# Construction Management Plan pro forma v2.2



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### Revisions & additional material

#### Please list all iterations here:

Date	Version	Produced by
07/03/2017	1	Barnaby Gunning Studio Ltd
04/04/2017	2	Barnaby Gunning Studio Ltd
09/05/2017	3	Barnaby Gunning Studio Ltd

#### Additional sheets

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

Date	Version	Produced by



# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to 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 <u>Transport for London's</u> (TfL's Standard for <u>Construction Logistics and Community Safety</u> (CLOCS) scheme) and <u>Camden's Minimum Requirements for Building Construction</u> (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 "<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, 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



### Contact

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

Address: 14 Parliament Hill, London NW3 2SY

Planning reference number to which the CMP applies: 2016/1248/P

Type of CMP: Section 106 planning obligation

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

Name: Barnaby Gunning RIBA

Address: 63 Loudoun Road, London NW8 0DQ

Email: barnabygunning@me.com

Phone: 0 20 73 72 24 24

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: Aleksander Kosik

Address: JAL Construction & Services Ltd, 21 Long Walk, New Malden, KT3 3EJ

Email: labuilders14@gmail.com

Phone: 0 78 71 55 07 83



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

Name: Aleksander Kosik

Address: JAL Construction & Services Ltd, 21 Long Walk, New Malden, KT3 3EJ

Email: labuilders14@gmail.com

Phone: 0 78 71 55 07 83

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: Aleksander Kosik

Address: JAL Construction & Services Ltd, 21 Long Walk, New Malden, KT3 3EJ

Email: labuilders14@gmail.com

Phone: 0 78 71 55 07 83



### 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.



#### Site

14 Parliament Hill is located in the South Hill Park Conservation Area. The northern stretch of Parliament Hill was constructed between 1878 and 1890 in several stages. The house is the north-easternmost of 3 paired semidetached properties which appear to have been built during the second stage of development and it precedes a change in direction in the road which leaves the flank wall of the house highly visible when looking downhill. A 2 storey house on the neighbouring plot at 15a accentuates the visibility of this flank wall.

Parliament Hill slopes upwards towards the north-east at a gradient of approximately 1 in 10 (5.70) and the natural gradient of the hillside in the area appears to be similar running north-west into the rear of the properties.

The plot shape of the property at 14 Parliament Hill is unusual as it steps out north-westwards behind no. 15a before tapering off as a triangular wedge at the rear. There is a change of level of approximately 1.2m between the street entrance and the rear garden with internal steps up from the current side extension and external steps up from the ground floor and down from the first floor study.

The 2009 side extension created an area of stepped planting to the rear of 15a and maintained a a paved area at the level of the rear garden. There is a single young magnolia tree on site this is approximately 20 years old. This tree is at risk of damage from the proposed works to create an extension to 15a.

#### Surrounding Area

Parliament Hill is a residential street with large terraced houses and threestorey apartment blocks. The immediate neighbours of 14 Parliament Hill are numbers 13, 15 and 15a. Numbers 13 and 14 are the semi-detached paired halves of a single building and replicate the form of the buildings at 9-11 and 11-12.

Number 15 was constructed as part of a later phase of development of Parliament Hill and marks the beginning of a series of gabled late victorian villas. The house at number 15a appears to have been constructed in 1970 on the site of a former garage to number 15 and entirely differs from the houses on the northern side of the road.





Location Plan



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

#### **Development Proposals**

The Proposed works comprise of a rear extension and minor landscaping proposals to the rear.

#### Main Issues and Challenges

The site is in a residential area and in close proximity to dwellings.

The scheme is in a conservation area and in proximity to a number of trees, though none have TPO status.

The proposals are to be undertaken in parallel with demolition, excavation, piling and construction works at 15a Parliament Hill.

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.).

#### Immediate Neighbours

13 Parliament Hill (to the south-west)15a Parliament Hill (to the north-east)15 Parliament Hill (to the north-east)

#### **Other Nearby Residents**

1-11 Parliament Hill (to the south-east)31-36 Parliament Hill (to the south-west)

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.

See Appendix 2: Location Plan

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).



Anticipated start date: April 2017 Anticipated completion date: October 2017

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

#### Working Hours

Camden's standard working house are accepted. 8.00am to 6pm on Monday to Friday 8.00am to 1.00pm on Saturdays No working on Sundays or Public Holidays.

All site operatives, subcontractors and suppliers will be informed of these prior to engagement.

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.

No changes are proposed to connections to public utilities



### **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.

The architect has been in constant contact with the neighbouring owners and at 15a Parliament Hill since initial designs were in preparation. The draft of this CMP has been distributed to neighbours at 13, 15 and at 16 Parliament Hill as well as to the residents of Hill Court and flats 31-36 Parliament. An online PDF copy of the current version of this document is shared at the following url:

www.barnabygunning.com/181/CMP.pdf



_	
	Barnaby Gunning 😑 Studio Ltd
	9th May 2017
	Deer neitheur
	Dear neighdour, Works at 14 Parliament Hill
	please find enclosed with this letter a copy of our revised Construction Management Plan in relation to the proposed rear extension works at 14 Parliament Hill.
	If you have any comments to make please do not hesitate to call me on my mobile phone: 07710 025 416 or to contact me by email <u>barnaby@barnabygunning.com</u>
+	- Kind regards
	Barnaby Gunning
	_
	63 Loudoun Rd, London NW8 0DQ, UK +44 20 73 72 24 24 barnabygunning.com

consultation letter to neighbours

#### 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.



The site hoarding will have and information display with information on the project that will be kept up to date weekly as the job progresses. The same weekly sheet will be distributed to the immediate neighbours.

Newsletters will include relevant contact numbers so that neighbours have easy access to contact the contractor and contract administrator to discuss mitigation of any potential problems.



#### example of site hoarding notice/newsletter



#### 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 "<u>Guide for Contractors Working in Camden</u>" also referred to as "<u>Camden's Considerate Contractors Manual</u>".

JAL Construction agree to the inclusion of the "Guide for Contractors Working in Camden" in the contract documents.

JAL Construction registered as members of the Considerate Constructors Scheme on 26th April 2017. Their registration reference is COMP7133

#### 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.

#### Coordination

Construction at 15a Parliament Hill will be undertaken simultaneously with that of 14 Parliament Hill. JAL Construction are coordinating their programme of works with M H Costa, the contractor for 15a Parliament Hill. The construction management plans for both sites have developed in close consultation.

The works at 15a Parliament Hill have a longer construction programme but the initial stages and in particular the carrying out of demolition, ground works and piling in this adjacent site require close coordination between the contractors in order to reduce the overall duration, disturbance and number of vehicle movements. Detailed coordination will also avoid simultaneous large deliveries.



#### Sites with current projects

Demolition of the existing building and construction a detached single family house will be undertaken at 15a Parliament Hill simultaneously with the works at 14 Parliament Hill.

There are extant permissions at 34 properties in the neighbourhood of 14 Parliament hill.

At the time of preparation of this document works are ongoing at 17, 19, 27 and 30 Parliament Hill. The basement works at 19 Parliament Hill are nearing completion.





### 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 referenced above which give a breakdown of requirements.



### **CLOCS Contractual Considerations**

17. Name of Principal contractor:

JAL Construction & Services Ltd, 21 Long Walk New Malden KT3 3EJ

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 <u>CLOCS Overview document</u> and <u>Q18 example</u> <u>response</u>).

The Principal Contractor is required to comply with the CLOCS Standard.

The Principal Contractor is to maintain a pre-booking system for all vehicle operations. All vehicle operators are to provide documentation to demonstrate that they comply with the CLOCS Standard. It will be a contractual requirement for all sub-contracts that undertake construction vehicle movements that they have:

• FORS Bronze accreditation as a minimum. FORS Silver or Gold operators will be appointed where possible.

• Where FORS Bronze operators are appointed, written assurance will be sought from contractor that all vehicles over 3.5t are equipped with additional safety equipment and that all drivers servicing the site will have undertaken approved additional training. (SUD, e-learning, Van Smart, oncycle training etc.)

Checks for FORS ID numbers will form part of the periodic checks and will be carried out on a 50% frequency. Results of checks will be logged, retained and enforced upon accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

19. 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:

Barnaby Gunning pp Peter Goodfellow 09/05/2017 signed

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.

**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 <u>Transport for London Road Network</u> (TLRN) on approach and departure from the site.

#### Access to site

The nearest public transport is by bus to the terminus at South End Green, by overground to Hampstead Heath Station and by Underground to Belsize Park

#### Risks

Ensuring minimum disruption to residents of Parliament Hill and the surrounding streets is JAL Construction's primary concern and so enabling traffic to flow freely past the site throughout these works is an essential objective.



Parliament Hill, Nassington road, Tanza Road and South Hill Park are all accessed from a single junction with South End Road. This junction which exits next to a zebra crossing is immediately adjacent to Hampstead Heath Station and regularly forms a traffic bottleneck. Trains discharge into Hampstead Heath station at 10 minute intervals in each direction. At peak times there is significant pedestrian flow at this junction every five minutes.

Existing weekly rubbish collection by Veolia has a significant impact on the viability of the roads whilst it is being undertaken. Delivery scheduling should seek to avoid overlapping with rubbish collection.

#### Vehicle Access

The nearest trunk roads are the A41 (Finchley Road) and A1 (Ballards Way) both of which connect to the North Circular and to the wider motorway network.

Two vehicle access routes have been investigated. The preferred access route is Route 1 which avoids all of the schools in the Hampstead area as well as the busy transport hub of South End green, the zebra crossings on South End Road and the entrance to the Royal Free Hospital.

Vehicle deliveries and skip lorries approaching the site will do so via the A1 to its junction with Bishops Avenue, then through to the junction with the B519 (Hampstead Lane).

At Whitestone pond vehicles should turn right into East Heath Road which runs downhill along the side of Hampstead Heath, becoming South End Road.

Vehicles then turn left into South Hill Park and then take the right hand fork into Parliament Hill.

Skip lorries can pass the skip bay and then reverse towards the skip to drop off and pick up.

On leaving the site vehicles will need to perform a three point turn at the junction with Nassington Road. This will require the supervision of a qualified banksman.

Vehicles will then descend Parliament Hill into South Hill Park and join South End Road turning right. They will then follow East Heath Road back up to White Stone Pond, join the B519 and connect back to the A1 via the Bishops Avenue.







#### Site Access Plan



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.

Contractors, sub-contractors, delivery companies and visitors will be provided with the above map of route to site and of appropriate site restrictions by email prior to undertaking journeys.

**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.

#### Van

Maximum vehicle length 4.8m, maximum width 2.0m, maximum weight 3.5 tonnes.

3 deliveries per week are expected with a dwell time of 30 minutes per visit.

#### Waste Skip Trucks: 8 yard skips.

Maximum vehicle length 7m, maximum width 2.5m, maximum weight 18 tonnes.

A total of 45 8 yard skips are anticipated for the removal of demolition material, spoil and site waste. A single vehicle per day is anticipated in the first 5 weeks with a dwell time of 20 minutes. Thereafter skips are anticipated to be required on an ad-hoc basis.

#### **Concrete Mixer**

Maximum vehicle length 8.3m, maximum width 2.4m, maximum weight 26 tonnes.

Deliveries will take place during ground works and during the construction of the roof slab. A pump will be required which will be located behind the concrete mixer during pumping. If necessary the skip will be removed to provide additional space.



Flat Bed Truck

Maximum length 7.2m, maximum width 2.3m, maximum weight 7.5 tonnes.

There will be deliveries throughout the programme of works with a total of 15 movements anticipated. Off-loading time for this kind of vehicle is not expected to exceed 40 minutes.

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

Works will be undertaken at 15a Parliament Hill simultaneously with the works at 14 Parliament Hill.

At the time of preparation of this document works are ongoing at 17, 19, 27 and 30 Parliament Hill. The basement works at 19 Parliament Hill are nearing completion.

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.

The site manager will co-ordinate all deliveries to ensure smooth flow of vehicles to and from the site, with all deliveries to and from the site being subject to strict compliance with a pre-booking system which will identify the time slot when the vehicle can arrive at the site.

At least 20 minutes before arrival at site, suppliers shall call the site to ensure that the loading area is available. Delivery scheduling will be coordinated with the site manager at 15 Parliament Hill in order to avoid simultaneous large vehicle activities.

This system is to be in place throughout the construction period to ensure that Parliament Hill does not become congested at any time as a result of the construction activity at the site and that no vehicles pull-up and wait on the local network.

Failure to comply with this system will result in the termination of supply/ disposal contracts

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.



No off-site holding areas required, a small area at the front of the house will be used for short term on-site storage. Compliance checks are to be completed within the loading and unloading times detailed above.

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>).

#### **RESTRICTED DELIVERY TIME**

Restricted delivery hours from 09:30 - 15:00 will apply

Engines will be switched off when waiting at site unless it is necessary for their operation.

Vehicles will be kept to the minimum size practical. This decision will be balanced against increasing the number of required trips by combining deliveries where possible.

Where possible suppliers and deliveries will be coordinated with the Main Contractor at the site for 15a Parliament Hill

# **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



There is no requirement for vehicular access to or egress from the site. Access to the rear of the site is very constrained but a small excavator will be used to carry out excavation work. Access for this vehicle will be via the site at 15a with monitoring by a qualified traffic marshall to ensure pedestrian safety.

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

As detailed above, movement across the footpath with be monitored by a qualified traffic marshall to ensure pedestrian safety.

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).

Together with the contractors for 15a Parliament Hill, swept path analysis has been made of the three point run manoeuvre at the junction of Parliament Hill and Nassington Road and of access into the site compound.

The swept path of a 6m3, 26 tonne mixer truck was analysed both for performance of 3 point turn and for access to the site.

These manoeuvres can be carried out safely and without encroaching on residents parking bays.

A traffic marshall will be required carry out the 3 point turn, proposed marshal locations are indicated in red on the drawing below.

Delivery access is being coordinated with the contractors for 15a Parliament Hill and concrete delivery for both sites will make use of a residents' parking bay to be suspended at the front of 15a.





Swept path analysis diagram for 3 point turn by concrete mixer at junction with Nassington Road





Swept path analysis for concrete mixer delivery to site at 14 Parliament Hill

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.

There is not regular access into the site and wheel washing facilities are not required.

**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.



#### **Tree Protection**

The tree in the pavement directly in front of the site at 15a is being provided with a hoarding for protection from construction traffic.



#### Loading Arrangements

The skip location is marked on the site set-up plan above. Spoil will be wheel-barrowed into the skip.

#### **Delivery Arrangements**

The suspended bays will provide a total of 10m for unloading. This is located adjacent to the unloading bay for the works to 15a Parliament Hill.

Deliveries will be unloaded and moved to storage immediately. No materials are to be stored on the public highway.

#### Access and Egress

Vehicular Access to and egress from the site is not required with the exception of a mini-excavator which will be accompanied across the pavement by a traffic marshall.

#### Banksmen

JAL Construction will coordinate traffic marshalling with MH Costa, the main contractor for the site at 14a Parliament Hill.



### 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 <u>Temporary Traffic Order (TTO)</u> 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.

Work will require suspension of a maximum of two bays for 75 days this will include suspension in connection with skip licensing.

If possible, and as the course of the works progresses the bay suspension may be reduced in order to mitigate reduction in residents' parking on Parliament Hill.

Where possible bay suspension will be coordinated with the contractors for 15a in order to reduce the overall duration and extent of bay suspension.

#### 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).

No highway works are planned

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

No highway works are planned

#### 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).

No diversions are planned

#### 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.



A lockable hoarding is proposed in the front garden of 14 Parliament Hill. This will be 2.4m high to preserve some light into the ground floor front room.

A 2.4m site door will be installed at the end of the side alleyway.

A notice board will be installed on the face of the storage hoarding. Site safety signage will be installed adjacent to the entrance door.

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.

n/a

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>).

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

The breaking out of existing foundations and footings and the excavation at the rear of the existing building for the new LG floor extension are anticipated to be the unique noisy operations.

#### Weeks 2-4

Following careful dismantling of the rear extension, the concrete base to part of the extension will be broken out and debris removed to the skip via wheelbarroom. This is anticipated to happen during weeks 2-4. This will require the use of a demolition hammer.

#### Weeks 4-8

Excavation. A mini excavator will be used to carry out the excavation. Noisy works will only take place between 8am and 6pm Monday to Friday.

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.

No noise survey has been undertaken.

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

A list of typical equipment which will be used on the site is provided below. Key equipment comprises breakers, electric handheld tools, dust extractors etc. Manufacturer's data has been used to determine sound pressure levels at 1 metre. Where manufacturer's data was not available, typical noise levels from Appendix C of BS 5228 have been used. The sound pressure level assumed for each item of equipment is presented below and have been used as the basis of the noise prediction.



Equipment	Details (Typical)	Sound pressure at 1 m, dB(A)
Angle grinder	From BS 5228 C.4 93	100
Breaker	TE 1000-AVR	85
Cement Mixer	Minimix 150	99
Circular saw	From BS 5228 C.4 73	104
Demolition Hammer	Makita HM1214C	98
Excavator	Kubota / KX36-3	≤ 60

The estimated noise levels at adjacent buildings by path are presented below. Typical levels are given for activities undertaken at approximately 10 m from the façade where levels are not anticipated to vary significantly. The range is based on likely minimum and maximum distances of each activity.

Equipment	Estimated noise level dB(A) due to:						
	external wo	facade breakout					
	typical	range					
Angle grinder	83	78-99	54-62				
Breaker	60	56-75	39-47				
Cement Mixer	82		n/a				
Circular saw	87	82-103	58-65				
Demolition Hammer	76	72-91	52-60				
Excavator	≤ <b>60</b>		n/a				

Activities which are estimated to result in noise levels greater 65 dB(A) external and 35 dB(A) internal are highlighted in order to easily identify those that will require management. More than one activity may be in operation during a period of time which could potentially result in slightly higher noise levels than those presented above. Due to the logarithmic nature of adding sound, it is not anticipated that this increase would be large.



Noise breakout from within the existing property (b) has been estimated at levels below the threshold, based on the assumption that the doors and windows to the façade are closed as much as is practicable. Noise levels could potentially be 20 dB greater with windows open, resulting in some activities resulting in levels greater than 65 dB(A) at the neighbouring façade. The estimates however do not give account of structural borne noise transfer paths as the uncertainty due to unknown factors would be too high. It can be expected that where there is breaking, drilling or mechanical fixing into the existing structure vibrations are likely transmit efficiently into neighbouring properties and noise re-radiated.

The proposed works are not anticipated to result in significant vibration.

31. 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.

#### Noise

JAL Construction will ensure that:

(a) where noise exceeds noise limits for a period of 10 or more days of working in any fifteen consecutive days or for a total number of days exceeding 40 in any 6 month period provisions for temporary respite accommodation will be offered.

(b) this CMP is a living document and it will be reviewed/modified as soon as problems arise or when it is required.

(c) noise and vibration monitoring shall be carried out. (220924 Camden's Minimum Requirements attached).

(d) a philosophy of reduction noise/vibration levels throughout the site shall be implemented, maintained and improved throughout the duration of these works.

(e) a philosophy for the prevention of visible dust formation in the first place shall be adopted, implemented and enforced during the duration of these works.

(f) there is continuous liaison with the local community, in particular in case of exceedances and/or change of techniques or methodology.

(g) there is full adherence and compliance with the 220924 CMR for the site. (h) there is full adherence and compliance with the different expectations stated in Addendum CMR 220924.



In accordance with the estimated noise and vibration levels JAL Construction will also ensure that:

• Site vehicles will not be over revved, or left with engines idling.

• All plant and machinery will be properly maintained and silenced in accordance with manufacturer's instructions.

• All compressors brought to site will be silenced or sound reduced with acoustic enclosures.

• All pneumatic tools will be fitted with silencers or mufflers

• Plant items will be properly maintained and operated according to the manufactures recommendations. This will be checked weekly.

• Equipment will be shut off when not in use and positioned with due consideration to the proximity of sensitive receptors.

• Ensuring, as far as is practically possible when taken against the scope of works, that all external windows and doors to the site areas are kept closed.

• Ensuring works sequences prevent, as far as is practically possible, concurrence of noisy works at multiple locations within the site

#### Vibration

In terms of vibration, best practice measures will be employed and the following principles adopted on site as a minimum:

• All plant brought on to the site will be properly maintained and operated in accordance with manufacturers' recommendations.

• Sub-contractors will apply the principles of Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 at all times.

• All works will be carried out in a manner as to reduce vibration to a minimum. Where flexibility exists, activities will be separated from residential neighbours by the maximum possible distances.

• Any necessary out of hours working e.g. mobile craneage will be agreed in advance with local residents/building occupiers and the London Borough of Camden.

#### Complaint

In the event that noise, vibration or dust complaints arise from the building works, complaints shall be recorded in a complaints register held on site and which shall be made available to the Local Authority if requested.

Complaint records shall provide information on the date and time of complaint, details of the complaint. All complaints must be reported to the Contract Administrator together with proposals for mitigation.



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

We assume Specific training in BS 5228:2009 is beyond the reasonable scope of a project of this size although best practice in mitigating the effects of noise and vibration is covered in on-site inductions, toolbox talks and in the operatives CSCS, SMSTS, and SSSTS training.

Operatives should be trained to employ appropriate techniques to keep site noise to a minimum, and should be effectively supervised to ensure that best working practice in respect of noise reduction is followed. All employees should be advised regularly of the following, as part of their training:

a) the proper use and maintenance of tools and equipment;

b) the positioning of machinery on site to reduce the emission of noise to the neighbourhood and to site personnel;

c) the avoidance of unnecessary noise when carrying out manual operations and when operating plant and equipment;

d) the protection of persons against noise;

e) the operation of sound measuring equipment (selected personnel).

Special attention should be given to the use and maintenance of soundreduction equipment fitted to power tools and machines. Persons issued with ear protection equipment should be instructed on its use, care and maintenance. Education programmes should be provided which draw attention to the harmful effects of noise and make it clear that there are several ways in which employees can help themselves to protect their hearing, for example: by using and maintaining measures adopted for noise control;

by reporting defective noise control equipment to their superiors; by not damaging or misusing ear protectors provided and by immediately reporting damage to or loss of such items to their superiors.

A programme of monitoring should be implemented to ensure that condition limits are not exceeded and that all the relevant recommendations are met. Managers and supervisors can help by recognising the need for employees to make proper use of equipment so that noise emission will be minimised, and

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



The existing construction to be demolished is a timber clad, timber framed structure with a reinforced concrete retaining wall. Where needed water spray will be used for dust suppression.

Any stone cutting operations that cannot be performed in factory conditions off site will be conducted within a purpose built enclosure whereby the escape of airborne dust that is not captured by water suppression will be controlled.

At no point will fast spinning dry cutting discs be used in the open air or in any other situation whereby airborne masonry dust is generated as a result.

Summary to minimising dust and dirt pollution:

- Ensure all materials transported to and from site are in enclosed containers or fully sheeted.
- During dry periods the works are to be damped down to suppress the emission of dust at source.
- Dust screens utilised where necessary, site perimeter protected by hoarding of sufficient height.
- Dust generating materials are to be adequately packaged.
- Ensure materials have minimal packaging.
- Ensure polystyrene and similar lightweight materials are weighed down.
- Efficient management strategy for the removal of excavation spoil and other construction waste.

Dust nuisance arising from dusty activities, on site, will be prevented by:
Suppression & extraction and a vigorous housekeeping regime will be utilised at all times during works likely to involve dust. Specific cutting areas will be set-up on each floor level to further restrict the likelihood of the escape of dust from the main construction activities on the site.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

The access to site will be via the existing front access and side passage. This area will be brushed and washed down daily.

Protection will be installed for higher risk activities, e.g. concrete delivery, to ensure dirt, dust or other soiling can be easily, and promptly removed.

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



#### Complaint

Mitigation steps are outlined above but will include the recording of any complaints in a site register. Complaints will be handled by JAL management rather than by site operatives. All complaints to be reported to the contract administrator

#### **Dust Monitoring**

Where there is evidence of airborne dust from the building construction/ demolition activities the site, JAL Construction will make their own inspection and assessment, and where necessary undertake ambient monitoring with the aim of identifying those process operations giving rise to the dust. Once the source of the emission is known, corrective action will be taken without delay.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. <u>The Control of Dust and Emissions</u> <u>During Demolition and Construction 2104 (SPG)</u>, 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.

Step 1	The area is residential and whilst 15a Parliament Hill will be a construction site for the whole duration of works at 14 Parliament Hill, other dwellings are within 50m of the construction site. There are no ecological receptors
Receptors	The adjacent properties are all residential and would be considered <b>high sensitivity</b> receptors
Step 2a	Potential Dust Emission Magnitude
	Demolition Phase: small
	Earthworks Phase: small
	Construction Phase: small
	Trackout Phase: small
Step 2b	Sensitivity of the Area
	Demolition Phase: small
	Earthworks Phase: small
	Construction Phase: small
	Trackout Phase: small



Receptor	Sensitivity of the Surrounding Area					
Sensitivity	Demolition	Earthworks	Construction	Trackout		
Dust Soiling	Medium	Medium	Medium	Medium		
Human Health	Medium	Medium	Medium	Medium		
Ecological	Negligible	Negligible	Negligible	Negligible		

Receptor		Sensitivity of the	Surrounding Area	
Sensitivity	Demolition Earthworks Construction		Trackout	
Dust Soiling	Low Risk	Low Risk	Low Risk	Low Risk
Human Health	Low Risk	Low Risk	Low Risk	Low Risk
Ecological	Negligible	Negligible	Negligible	Negligible



37. 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 36 have been addressed by completing the <u>GLA mitigation measures checklist</u>.

All highly recommended and desirable mitigation measures appropriate to a low risk are to be implemented and are highlighted in appendix 1.

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 <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.

This is not a High Risk Site

39. 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).

There is no rodent issue at the site which is an inhabited dwelling house.

Pest Control

JG Pest Control have been engaged to undertake rodent abatement prior to commencement of the works this commenced on 18 March 2017

#### Site Hygiene

JAL Construction will ensure that the site is kept clear and tidy and will avoid the accumulation of waste material on site.

Construction staff will properly dispose of any food debris.

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



The area in which the works are being undertaken was constructed in 2008-2009. No asbestos containing materials were used.

In the event that asbestos is found it will be removed and disposed of in accordance with legislation.

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

As part of the site rules the following will be implemented:

- No operatives will be allowed to congregate outside of the site.
- No smoking will be allowed on site or outside of the site demise.

• Site will operate a zero tolerance towards bad language / shouting. This will be addressed at induction stage whereby the disciplinary procedure for all breaches of site rules will be discussed.

• Use of radios on-site will be monitored at no stage will radios be audible from outside the property.

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 ):

04/17 - 11/17

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

No

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

N/A

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:

N/A

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:

N/A

 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:

N/A

SYMBOL IS FOR INTERNAL USE



### Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

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: 9 May 2017

Print Name: Barnaby GUNNING

Position: Architect

Please submit to: <a href="mailto:planningobligations@camden.gov.uk">planningobligations@camden.gov.uk</a>

End of form.



Appendix 1: Air Quality Control Measures.



#### **APPENDIX 7 AIR QUALITY CONTROL**

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

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Site management			
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		ХХ	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	ХХ	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	ХХ	XX
Make a complaints log available to the local authority when asked.	XX	ХХ	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	ΧХ	XX



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MITIGATION MEASURE		LOW RISK	MEDIUM RISK	HIGH RISK
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are 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	ХХ	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	ХХ	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.		Х	ХХ	XX
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.			х	Х
Avoid site runoff of water or mud.		XX	XX	XX
Keep site fencing, barriers and scaffolding clean using wet methods.		Х	ХХ	ХХ
Remove materials from site as soon as possible.		Х	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.			Х	XX
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.				Х
Agree monitoring locations with the Local Authority.			xх	XX
Where possible, commence baseline monitoring at least three months before phase begins.			ΧХ	XX



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#### THE CONTROL OF DUST AND EMISSIONS DURING CONSTRUCTION AND DEMOLITION SPG

MITIGATION MEASURE		LOW RISK	NEDIUM RISK	HIGH RISK
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.			ΧX	XX
Operating vehicle/machinery and sustainable travel				
Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.		XX	ΧX	XX
Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.		XX	ΚX	XX
Ensure all vehicles switch off engines when stationary – no idling vehicles.		XX	KΧ	XX
Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.		XX	κx	XX
Impose and signpost a maximum-speed-limit of 10mph on surfaced haul routes and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).		Х	<	XX
Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.			κx	XX
Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).		XX	κx	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	¢Χ	XX
	1			



	(			
MITIGATION MEASURE		LOW RISK	MEDIUM RISK	HIGH RISK
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).		XX	ΧX	XX
Use enclosed chutes, conveyors and covered skips.		XX	ΧX	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	ΧX	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.			ΧX	XX
Waste management				
Reuse and recycle waste to reduce dust from waste materials		ХХ	ΧX	XX
Avoid bonfires and burning of waste materials.		ХХ	ΧX	XX
MEASURES SPECIFIC TO DEMOLITION				

#### **MEASURES SPECIFIC TO DEMOLITION**

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



#### THE CONTROL OF DUST AND EMISSIONS DURING CONSTRUCTION AND DEMOLITION SPG

#### **MEASURES SPECIFIC TO EARTHWORKS**

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
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.		Х	XX
Only remove secure covers in small areas during work and not all at once.		х	XX

#### **MEASURES SPECIFIC TO CONSTRUCTION**

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Avoid scabbling (roughening of concrete surfaces) if possible	Х	Х	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	Х	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.		х	XX
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.		Х	Х



MEASURES SPECIFIC TO TRACKOUT	ſ			
MITIGATION MEASURE		LOW RISK	MEDIUM RISK	HIGH RISK
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.		Х	ХХ	XX
Avoid dry sweeping of large areas.		Х	ХХ	XX
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.		Х	XX	XX
Record all inspections of haul routes and any subsequent action in a site log book.			ХХ	XX
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.			ХХ	XX
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;			ХХ	XX
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	2	Х	ХХ	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.			ХХ	XX
Access gates to be located at least 10m from receptors where possible.			ХХ	XX
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site			Х	XX
XX Highly Recommended X Desirable				



