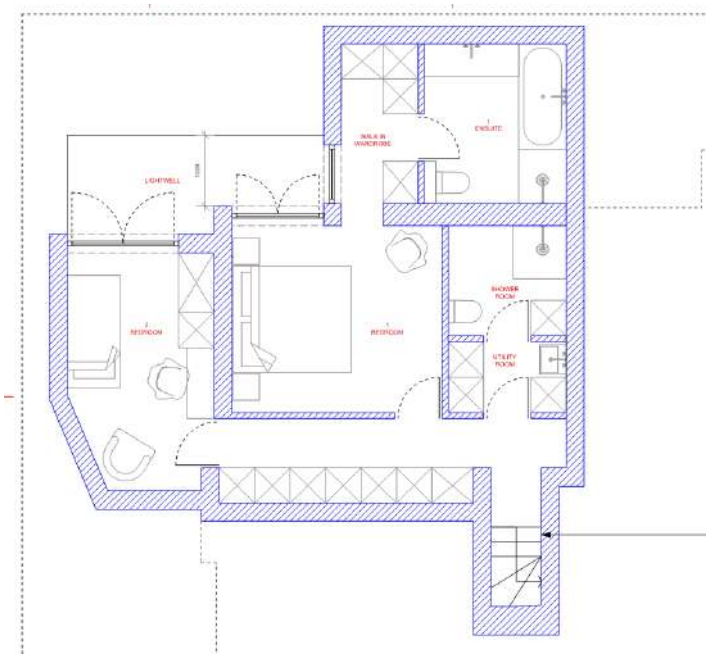
Construction Management Plan pro forma v2.2

The Studio House, Hampstead Hill Gardens, LONDON, NW3-2PH Basement Construction Works Pre-Planning Application – Ref:2016/5853/PRE



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Camden

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Contents

Revisions & additional material

Please list all iterations here:

Initial Draft of CMP

Date	Version	Produced by
20/10/17	**00**	**Malcolm Furniss**
06/11/17	***01***	***NLSA, pre-app and drawing references added.***

Additional sheets

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

Appendix 1 – Site Location Plan

Date	Version	Produced by
02/11/17	***525/A/1.0000***	***NLS Architecture***

Appendix 2 – Street Layout Plan

Date	Version	Produced by
20/10/17	**00**	**Malcolm Furniss/NLS Architecture**

Appendix 3 – Programme of Works

Date	Version	Produced by
20/10/17	**00**	**Malcolm Furniss**

Appendix 4 – Delivery Route to Site

Date	Version	Produced by
20/10/17	**00**	**Malcolm Furniss**

Appendix 5 – Procedures to Mitigate Noise, Dust & Vibration

Date	Version	Produced by
20/10/17	**00**	**Malcolm Furniss**

Appendix 6 – GLA Mitigation Measures Checklist

Date	Version	Produced by
20/10/17	**00**	**Malcolm Furniss**

Introduction

The purpose of the **Construction Management Plan (CMP)** 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 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 kind 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 Transport for London's (TfL's Standard for Construction Logistics and Community Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

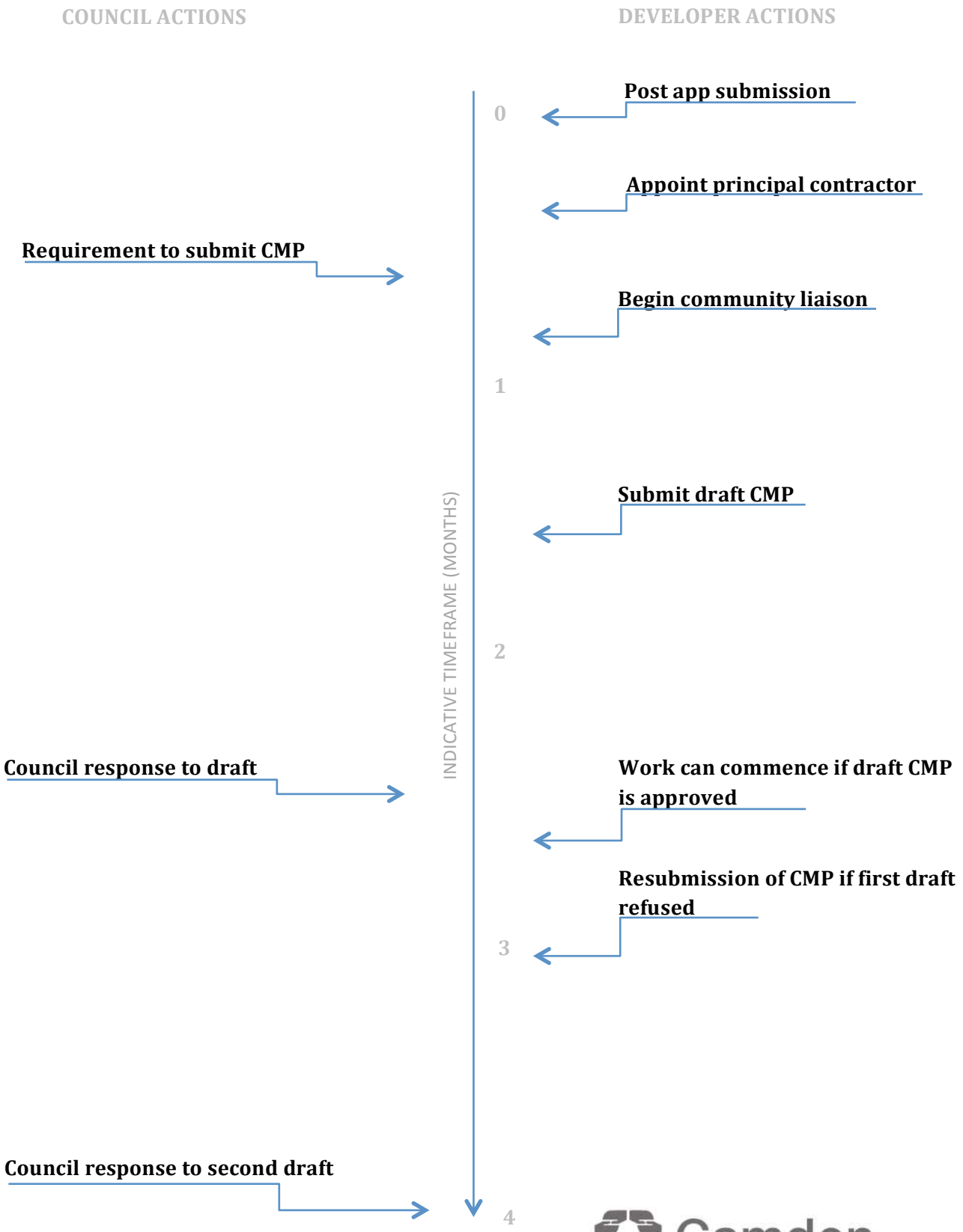
The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.It should be noted that any agreed CMP 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 "**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 notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion.**

(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


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
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 refused
3
Council response to second draft
4

Contact

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

Address: **The Studio House, 1 Hampstead Hill Gardens, London, NW3-2PH**

Planning reference number to which the CMP applies**: TBA**

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

Name: **Malcolm Furniss BSC(Hons), MCIOB, CMIOSH, CMaPS**

Address: **24 Lakeside, Snodland, Kent, ME6-5LD**

Email: malcolmfurniss.mef@gmail.com

Phone: **07988-629423**

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: **TBA – Principal Contractor – Not Yet Appointed**

Address:

Email:

Phone:

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

As Question 3 when Principal Contractor Appointed prior to this as below

Name: **Malcolm Furniss BSC(Hons), MCIOB, CMIOSH, CMaPS**

Address: **24 Lakeside, Snodland, Kent, ME6-5LD**

Email: malcolmfurniss.mef@gmail.com

Phone: **07988-629423**

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: **TBA – Principal Contractor – Not Yet Appointed**

Address:

Email:

Phone:

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.

Appendix 1 – Site Location Plan

The existing building site within a large site with a long wall against Hampstead Hill Gardens, at the end of the gardens is a double garage providing vehicle access onto Hampstead Hill Gardens. The surrounding area is residential but the size of the basement development is further than 1500mm from any boundary. The development consists of a basement of approximately 60m2 constructed under the existing house and extending to the rear.

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 development consists of a basement of approximately 60m2 constructed under the existing house and extending to the rear. This will require traditional underpinning operations and the removal of approximately 250m3 of spoil. General internal refurbishment

There are residents surrounding the site but the proximity is not close owing to the site of the site. Therefore keeping dust, noise and vibration nuisance to a minimum will be easily manageable. (as per photo below)

The requirement for vehicle movements during the day will be handled but the use of a platform over the existing garages to load on and off. The will make use of the existing parking restrictions at the crossover requiring only 1no residents parking bay to be suspended.

The Garage Elevation as per photograph below:

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The nearest potential property that may be affected are:

1 Hampstead Hill Gardens (as adjoining at ground floor and above)
2,3,4 Hampstead Hill Gardens
14,16,18 Rosslyn Hill

9. 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.

Appendix 2 – Street Layout Plan

The layout plan details access through the garage for pedestrians and for materials onto a gantry. Only 1no Residents parking bay will be required to be suspended during the works.

10. 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).

Appendix 3 – Programme of Works

An indicative Programme of Works has been produced

11. 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

The Standard Working Hours will not exceed:

- **8.00am to 6pm on Monday to Friday**
- **8.00am to 1.00pm on Saturdays**

There will be NO WORKING on Sundays or Public Holidays

12. 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.

There will be No Changes of Services serving the property as a result of the works

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.

13. Consultation

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

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

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

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

As this is at Pre-Planning Stage consultation has yet not taken place but the following will be consulted at the appropriate time:

- **Ward Councillors**
- **Local Residents – as those affected stated above**
- **Residents' Association – if applicable**

14. 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.

A Construction Working Group will be set up if required

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

It will be made a Contract Requirement of the appointed Principal Contractor that they will be registered under the Considerate Contractors Scheme

16. 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.

As a commencement date has yet to be set this information is not available. Prior to commencement the Client's Representatives together with the Principal Contractor will work with Camden Council to assess the impact of the works and any other works within the area on the residents and make necessary adjustments to the construction programme as deemed necessary to minimise the impact

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

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

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

TBA – Principal Contractor – Not Yet Appointed

18. 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 and Q18 example response).

The Principal Contractor will be required to demonstrate that vehicles servicing the site comply with the road safety obligations with regard to VRU Safety.

It will be assured that the Principal Contractor, his suppliers & subcontractors, are fully compliant with the terms laid out within the CLOCS Standard.

19. 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. Please sign-up to join the CLOCS Community 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:

Declaration by Principal Contractor

TBA – Principal Contractor – Not Yet Appointed

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.

20. 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 (i.e. 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 how vehicles will be routed to the Transport for London Road Network (TLRN) on approach and departure from the site.

Appendix 4 – Delivery Route to Site

An indicative Delivery Route to Site will be via A502 ROSSLYN HILL, from either North or South, turning directly into HAMPSTEAD HILL GARDENS then pulling into parking area in front of the site access.

Leaving site will mean pulling out into the traffic flow continuing around HAMSTEAD HILL GARDENS to the junction at the end, then turning RIGHT into POND STREET. At the end of POND STREET is the junction with ROSSLYN HILL where vehicles can turn either way.

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.

The majority of deliveries and spoil removal activities will be under the control of the Principal Contractor as they will be company vehicles, there is only expected to be the occasional delivery of small plant and sundries via suppliers vehicles.

These suppliers will be limited to a 32t Rigid Vehicles and will be instructed to follow the pre-determined site access route and loading/unloading principals.

The delivery route, vehicle restrictions and site rules will form part of the contract with all suppliers and will be legally binding to ensure suppliers are aware of the route and abiding by it.

Both suppliers and the Principal Contractor's own vehicles will call up the site manager 30 minutes prior to arrival on site to ensure space is available, if this is not the case they will be advised to wait outside the Borough of Camden until space is available.

The refuse Collection is on a Monday morning and the recycling is around mid-day on the same day, therefore all deliveries should be avoided on a Monday if at all possible.

21. 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 *Guide 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 is a school in POND STREET and therefore deliveries will be restricted to:

0930-1500 MONDAY-FRIDAY – TERM TIME

0930-1630 MONDAY-FRIDAY – SCHOOL HOLIDAY TIME

0930-1200 SATURDAY

All deliveries and spoil removal will be via 32T 4 AXLE RIGID BODY VEHICLES, this type of vehicle will not exceed 9000mm in length, 2500mm in width and 3500mm in height.

In general there will be on average 2-3no vehicle movements per day with a dwell time of approximately 30minutes.

When constructing the basement and excavating to remove spoil this will increase to 3-4 vehicle movements per day with a maximum of 6 vehicle movements per day, this being only during a 4 week period from Weeks 14-17 (See Appendix 3 – Programme of Works). These vehicles range from spoil lorries, concrete lorries, flat bed lorries.

Basement Construction - 24wks removing spoil within a period of 16wk
The total Spoil to remove 250m3 or 500t, each vehicle remove 18t approx
During the bulk excavation of 4wks 250t will be removed
Vehicle Movement on average – 250/18 = 14no less than 1 per day

The nearest 1no parking bay (5m length) on the East side of the Garages to be suspended in order provide a safe stopping area. The bay suspension will only be on an as required basis, with residents able to use the bay at weekends and overnight.

This is shown in photograph below:

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

None that we are aware of at this moment – this will be checked prior to commencement and the necessary assessment take place to minimize any disruption

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.

Delivery Vehicles will be the only vehicles attending site and these will be scheduled in with the suppliers and project manager on site.

As stated above a 30 minute call up procedure will be in place with the site manager to ensure that there is space outside of the site

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 any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Materials will be held at the builder's merchant yard or the Principal Contractor's yard, until they are needed for the build and only called off when required and the delivery can be scheduled in.

The nearest 1no parking bay East of the Garage Access will be suspended in order provide a safe stopping area for the Vehicles. Any Unscheduled deliveries should be returned to the supplier's yard and re-arranged as required.

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

VEHICLES will be unloaded/loaded in the suspended bay and double yellow line onto the gantry within the site boundary and over the footpath.
At no time will Vehicles stop outside any other properties blocking the entrance
Drivers will exhibit patience (as will all other traffic) if the double yellow lines are being used by residents for access.
All Deliveries will be timed as to avoid having more than one vehicle on site at a time.
There will be no requirement to store materials outside the gantry or site – as the sites own garden within the boundary is adequate

22. 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 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 access and egress routes to and from the site

Appendix 4 – Delivery Route to site give details of the vehicles route to and from the nearest major road.

The access to the site will require delivery vehicles to pull in kerbside. Currently the Clients garage access provides 7000mm of double yellow line which will be used in addition to 5000mm of suspended residents parking bay East of the double yellow lines.

This combined length of 12000mm is sufficient for a standard 9000mm length 32t 4 Axle vehicle to pull into and leave the carriageway open for normal traffic flow

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

Suppliers will be given a copy of the route and asked to ensure their drivers comply as required. The site manager will monitor every vehicle movement to site to ensure it conforms to the access requirements.

The site manager will deploy a road marshal to guide all vehicles into the loading bay.

Loading will be via lorry mounted crane onto the gantry or conveyor discharge from the gantry to remove spoil– all operatives involved with the process will be wearing high visibility vests, and a road marshal not involved with the process will act as look out.

The loading or unloading will stop to enable the public to pass either in a vehicle or as a cyclist or pedestrian

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).

Swept Path Plans will be provided if requested but as the delivery route uses roads that are wide and regularly used by large vehicles including refuse vehicle - these have not been provided at this stage.

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.

Not required as vehicles will not be leaving the highway

23. 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 24 if any parking bay suspensions will be required.

The deliveries and spoil removal will all be required to be undertaken gantry which will be over the footpath and within the site - The location is as per Appendix 2 – Street layout Plan. This shows the gantry over the garage within the site boundary and over the footpath. All materials will be loaded onto this gantry and then cleared to the site area within the boundary of the site the same day.

All storage of materials and stockpiling of spoil will be within the confines of the site boundary

Note all spoil will be removed to a transfer station for recycling – waste certification records will be kept throughout the duration of the works

Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

- **24. Parking bay suspensions and temporary traffic orders**

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found here.

As there is an area in front of the client's garage which is 7000mm in length the suspension of a parking bay East of this location will only be required for a limited time.

For the basement works a period of 20 weeks will be required to suspend this single bay, the suspension may be required for a limited period only for the fitout works

25. 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).

As shown in Appendix 2- Street Layout Plan, the intention is to provide a gantry over the footpath in the location of the client's garage to enable loading in and out of site without affecting the footpath or the traffic within the highway.

It is understood that this will require a structures licence from Camden Council

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

The Gantry, as stated above, will require Scaffold standard placed within the kerbline of the footpath. These standards will be lit at night and painted with red and white strips

26. Diversions

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

None Required

27. 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 at 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 footpath is in excess of 1500mm in width, the gantry over will need support at kerline, but the width of the footpath will always be in excess of 1200mm and will be lit at night.

Currently there are 2no garage doors at the boundary of the site. One will remain intact, the other will be removed and replaced on the same line with a hoarding, which will have an inward opening pedestrian access secured with a combination lock.

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.

The Gantry will be over the footpath only with a headroom of at least 2400mm for pedestrian access. This would be the only requirement

SYMBOL IS FOR INTERNAL USE

Environment

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

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

All substructure excavation works will be done with hand tools and hand held 110v power tools. These tools will be used to break concrete and to excavate hard areas.

Concrete, where necessary, will be hand mixed on site with an 110v Concrete mixer, which creates little in the way of noise, but will be compacted by electric compacting vibrators.

All plant located within the perimeter of the site boundary and only operate within the allowed hours by the council, between 0800-1800 Monday to Friday.

High impact activities such as the breaking of concrete will be undertaken within the hours of 0900-1700 only Monday to Friday. Where possible diamond cutting equipment will be used to minimize noise and vibration

As No 1 would be identified as the mostly worse affected property, liaison with the occupiers will take place to adapt working hours to minimize disturbance to them, as well as the use of diamond cutting equipment to detach our structure from theirs and their use to reduce noise and vibration

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

A noise level survey will be carried out once planning permission has been granted

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

70 dB LAeq 1 hr during the hours of 0800 to 1800 on Monday to Friday (excluding Bank Holidays)
Vibration levels will be kept to a minimum to reduce structure born vibration by detaching concrete from the surrounding structures via diamond cutting operations

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.

Appendix 5 – Procedures to Minimise Noise, Dust & Vibration

The above provides details of how mitigation measure will be put in place. The Principal Contractor will be expected to act on any event that breaches these requirements by stopping works and reassessing, putting additional control measures in place before continuing

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

TBA – Principal Contractor – Not Yet Appointed

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

Appendix 5 – Procedures to Minimise Noise, Dust & Vibration

Compliance with documentation above.

With regard to noise and dust control measure at source are first actions, with regard to vibration prevention by non percussive work method will be deployed

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.

The road and footpath will be jet-washed daily – if required by an operative under the control of a road marshal.
Any spills of debris will be cleaned and the road or footpath washed down immediately

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Dust - Monitor weather reports to ensure appropriate dust suppression or road cleaning is available when required.

Noise & Vibration - Bureau Veritas will be employed to provide predicted noise levels for the specific construction phases and ensure that the monitoring stations are located in appropriate areas.

36. Please confirm that a 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 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Appendix 5 – Procedures to Minimise Noise, Dust & Vibration

The above document provides the risk assessment required to comply with GLA Policy

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist.

Appendix 6 – GLA Mitigation Measures Checklist

See attached Appendix

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. 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.

Not Applicable – Not a High Risk Site

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).

Currently there is a family living at the property. A visual assessment has been carried out by Discrete Pest Control (BPCA membership number M15/820) and no evidence of rodents, including mice or rats were found.

Discrete Pest Control will deployed bait throughout nearer to time of construction and will be following up to confirm any existence of rats or mice. If any existence of rodents is found Discrete Pest Control will prepare an extermination programme.

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

At this stage an ASBESTOS SURVEY has not been undertaken but will be on receipt of Planning Permission and prior to any construction works taking place

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.

It will be the Principal Contractor's responsibility to ensure the conduct of their workers is respectful of the neighbours and area at all times. There will be a designated smoking area in the rear garden of the property, and special notice should be paid to language as this is a widely used route for school children.

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.

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):

b) Is the development within the CAZ? (Y/N):

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

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:

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:

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.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed: 

Date: 20/10/17

Print Name: MALCOLM FURNISS BSc(HONS), MCIOB, CMIOSH, CMaPS

Position: CONSTRUCTION, HEALTH & SAFETY CONSULTANT

Please submit to: planningobligations@camden.gov.uk

End of form.

EXISTING SITE LOCATION @1:250

GENERAL NOTES:

1: DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN.
2: ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
3: ALL LEVELS ARE SHOWN IN METRES ABOVE ORDNANCE DATUM (AOD) UNLESS NOTED OTHERWISE.
4: ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK.
5: ALL BOUNDARY LINES MUST BE CHECKED BY NICK LEITH-SMITH.
6: NICK LEITH-SMITH SHALL BE NOTIFIED IMMEDIATELY IN WRITING OF ANY DISCREPANCIES.
7: ALL INFORMATION REMAINS THE PROPERTY OF NICK LEITH-SMITH AND MAY NOT BE USED FOR ANY PURPOSE WHATSOEVER, OR REPRODUCED THROUGH ANY MEDIUM WITHOUT THE WRITTEN PERMISSION OF NICK LEITH-SMITH.
8: ALL COPYRIGHTS RETAINED BY NICK LEITH-SMITH.
9: SUBJECT TO SURVEY AND ALL NECESSARY STATUTORY AND LEGAL CONSENTS.
10: REFER TO PROJECT ORGANISATION SHEETS FOR DRAWING KEYS, NOTES AND ABBREVIATIONS.

KEY:

SITE BOUNDARY

N

0 1 2.5 5 10 mt

PRELIMINARY

Rev	Date	By	Revisions

Nick Leith-Smith Architecture + Design

Unit W123 Vox Studios
1-45 Durham Street Vauxhall
London SE11 5JH

Job Title:

Studio House

Hampstead Hill Gardens

London NW3

Drawing Title:

Existing
Site location

Scale: 1:500	A3	**Date: 11.08.2016**
Drawn: BB		**Checked: KF**
Drawing No: 525 / A / 1.0000		**Rev: /**

EXISTING SITE LOCATION @1:250

GENERAL NOTES:

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KEY:

SITE BOUNDARY

N

0 1 2.5 5 10 mt

PRELIMINARY

Rev	Date	By	Revisions

Nick Leith-Smith Architecture + Design

Unit W123 Vox Studios
1-45 Durham Street Vauxhall
London SE11 5JH

Job Title:

Studio House

Hampstead Hill Gardens

London NW3

Drawing Title:

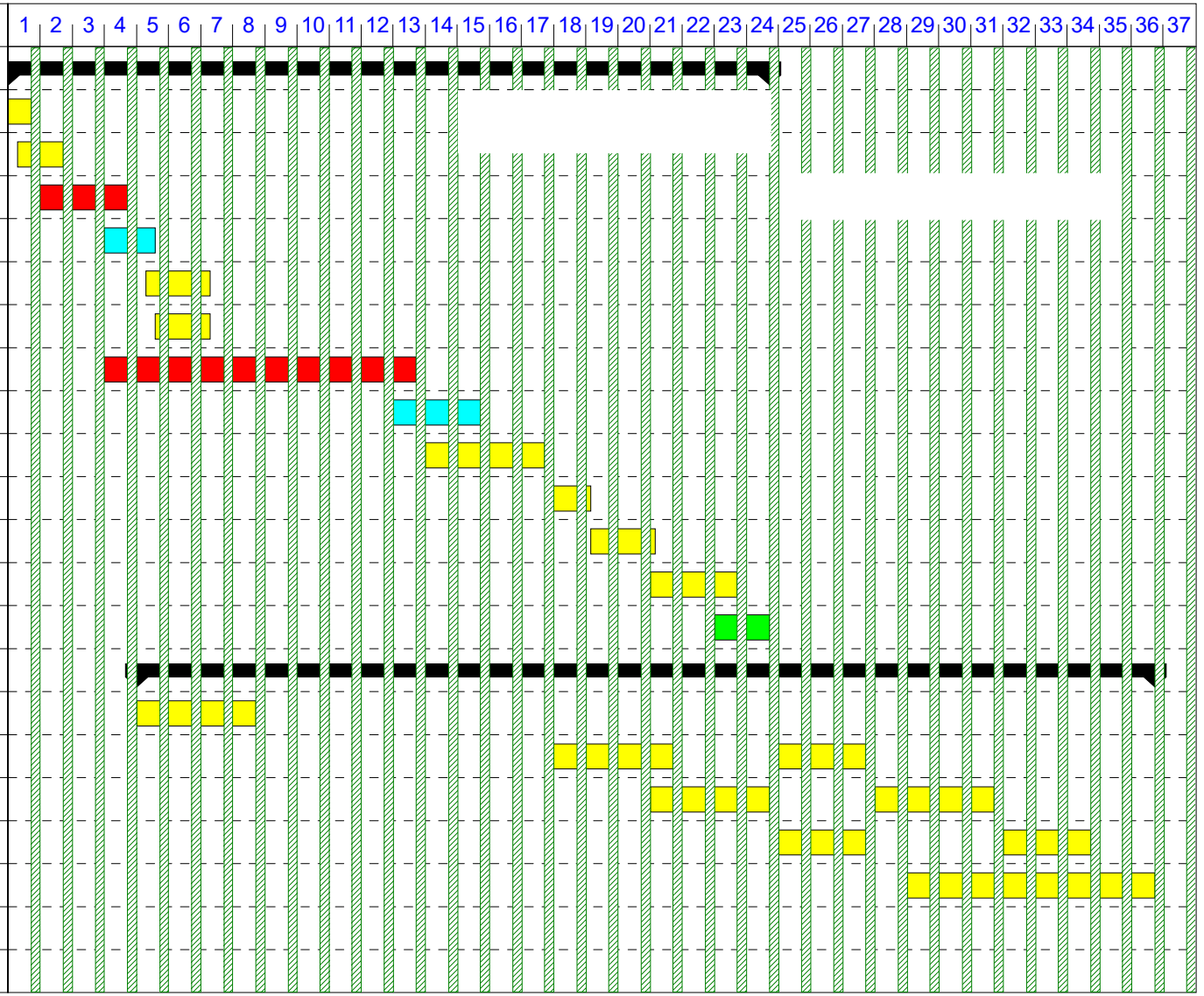
Existing
Site location

Scale: 1:500	A3	**Date: 11.08.2016**
Drawn: BB		**Checked: KF**
Drawing No: 525 / A / 1.0000		**Rev: /**

THE STUDIO
1 HAMPSTEAD HILL GARDENS, LONDON, NW3-2PH
BASEMENT & REFURBISHMENT Programme - 20/10/17

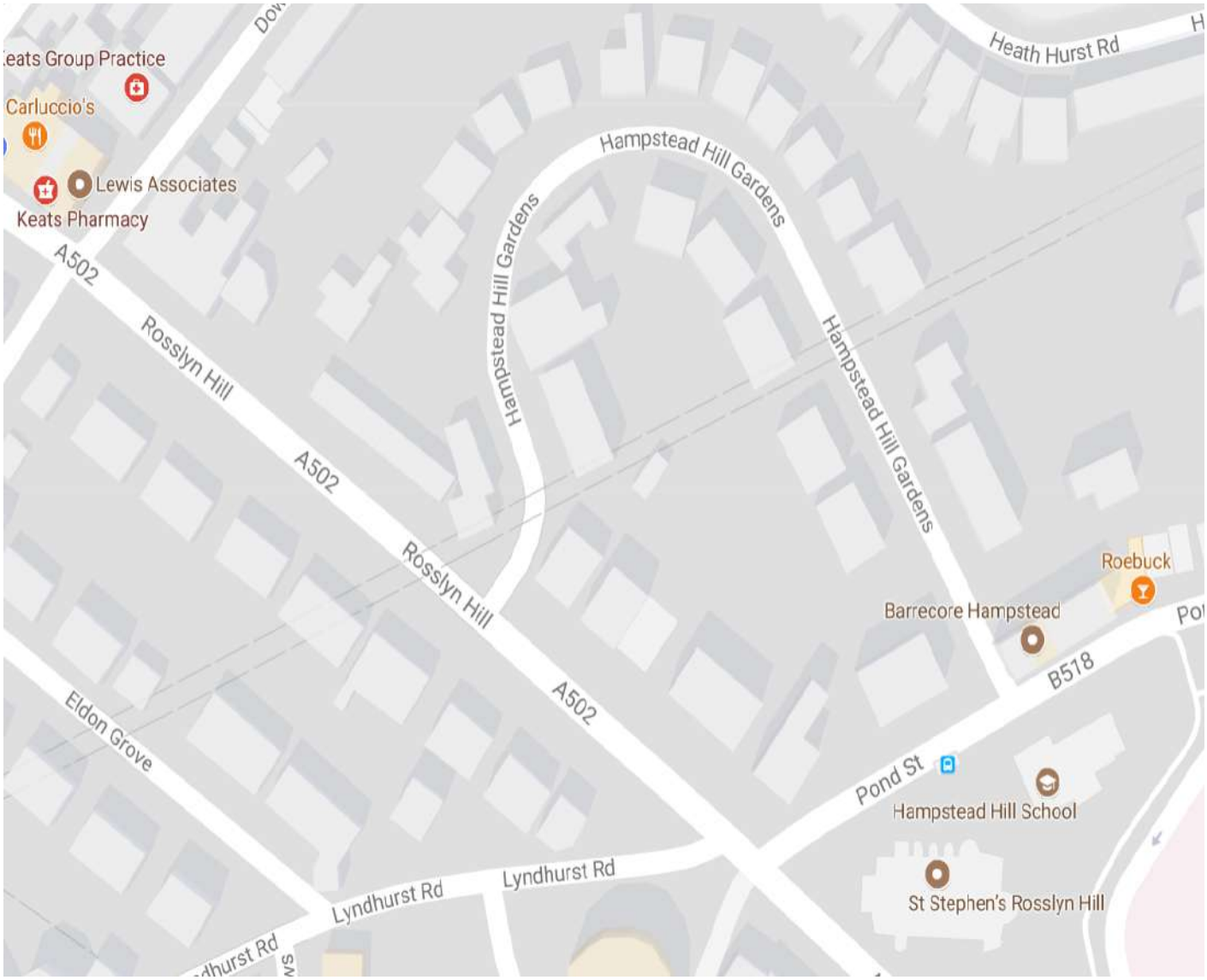
21/10/17

ID	Name	Start	Duration	Finish
1	STRUCTURAL WKS	23/10/17	120d	06/04/18
2	SITE SET UP	23/10/17	5d	27/10/17
3	INITIAL RL EXCAV	25/10/17	8d	03/11/17
4	INITIAL UNDERPINS	30/10/17	15d	17/11/17
5	TW REAR EXTN & INT	13/11/17	9d	23/11/17
6	REAR EXTN STEEL	22/11/17	10d	05/12/17
7	INTERNAL STEEL	24/11/17	8d	05/12/17
8	UNDERPINS	13/11/17	50d	19/01/18
9	TEMP WKS	15/01/18	15d	02/02/18
10	RL TO FORMATION	22/01/18	20d	16/02/18
11	BASEMENT DRAINAGE	19/02/18	6d	26/02/18
12	BASEMENT SLAB	27/02/18	10d	12/03/18
13	GROUND SLABS	12/03/18	15d	30/03/18
14	W.PROOFING	26/03/18	10d	06/04/18
15	REFURBISHMENT WKS	20/11/17	160d	29/06/18
16	INT DEMOLITION	20/11/17	20d	15/12/17
17	PARTITIONS ETC	19/02/18	35d	27/04/18
18	JOINERY	12/03/18	40d	25/05/18
19	SERVICES	09/04/18	30d	15/06/18
20	DECORATIONS	07/05/18	40d	29/06/18
21				
22				



DELIVERY ROUTE TO SITE

THE STUDIO HOUSE, HAMPSTEAD HILL GARDENS, LONDON, NW3-2PH



Route IN

Route OUT

Revision: 00

Date: 20/10/17

PROCEDURES TO MINIMISE – DUST, NOISE & VIBRATION

Project / Location: The Studio House, Hampstead Hill Gardens, LONDON, NW3-2PH			Prepared by: M.Furniss, MCIOB, CMIOSH Position: Health & Safety Manager		Approved by: Position:	
Issue / Activity	**Aspects** Consider Noise Dust and Vibration impacts	**Impact(s)** Consider normal and emergency conditions	**Significant Y/N**	**Site Specific Control Measures** Include Monitoring Arrangements	**References** Legislation	**Action by** Named Individual for Significant Aspects
All Site Activities	Works on site that have impact on others apart from site operatives	Impact on general lives and well-being of neighbours and public at large	Yes	Consultation with Neighbours on works being undertaken and likely effect on them – take all practicable measures to minimise impact in consultation Currently – Neighbours each side being consulted - will have lines of communication with PRINCIPAL CONTRACTOR	Currently legislation and Best Practice	By Senior Management
Air/Dust	Demolition of existing walls & interiors. Breaking concrete, excavation of hard areas eg Underpins by electric diamond or percussion tools percussion tools	Nuisance to neighbours and public, Reduction in local air quality and loss of visual amenity	Yes	Reduction of dust at source by means of water suppressed diamond sawing wherever possible. Liaison with all those affected by noise to be made to minimise effects on neighbours Monitor dust levels before and during dusty works? Use dust suppressions as necessary. (spraying of water and cover sheeting)	Clean Air Act 1993	Site foreman All Operatives
Air/Dust	Use of debris chutes and/or conveyor belted systems to facilitate the removal of debris material from low level floor areas	Nuisance to neighbours and public, health risk to operatives and loss of visual amenity	Yes	Formation of internal debris chutes and conveyors, use of dust suppression systems throughout works. Contain within boundary	Clean Air Act 1993	Site Foreman All Operatives

Air/Dust	Loading of debris material into vehicles by hand	Nuisance to neighbours in area, Health risk to operatives and loss of visual amenity	Yes	Ensure site is left clean. Dust suppression spraying to be used during dry conditions, full attendance by trained operative whilst loading.	Clean Air Act 1993	Site Foreman Banks man
Air/Dust	Storage, loading & un-loading & transportation of dust generating materials	Nuisance to neighbours & public, Reduction in local air quality, Dust left on pavement & roads	Yes	Store materials out of the wind and cover when necessary, Damp down in dry conditions, Ensure entrances and footpath areas, swept and kept clean,	Clean Air Act 1993	Site Foreman All Operatives
Air/Dust	Dust from excavation and demolition works,	Reduction in local air quality and contamination of surface soils and vegetation	Yes	Ensure areas of works are shielded, keep work areas clean, damp down during dust generating activities,	Clean Air Act 1993	Site foreman All site operatives
Air/Dust	Other dust generating activities on site including diamond drilling and concrete breakout.	Reduction of local air quality, contamination of surface soils and vegetation	Yes	Use water with diamond drilling operations and other dust generating activities, Use dust extractors on cutters and saws.	Clean Air Act 1993	Contracts Manager and Site Foreman
Traffic	Deliveries to site, causing noise and vibration	Consider sourcing of deliveries 1. Mode of transport 2. Kilometres travelled 3. Delivery Numbers	Yes	Source locally where necessary. Bulk deliveries, where possible.		Contracts Manager and Site Foreman
Traffic	Transportation vehicles, deliveries and collections.	Traffic leading to air pollution, nuisance to public, local businesses and neighbours from noise, congestion and vibrations	Yes	Implement CTMP and ensure all site deliveries are pre-planned with suppliers and Site Management. Timing of deliveries and local restrictions due to school etc. Ensure turn off engines while waiting to unload and all suppliers to be made aware of CTMP	Clean Air Act 1993	Contracts manager Site Foreman Banks man

Traffic	Oversized deliveries, excavating and demolition plant access.	Congestion of traffic increasing vibrations & noise. Complaints from neighbours and rest of public	Yes	Ensure CTMP for deliveries is planned and carried out correctly. Inform neighbours of work prior to start, minimise delivery duration by pre-notification 30 and 10 minutes.		Site Manager Site Foreman and Road Marshalls
Traffic	Dust and dirt deposited by transportation vehicles and plant travelling to and from site.	Increase in dust and air pollution, nuisance to public, risk of dirt and dust being washed into drains	Yes	Implement CTMP, Ensure dusty materials being transported are enclosed	Clean Air Act 1993	Site Foreman and Road Marshalls
Noise	Demolition and excavation inside the building	Disturbance to local residents and public. The Measurement of Noise at the Façade – show building to be CAT A under BS5228 65dB	Yes	Noise monitoring to be carried out prior to and during works. Liaison with all those affected by noise to be made to minimise effects on neighbours No noisy work out of hours, In sensitive locations use of screens to reduce the impacts – eg hoarding with sound deadening quilting. From details of previous Sites we anticipate noise at site boundary to be in line with measurements as below	See MS,RA noise assessment contained on site (read and signed by all site operatives)	Contracts Manager and Site Foreman
Noise	Large site plant & equipment	Disturbance to neighbours and public	Yes	Utilise non percussive techniques when possible, ensure plant is to be well maintained. Any noise complaints are to be recorded and reported to manager so action on other options can be considered.		Site Foreman and Machine operator

Noise	Loading and unloading of vehicles within site area & transportation to and from site	Disturbance to neighbours and public	Yes	Produce traffic management plan for site & ensure all deliveries are scheduled through the Site Foreman. Ensure all delivery vehicles turn off engines while waiting Loading and unloading areas are established adjacent to site.		Site foreman and banks man
Noise	General works, concreting, grinding, use of compressed air tools for underpinning excavation.	Disturbance to neighbours and public	Yes	Avoid noisy works in sensitive areas where possible and only within noisy working hours (if restrictions apply) Ensure equipment is well maintained and is not left idling. Ensure the relevant personnel are aware of noise and vibration levels	MSRA site copy to be read in conjunction with site inductions with weekly site briefings and tool box talks to be carried out for relevant working practices.	Contracts Manager Site Foreman and All site operatives
Vibration	Movement of plant and equipment around site	Disturbance to neighbours and public	Yes	Ensure plant is delivered to site appropriately and a competent person is responsible for plant movements on site		Site Fore man and Banks man
Vibration	Groundworks	Disturbance to neighbours and public	Yes	Work method if issues with vibration arise? (monitoring) Use well maintained plant and utilise non percussive techniques, light weight electric breakers and shortened suitable working usage periods.		Contracts Manager Site foreman and all site operatives.

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 MEASURE WILL BE IMPLEMENTED	
MITIGATION MEASURE	**LOW RISK**	**MEDIUM RISK**	**HIGH RISK**		
Site management					
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX	✓	
Develop a Dust Management Plan.		XX	XX	✓	
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX	✓	
Display the head or regional office contact information.	XX	XX	XX	✓	
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX	✓	
Make 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	XX	XX	XX	✓	

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.					
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 site					
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX	✓	
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX	✓	
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX	✓	
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X		
Avoid site runoff of water or mud.	XX	XX	XX	✓	
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX	✓	
Remove materials from site as soon as possible.	X	XX	XX	✓	
Cover, seed or fence stockpiles to prevent wind whipping.		XX	XX		
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX		
Provide showers and ensure a change of shoes and clothes are			X		

required before going off-site to reduce transport of dust.					
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	✓	
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX	N/A	
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	XX	XX	XX	✓	
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX		
Waste management					
Reuse and recycle waste to reduce dust from waste materials	XX	XX	XX	✓	
Avoid bonfires and burning of waste materials.	XX	XX	XX	✓	

MEASURES SPECIFIC TO DEMOLITION

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	✓
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.		X	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	X	X	XX	✓
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place	X	X X	XX	✓
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.		X	XX	N/A
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	✓
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX	✓
Record all inspections of haul routes and any subsequent action in a site log book.		XX	XX	

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	N/A
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.		XX	XX	
Access gates to be located at least 10m from receptors where possible.		XX	XX	
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site		X	XX	