Construction Management Plan

pro forma v2.2

85 Camden Mews

CMP issue for Discharge of S106

Version 6 – December 2018

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
17 Aug 2015	1	Cullinan Studios (Planning Consent Application)
29 June 2017	2	Construction Planning Associates (Consultation Draft for S106 Discharge)
27 Sep 2017	3a	Updated to align with Revised S106 Agreement and for issue as Consultation draft
10 Nov 2017	4b	Updated with feedback from local consultation. Revision to parking suspension arrangements
5 Jan 2018	5	Update with comments from LBC on transport & parking suspensions. See responses to Q13, Q16, Q20, Q21, Q24, Q33.
18 Jan 2018	5a	Updated to respond to comments from LBC as per email 15/1/18. See responses to Q13, Q15, Q16, Q21, Q23, Q25
15 Feb 2018	5b	Updated to respond to comments as LBC email 13/2/18 See responses to Q21, Q22b & Q23
3 Dec 2018	6	Updated to respond to comments as LBC email 22/11/18 See responses to Q3, Q5, Q10, Q13, Q17, Q20b, Q21a, Q22b

Additional sheets

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

Date	Version	Produced by
29 June 2017	Issue 01	CPA - Air Quality & Dust Risk Assessment
29 June 2017	Issue 01	CPA - Appendix to Question 37 – Dust Mitigation Measures
10th Nov 2017	Issue 01	Cullinan Studios – Consultation meeting minutes 12/10/17
Issue as a separate sheet (conclusions included in response to Q29		
24th Nov 2017	Issue 01	Merebrook – Background Acoustic Survey

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.**"

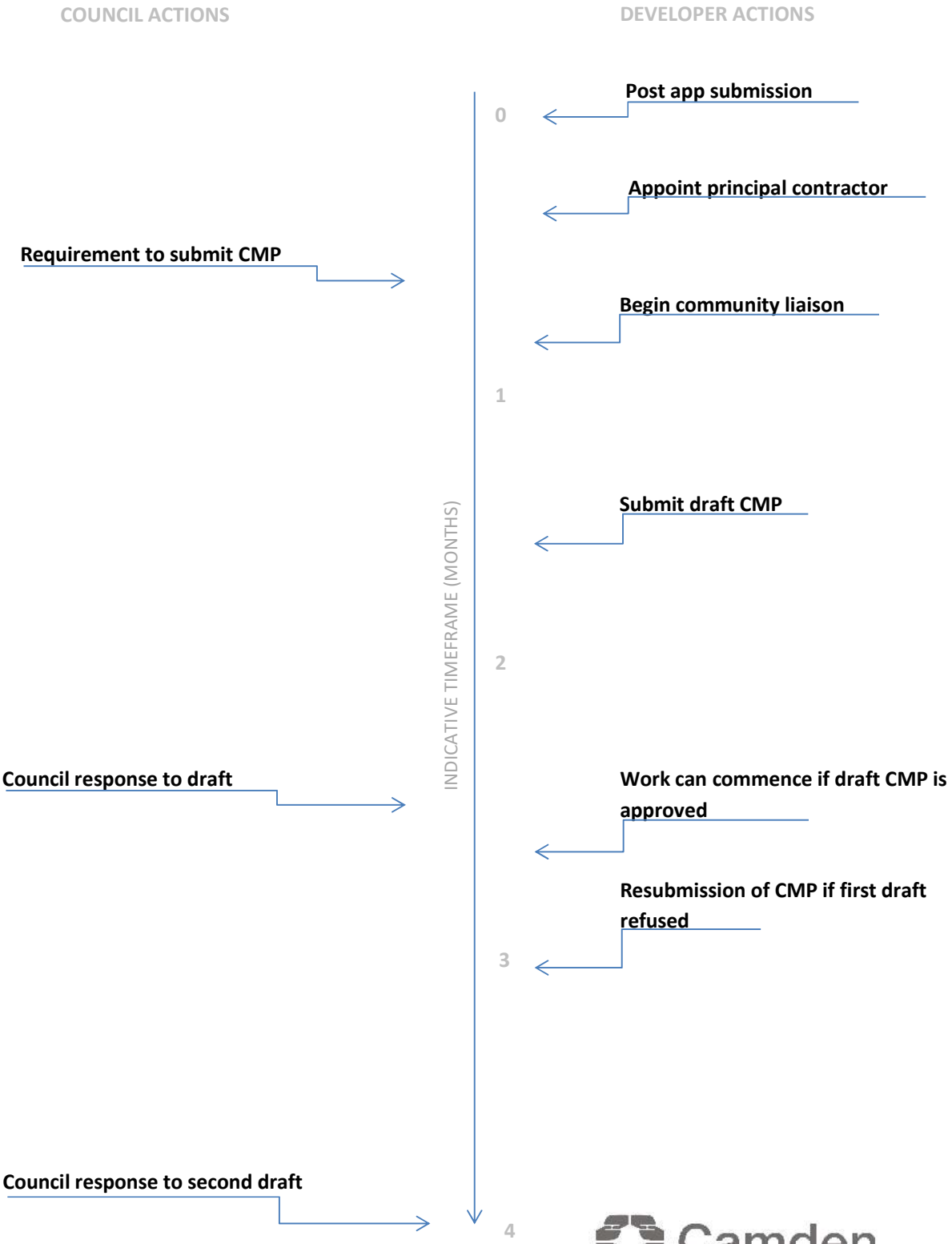
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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
INDICATIVE TIMEFRAME (MONTHS)
0
1
2
3
4
Post app submission
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
Submit draft CMP
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
Council response to second draft

Contact

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

Address: 85 Camden Mews, London NW1 9BJ

Planning ref: 2014/4726/P

Type of CMP - Section 106 planning obligation

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

Name: Clive Winstanley

Address: Construction Planning Associates, 9 Woodland Green, Gloucester GL4 8BD

Email: clive@constructionplanningassociates.com

Phone: 01452 612719

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:
MD Constructions (London) Ltd.
37 Hawthorn Road
Buckhurst Hill
IG9 6JF
Info@mdconstructions.co.uk
Tel 020 7018 2590

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.

Name: Ben Frazer

Address: 106 Hampstead Rd, London NW1 2LS

Email: ben@whitehallpark.com

Phone: 07074 281340

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:
MD Constructions (London) Ltd.
37 Hawthorn Road
Buckhurst Hill
IG9 6JF
Info@mdconstructions.co.uk
Tel 020 7018 2590

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.

The site is located at 85 Camden Mews in the London Borough of Camden, London NW1.

The site lies 0.5 miles from Camden Road Rail Station and is close to Cantelowes Gardens and Camden Square public open spaces, as illustrated on the Site Location Plan.

The proposal consists of the erection of two storey side and rear extensions following demolition of the existing garage and rear extension, a replacement roof, and excavation of basement. Internal re-modelling.

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

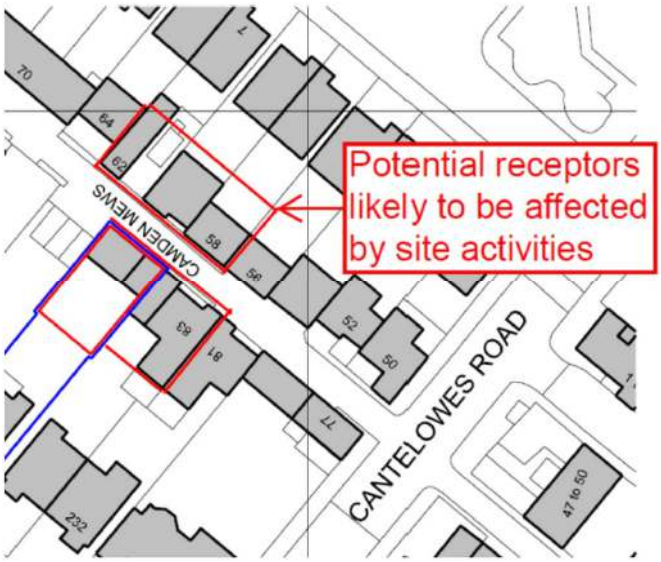
The construction works consist of the following;

Partial demolition of the existing structure, the construction of a basement, some of which exists under the existing structure.

Refurbishment and extension of the building and construction of the new extension structures.

The particular issues to be addressed in this project are;
(i) the location of the existing building on the front of a narrow Mews street
(ii) the adjacency of neighbouring buildings.

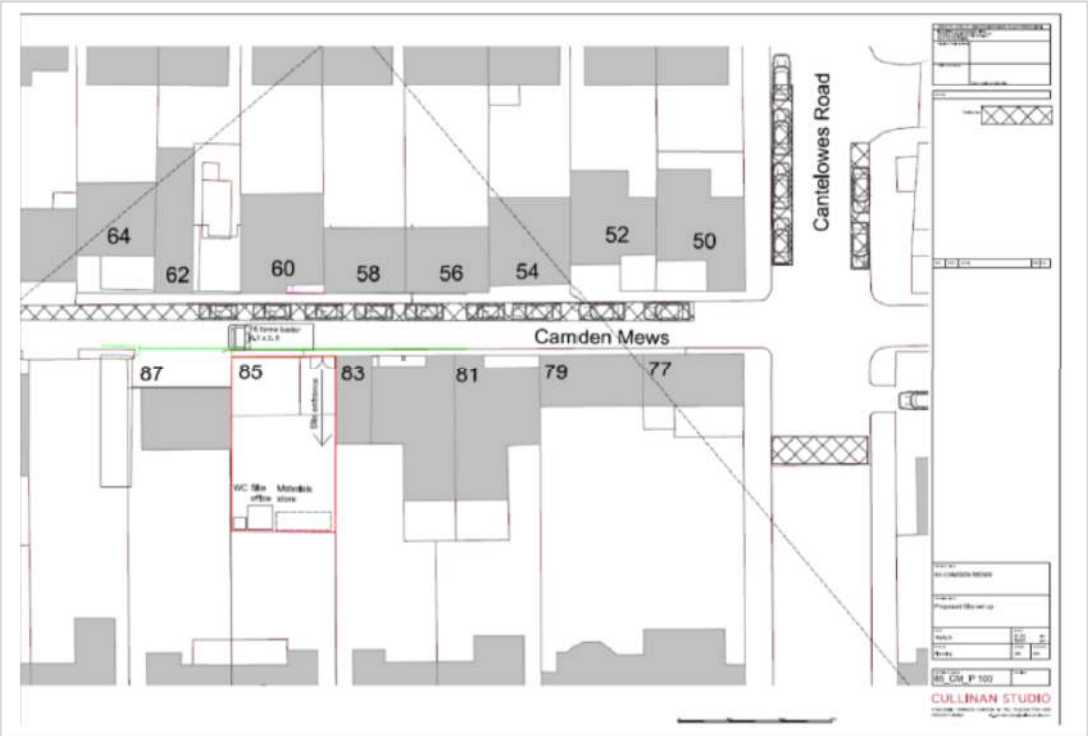
8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).



The nearest noise sensitive locations (NSL's) are as follows:

i. 58 – 62 Camden Mews
ii. 83 Camden Mews

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.



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). –

The development commences in January 2019 and completes December 2019.

The programme below provides details of the duration of each phase of the works. The programme will be updated with the calendar dates envisaged for each phase of works once a date for works to start on site has been determined. It is currently anticipated that the overall construction period will be 47 weeks.

Works Phase	Duration (wks)	Start	Finish
Site establishment	2	07/01/2019	18/01/2019
Soft strip & demolition	2	17/01/2019	30/01/2019
Enabling works	4	31/01/2019	22/02/2019
Basement Construction	13	25/02/2019	22/05/2019
Brickwork repairs, new walls	8	20/05/2019	12/07/2019
Roof structure, windows & doors	10	24/06/2019	10/09/2019
1st fix	9	12/08/2019	11/10/2019
2nd fix	10	23/09/2019	22/11/2019
Commissioning	3	11/11/2019	29/11/2019

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
- No working on Saturdays, Sundays or Public Holidays

As stipulated in the S106 agreement 2.8(ii) (b)

Standard working hours will be Monday to Friday 8am to 6pm,

Non standard works (to include any piling, pneumatic drilling and excavation by machinery will take place between 09.30 and 16.30 Monday to Friday There will be no working on Saturdays, 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.

No changes anticipated.

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 development has been subject to public consultations as part of the submission and determination of the Planning Consent for the scheme. This consultation process included: -

- Statutory consultation with the Local Planning Authority and a pre-application advice
- Follow up meeting with Officers

The CMP has been updated for discharge of the S106 Agreement, and copies of the draft (V4) were sent to

- adjoining property occupants
- the chair of the local Resident's Association
- the local Ward Councillor for comments,

A consultation meeting was held on 12th October 2015 and the following resident attended

Simon Burberry	Resident	56 Camden Mews
Simon Gandon	Resident	236 Camden Road
Lis Weis	Resident	75 Camden Mews
Margaret Harvey	Resident	95 Camden Mews
Alice Mylo Gailey	Resident	64 Camden Mews
Emma Piersin	Resident	54 Camden Mews
Nicola Shears	Resident	78 Camden Mews
Ben Williams	Resident	90 Camden Mews
Tanya Williams	Resident	90 Camden Mews

The draft CMP proposal was presented in a 1-hour long PowerPoint presentation. A discussion followed where minutes were recorded the CMP was revised.

Invitations were delivered on the 3rd of October to all houses on the mews between Cantelowes Road and Camden Park Road. An email invitation was also sent to the Ward Councillors (Phil Jones, Angela Mason and Danny Beales) and the chair of the Camden Square Neighbourhood Association(Michael Harper).

The draft CMP document was issued by email following requests to those invited to the consultation event. We received email feedback which was discussed at the consultation and included in the minutes which are appended .

This final draft of the CMP includes amendments resulting from this further round of consultation and is now the final version submitted the Council for S106 discharge.

The following changes have been made to CMP as a result of the consultation process:-

- Ashton Court added to list of nearly site (Q16)
- Construction sequence may include demolition of front wall and side wall if this allows a reduction in the construction period, subject to planning consent conditions
- The contractor will liaise directly with the neighbourhood sites nr. 97, nr. 99 & Contractor for Nr 97 to coordinate deliveries as this is likely to be the first scheme on site, however the coordination role will be taken on by Nr 85 once works commences on this project. (As per LBC email 22/11/18) .
- Fortnightly update emails will be sent to all residents of the Mews who sign up for this service
- Deliveries on Fridays will be held until after 10.00 am to allow for the refuse collection to be made before any vehicles arrive at site (Q21)
- The site office that was proposed in the motorcycle parking bays in the 'billiard table' on Cantelowes Road has been removed and will be located on site (Q25)

The Contractor's Project Manager will keep in regular contact with local residents, affected parties and the Council by sending a regular newsletter update by email, or post. The newsletter will be issued prior to significant events on site which may have a potential impact on the local area, this would include the start on site, any changes to the traffic management regimes, key events such as the start of basement works.

Following review by LBC the following additional coordination & liaison points have been agreed

1. A shared delivery calendar will established with all the adjoining 'live' sites using shared Google Calendar, this will be initially be led by the Nr 97 as this likely to be first scheme on site, however the coordination role will be taken on by Nr 85 once works commences on this project. (As per LBC email 22/11/18) .
2. A shared method of communication between site and traffic marshals to be established using 'WhatsApp' or similar messaging service
3. A month developer coordination meeting between all sites at which residents are invited to attend, to be initially be led by Nr 97 site or the first scheme on site, however the coordination role will be taken on by Nr 85 once works commences on this project.

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.

This project is considered not be of sufficient scale to warrant setting up a working group. However, it is proposed that Contractor's Project Manager will be the focal point of contract with local residents and act as the Community Liaison Officer so as to provide information on how the construction works are progressing and to provide them with the opportunity to raise any issues that may arise as they occur. A regular letter drop will be implemented to update residents.

A 'Contact Board' will be displayed prominently at the site and shall include;

1. The title 'Contact Board'
2. The name of the Main Contractor, address and person to whom correspondence should be addressed.
3. Name of the Site Manager
4. Direct dial number of the Site Manager
5. Month and year of completion of the works

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".

The Contractor will register the Project with the Considerate Contractors Scheme upon award of the Main Contract.

The CCS registration number for the scheme is 0615

The works will be audited on a regular basis by the scheme inspectors and the site notice board will include details of the site registration, the scheme administrator contact details as well as those of the Contractor's Site Management team.

The works will be carried out fully in accordance with the "Guide for Contractors Working in Camden".

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.

We have reviewed the recent and current planning applications to assess the extent of any development in the adjoining areas.

There are a number of minor and one medium sized development sites in the neighbouring area however these works are all of a small to medium scale domestic nature and therefore should not have the potential have a cumulative impact on the neighbourhood. The majority of these developments have now been completed.

The developments identified are

a. 6 Camden Mews – {Current status Site live}

b. 9 Camden Mews – 2016/1242/P - Change of use from office use (B1a) to residential use (C3) at ground floor level to provide 1 x 2 bed unit {Current status GPDO no CMP }

c. 35 Camden Mews – 2016/2926/P – Erection of part replacement front extension, erection of rear infill extension

d. 57 Camden Mews – Application {Current status – CMP not determined expires 2019}

e. 59 Camden Mews – 2017/4322 Demolition of existing house and erection of new two storey house {Current status – not determined CMP submitted with application}

f. 61 Camden Mews – 2016/6266/P demolition of existing premises (including garages (B2) and a flat above (C3) and construction of 2 x2 bed 2 storey mews houses (C3). {Current status S106 uploaded, Covs not added, CMP required}

g. 97 Camden Mews - 2016/3638/P change of use from motor repair garage (B2) to residential (C3) to provide 2 x 3 storey, 3 bedroom houses. {Current status active}

h. 99 Camden Mews - 2017/5313/P Demolition of existing house and erection of replacement 3 storey house {Current status not determined- CMP required }

i. 107 Camden Mews – 2016/4820/P for erection of single-storey glazed side extension at ground floor level

j. 103 Camden Mews- 2016/7063/P - Erection of a single storey infill and rear extension and conversion of garage {Current status not determined}

k. Ashton Court – Refurbishments and remodelling of existing sheltered housing scheme comprising 24 units and associated communal facilities Anticipated programme March 2017 to June 2018 {Current status – Site live}

In the event that other construction works in the immediate area coincide with works at 85 Camden Mews, there is flexibility to enable vehicle movements to be scheduled so as to limit the cumulative daily impact of construction vehicles associated with this and other development sites.
See also coordination and interface arrangements described in Q13 above.

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:

MD Constructions (London) Ltd.
37 Hawthorn Road
Buckhurst Hill IG9 6JF
Info@mdconstructions.co.uk Tel 020 7018 2590

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).

CLOCS will be contract requirement and Knowles will use a CLOCS compliant system.

Sub-contractors and Suppliers

Sub-contracts and orders will incorporate the following in respect of deliveries;

FORS Bronze accreditation is required as a minimum, with FORS Silver and Gold accreditation where possible. Where FORS Bronze operators are appointed, written assurances will be required from sub-contractors and/or suppliers that all vehicles over 3.5 are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (e.g. SUD, elearning, Van Smart, on-cycle training etc.) and compliance is mandatory.

Desktop Checks

Desktop checks will be made against the FORS database of trained drivers and accredited companies outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per the risk scale based on the CLOCS Managing Supplier Compliance guide.

Site Checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Where the contractors own vehicles and drivers are used the above approach will be modified 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 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:

Confirmed

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.

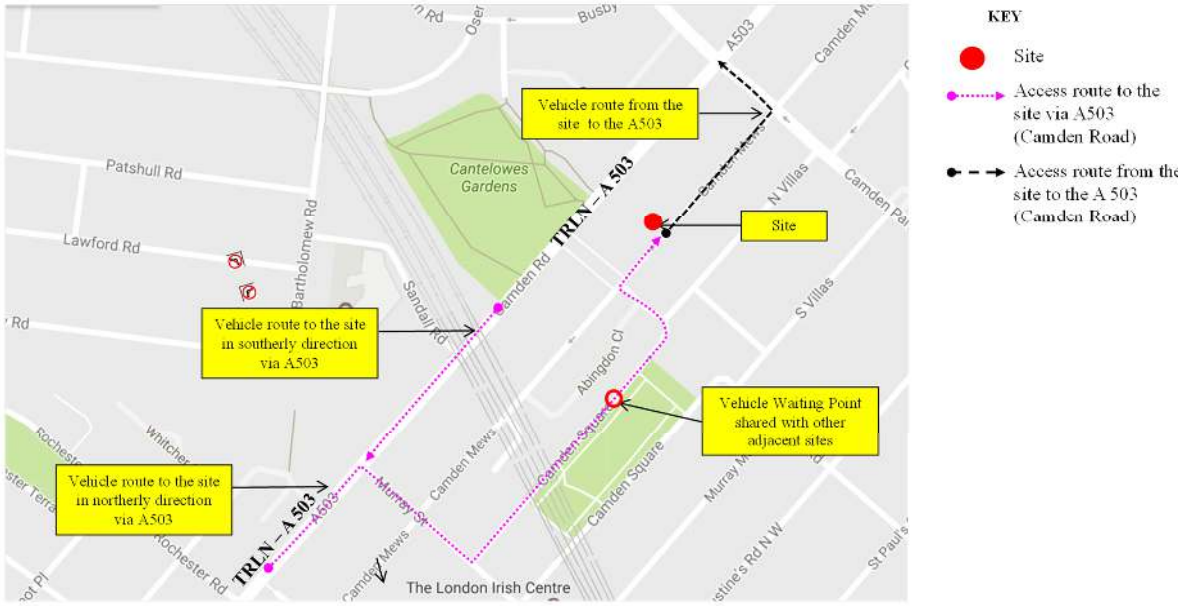
a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the Transport for London Road Network (TLRN) on approach and departure from the site.

The site is 0.1 km from the TRLN network.

Vehicles approaching the will utilise the A503 Camden Road which is part of the Transport for London Road Network (TLRN). Vehicles will leave the A503 and turn into Murry Street and proceed for 100m before executing a left hand turn onto Camden Square and follow this road to the junction of Camden Mews. Vehicles will then execute a right hand turn into Camden Mews and proceed to the site. Vehicles leaving the site will proceed along Camden Mews with a left turn onto Camden Park Road and proceed 50m to the A503.

A vehicle waiting point will be established in Camden Square in the event that access to Camden Mews is restricted. This waiting point will be shared with the other adjacent sites, and the vehicle marshals will communicate with a shared group on WhatsApp to coordinate the movement of deliveries. Vehicles at the waiting point will have their engines switched off so as to avoid increased emissions due to engine idling.

TLRN Route Plan



VEHICLE ROUTES BETWEEN SITE AND TRANSPORT FOR LONDON ROAD NETWORK (TLRN)

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

All deliveries will be managed using a booking in system where all deliveries will have an assigned delivery slot. No vehicles will be permitted to wait in the surrounding streets, except at the designated waiting point in Camden Square. The use of this waiting point will be coordinated between site on and adjoining Camden Mews as described in Q13, Q16 & Q20 above. This requirement will be included into the Contractor's appointment and transmitted downstream to the suppliers and sub-contractor's orders. This information will also include a map of the permitted delivery route and mobile phone of the Site Agent so drivers can contact the site directly if any issues arise during the journey to site.

To minimise the potential impact of construction workers travelling to the area a Travel Plan will be implemented to promote and encourage the use of sustainable mode of travel to and from the site and minimise the use private cars. Construction workers will be instructed not to park private vehicles in the residential areas in the adjacent streets. The local area is also subject to residents parking zones and restrictions on street parking by non-residents.

Camden Mews has excellent communication links with Camden Road Bus Stop (29, 253, N29, N253 and N279) and Camden Road Kentish Town (390 and 393) all within 100m of the site. Kentish Town and Camden Road Stations are within 500m of the site.

In view of these excellent existing provisions is likely that all operatives using attending the site will utilize public transport.

In order to assist operatives in making the best use of the public transport links the construction phase Travel Plan will take the form of a leaflet that will include details of local public transport services, promote walking and cycling. This Travel Plan will form part of the site Health and Safety site induction pack that all operatives and staff working on site are required to undertake before commencing works on site.

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.

The following list provides detail of the type of vehicles that will need to gain access to the site during the construction process.

The vehicles proposed have been selected to ensure that they are of a size that can be accommodated on the highway network given the constraints of the site access route, whilst minimising the potential number of traffic movements to and from the site.

- General building materials 3.5t LGV's
- Building deliveries HGV 18t gvw 4 wheel
- Excavation Tipper HGV 18t gvw 4 wheel
- Concrete Delivery Vehicle HGV 18t gvw 4 wheel

Typical dwell time at the site will be10 – 30 minutes.

The vehicle marshal, equipped with a 'STOP –WORKS' sign will prohibit any construction vehicles from using Camden Mews when the road access is restricted, if this is not effective application will be made to LBC for partial road closures to align with the time deliveries .

Deliveries will only be made between the hours of 09.30 and 16.30, Monday to Friday with no deliveries at weekends on Public Holidays .

In addition no deliveries will be made before 11.00am on Fridays to allow the refuse collection to be made prior to starting deliveries to the site.

The following table provides a breakdown of the number of vehicle movements during each phase of the construction process.

A delivery will comprise of two movements, arrival and departure.

Works Phase	Duration (wks)	Total vehicle movements	Average daily movements
Works Phase	**Duration (wks)**		
Site establishment	2	8	0.8
Soft strip & demolition	2	7	0.7
Enabling works	4	42	2.1
Basement Construction	13	231	3.5
Brickwork repairs, new walls	8	18	0.4
Roof structure, windows & doors	10	31	0.6
1st fix	9	16	0.4
2nd fix	10	10	0.2
Commissioning	3	4	0.3
Total period (calendar weeks)	47 wks	366	
Average daily movements			1.6
Peak daily movements (Basement Construction)			3.5

Table 2 HGV movements by construction stage

As specified in the S106 agreement Cl 2.8(ii) (f) there will be a maximum limit of 3 deliveries (6 movements) per day

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

Ashton Court – Refurbishments and remodelling of existing sheltered housing scheme comprising 24 units and associated communal facilities Anticipated programme March 2017 to June 2018

There are also a number of residential developments but these are of a small to medium domestic scale – these developments are listed and described at Q16.

6 Camden Mews
9 Camden Mews
35 Camden Mews
57 Camden Mews
59 Camden Mews
61 Camden Mews
97 Camden Mews
99 Camden Mews
103 Camden Mews
107 Camden Mews

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.

All deliveries will be managed using a manual booking in system where all deliveries will have an assigned delivery slot.

No vehicles will be permitted to wait in the surrounding streets. This requirement will be included into the Contractor's appointment and transmitted downstream to the suppliers and sub-contractor's orders. This information will also include a map of the permitted delivery route and mobile phone of the Site Agent so drivers can contact the site directly if any issues arise during the journey to site.

A vehicle marshal will be stationed at the entrance of Camden Mews and Cantelowes Road to receive the delivery and will be responsible for managing vehicle access to and from the site and unloading operations. A second marshal will also be present to on arrival and departure to guide the vehicle into to delivery bay. The marshal will be in radio communication with site manager to ensure that the vehicle movements are co-ordinated with other site operations.

The vehicle marshal will also control and co-ordinate any pedestrian movements along Camden Mews during deliveries/unloading operations, will be in communication with vehicle marshal on the adjoining site when these are live on site using a shared group on WhatsApp

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.

A shared waiting area for all the sites on Camden Mews and the adjoining Ashton court site will be established in Camden Square as described in Q20 above.

The peak number of movements occurs during the basement construction and average daily deliveries are less than 2 trips per day during this phase.

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).

As this is a small residential development, it is considered that such that a consolidation centre would not result in a significant net reduction in movements.

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

Access to the site will be via the previously described vehicle route from the A503 (TLRN) to Camden Mews in Q20.

Vehicle marshals will meet the deliveries at the junction of Canterlowes Road and Camden Mews and control the pedestrians and cyclists during these operations.

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

A vehicle marshal will be responsible for managing vehicle access to/from the site via Camden Mews and unloading operations.

The marshal will be in radio communication with site manager to ensure that vehicle movements are co-ordinated with other site operations.

The vehicle marshal will also control and co-ordinate any pedestrian movements with the crossover into the site during deliveries/unloading operations. When appropriate vehicle loading or unloading operation will be suspended to allow the passage of pedestrians or cyclists. Two marshals will be present on arrival and departure of a delivery, one stationed at the entrance to the mews to prevent traffic entering, and one to guide the delivery vehicle into or out of the delivery position

All deliveries will be managed using a manual booking in system where all deliveries will have an assigned delivery slot. No vehicles will be permitted to wait in the surrounding streets, except at the designated vehicle waiting point in Camden Square, where they will remain until called forward by the vehicle marshal via mobile phone once the Mews is confirmed as clear. This requirement will be included into the Contractor's appointment and transmitted downstream to the suppliers and sub-contractor's orders. This information will also include a map of the permitted delivery route and mobile phone of the Site Agent so drivers can contact the site directly if any issues arise during the journey to site.

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).

No swept path required, no vehicles will access the site

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.

Vehicles will be unloaded in Camden Mews, and no vehicles will access the site.

A tarpaulin cover will be placed on the road surface prior to the arrival of the vehicle to control any contamination of the cobbled road surface. Any residual materials/dust will be removed with a brush with wheel washing / jet washing as required.

In addition, a road sweeper will be in attendance at regular periods as the works progress to ensure that all the adjoining streets are maintained in a clear condition free from any wheel borne debris and mud.

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)

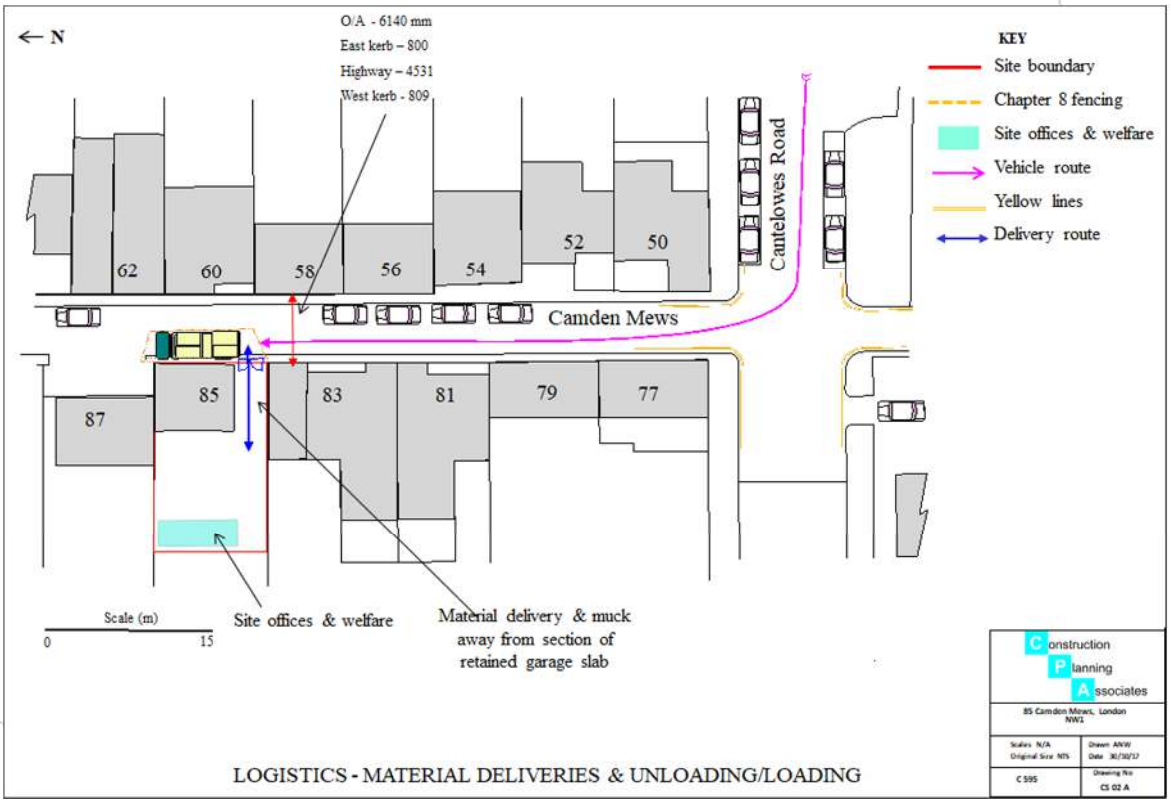
If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

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.

All vehicles will travel from the A503 into Camden Mews via the route detailed in Q20.

All vehicles will be met by a vehicle marshal and the marshal will direct vehicles to the site and erect the Chapter 8 barriers when the vehicle is parked up. The vehicle marshal will control the unloading of the vehicle and co-ordinate movements of resident's vehicles, pedestrians and cyclists. All plant, skips and associated plant will be stored on site within the confines of the hoarding, and positioned to suit the works being undertaken. Due to practical difficulties in suspending parking bays (se Q24 below) the delivery vehicles will recirculate along Camden Mews, Camden Road and Camden Square to allow any vehicle using Camden Mews to pass by. See also Q22b above.

Logistics – Material Deliveries & Unloading/Loading



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.

It was initially proposed that four parking bays will be suspended during the project to allow access along Camden Mews whilst delivery vehicles are unloading/loading. To enable vehicles entering Camden Mews during deliveries to have space to safely manoeuvre past the delivery vehicle and proceed along Camden Mews, and will be routed via the suspended bays.

However in discussion with the Highway division it is apparent that the parking bay suspension can only be implemented by installing temporary traffic barriers in the affected bays, these barriers will have the effect of reducing the carriageway width so that sufficient space will available for passing vehicles. Therefore pending agreement of suitable alternative means of implementing a parking bay suspension, Delivery vehicles will recirculate along Camden Mews , Camden Road and Camden Square to allow any vehicle using Camden Mews to pass by.

The operation of the deliveries will be kept under review and by the Contractor and using the month coordination and Residents meetings and if appropriate adjustment will be made including application for suspension of 4 parking bays if suitable demarcation arrangements can be agreed with the Highway Authority.

25. Scaled drawings of highway works

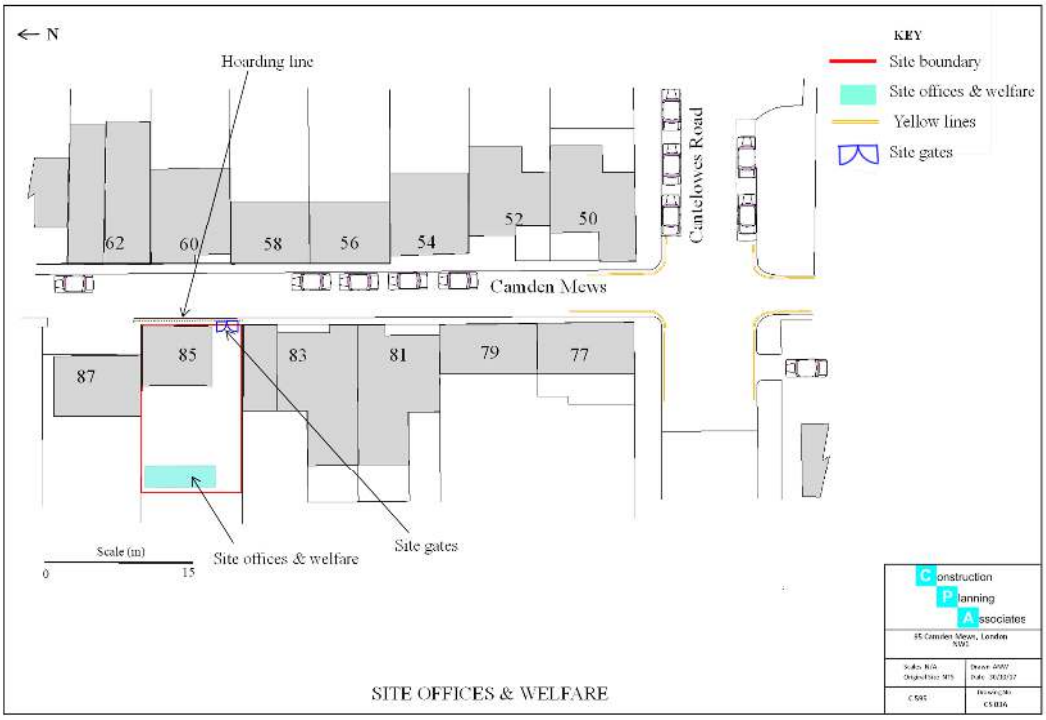
Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit 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).

Site offices will be established at within the site boundaries to the rear to the site.

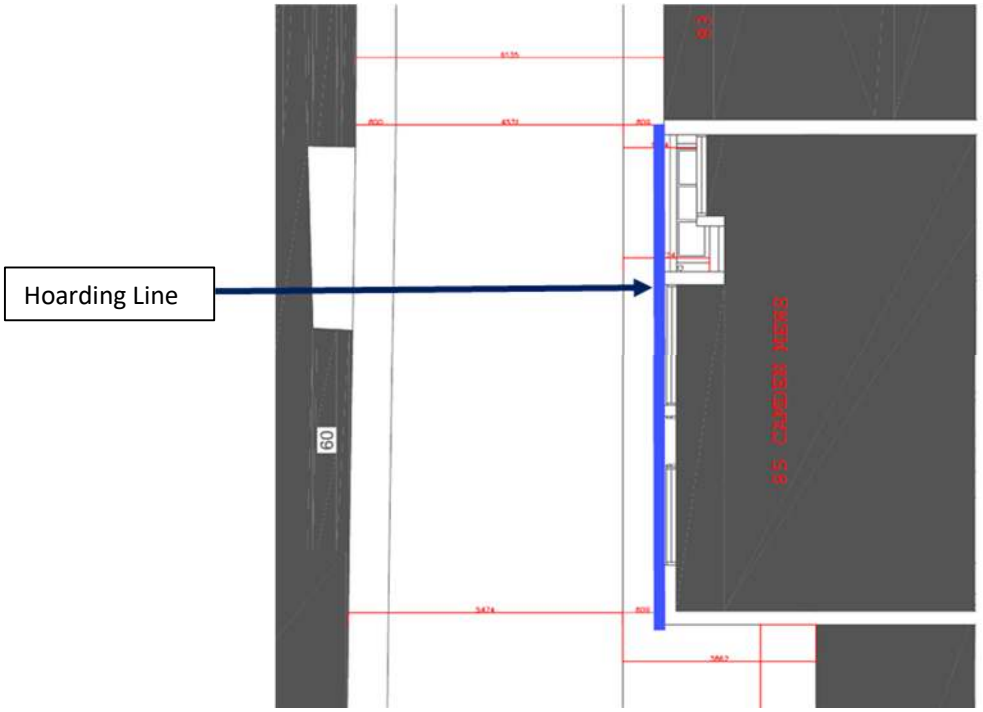
Site toilets and welfare will be co-located with the site offices.

Site Establishment



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

Hoarding will be erected to the front of Camden Mews, offset from the existing structure, but allowing vehicular access along Camden Mews.



The hoarding will be painted timer, in a similar style to that below. Knowles Site Safety Signage & Rules will be affixed to the hoarding and include the site notice board per Q15.

Chapter 8 barriers will be erected during unloading/loading operations to delineate these works from vehicles, pedestrians and cyclists.

Signage will be placed at the entrance of Camden Mews to inform the public of construction work ahead.

Anti-graffiti paint will be used on the solid section of the hoarding, and any graffiti that is applied to the site façade will be removed promptly.

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).

During drainage works a new sewer connection may be required which would involve a connection within the Highway (Camden Mews).

If this is required a Temporary Traffic Order will be applied for to carry out these works. These works will be expedited so as to minimise and inconvenience to neighbours and local residents.

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 traffic marshal will be on hand to safeguard pedestrians and cyclists when vehicles approach and leave the site and during loading/unloading operations.

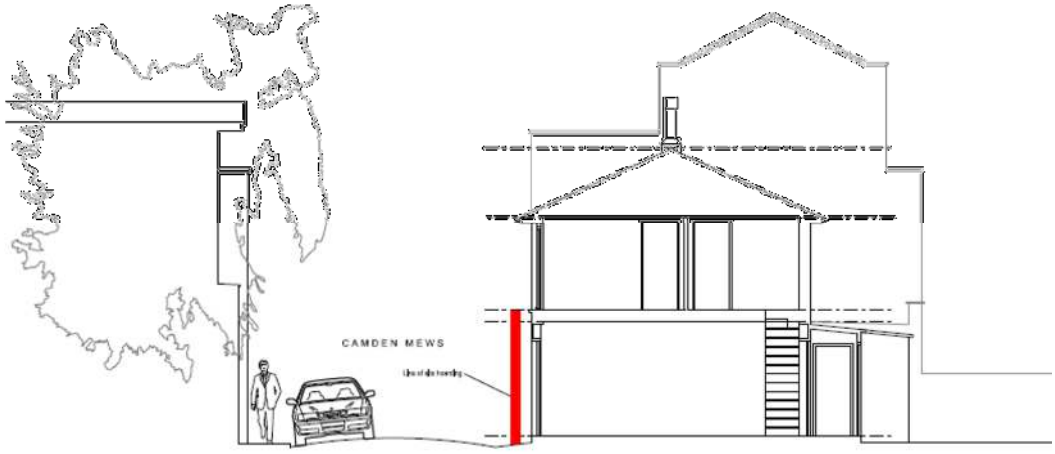
Given the limited space on site and restricted logistical access all deliveries will be scheduled and strictly controlled with a booking in system.

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.

A hoarding will be erected to the front of the site consisting of 2.4m high timber hoarding, painted with bulkhead and security lighting, and will incorporate the site entrance gates. These gates will be closed during normal operations and only open when materials are accessing or egressing the site and locked during non-working hours.

The hoarding will be offset from the building façade and sit within Camden Mews highway. A hoarding licence will be applied for from Camden Highways during the pre-construction phase. The indicative hoarding line is shown on drawing 85_CM_P 101 below.

Drawing 85_CM_P 101



The hoarding will incorporate a single scaffold leg to provide roof edge protection at high level and also the outside leg of scaffold to the setback extension, which will be a reduced width access scaffold. The scaffold licence will accompany the application for the hoarding to Camden.

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.

Potential worst case noise generation scenarios have been investigated by reviewing the demolition and construction activities for each phase of the works as summarised in the following tables. Green colouring is used where there is not considered likely to be a significant noise impact, yellow where some impact may occur and orange where the greatest potential for noise impact exists. This is based on the type of plant and duration of the works.

Times of noise generation works will be limited to site working hours with best practice and mitigation measures implemented so the impact of any noisy operations is minimised to local residents.

Demolition Noise Generation Activity Table

Demolition Activities	
Demolition of Existing House/Garage	Small 360 mini tracked excavators with munchers – short duration
Load and remove demolition rubble (crushing and screening to be undertaken off-site)	Small 360 mini tracked excavators, two axle flatbed – short duration

Construction Noise Generation Activity Table

Construction Activities	
Groundworks	Excavations for underpinning. Excavations for drainage and services Concrete pour for floor slab Lorries and excavators in use daily Compressors, breakers and hand power tools

Construction Noise Generation Activity Table

Masonry Works	Laying bricks and blocks by hand Materials lifted and moved around site by small hoist Mortar mixed by portable 'on site mixer' Occasional use of petrol masonry saw
Scaffolding	Traditional scaffold to be erected and struck by hand
Roofing	Materials movement by hoist
External Works	Mini Excavator and small plant
Internal Trades	Cutting tools, skill saws, drills

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.

An Ambient Noise Survey was conducted on 16th November 2017 and a copy of the results is appended to this CMP.

Average daytime LAeq levels at the site ranged between 50 to 54 dB. Noise levels were at their greatest at NM3 along Camden Mews. Levels on the interior of the site adjacent to neighbouring sensitive receptors was recorded as being 49 – 53 dB, with the greatest levels at NM2 where a direct line of sight to the busy Camden Road was noted.

Summary of Noise Monitoring Data

				Measured Data				
Monitoring Location	Monitoring Period	Duration (Hours)	Start Time	LAeq, 15 min Range (dB)	LAeq, 15 min Average (dB)	LAf90, 15 min Range (dB)	LAfmax, 15 min Range (dB)	LAeq average
NM1	Daytime	2	16/11/2017 14:06	49- 52	50	45 - 47	62 - 69	50
NM2	Daytime	2	16/11/2017 14:10	50 - 53	51	45 - 48	60 - 73	51
NM3	Daytime	1	16/11/2017 16:18	52 - 58	56	43 - 45	76 - 87	57
	Daytime	2	17/11/2017 07:59	48 - 62	57	42 - 45	62 - 90	
	Daytime	1	16/11/2017 16:18	49 - 55	53	40 - 42	73 - 84	54
	Daytime	2	17/11/2017 07:59	45 - 59	54	39 - 42	59 - 87	

* 3dB attenuation factor applied to measured values due to monitoring position being within 3.5m of a reflective surface.

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

The noise sensitive locations identified are 83, 87, 58, 60 & 62 Camden Mews . Of these the nearest to the site is 83 Camden Mews

BS 5228 Significance Criteria

Assessment category and threshold value period (LAeq)	Threshold value, in decibels (dB)		
	Category A	Category B	Category C
Night-time (23:00-07:00)	45	50	55
Evenings (19:00-23:00 weekdays and weekends (13:00-23:00 Saturdays and 07:00-23:00 Sundays)	55	60	65
Daytime (07:00-19:00) and Saturdays (07:00-13:00)	65	70	75

The site is a Category A location as the ambient noise is less that 65dB during the relevant construction working period.

As the background ambient noise levels are less that 65dB, the following noise limit will be adopted throughout the scheme:
Noise levels at the nearest sensitive façade should aim to be within a daily level of 70 dB (LAeq, 10hr) for airborne noise, and that first Action Level Trigger of 73 dB (LAeq, 5 minutes) should be used to ensure daily levels are within the 70dB (LAeq, 10hr) level.

Predictions for noise levels are provided in the table below.

Calculation of specific noise levels at Noise Sensitive location (83 Camden Mews, London NW1 9BJ) as BS 5228 Table F.4													
Activity	Plant type	LAeq at 10m	Dist.	Adjustments			Resultant Laeq	Dur'n of activity	Dur'n as %	Correction to $L_{Aeq(10)}$	Activity $L_{Aeq(10)}$	Total $L_{Aeq(10)}$
				Dist	Screen	Refl'n						
		dB	m	m	dB	dB	dB	h	%	dB	dB	dB
Enabling Works & Demoltion	Mini excavator	75		0	-10	3	68	4	40%	-4	64	71
	Concrete breaking (electric percusssion)	82		0	-15	3	70	2	20%	-7	63	
	Mini excavator	75		0	-15	3	63	2	20%	-7	56	
	Skid steer loader	75		0	-10	3	68	4	40%	-4	64	
	Lorry	80		0	-5	3	78	1	10%	-10	68	
	Boarding up / Demolition - hand hammer	84		0	-15	3	72	3	25%	-6	66	
Underpinning	Mini excavator	75		0	-10	3	68	4	40%	-4	64	69
	Skid Steer loader	75		0	-10	3	68	2	20%	-7	61	
	Cement mixer (electric)	65		0	-10	3	58	8	80%	-1	57	
	Lorry	80		0	-5	3	78	1	10%	-10	68	
Bulk Excavation	Mini excavator	75		0	-10	3	68	4	40%	-4	64	69
	Skid Steer loader	75		0	-10	3	68	4	40%	-4	64	
	Cement mixer (electric)	65		0	-10	3	58	3	30%	-5	53	
	Lorry	80		0	-5	3	78	1	10%	-10	68	
Concrete works	Cement mixer (electric)	65		0	-10		55	8	80%	-1	54	69
	Skid Steer loader	75		0	-10		65	4	40%	-4	61	
	Poker vibrators x 2	81		0	-15		66	1	10%	-10	56	
	Compressor	72		0	-10	3	65	4	40%	-4	61	
	Lorry	80		0	-5	3	78	1	10%	-10	68	
General Construction	Elec circular saw	77		0	-15	3	65	8	80%	-1	64	69
	Skid Steer loader	75		0	-10	3	68	3	30%	-5	63	
	Boarding windows - hand hammer	84		0	-15	3	72	3	30%	-5	67	
	Lorry	80		0	-5		75	1	10%	-10	65	
Note Screen attenuation based on BS5228, + 5to 10db for proprietary acoustic blankets, 3dB reflection addition to allow for façade enhancement												

The noise mitigation measures are described in more detail in Q31 below, and include the use of an acoustic enhanced site hoarding using Echo Barrier H3 panels fixed to normal hoarding and mobile sound attenuation booths to screen specific items of plant.

The calculations show that the noise levels will not exceed the define limits in any of these conditions for the durations of the works.

It should be noted that the 'actual' conditions will be monitored in real time by the noise measuring equipment at the receptor locations.

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.

Site management - The general control of noise will be managed by the Principal Contractor. Close liaison will be maintained with LBC Environmental Health Department. The Site Agent will keep a site diary which will record any noise / vibration nuisances and correlate these with the activities taking place at this time.

Other specific measures which will be adopted will include selection of 'silenced' plant, the pre-cutting of materials off site, prefabrication of plant or service containment and prefabrication and pre-cutting of 1st and 2nd fix materials and elements. The site manager will be provided with hand held noise measuring equipment and will be trained in the operation of this equipment to ensure that the operation of plant remains within the predicted levels.

i. Non- standard works (to include any piling, pneumatic drilling and excavation by machinery will take place between 09.30 and 16.30 Monday to Friday There will be no working on Saturdays, Sundays or Public Holidays.
ii. The perimeter hoarding at the front and rear elevations is considered to provide a sufficient acoustic barrier, however noise levels will be continuously monitored and if the ply hoarding is found to be ineffective at reducing noise to tolerable levels for local residents then an enhanced acoustic barrier (Echo Barrier H3), will be fixed to the inside face of the hoarding. This will significantly improve the attenuation provided by the site boundary.
iii. For demolition works, preference shall be given to equipment that breaks concrete by munching or pulling rather than by percussive methods;
iv. All access gates will be controlled to minimise flanking noise;
v. All hand held and portable equipment, where practicable, will be electrically powered;
vi. All plant and equipment should be maintained in good working order
vii. Plant, when in operation intermittently, will be switched off during periods of inactivity
viii. . Stationary equipment and plant will be placed so as to provide screening to other items of plant and located to provide minimum noise emissions in the direction of Noise Sensitive Locations (NSLs);
ix. Care will be taken when loading and unloading materials to limit impact noise
x. Vehicles will not be permitted to queue on the road or pavement outside the site access;
xi. Activities which can produce significant levels of noise will be arranged for times which are less likely to cause disturbance e.g. avoiding summer weekends and early mornings.

Where any complaint is received, the Contractor (Knowles) will incorporate 2hr on/off respite periods subject to the agreement of the receptor party.

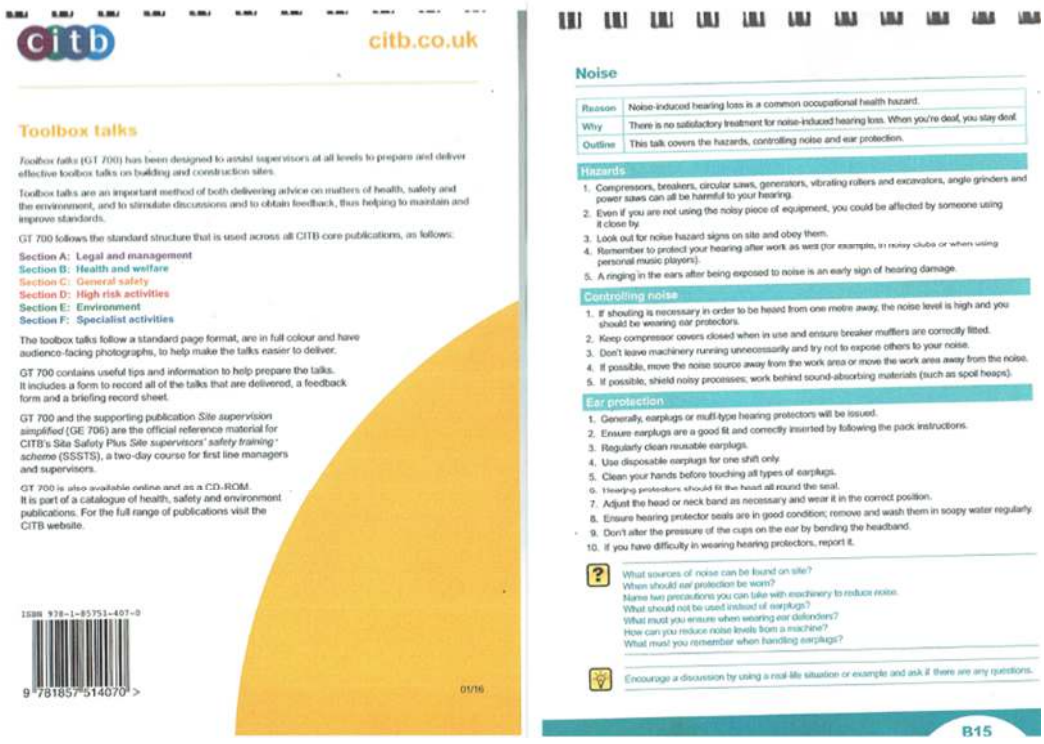
In addition, the proximate receptors/neighbours will be advised at each stage of construction if any particular action is likely to incur noise, dust or vibration nuisance of any kind.

Knowles will measure noise levels with a Class 1 decibel meter, taking readings on site and building up a log of readings throughout the project duration. Knowles will aim to achieve a daily limit of 70dB (LAeq, 10hr) at the nearest sensitive façade (83 Camden Mews) and 73dB (LAeq, 5 minutes) at the first action level trigger.

For unattended long term noise monitoring, Knowles shall ensure the installation of two semi-permanent Class 1 sound level meters at appropriate site boundary locations, continuously monitoring a range of noise metrics. The provision of alerts via SMS or email can be provided to notify high levels of noise. Furthermore, Knowles can provide monthly noise reports to the council, on request, detailing daily noise emissions and discussing any noise trigger levels by text or email alert.

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

All operatives are trained with CITB Compliant training beyond BS 5228:2009 and revised standard 2015



citb

citb.co.uk

Toolbox talks

Toolbox talks (GT 700) has been designed to assist supervisors at all levels to prepare and deliver effective toolbox talks on building and construction sites.

Toolbox talks are an important method of both delivering advice on matters of health, safety and the environment, and to stimulate discussions and to obtain feedback, thus helping to maintain and improve standards.

GT 700 follows the standard structure that is used across all CITB core publications, as follows:

Section A: Legal and management
Section B: Health and welfare
Section C: General safety
Section D: High risk activities
Section E: Environment
Section F: Specialist activities

The toolbox talks follow a standard page format, are in full colour and have audience-facing photographs, to help make the talks easier to deliver.

GT 700 contains useful tips and information to help prepare the talks. It includes a form to record all of the talks that are delivered, a feedback form and a briefing record sheet.

GT 700 and the supporting publication *Site supervision simplified* (GE 706) are the official reference material for CITB's Site Safety Plus *Site supervisors' safety training scheme* (SSSTS), a two-day course for first line managers and supervisors.

GT 700 is also available online and as a CD-ROM. It is part of a catalogue of health, safety and environment publications. For the full range of publications visit the CITB website.

ISBN 978-1-85751-407-0

9 781857 514070

01/16

Noise

Reason	Noise-induced hearing loss is a common occupational health hazard.
Why	There is no satisfactory treatment for noise-induced hearing loss. When you're deaf, you stay deaf.
Outline	This talk covers the hazards, controlling noise and ear protection.

Hazards

1. Compressors, breakers, circular saws, generators, vibrating rollers and excavators, angle grinders and power saws can all be harmful to your hearing.
2. Even if you are not using the noisy piece of equipment, you could be affected by someone using it close by.
3. Look out for noise hazard signs on site and obey them.
4. Remember to protect your hearing after work as well (for example, in noisy clubs or when using personal music players).
5. A ringing in the ears after being exposed to noise is an early sign of hearing damage.

Controlling noise

1. If shouting is necessary in order to be heard from one metre away, the noise level is high and you should be wearing ear protectors.
2. Keep compressor covers closed when in use and ensure breaker mufflers are correctly fitted.
3. Don't leave machinery running unnecessarily and try not to expose others to your noise.
4. If possible, move the noise source away from the work area or move the work area away from the noise.
5. If possible, shield noisy processes; work behind sound-absorbing materials (such as spoil heaps).

Ear protection

1. Generally, earplugs or muff-type hearing protectors will be issued.
2. Ensure earplugs are a good fit and correctly inserted by following the pack instructions.
3. Regularly clean reusable earplugs.
4. Use disposable earplugs for one shift only.
5. Clean your hands before touching all types of earplugs.
6. Hearing protectors should fit the head all round the seal.
7. Adjust the head or neck band as necessary and wear it in the correct position.
8. Ensure hearing protector seals are in good condition; remove and wash them in soapy water regularly.
9. Don't alter the pressure of the cups on the ear by bending the headband.
10. If you have difficulty in wearing hearing protectors, report it.

?

What sources of noise can be found on site?
When should ear protection be worn?
Name two precautions you can take with machinery to reduce noise.
What should not be used instead of earplugs?
What must you ensure when wearing ear defenders?
How can you reduce noise levels from a machine?
What must you remember when handling earplugs?

Encourage a discussion by using a real-life situation or example and ask if there are any questions.

B15

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

Dust mitigation measures are set out and below.

With regard to construction:

- Construction of a 2.4 m high timber hoarding around the perimeter of each site prior to commencement of construction, if not already in place;
- Before any demolition works take place the structure will be enclosed in monarflex or similar reinforce polythene sheeting to prevent as far as possible dust from escaping form the demolished areas to neighbouring premises
- Keep site fencing, barriers and scaffolding clean using wet methods;
- Site personnel shall be trained in dust mitigation and a manager shall be present for managing dust on site;
- Use of low emission plant fitted with catalysts, diesel particulate filters or similar devices;
- Plant shall be well maintained, with routine servicing of plant and non-road mobile machinery (NRMM) to be completed in accordance with the manufacturers recommendations;
- Plant and vehicles to be located away from the closest receptor or house in closed environments wherever possible;
- Damp down site during working day and again at the end of the day to reduce the amount of re-suspended dust;
- Ensuring that all plant equipped with dust suppression equipment is checked on first use at site, to ensure that this equipment is functional and is being used;
- Avoidance of diesel or petrol powered generators using mains electricity or battery powered equipment wherever possible; and
- Use of water sprays or poured water to suppress dust during cutting, angle-grinding or other dust-generating activities;
- Store materials with dust producing potential away from site boundaries and sheet, seal or damp down stockpiles of excavated materials held on site;

With regard to vehicle movements on and off the site:

- All delivery vehicles will be switched off when making deliveries or being held at the waiting point, and delivery instruction will include a requirement that vehicle engine idling is not permitted.
- Any mechanical plant using on site will switched off when not in use and engines will not be left idling.
- Covering of all loads entering or leaving site;
- Ensuring that road and construction vehicles comply with or exceed the requirements for the Low Emission Zone (LEZ): currently Euro IV as of 3 January 2012.

- Wet cleaning of haul routes and public roads at least weekly, with more frequent cleaning when found to be necessary under the measures specified in the next section
- Provision of jet-washing facilities at the site exit where vehicles leave site onto public roads.
- Provision of an area of hard surfacing where tracked vehicles can be cleaned/checked after cleaning before leaving site;

With regard to reducing CO_2 emissions for construction vehicles:

- Use of low carbon vehicles wherever practicable such as hybrid electric, electric and bio-methane;
- Switch off vehicles when not in use rather than continuously idling;

Driver training such as SAFED accreditation run by the DfT.

The Contractor recognises dust is a major cause of concern to those in the immediate environment of any building site, both to receptors and operatives. Particularly during dry summer periods, we ensure that all soil and mud inadvertently dropped onto the pavement or roadway are washed away into main drainage within 5 minutes of delivery or haulage.

Skips housing spoil and waste are covered and any passage via conveyor of excavated material is dampened as it heads to the housing skip/lorry for storage before despatch. In addition, where it is likely that neighbours will be affected at any time by dust we offer to wash down their cars and windows on a regular basis. Haulage vehicles carrying waste/spoil will be dampened and covered during dry and windy conditions.

Where working above ground we ensure that our scaffolding is wrapped with a polythene cover, both to reduce dust, but also noise to a certain extent.

Large open basement constructions have greatest potential to generate significant dust problems, however at 85 Camden Mews the majority of excavation work will take place beneath the existing building. Site hoardings and dust-proof plastic sheeting will be erected to further minimise the release of dust from the site.

In addition, it is proposed to:

- Clean / sweep the footpath and external areas around the site every evening and or as required during the day.

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.

i. A tarpaulin cover will be placed on the road surface prior to the arrival of the delivery / removal vehicle to minimise debris contaminating the road surface. Any residual debris will be removed with wheel washing / jet washing equipment following the departure of the vehicle.
ii. Wet cleaning of public roads when found to be necessary under the measures specified in the next section;
iii. Covering of all loads entering or leaving site;
iv. Ensuring that road and construction vehicles comply with or exceed the requirements for the Low Emission Zone (LEZ): currently Euro IV as of 3 January 2012.

Site inspections are a minimum of twice daily by the foreman to ensure that dust and dirt are kept to a minimum. All deliveries are followed by an inspection with the street and pavement swept clean if required.

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

For all potential environmental impacts the contractor's site manager will

i. Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the log book.
ii. Hold regular liaison meetings with high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.

Dust monitoring will be performed as GLA SPG for Medium Risk sites:

a) Throughout the Construction Phase continuous particulate matter (PM10) monitoring shall be undertaken. Two instruments will be deployed at the site boundary in a transect orientated to the prevailing wind direction, with a third monitor located at the nearest sensitive receptor. One monitor shall be co-located with an anemometer.
b) Adequate quality assurance/quality control procedures shall be in place including monitor maintenance and calibration as well and data checking. PM10 data shall be collected automatically on an hour basis.
c) A trigger action level for PM10 concentrations of 200µg.m^{-3} (15 minute average) shall be used to identify incidences of elevated dust emissions at the site boundary. The development site shall comply with the trigger action throughout the demolition and construction phases.
d) An on-site alert system (email or SMS) shall be in place to notify appropriate staff that the trigger action level has been reached. Immediate and appropriate measures can be put in place to rectify abnormal particulate emissions. A procedure shall be established to deal with abnormal dust emissions. All incidences of abnormal particulate emissions leading to breaches of the trigger action level, shall be documented in the site log book (date and time), with details of the action take to remediate dust emissions. This will be integrated with the sound level monitors described in Q 32 above

e) An e-mail specifying details of any alert to be sent out to the Council's air quality officer as soon as practicable following any breach of the site trigger action level.
f) An electronic report shall be submitted to the Council's air quality officer every three months summarising the following information from each monitoring site – 24 hour average PM10 concentration, date and time of any breach of the trigger action level with the 15 minute mean concentration, prevailing wind direction and details of the cause of elevated dust emissions and mitigation measures.
g) The Council shall be notified of any changes to the location and operation of dust PM10 monitoring instrumentation.
h) Undertake daily on-site and off-site inspection, and carry out regular dust soiling checks of surfaces such as street furniture and cars with a 100m of the site.
i) When activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions increase the frequency of inspections

With regard to noise monitoring

i. All Knowles operatives are trained weekly by Toolbox talks with CITB Compliant training beyond BS 5228:2009 and revised standard 2015 – all Foremen and Project Managers are equipped with noise monitoring equipment and manage levels to maintain safe working conditions.
ii. Noise monitors will be co-located with the dust monitors positioned on the transect of the site in the direction of the prevailing wind
iii. The positioning of the monitoring equipment will be agreed with the relevant parties including LBC environmental officers, and boundary nose limits will be set to align with the target levels at the NSL
iv. A trigger action level for noise will be 73dB(LAeq 5 mins) at the noise sensitive locations and shall be used to identify incidences of elevated noise emissions at the site boundary. The development site shall comply with the trigger action throughout the demolition and construction phases.
v. An on-site alert system (email or SMS) shall be in place to notify appropriate staff that the trigger action level has been reached. Immediate and appropriate measures can be put in place to rectify abnormal particulate emissions. A procedure shall be established to deal with abnormal noise emissions. All incidences of abnormal noise emissions leading to breaches of the trigger action level, shall be documented in the site log book (date and time), with details of the action take to remediate noise emissions.

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.

A risk assessment is presented in appendix A. The Summary Table of Risk Impacts is set out below:

	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Medium	Medium	Medium	Negligible
Human Health	Low	Low	Low	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible

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.

Confirmed.

See Appendix B

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.

The site has been identified as Medium Risk, two real time dust monitors will be deployed as outlined in Q 35 above and in the Q37 Checklist at Appendix B.

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).

Rodent Control - An initial investigation to establish the existence of rodents on the site will be carried out before works on site commence.

The rodent control measures will be implemented prior to start of construction works, with test baiting being undertaken at least 28 days prior to the start of works.

Further investigations following demolition works will cover the capping of any old redundant drains that may exist on the site.
The intercepting chamber to current system will be secured and the system seen to running freely and that rodding eye caps are securing in place that open ends have an earthenware bung (not a plastic cap) securely fitted

If there is evidence of a rodent population on the site during the works than detailed proposals on rodent control and dispersion will be agreed with Camden Environmental Health.

Knowles & Associates Ltd are an experienced residential building contractor, with every understanding of the need to maintain site and welfare hygiene for both members of the general public and workers on site. All food waste is stored in bins with closed lids and cleared on a daily basis. All drain covers will be maintained.

CITB authorised Toolbox Talks are delivered to all site personnel in this regard to ensure minimal encouragement to rodents in regard to food waste and hygiene management.

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

A Refurbishment/Demolition Asbestos Survey will be carried out to determine if there are any Asbestos Containing Materials (ACM's) before works the start of demolition.

If ACM's are identified these will be dealt with in accordance with the survey recommendations and statutory notifications to the HSE as appropriate.

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

The contract documents for the construction works will include obligations that the contractor ensure that site rules are made obligatory for all operative attending the site and the any breach of these rules will be grounds for immediate removal of the individual for the site.

The site rules require

- No smoking on site except within the designated smoking shelter provided by the contractor
- No radios allowed on site
- No burning of rubbish on site
- No congregation outside the site boundaries during break periods
- No offensive language or unnecessary shouting to be used on site
- Hi-viz jackets or tabards to worn at all times on site to easy identification of site operatives

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): January 2018 to December 2018

b) Is the development within the CAZ? (Y/N): No

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

d) Please 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:

The works are to being priced by Knowles and they have reviewed the CMP and are satisfied with the contents and have committed to implement in full the measures and process set out. The CMP will be will form part of the contract specification and requirements, with which the contractor is required to comply. The contractor will provide evidence of registration prior to final submission for S106 discharge of the CMP

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
COMFIRMED

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:
COMFIRMED

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: 04 | 12 | 18

Print Name: ADAM ANDREWS

Position: MANAGING DIRECTOR

Please submit to: planningobligations@camden.gov.uk

End of form.

APPENDIX A

Air Quality & Dust Risk Assessment

Air Quality & Dust Risk Assessment		
Site Location		Date of Assessment
85 Camden Mews, Camden, London NW1 9BJ		Jun-17
	This Air Quality & Dust Risk Assessment is based upon the methodology set out in the Institute of Air Quality Management's (IAQM) 2014 Guidance on the Assessment of dust from demolition and construction.	
	This assessment also follows the guidance in the Greater London Authority Supplementary Planning Guidance (June 2014)	
STEP 1 - SCREENING		
1a	Is human receptor site within	
	50 m of site boundary	Y
	50 m of the route(s) used by construction vehicles on the public highway, up to 500m from the site entrance(s)	Y/N
1b	Is ecological receptor site within	
	50 m of site boundary	Y
	50 m of the route(s) used by construction vehicles on the public highway, up to 500m from the site entrance(s)	Y/N
	IF ANSWERS TO 1A OR 1B ARE 'YES' COMPLETE 1C & COMPLETE ASSESSMENT	
1c	Provide a description of the description of the proposed demolition and construction activities, their location and duration, and any phasing of the development. include: • the proximity and number of receptors; • the specific sensitivity of the receptor(s),eg a primary school or hospital; • the duration for which the sources of dust emissions may be close to the sensitive receptors • in the case of PM10, the local background concentration.	
	The proposed development of the site involves the demolition of the existing garage and rear extension, a replacement roof, excavation of basement and erection of two storey side and rear extensions. Generally, the proposed depth of excavation below the existing ground level is 3.3m. The new basement/lower ground floor structure will be constructed by underpinning the existing foundations, with existing walls and new perimeter basement walls are to be constructed in short sections in hit and miss sequencing. The existing structure is to be back propped to unload the excavation as necessary. The new basement slab will be cast after completion of the underpinning works. The structure will be completed after the basement/lower ground floor is complete to the revised configuration. The nearest human receptors to the site are within 1m south of the site in the terrance building (83 Camden Mews), 3m to the east in the adjoining terrance buildings (58-62 Camden Mews). Other receptors include pedestrians on the adjoining roads. 10 - 15 receptors within 20m, 35-40 receptors within 50m, 80-100 receptors within 100m. The nearest ecological receptor is Cantelows Gardens ~50m north east of the site. The anticipated overall duration of the works is 12 months, of which sources of dust emission may be close to the receptors for 9 months. The Air Quality Progress Report for Camden 2014 indicates the background annual mean PM10 levels are in the range 18-29 ug/m3 which is below the annual mean objective level.	

STEP 2 ASSESS THE RISK OF DUST IMPACTS		
	STEP 2A: Define the Potential Dust Emission Magnitude	
Demolition Phase		
2A i	Is the volume of demolition **Large** •total volume of building to be demolished >50,000m3, or • potentially dusty construction material • (e.g. concrete), or • on-site crushing and screening, or • demolition activities >20m above ground level;	Y/N
	Medium • total volume of building to be demolished 20,000m3 – 50,000m3, or • potentially dusty construction material, or • demolition activities 10-20m above ground level;	Y/N
	Small • total volume of building to be demolished <20,000m3, or • construction material with low potential for dust release (e.g. metal cladding or timber), or • demolition activities <10m above ground demolition during wetter months	Y
Earthworks Phase		
2A ii	Is the scale of the Earthworks **Large** • total site area >10,000m2, • potentially dusty soil type (e.g. clay, which will be prone to suspension when dry to due small particle size), or • >10 heavy earth moving vehicles active at any one time on site, or • Formation of stockpile enclosures • >8m in height; • total material moved >100,000 tonne (where known).	Y/N
	Medium • total site area 2,500m2 – 10,000m2, • moderately dusty soil type (eg. silt), or • 5-10 heavy earth moving vehicles active at any one time, or • formation of stockpile enclosures 4m –8m in height, or • total material moved 20,000 tonnes –100,000 tonnes (where known).	Y/N
	Small • total site area <2,500m2, or • soil type with large grain size (e.g. sand), or • <5 heavy earth moving vehicles active at any one time, formation of stockpile enclosures <4m in height, or • total material moved <10,000 tonnes (where known), or earthworks during wetter months.	Y

Construction Phase		
2A iii	Is the scale of the works **Large** • total building volume >100,000m3, or • piling, or • on site concrete batching; or • sandblasting	Y/N
	Medium • total building volume 25,000m3 – 100,000m3, or • potentially dusty construction material (e.g. concrete), or • on-site concrete batching;	Y/N
	Small • total building volume <25,000m3, or • construction material with low potential for dust release (e.g. metal cladding or timber).	Y
Trackout		
2A iii	Only receptors within 50 m of the route(s) used by vehicles on the public highway and up to 500 m from the site entrance(s) are considered to be at risk from the effects of dust. Will the trackout be:- **Large** • >50 HDV (>3.5t) outward movements in any one day, • potentially dusty surface material (e.g. high clay/silt content), • unpaved road length >100 m;	Y/N
	Medium • 10-50 HDV (>3.5t) outward movements in any one day, • moderately dusty surface material (e.g. high clay content), • unpaved road length 50 m – 100 m (high clay content);	Y/N
	Small • <10 HDV (>3.5t) trips in any one day, • surface material with low potential for dust release, • unpaved road length <50 m.	Y
	STEP 2B: Define the Sensitivity of the Area	
2B i	Sensitivity of People to Dust Soiling Effects (see Table 4.2 for guidance) - **DEMOLITION**	
	Is the location a **High** sensitivity receptor • Users can reasonably expect an enjoyment of a high level of amenity; or • the appearance, aesthetics or value of their property would be diminished by soiling and the people or property would reasonably be expected to be present continuously, or at least regularly for extended periods as part of the normal pattern of use of the land. • Indicative examples include dwellings, museums and other culturally important collections, medium and long term car parks and car showrooms.	Y
	Medium sensitivity receptor • Users would expect to enjoy a reasonable level of amenity but would not reasonably expect to enjoy the same level of amenity as in their home; or • The appearance, aesthetic or value of their property could be diminished by soiling; or • The people or property would not reasonably be expected to be present here continuously or regularly for extended periods as part of the normal pattern of use of the land; • Indicative examples include parks and places of work.	Y/N

	Low sensitivity receptor • The enjoyment of amenity would not reasonably be expected; or • Property would not reasonably be expected to be diminished in appearance, aesthetics or value by soiling; or • There is transient exposure, where the people or property would reasonably be expected to be present only for limited periods of time as part of the normal pattern of use of the land. • Indicative examples include playing fields, farmland (unless commercially-sensitive horticultural), footpaths, short-term car parks and roads.	Y/N
	Sensitivity of People to Dust Soiling Effects (see Table 4.2 for guidance) - **EARTHWORKS**	
	Is the location a High sensitivity receptor	Y
	Medium sensitivity receptor	Y/N
	Low sensitivity receptor	Y/N
	Sensitivity of People to Dust Soiling Effects (see Table 4.2 for guidance) - **CONSTRUCTION**	
	Is the location a High sensitivity receptor	Y
	Medium sensitivity receptor	Y/N
	Low sensitivity receptor	Y/N
	Sensitivity of People to Dust Soiling Effects (see Table 4.2 for guidance) - **TRACKOUT**	
	Is the location a High sensitivity receptor	Y/N
	Medium sensitivity receptor	Y
	Low sensitivity receptor	Y/N
2B ii	Sensitivities of People to the Health Effects of PM10 (See Table 4.3 for guidance) - **DEMOLTION**	
	High sensitivity receptor • Locations where members of the public are exposed over a time period relevant to the air quality objective for PM10 (in the case of the 24-hour objectives, a relevant location could be one where individuals may be exposed for eight hours or more in a day). • Indicative examples include residential properties. Hospitals, schools and residential care homes should also be considered as having equal sensitivity to residential areas for the purposes of this assessment.	Y/N
	Medium sensitivity receptor • Locations where the people exposed are workers, and exposure is over a time period relevant to the air quality objective for PM10 (in the case of the 24-hour objectives, a relevant location would be one where individuals may be exposed for eight hours or more in a day). • Indicative examples include office and shop workers, but will generally not include workers occupationally exposed to PM10, as protection is covered by Health and Safety at Work legislation	Y
	Low sensitivity receptor • Locations where human exposure is transient. • Indicative examples include public footpaths, playing fields, parks and shopping streets	Y/N
	Sensitivities of People to the Health Effects of PM10 - **EARTHWORKS**	
	Is the location a High sensitivity receptor	Y/N
	Medium sensitivity receptor	Y
	Low sensitivity receptor	Y/N
	Sensitivities of People to the Health Effects of PM10 - **CONSTRUCTION**	
	Is the location a High sensitivity receptor	Y/N
	Medium sensitivity receptor	Y
	Low sensitivity receptor	Y/N
	Sensitivities of People to the Health Effects of PM10 - **TRACKOUT**	
	Is the location a High sensitivity receptor	Y/N
	Medium sensitivity receptor	Y/N
	Low sensitivity receptor	Y

2B iii	Sensitivities of Receptors to Ecological Effects (See Table 4.4 for guidance) **DEMOLTION**	
	High sensitivity receptor • Locations with an international or national designation and the designated features may be affected by dust soiling; or • Locations where there is a community of a particularly dust sensitive species such as vascular species included in the Red Data List for Great Britain. • Indicative examples include a Special Area of Conservation (SAC) designated for acid heathlands or a local site designated for lichens adjacent to the demolition of a large site containing concrete (alkali) buildings.	Y/N
	Medium sensitivity receptor • Locations where there is a particularly important plant species, where its dust sensitivity is uncertain or unknown; or • Locations with a national designation where the features may be affected by dust deposition. • Indicative example is a Site of Special Scientific Interest (SSSI) with dust sensitive features	Y/N
	Low sensitivity receptor • Locations with a local designation where the features may be affected by dust deposition. • Indicative example is a local Nature Reserve with dust sensitive features	Y
	Sensitivities of Receptors to Ecological Effects - **EARTHWORKS**	
	Is the location a High sensitivity receptor	Y/N
	Medium sensitivity receptor	Y/N
	Low sensitivity receptor	Y
	Sensitivities of Receptors to Ecological Effects - **CONSTRUCTION**	
	Is the location a High sensitivity receptor	Y/N
	Medium sensitivity receptor	Y/N
	Low sensitivity receptor	Y
	Sensitivities of Receptors to Ecological Effects - **TRACKOUT**	
	Is the location a High sensitivity receptor	Y/N
	Medium sensitivity receptor	Y/N
	Low sensitivity receptor	Y

Air Quality & Dust Risk Assessment

Site Location	Date of Assessment
85 Camden Mews, Camden, London NW1 9BJ	Jun-17

Summary of Appraisal & Conclsion of Site Specific Dusk Risk

Table 4.1 - Summary of Dust Emission Magnitude for Site

Combine Answers to Step 2a i) ii) & iii)

Activity	Dust Emission Magnitude
Demoltion	Medium
Earthworks	Small
Construction	Medium
Trackout	Medium

Table 4.5 - Summary of Site Sensitivity

Combines Answers to Step 2B i) ii) & iii) with Tables 4.2 - 4.4

Receptor Sensitivity	Sensitivity of Surrounding Area			
	Demoltion	Earthworks	Construction	Trackout
Dust Soiling	High	High	High	Medium
Human Health	Medium	Medium	Medium	Low
Ecological	Low	Low	Low	Low

STEP 2C Combine Outputs from Steps 2A & 2B

Combine Answers to Table 4.1 with Table 4.5 and Risk Impacts in Tables 4.6 - 4.9

Summary of Site Specific Dust Risk

Potential Risk	Risk			
	Demoltion	Earthworks	Construction	Trackout
Dust Soiling	Medium	Medium	Medium	Negligible
Human Health	Low	Low	Low	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible

APPENDIX B

Dust Mitigation Measures

Appendix to Question 37 – Dust Mitigation Measures

85 Camden Mews, London NW1 9BJ

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	Yes
Develop a Dust Management Plan.		XX	XX	Yes
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	Yes
Display the head or regional office contact information.	XX	XX	XX	Yes
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX	Yes
Make a complaints log available to the local authority when asked.	XX	XX	XX	Yes
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	Yes
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	Yes
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	XX	XX	XX	Yes

recorded in the log book.				
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	Yes
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	Yes
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	Yes
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X	n/a
Avoid site runoff of water or mud.	XX	XX	XX	Yes
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX	Yes
Remove materials from site as soon as possible.	X	XX	XX	Yes
Cover, seed or fence stockpiles to prevent wind whipping.		XX	XX	Yes
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX	Yes
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.			X	
Agree monitoring locations with the Local Authority.		X	XX	Yes
Where possible, commence baseline monitoring at least three months before phase begins.		X	XX	Yes
Put in place real-time dust and		X	XX	Yes

air quality pollutant monitors across the site and ensure they are checked regularly.				
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	Yes
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX	Yes
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX	Yes
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	Yes
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	Yes
Waste management				
Reuse and recycle waste to reduce dust from waste materials	XX	XX	XX	Yes
Avoid bonfires and burning of waste materials.	XX	XX	XX	Yes

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	Yes
Ensure water suppression is used during demolition operations.	XX	XX	XX	Yes
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	XX	XX	XX	Yes
Bag and remove any biological debris or damp down such material before demolition.	XX	XX	XX	Yes

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	Yes
Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.		X	XX	Yes
Only remove secure covers in small areas during work and not all at once.		X	XX	n/a

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	Yes
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	Yes
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	Yes

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	Yes
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX	Yes
Record all inspections of haul routes and any subsequent action in a site log book.		XX	XX	Yes
Install hard surfaced haul routes,		XX	XX	Yes

which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.				
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;		XX	XX	Yes
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	n/a
Access gates to be located at least 10m from receptors where possible.		XX	XX	n/a
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site		X	XX	n/a

APPENDIX C

Background Acoustic Survey