Construction Management Plan

pro forma v2.2

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
2/10/2018	Rev C	John Haynes – MY Construction – Amended Responses to Feedback Template dated 27th September 2018.

Additional sheets

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

Date	Version	Produced by
		John Haynes,

Introduction

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

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

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

This CMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Community Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

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

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

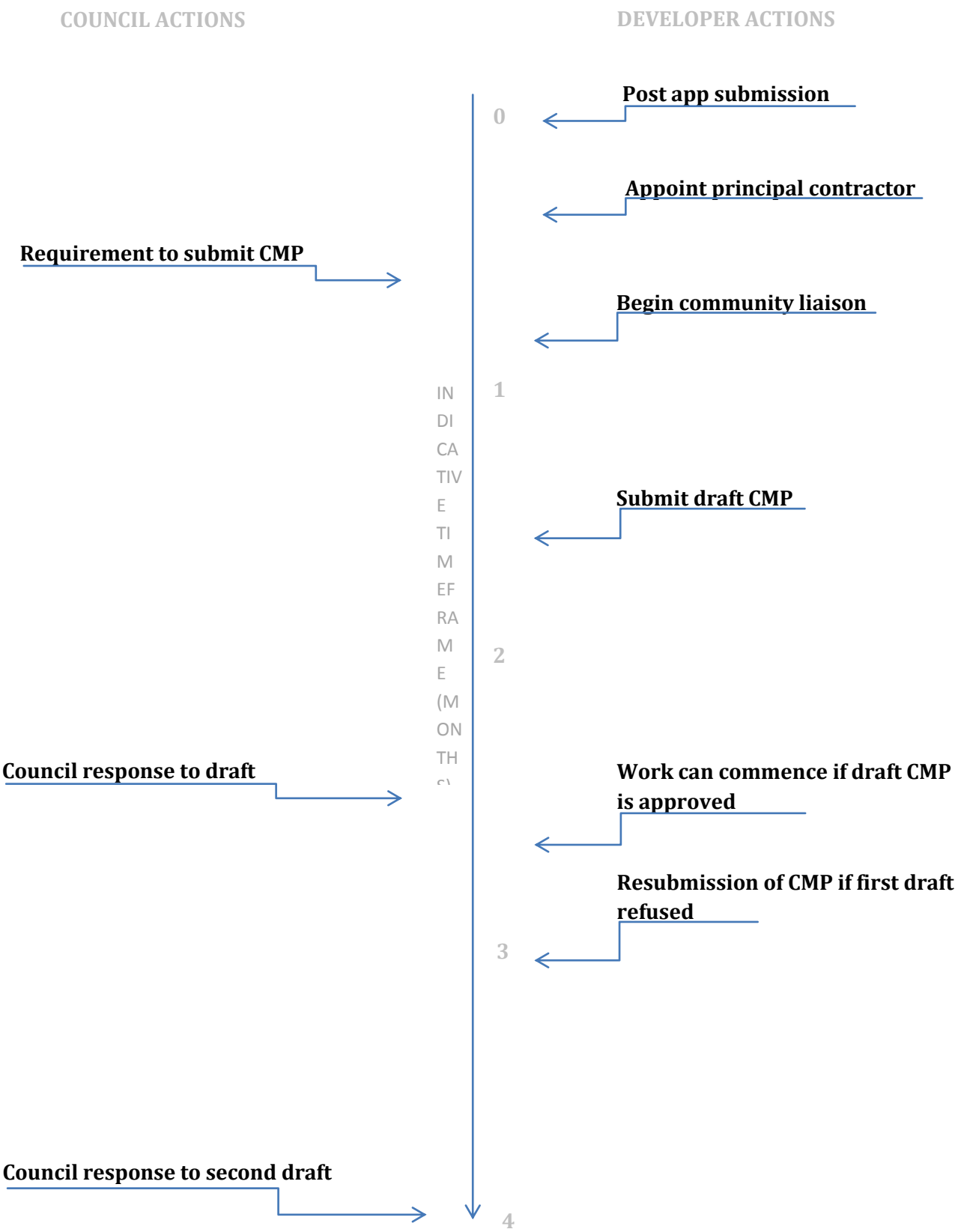
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

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

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
INDICATIVE TIMEFRAME (MONTHS)
Submit draft CMP
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: 51 Fitzjohn's Avenue, London, NW3 6HP

Planning reference number to which the CMP applies: 2013/7379/P

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

Name: John Haynes

Address: M Y Construction & Carpentry Ltd, Unit 5, Sayer House, Oxgate Lane, London NW2 7JN

Email: jhaynes@myconstruction.co.uk

Phone: 0208 4505747

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: Jacob Zrihen

Address: M Y Construction & Carpentry Ltd, Unit 5, Sayer House, Oxgate Lane, London NW2 7JN

Email:Jacob@myconstruction.co.uk

Phone: 07779 162961

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: All as Question 3

Address:

Email:

Phone:

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: All as Question 3

Address:

Email:

Phone:

Site

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

The site is located to the west of Fitzjohn's Avenue, to the south of Netherhall Gardens and north of Nutley Terrace. The site is approximately 700 metres to the south of Hampstead Station, 750 metres to the north of Finchley Road Station and 850 metres to the east of Finchley Road & Frognal Station. The surrounding land uses are predominantly residential with the exception of St Mary's School, located to the south. A site location plan is appended.

The proposals comprise the conversion of the existing 13 self contained apartments into 21 self contained flats and includes basement extension and the erection of an extension at 5th Floor level.

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).

As outlined above, the proposals comprise the conversion of the existing 13 self contained apartments into 21 self-contained flats and includes the basement extension and the erection of an extension at 5th floor level.

It is anticipated that the main challenge will be minimising the effect of construction activity on local residents and the manoeuvring of construction vehicles to/from the site.

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 receptors that could be affected by the construction activities are the surrounding residential units of 49 and 53 Fitzjohn's Avenue to the north of the site and St Mary's School to the south.

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.

The existing highway layout is shown in Motion Drawing 1804043-01, attached at **Appendix A**.

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).

51 Fitzjohn's Avenue Proposed Construction Programme.

18th June 2018 Site investigation and preparation for the commencement of the project.

25th June 2018 Commencement of the stripping out of the existing apartments

2nd July 2018 Commencement of trial holes related to the proposed basement extensions

30th July 2018 Review of the stripping out works and basement trial holes

6th August 2018 Minor revisions to the proposed refurbishment works due to findings from the stripping out works

13th August 2018 Commencement of the excavation for the proposed extension of the rear Lower Ground Floor with the structure following on.

15th October 2018 Commencement of the refurbishment of the apartments at First Floor Level

15th October 2018 Commencement of the excavation for the proposed extension of the front Lower Ground Floor.

12th November 2018 Commencement of the refurbishment of the apartments at Second Floor Level

10th December 2018 Commencement of the refurbishment of the apartments at Third Floor Level

7th January 2019 Commencement of the refurbishment works within the existing Lower Ground Floor

14th January 2019 Completion of the refurbishment of the apartments on the First Floor

4th February 2019 Commencement of the refurbishment of the apartments at Fourth Floor Level

11th March 2019 Completion of the refurbishment of the apartments on the Third Floor

20th March 2019 The Construction of the Fifth Floor Extension to the building.

6th May 2019 Completion of the refurbishment of the apartments on the Second Floor

13th May 2019 Completion of the refurbishment of the apartments on the Fourth Floor

27th May 2019 Commencement of the refurbishment of the apartments at Fifth Floor Level

8th July 2019 Completion of the refurbishment of the apartments on the Fifth Floor

8th July 2019 Commencement of the refurbishment of the apartments at Ground Floor Level and the Lower Ground Floor Levels.

29th July 2019 Commencement of the refurbishment of the Common Parts.

23rd September 2019 Completion of the project.

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

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The standard working hours as outlined above will be adhered to.

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 to services are proposed but will be confirmed after Planning Permission..

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 Councillor

The scheme has been reviewed with London Borough of Camden planning officers as part of a pre-application consultation.

A series of meetings have been held with the Headmaster of the school, to the south of 49, Both 49 and 51 are owned by our Client, the property beyond the School to the South and two properties to the north of 51.All responses received to date have been verbal and any outstanding issues are being dealt with under the Party Wall Agreements. Contact will be maintained with the occupants above on the Progress of the Development.

14. Construction Working Group ease provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

The Construction Project Manager will be responsible for updating the local community.

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 Client will instruct the Main Contractor, once appointed, to register the Project with the Considerate Constructors Scheme , The registration number will be advised in due course.

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 are aware of works currently being undertaken at 43-45 Fitzjohn's Avenue (2017/2974/P) and next door at No 49 (2015/5379/P) The Construction Project Manager will liaise with the Project Managers of this and any other consented developments in the area to ensure that deliveries are coordinated where possible.

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:

My Construction & Carpentry Ltd.

Address: Unit 5, Sayer House, Oxgate Lane, London, NW2 7JN

Contact Name: Jacob Zrihen

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 the appointed Contractor 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.

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:

Sony Douer – SD Investment & Management Limited – Building Owner

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.

It is anticipated that construction vehicles will access the site from the A41 to the south. Vehicles will proceed northbound along College Crescent before joining Fitzjohn's Avenue to access the site. Vehicles will reverse into the site to access the temporary vehicle loading area utilising the existing vehicle crossover.

All vehicles will exit the site in a forward gear proceeding southbound along Fitzjohn's Avenue and College Crescent before re-joining the A41. A vehicle routeing plan is attached whilst drawing 1804043-02 shows the proposed site set-up.

All vehicle movements to and from the site will be supervised by trained banksmen.

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

All contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all other measures detailed in this plan prior to journeys being undertaken. All contractors and visitors to the site will be advised to undertake travel to the site by public transport, foot or cycle. The Construction Project Manager will provide all site personnel with details of local public transport services.

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 table below outlines the phases and anticipated duration of each phase.

Phase	Weeks
Site Setup	2 Weeks[TBC]
Demolition	6 Weeks[TBC]
Excavation	8 Weeks[TBC]
Structural Works	16 Weeks[TBC]
Non-structural Works/Internal Fit Out	30 Weeks[TBC]
Site Clear Up	3 weeks[TBC]

3 Axle Tipper
This vehicle will be approximately 8.0 metres long, 2.5 metres wide and 3.5 metres high. In the order of 3 vehicles per day will access the site during the demolition and excavation phases of the works with a dwell time of 30-40 minutes.

Concrete Lorries
This is the largest vehicle that is anticipated to access the site. Concrete vehicles will be approximately 8.3 metres in length with a width of 2.5 metres and a height of 4.0 metres. Deliveries will take place during the structural phase of the programme and it is anticipated that an average of 4-6 vehicles could be expected on the day of pouring. These vehicles will have an average dwell time of 40 minutes.

Skip Lorries
These will be approximately 6.3 metres in length, 2.5 metres wide and 3.7 metres high. In the order of 3 vehicles per day will access the site during the demolition and excavation phases of the works with a dwell time of 30-40 minutes.

Flat-bed Truck/ Panel Van
These vehicles are typically 7.0 metres long and 2.4 metres wide. Flat-bed vehicles will be used to deliver various materials including scaffolding, steel work, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. Deliveries are likely to be expected on average 2 to 3 times per day throughout the works with a typical dwell time of 40 minutes.

Transit type vans
These would be up to 6.0 metres in length and 2.0 metres wide and would primarily associated with tradesmen that would be visiting the site during the latter stages of work such as electricians, plasterers and decorators. There could be in the order of 3 to 4 movements per day with a dwell time of 10 to 15 minutes.

As there are several schools in the vicinity of the Site and the proposed access and / or egress routes, then additional, deliveries must be restricted to between 9.30am and 3.00pm on weekdays during term time, and between 8.00am and 1.00pm on Saturdays. Outside of term time, construction vehicles are acceptable between 9.30am and 4.30pm.

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

We are aware of works currently being undertaken at 43-45 Fitzjohn's Avenue (2017/2974/P) and next door at No 49 (2015/5379/P). The Construction Project Manager will liaise with the Project Managers of this and any other consented developments in the area to ensure that deliveries are coordinated where possible.

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 are to be booked in with the Construction Project Manager at least 24 hours before and all drivers will be informed of the vehicle route and location of the appropriate loading area prior to undertaking a journey to the site. All drivers will be required to phone 20 minutes prior to arriving on site to confirm that the loading area is clear. If the loading area is not available, the vehicle shall not proceed to the site and will be given an alternative delivery time. Vehicles will not be permitted to wait, stack or circulate on the roads within the borough.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

No off site holding areas are proposed.

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).

No further measures are considered necessary.

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

It is proposed that a temporary vehicle loading area is created within the curtilage of the site. Construction vehicles will reverse from Fitzjohn's Avenue into the site and utilise the existing vehicle crossover. All vehicles will exit the site in a forward gear.

Drawing 1804043 -TK01 shows a concrete lorry (the largest vehicle expected to visit the site) accessing and exiting the temporary loading area.

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

All vehicle movements to and from the loading area will be supervised by a minimum of 2 trained banksmen in order to manage the interaction between pedestrians, cyclists and other road users.

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

Please refer to drawing 1804043 -TK01, TK02 and TK03 showing expected construction vehicles accessing 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.

During demolition, excavation and concrete to basement phases, a high pressure jet wash wheel cleaning station will be located by the site access gate and in addition a road sweeper will be in attendance to provide regular passes 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.

As outlined in question 6, all loading activity will take place within the curtilage of the site. All materials and plant will be stored on site. All deliveries will be on a 'just-in-time' basis so as to minimise the storage requirements. Further details will be provided by the contractor, once appointed.

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.

No parking bay suspension or temporary traffic orders are required to facilitate the works.

25. Scaled drawings of highway works

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

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

No highway works are considered necessary.

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

No Highway Works are considered necessary.

26. Diversions

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

No vehicular diversions are anticipated to be required as part of the works.

27. VRU and pedestrian diversions, scaffolding and hoarding

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

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

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

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

A secure, lockable hoarding will be in place around the site boundary on Fitzjohn's Avenue fronting No 51. All vehicle movements will be supervised by a minimum of 2 trained banksmen to manage the interaction between construction vehicles, pedestrians and cyclists.

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.

No structures will overhang the public highway.

SYMBOL IS FOR INTERNAL USE

Environment

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

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

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

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

Demolition Noise Generation Activity Table

Demolition Activities	
Demolition of Part Existing Building	360 tracked excavators with munchers – short duration
Load and remove demolition rubble (crushing and screening to be undertaken off-site)	360 tracked excavators, 20 tonne tipper trucks – short duration

Construction Noise Generation Activity Table

Construction Activities	
Groundworks	Excavations for extended lower ground floor, drainage and services Concrete pour for lower ground floor floor slab & retaining walls Lorries and excavators in use daily Compressors, breakers and hand power tools
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 Cladding	Hand and portable power tools only

ut.

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.

The Baseline Survey has been carried out for the next door property, No 49, but a new report and monitoring recommendations will be prepared, a copy of which will be provided.

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

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

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.

The following specific noise control measures will be adopted:-

i. There will be a solid 2.4m perimeter hoarding which provides a level of screen to the noise sensitive locations.

ii.

iii. iii. For demolition works, only equipment that breaks concrete by munching or pulling rather than by percussive methods where this is practical;

iv.

v. iv. All access gates will be controlled to minimise flanking noise;

vi.

vii. v. All hand held and portable equipment, where practicable, will be electrically powered;

viii.

ix. vi. All plant and equipment should be maintained in good working order

x.

xi. vii. Plant, when in operation intermittently, will be switched off during periods of inactivity;

xii.

xiii. ix. All vehicles will observe site speed limits;

xiv.

xv. x. 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);

xvi.

xvii. xi. Care will be taken when loading and unloading materials to limit impact noise and the loading are will be enclosed within the site.

xviii.

xix. xii. Vehicles will not be permitted to queue on the road or pavement outside the site access;

xx.

xxi. xiii. Vehicles parked within the site, outside working hours will have their engines switched off;

xxii.

xxiii. xiv. Vehicle routes and traffic management will be arranged to avoid where possible any reversing operations;

xxiv.

xxv. xv. 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.

xxvi.

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.

In addition the contractor will appoint KP Acoustics (Britannia House ,11 Glenthorne Road, London W6 0LH) to install and maintain the real-time acoustic monitoring equipment described in Q 35 below
KP Acoustic will also provide training to the site management staff on the operation of the equipment and noise mitigation measures in line with BS5228, and in particular the installation and maintenance of the acoustic screens to the site perimeter and the demountable sound barriers.

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

Hoardings bordering the frontage of the property will help to contain any dust. Where required, scaffolding and sheeting can be erected to further contain dust. Water dampening measures will also be used if considered necessary.

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. Provision of jet-washing facilities at the site exit where vehicles leave site onto public roads.
ii. Provision of an area of hard surfacing where tracked vehicles can be cleaned/checked after cleaning before leaving site;
iii. 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;
iv. Covering of all loads entering or leaving site;
v. 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.

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

It is not envisaged that any special measures will be required but should it become necessary the following can be put in place.

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 200ug.m-3 (15minute 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.

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. The inspection will take the form of a walkover inspection using short lengths of self-adhesive tape applied to robust horizontal surfaces to check for site generated dust (usually light in colour). An initial walkover survey to establish level of background urban dust (usually grey/black) will be carried out at the commencement of works. The survey will cover publicly accessible locations. The result of the inspections will be recorded in the Site Manager's Daily Diary. Off-site inspections will be triggered when a survey of site perimeter indicate that dust levels are above the normal background levels, or that a higher PM10 level is detected by the continuous monitoring equipment (see Item 35 - A)

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. Noise monitors will be co-located with the dust monitors positioned on the transect of the site in the direction of the prevailing wind
ii. 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
iii. 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.
iv. 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.

v. The contractor also will retain a properly serviced and calibrated hand held noise monitor to enable regular noise level reading to be taken at the site boundaries whenever noisy operations are underway and to identify levels of specific noise generating activities.
vi. A seismograph with a visual and audible alert system will be deployed on site during demolition.
vii. Where noise exceeds noise limits for a period of 10 or more days of working in any fifteen consecutive days or for a total number of days exceeding 40 in any 6 month period provisions for temporary respite accommodation will be offered.

See also Appendix B – Construction Dust Assessment dated 6th February 2018 as prepared by Air Quality Assessments Ltd – as used in the CMP for No 49 Fitzjohn's Avenue, the Property next door.

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.

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 C

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 C.

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 - Initial investigation indicates that there is no evidence of a rat or mouse infestation.

The Contractor will appoint a rodent control expert, namely - JG Pest Control, Kings Quay, Chelsea Harbour, London SW10 0UX should the situation change during the Construction Period.

They will carry out a site survey. Based on site survey they will be placing external bait boxes and internal stations as required. This will be monitored every 7 to 10 days during the first month, to establish extent of any infestation, based on how much of the bait has been taken if any, and / or any evidence. They will adjust the number of boxes and frequency of visits to suit the findings and site. Every visit, the boxes will be inspected, topped up as necessary .
The boxes will be maintained and monitored during the construction.

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

An Asbestos Survey will be carried our prior to commencement of the Works.

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 demolition and construction works include obligations that the contractor ensures 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 : tba

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

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

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register are to be provided by the Contractor prior to commencement of works on Site, including the site name under which it has been registered:

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

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: Confirmed

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: …J F Haynes……

Date: ……2/10/2018……..

Print Name: ……John Haynes……..

Position: ……Quantity Surveyor……

Please submit to: planningobligations@camden.gov.uk

End of form.

APPENDIX C

Dust Mitigation Measures

Camden

Appendix to Question 37 – Dust mitigation measures

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

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

XX Highly Recommended
X Desirable

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACKOUT

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

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

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

waste materials.				

MEASURES SPECIFIC TO DEMOLITION

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

MEASURES SPECIFIC TO EARTHWORKS

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

MEASURES SPECIFIC TO CONSTRUCTION

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

MEASURES SPECIFIC TO TRACKOUT

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

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

APPENDIX B

CONSTRUCTION DUST ASSESSMENT