is a priority. No vehicle shall reverse and/or enter the site without the permission of the traffic marshal who will be ensuring all members of the public, including cyclists, are not in the vicinity and/or made aware of the moving construction vehicles.

As a CLOCS champion Erith maintains its status with CLOCS through our FORs Gold accreditation.

3. Please confirm that you as the client/developer and your principal contractor have read and understood the <u>CLOCS Standard</u> and included it in your contracts. Please sign-up to join the <u>CLOCS Community</u> to receive up to date information on the standard by expressing an interest online.

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

Stuart Accleton

Operations Director

Erith Contractors Ltd

Please contact <u>CLOCS@camden.gov.uk</u> 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.

4. 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, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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 indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the <u>Transport for London Road Network</u> (TLRN).

Site traffic routing is displayed in Drawing 1.

To route site traffic to and from the site it is necessary to temporarily alter the existing road layout.

Throughout Demolition

University Street section (between Gower Street and Huntley Street) will require temporary conversion from a one-way to a two-way street. On street 'pay and display' parking will be temporarily suspended on the southern side of the street, and the two disabled spaces on the southern side will be temporarily relocated to the northern side of the road. The new temporary road layout will provide over 6.5m of usable road space for traffic in both directions. This will enable site vehicles to access Huntley Street (south).



Traffic Route Drawing

Prior to West End Project University Street Two-Way

Requirements:

• Requires University Street to be converted to two-way traffic.

Potential turning issues:

- Turning left from University Street to Huntley Street.
- Turning right from Huntley Street to Torrington Place.



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

All contractors and visitors will be made aware of the traffic management plan at induction, traffic routes plans will be issued to all delivery companies and issued to driver who are attending site prior to the undertaking there deliveries. Competent traffic marshals will be present on Huntly Street, who will control the construction vehicles entering and exiting the site. They will ensure that the 'no idling policy' is in place and will send away any lorry that has arrived to site outside of the agreed time slot. This should not be an issue as all of our lorries are tracked and will be monitored to ensure only one lorry is on site at any one time. Each lorry will be allocated a 45mins time slot when on site. All delivery companies will be notified by the site manager about which route they will need to take and continue to take throughout the demolition phase.

5. 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 are generally acceptable between 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 between 9.30am and 3pm on weekdays during term time. (Refer to the <u>Guide</u> for Contractors Working in Camden).

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. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait 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.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.



There will be a maximum of 20 inbound and 20 outbound vehicle trips per day at peak (3 inbound and 3 outbound per hour on average).

Up to 3 vehicles can be stored within the hoarding line on Huntley Street and 1 vehicle on Shropshire Place. Vehicles will be called to site on a 'just-in-time' basis from remote holding yards.

No road closures will be required in relation to the demolition works apart from a 3 week half road closure of Shropshire Place. However, pedestrian access will be retained.

No articulated vehicles are proposed to be used during demolition. The largest vehicle to access the site will be 10m long trucks during demolition.

b. Please provide details of other developments in the local area or on the route.

UCLH Phase 4, UCL Data Centre – see Community Liaison, section 4.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Erith will only have one site entrance and this will be controlled by a senior gateman Gary Burman, all Erith vehicles over 7.5 tonnes will be booked into site 24 hours in advance.



d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

No holding areas are proposed. All contractors and visitors will be made aware of the traffic management plan at induction, traffic routes plans will be issued to all delivery companies and issued to driver who are attending site prior to the undertaking there deliveries. Competent traffic marshals will be present on Huntly Street, who will control the construction vehicles entering and exiting the site. They will ensure that the 'no idling policy' is in place and will send away any lorry that has arrived to site outside of the agreed time slot. This should not be an issue as all of our lorries are tracked and will be monitored to ensure only one lorry is on site at any one time. Each lorry will be allocated a 45mins time slot when on site. All delivery companies will be notified by the site manager about which route they will need to take and continue to take throughout the demolition phase.

Our proposal is that vehicles would be diverted to another Erith site within London and not to circle the local area, also we wish to not place a holding area for vehicles within Camden.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of <u>construction material consolidation centres</u>).

Not applicable to the demolition phase of the project.

6. Site access and egress: "Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles." (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

Refer to Drawing 1.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.



Please see Appendix E and swept path analysis drawings.

The plan shows the parking bays on Huntley Street that Erith intend to suspend. All other parking bays within the site vicinity will also remain operational.

The plan also shows the position of the proposed crossover. This crossover will act as the main vehicle entrance and will be the route for removing all material from site. Swanton Consultants, Erith's engineering consultants, have carried out a structural investigation which confirms that the crossover can be formed through the building. Lorries will enter the vehicle gate on the Huntley Street elevation, ramp down to lower ground floor and into a formed loading bay within the building. Gripped road plates will be placed on the footpath on Huntley Street and a small moveable ramp positioned on the edge of the kerb line to allow lorries to drive onto the footpath. This ramp will be put in place in the morning and left in place throughout the day. It will then be removed and stored on site once the working day is complete. Smaller tarmac ramps will be formed on the footpath either side of the road plates to eliminate any trip hazard for any pedestrians using the footpath.

Before arrival, the lorry drivers will contact our lead traffic marshal 10 minutes prior to their arrival. The lead traffic marshal will confirm that the drivers can approach the site on the basis that there are no vehicles on site at the time, otherwise the lorry will be diverted to another Erith project. The traffic marshals will then assemble at the crossover location to carry out the following procedure;

- 1. The lorry approaches site from the North on Huntley Street and temporarily stop on the suspended single yellow line and suspended parking bays opposite the crossover location. The 5 traffic marshals will then carry out the following roles;
 - 2 Traffic Marshals will pull the concertina chapter 8 barriers from the hoarding and close the footpath temporarily so that the pedestrians are segregated from the crossover. Stop signs will also be displayed on the chapter 8 barriers. These traffic marshals will remain standing at the concertina barriers to prevent any pedestrians ignoring safety signage by walking around the concertina barriers and onto the crossover.
 - 1 Traffic Marshals will stop the traffic in both directions with 'Stop/Go' signs when it is safe and clear.
 - When the traffic is under control the Traffic Marshal will then open the vehicles gate inwards and begin to bank the lorry.
- 2. The lorry driver will drive back into the centre of the road lane in forward gears and then reverse into the site under the control of the competent traffic marshal. The lorry will be fitted with amber beacons and a voice-over alarm system to inform all pedestrians and road users when the lorry is either indicated left or right and reversing.
- 3. Once the lorry is inside the site, the vehicle gates will be closed, the concertina barriers will be retracted back into the hoarding and the traffic can proceed in both directions.

Note: The above steps will take no longer than 2 minutes.

- 4. Once the lorry is loaded and ready to leave site, the traffic marshals will pull the concertina barriers out to the edge of the footpath, the vehicle gates will be opened and the traffic stopped in both directions.
- 5. When the traffic is under control, the lorry will leave the site under the control of the traffic marshals and head south on Huntley Street.
- The traffic marshals will then close the vehicle gates, open the footpath and allow the traffic to 6. proceed.

Note: The above steps will take no longer than 1 minute

In total, the footpath will be closed for a total of 3 minutes per lorry. Therefore, the footpath will be closed for a total of 30-40 minutes per day and will have a low impact on pedestrians throughout the demolition phase.

Alternative site access, Gordon Hamilton has requested that HGV move further to this the sequence required for demolition of the structure dc ²⁴the public highway to be installed in Capper Street.



c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Please refer to Appendix E which shows the swept path of vehicles entering and departing the site. Vehicles will have to access the site as explained previously. All vehicle manoeuvres will be closely managed by trained banksmen. Please refer to Appendix C which demonstrates that smaller vehicles are able to enter and depart the site via Shropshire Place.

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.

All vehicles will be parked on hard standing ground when they are being loaded, if required tyres and wheels will be washed onsite using a low powered jet wash machine, Erith will also undertake daily cleaning of the roadway outside of the site utilising's its own road sweeper.

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

If this is not possible, 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 details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

See Appendix D Demolition Visualisation.

All vehicle activity will take place within the site hoarding. Servicing and deliveries will be managed by the traffic marshal team.



Highway interventions

8. Parking bay suspensions and temporary traffic management orders

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate demolition.

Information regarding parking suspensions can be found here.

Huntley Street (between Capper St and Torrington Place): There are 4 residential parking spaces on the eastern side of the road that will need to be suspended for the duration of demolition to aid vehicular access and egress. It is proposed that the spaces are temporarily relocated to Chenies Mews during demolition. A single yellow line extends along the western side of the road, the extent operating along the length of the site will need to be temporarily suspended for the duration of demolition.

Shropshire Place: This is currently used as a servicing location for commercial properties on Queen's Yard and Shropshire House. The proposals allow for Shropshire Place to continue to be used for servicing access to these locations throughout the initial phases of the demolition works. There will be a requirement to during the construction of the shear supporting wall where a half road closure will be required. This is expected to last 3 weeks. Pedestrian access will be retained along Shropshire Place at all times. During this period, service vehicles to Queen's Yard will be able to stop on the single yellow lines on Capper Street to service the premises.

University Street: The proposed temporary two-way working of University Street (between Gower Street and Huntley Street) will require a TRO. As a result, the disabled parking and pay and display parking on the southern side of this section of University Street is proposed to be temporarily relocated to the northern side of University Street.



9. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

 a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Refer to, Appendix E site entrance scale plan for Huntley Street.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Safety Signage will consist of

- Curation Demolition signs placed on every third hoarding panel,
- Site contact board
- Barriers and accessibility measures such as ramps
 - As described in Q6b

Lighting Hoarding lighting

10. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the demolition period (alternatively a plan may be submitted).

No diversions are required for the demolition



11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered, these include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/ hoardings, etc.

A secure hoarding will generally be required to the site boundary with a lockable access

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.



The traffic management routine (described in Q4. Traffic routing) ensures that both pedestrians and all road users, including cyclists remain safe. The concertina barriers ensure that the footpath is completely closed with traffic marshals positioned at the edge of the footpath prohibiting any pedestrians walking around the barrier. The vehicle gate on Huntley Street will only open when these concertina barriers are in place. This will stop any members of public freely accessing site from the footpath. The 'Stop/Go' procedure will be in place for all road users, including cyclists. Only competent traffic marshals with previous experience using this procedure will be designated to this project.

All traffic marshals will wear safety glasses that are fitted with cameras. This will help Erith manage any problems which occur when managing the traffic and pedestrians on Huntley Street and help settle any possible disputes.

Erith Contractors Limited pride themselves on having plant and vehicles at the pinnacle of the safety industry. All Erith's HGV's are fitted with Fresnel lenses, side scan equipment which results in an audible beep when a cyclist is on the left inside space. Under run guards are also fitted to prevent cyclists from coming into contact with lorry wheels as well as a number of other safety features (see 'Erith's HGV Safety Features' drawing below). All Erith's vehicles are also Crossrail compliant. In addition to these features to help monitor and improve the transports environmental impact Erith have installed driver behaviour tracking systems which allow the monitoring of acceleration, braking and speed, this ensures drivers are working safely and complying with current laws and legislations.

The hoarding and barriers will have adequate lighting throughout day and night to make pedestrians and road users aware that there will be vehicle entering and exiting the site on Huntley Street.

b.

Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

Scaffolding is to be set up within hoarding line. A licence will be sought for the scaffold fan over sailing the footpath on Huntly Street and Capper Street.

SYMBOL IS FOR INTERNAL USE



Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (<u>CMRBC</u>).**

1. Please list all <u>noisy operations</u> and the construction method used, and provide details of the times that each of these are to be carried out.

General site operating hours are 8.00am-6.00pm weekdays and 10:00am-2.00pm on Saturday. Noisy works shall be conducted within this time frame. No works to be carried out Sundays or Bank Holidays without prior consent from the Local Authorities and residents. Noisy works will be undertaken between the hours of 8am-10am, 12pm-2pm and 4pm-6pm Monday to Friday and 10am to 2pm on Saturdays. Saturdays that precede a bank holiday weekend, the site will remain closed

2. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A noise survey has been carried out four weeks prior to any works on site.

Noise monitoring will continue throughout demolition and construction works. Monitoring will be undertaken by utilising two fixed place noise monitors that provide continuous monitoring with real time web based alerts issued to the site team. Erith will provide unrestricted access to Camden for this date,

3. Please provide predictions for <u>noise</u> and vibration levels throughout the proposed works.

Noise Prediction: Not exceeding 75 dB (A) at site boundary. Erith have undertaken a predicted noise survey for the works to be undertaken onsite including the type of plant to be used. A copy of this can be found in Appendix G.

If our real time monitors show that the 75 dB(A) over the 10 hour working day is not achieved we will introduce acoustic barriers or similar around the site boundary.



4. Please provide details describing mitigation measures to be incorporated during the construction/<u>demolition</u> 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.

All works undertaken on site will be undertaken in accordance with Camden Council contractor's guidance following best practice at all times

The following details the some of the mitigation measure to be implemented.

- Live environmental implementation plan to be implemented.
- Section 61 obtained from Camden Council
- Robust monitoring of dust, noise and Vibration
- Chosen methods of demolition to minimise nuisance caused to local sensitive receptors.
- 96% recycling across the demolition phase.
- Strict traffic management plan to be adhered to at all times.

The following measures will be put in place to ensure noise levels do not exceed expected limits;

- Fully encapsulated scaffold around the building
- Super-silenced plant to be used
- Acoustic barriers to be fixed to the top lift perimeter of the scaffold if necessary.
- Noise monitoring will be carried out as detailed in Question 2 with real time alert based monitors.
- If our real time monitors show that the 75 dB(A) over the 10 hour working day is not achieved we will introduce acoustic barriers or similar around the site boundary.
- Having studied BS 5228 Part 2 we have not found there to be any by vulnerable buildings adjacent to the ones to be demolished.



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

At induction and in various toolbox talks throughout the demolition phase, all personnel will be informed of the predicted maximum noise and vibration levels. This will act as part of their training on BS 5228:2009. Erith Contractor's environmental team will be visiting site at the early stages of the project to also present and demonstrate the importance of BS 5228:2009 to all site personnel.

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

The contractor will mitigate dust concerns/issues by:					
Ι.	Effective communication/liaison with neighbouring properties.				
II.	Good site management.				
111.	Cleaning of site entrances/loading areas/lorries leaving site.				
IV.	Damping down of lorries leaving site and the facility to wash wheels.				
ν.	Good quality hoardings to site boundary kept clean and tidy.				
VI.	Provision of temporary water supplies to dropping and loading zones. Real time dust monitoring and recording will be carried out during the works with particulate levels having been agreed with project team so as not to impact on adjacent stakeholders. Two monitors will be located onsite, one at the corner of Shropshire Place and Capper Street and second adjacent to the party wall of Gordon Mansions.				
VII.	can ensure the water can get directly to the source of the dust. Dust monitoring will be carried out throughout the works.				

7. 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.

See Q6 part d above.

And,

Regular checks will be made to the surrounding public highways every day to ensure no dust or dirt has been spread. The fully encapsulated scaffold and continuous damping down will ensure that this is not the case.

If dirt or dust does spread onto the public highway, then the site manager will ensure this is cleaned immediately and if necessary, a road sweeper will be sent to site ASAP.



8. Please provide details describing arrangements for monitoring of <u>noise</u>, vibration and dust levels.

Noise:

Erith will place noise sensors on the facades of closest sensitive buildings and ensure that limits are adhered to, this will record 24 hours a day and will provide real time alerts.

Erith will comply with the guidelines set out within the Camden Council Contractors Guide Manual for Demolition and Construction sites.

Vibration:

Erith will place vibration monitors on the facades of closest sensitive buildings and ensure that limits are adhered to, this will record 24 hours a day and information will be downloaded weekly.

If works are expected to exceed 1 mm ppv at the base of any residential building then residents must be given at least 48 hours notice, and works causing above 1 mm s-1 ppv at the base of any residential building must not take place on more than 2 consecutive days in any 4 day period.

Dust:

Erith will place dust monitors on the facades of closest sensitive buildings and ensure that limits are adhered to, this will record 24 hours a day and information will be downloaded weekly.

The resultant records will be issued to the relevant LB Camden Environmental Officer, as required.



9. Please confirm that a <u>Risk Assessment</u> has been undertaken at planning application stage in line with the <u>GLA's Control of Dust</u> and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

2 Summary of Construction Dust Risk Assessment

2.1 The impacts from the construction phase of the CRRDC development were previously assessed by AQC in September 2014¹. This assessment identified the area surrounding the construction site as being of high sensitivity to dust soiling and medium to high sensitivity in terms of human health (Table 1). The determination of the sensitivity of the area to human health effects takes into account the local background PM ₁₀ concentrations; in this case 25.7 µg/m³ (2014 background concentration).

Fable 1:	Summary	of the Area	Sensitivity

Effecte Accoristed With	Sensitivity of the Surrounding Area		
Effects Associated With.	On-site Works	Trackout	
Dust Soiling	High Sensitivity	High Sensitivity	
Human Health	Medium Sensitivity High Sensitivity		

2.2 The sensitivities identified in Table 1 were combined with the dust emission magnitudes for the scheme to define a risk category to each activity of the construction process. These are detailed in Table 2.

Table 2: Summary of Risk of Impacts Without Mitigation

Source	Dust Soiling	H uman H ealth	
Demolition	Medium Risk	Medium Risk	
E arthworks	Medium Risk	Medium Risk	
Construction	Medium Risk	Medium Risk	
T rac kout	Medium Risk	Medium Risk	

2.3 Overall, the area surrounding the construction site is judged to be at medium risk to dust soiling and human health. The suggested approach to PM 10 and dust monitoring detailed in this document has been defined based upon these identified risks.



10. Please confirm that all of the GLA's 'highly recommended' measures from the <u>SPG</u> document relative to the level of risk identified in question 9 have been addressed by completing the <u>GLA mitigation measures checklist</u>. Please attach this as an appendix.



Site Management:

- Local Dialogue are developing and implementing stakeholder communications in regards to the project.
- Dust management will be via specific RAMS for the demolition.
- Contact details of site management and head office will be displayed on site hoarding.
- Complaints are to be recorded on site and available for inspection by Council.
- Monitoring of dust will be undertaken on site and recorded.
- Site diary is to be maintained to record events.
- Dialogue will be undertaken throughout the demolition and construction process with the Phase 4 contractors and West End Project planners.

Preparing & Maintaining Site:

- Main processing activities will be away from receptors.
- 3m hoarding around site. Scaffold will be within the hoarding line.
- Atomised water will be used as dust suppressant.
- Loading areas are on concrete hard standing. The loading areas will regularly be swept clean.
- Hoarding cleanliness shall be maintained.
- Demolition arisings shall be cleared very regularly from site to prevent stockpiles forming.
- Window cleaning of nearby buildings can be arranged if required.

Measures Specific to Demolition:

- All soft strip will be removed from site prior to structural demolition.
- No explosive blasting to be used.
- Any biological debris will be removed from the site prior to works.

Measures Specific to Trackout:

- Road sweeper to be used as required, although unlikely as activity will be undertaken within the hoarding line and wheel wash facilities will be supplied.
- Vehicles leaving site will be properly secured to prevent loss of load.
- Vehicles will only arrive and depart the site via the accesses on Shropshire Place or via the hoarding on Huntley Street.
 Damping down will be available.

I1. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the <u>SPG</u>. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.



The site is not a High Risk Site.

12. Please provide details about how rodents, including <u>rats</u>, 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).

An initial Rodent Survey will be carried out 4 weeks prior to work commencing onsite. There was no evidence of any vermin internally or externally upon our initial site walks. A second investigation will be carried out over a 2 week period (before hard demolition begins). This survey will be made available to Camden Council on completion.

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

The asbestos removal to the Era Hospital building was completed prior to the demolition works package being let, a Demolition and Refurbishment Survey of the Student building will be completed in January 2016 once vacant possession is achieved. The results of the survey will be issued and subsequent removal of asbestos containing materials will be undertaken by Erith Contractors in house asbestos division under their current asbestos removal license.

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



Erith Contractors will be providing all necessary facilities such as smoking areas within the site hoarding. This will minimise any negative public interaction or perception. At site induction, the site manager will emphasise to all personnel the importance of their behaviour and general conduct on site and within the surrounding areas. A no nonsense attitude will be taken to personnel who do not respect the site rules with regards to conduct.



The Erith Management system for this site is as follows:

Dependent on the complaint, each member of the relevant chain in the management hierarchy will respond and act on any complaint either reported on site or through our head office. All complaints made through the head office contact number out of site working hours will be dealt with at our security call centre and responded the following day. All complaints will be dealt with in a timely manner to ensure it does not have any further impact on any stakeholder.

Erith Head Office contact number is 0870 9508800.

SYMBOL IS FOR INTERNAL USE





The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the DMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this 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: 18th February 2016

Print Name: Stuart Accleton

Position: Operations Director

Please submit to: planningobligations@camden.gov.uk

End of form.



Appendix A



Appendix B

Building Demolition Programme



Appendix C

Residents DMP Consultation Meeting Minutes 16th December 2015



Appendix D

Site Entrance Scale Plan for Huntley Street including Swept Path Drawings



Appendix E

Copy of Initial Newsletter Issued to Local Residents



Appendix F

Predicted Noise Survey



Appendix G

Environmental Question 10 Appendix



Appendix to Question 10 – Dust mitigation measures

Applicants must complete the table below (extracted from the Mayors 'control of dust and emissions during construction and demolition' SPG).

Applicants should include all 'highly recommended measures' as a minimum.

XX Highly Recommended

X Desirable

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACKOUT

	CIRCLE RISK LEVEL IDENTIFIED FOR SITE			TICK TO CONFIRM MITIGATION	
MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	MEASURE WILL BE IMPLEMENTED	
Site management					
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX	✓	
Develop a Dust Management Plan.		XX	XX	✓	
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX	 ✓ 	
Display the head or regional office contact information.	XX	XX	XX	✓	
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX	×	
Make a complaints log available to the local authority when asked.	XX	XX	XX	×	
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	XX	XX	XX	 ✓ 	



Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.	XX	XX	XX	✓
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	XX	✓
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.			XX	
Preparing and maintaining the s	ite	1	1	
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX	✓
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX	✓
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX	✓
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X	✓
Avoid site runoff of water or mud.	XX	XX	XX	✓
Keep site fencing, barriers and scaffolding clean using wet methods.	Х	XX	XX	✓
Remove materials from site as soon as possible.	X	XX	XX	✓
Cover, seed or fence stockpiles to prevent wind whipping.		XX	XX	✓



Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX	
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.			X	
Agree monitoring locations with the Local Authority.		X	XX	√
Where possible, commence baseline monitoring at least three months before phase begins.		X	XX	
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.		X	XX	✓
Operations				
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	XX	XX	XX	✓
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX	V
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX	✓
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	XX	XX	XX	✓
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX	✓
Waste management				
Reuse and recycle waste to reduce dust from waste materials	XX	XX	XX	\checkmark
Avoid bonfires and burning of	XX	XX	XX	✓



waste materials.				
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MEASURES SPECIFIC TO DEMOLITION

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

MEASURES SPECIFIC TO EARTHWORKS

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



MEASURES SPECIFIC TO CONSTRUCTION

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

MEASURES SPECIFIC TO TRACKOUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	X	XX	XX	 Image: A start of the start of
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX	✓
Record all inspections of haul		XX	XX	\checkmark



routes and any subsequent action in a site log book.				
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.		XX	XX	 ✓
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;		XX	XX	>
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	X	XX	XX	✓
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.		XX	XX	✓
Access gates to be located at least 10m from receptors where possible.		ХХ	ХХ	~
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site		X	XX	✓

