Construction Management Plan

30 GLENILLA ROAD, LONDON, NW3 4AN

Camden

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Appendix A – Neighbourhood Consultation Letter

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Appendix D – Dust Risk Assessment

Appendix E – Asbestos Survey Report

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
29 June 2020	Draft	Colin Buchanan
8 July 2020	Draft V2	Colin Buchanan
21 July 2020	Final	Colin Buchanan

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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 nature 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 the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

Camden charges a fee for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during construction. 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 road closures or hoarding licences.

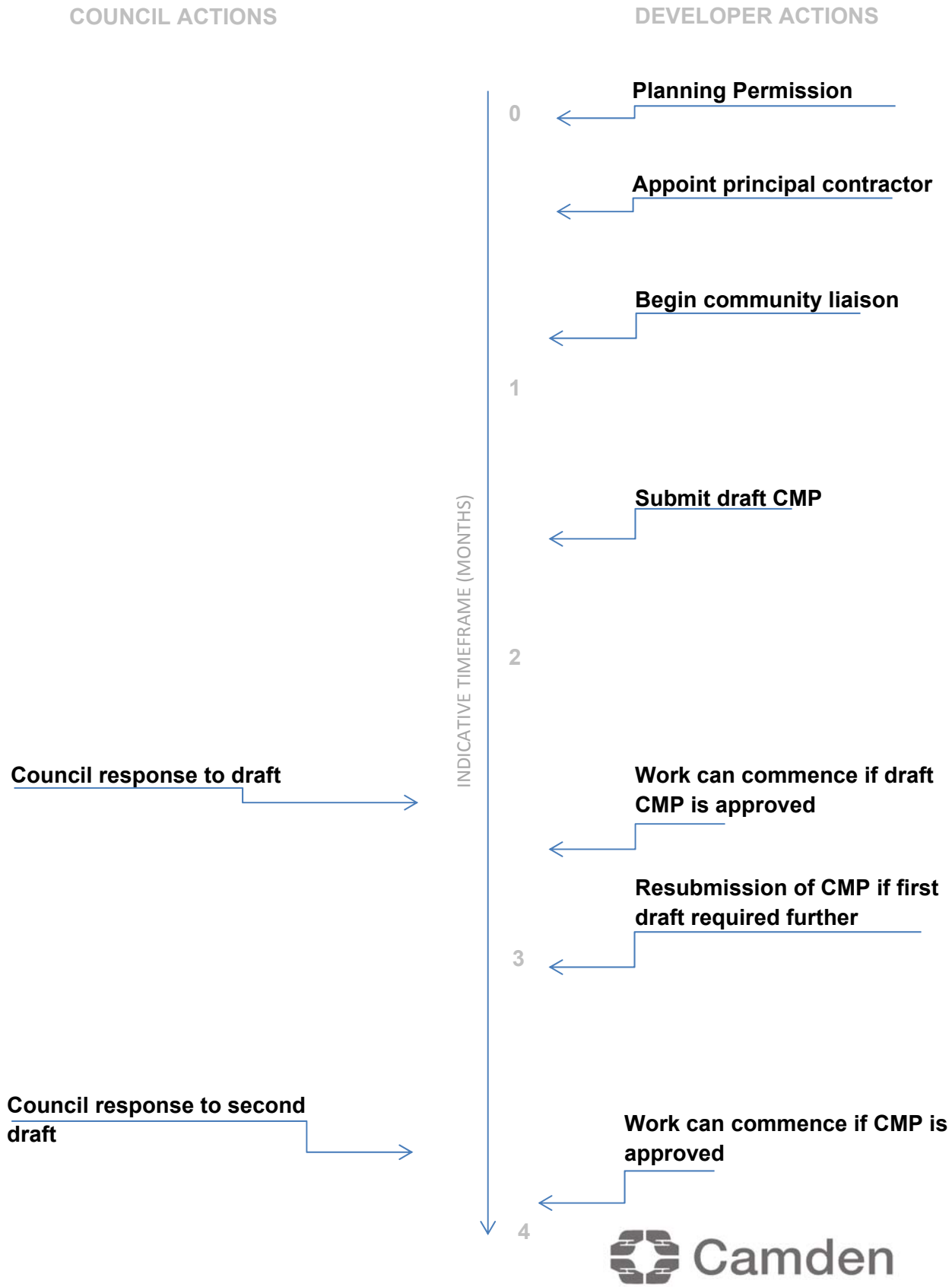
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

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 only provide the information requested that is relevant to a particular section.

(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
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: No. 30 Glenilla Road, London, NW3 4AN

Planning reference number to which the CMP applies: 2018/0932/P

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

Name: Colin Buchanan

Address: 109-112 Temple Chambers, 3-7 Temple Avenue, London, EC4Y 0HP

Email: colin.buchanan@createconsultingengineers.co.uk

Phone: 020 7822 2300

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: Paul Poulter, Managing Director

Company: Surrey Excavations Ltd

Address: Upper Leewood Farm Yard, Effingham Common, Leatherhead, KT24 5JQ

Email: info@surrey-excavations.co.uk

Phone: 01372 750518

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: Paul Poulter, Managing Director

Company: Surrey Excavations Ltd

Address: Upper Leewood Farm Yard, Effingham Common, Leatherhead, KT24 5JQ

Email: info@surrey-excavations.co.uk

Phone: 01372 750518

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: Paul Poulter, Managing Director

Company: Surrey Excavations Ltd

Address: Upper Leewood Farm Yard, Effingham Common, Leatherhead, KT24 5JQ

Email: info@surrey-excavations.co.uk

Phone: 01372 750518

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 comprises two adjacent sites located in the London Borough of Camden, approximately 250m south west of Belsize Underground Station (see Figure 1 below).

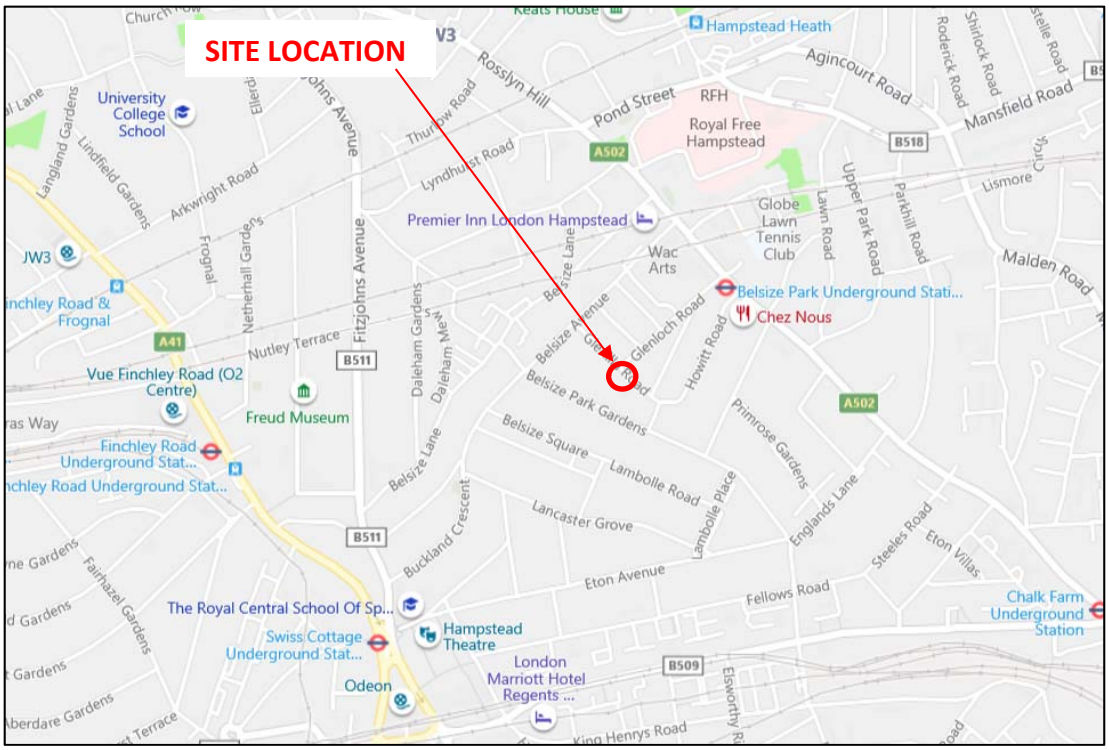


Figure 1: Site Location Plan

The Site is accessed via Glenilla Road and is currently occupied by a residential dwelling (No. 30 Glenilla Road). The Site is located in an entirely residential area, with a residential property (No. 28) bounding the Site to the northwest and a church to the southeast (No. 32 Glenilla Road, proposed for residential redevelopment). Residential gardens from properties fronting onto Belsize Park Gardens bound to the Site to the south and Glenilla Road bounds the Site to the north with further residential properties beyond.

The works at No. 30 Glenilla Road comprise the demolition of existing dwelling house and erection of four storey replacement dwelling with single storey basement and associated hard and soft hardstanding works including erection of garden room to rear and bin store to front of property.

The layout of the Site and the surrounding area is provided in Figure 2 below:

Figure 2: Site Layout Plan

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

The project comprises the demolition of the existing building a two-storey residential dwelling at No. 30 Glenilla Road and the erection of a four storey dwelling with basement.

The development will take place entirely within the existing footprint of the Site. It is envisaged that the retaining walls will be contiguous piled retaining walls with the foundations built off pile caps and the superstructure will be concrete frame. Heave protection will be provided to underside of the basement slab.

There is limited space for the storage of demolition materials on the Site, prior to off-site disposal. There is no space on the site for storage and deliveries during construction, materials and equipment will need to be delivered to Site on an as required basis. Demolition and construction traffic will need to park temporarily on the highway during deliveries and collections.

The Site is located in an entirely residential area with a residential property directly adjacent to the northwest, a disused church to the southeast and further residential properties to the south and north.

The following nearest potential receptors have been identified that may be affected by on-site activities:

Receptor:	Likely Impacts:
Local residences adjacent (east, west and north) of the Site on Glenilla Road.	Noise and dust from on-site works, traffic impacts from delivery vehicles, access during works.
Local residences to the south on Belsize Park Gardens	Noise and dust from on-site works and traffic impacts from delivery vehicles.
Local residences in wider geographical area	Noise from on-site works and traffic impacts from delivery vehicles.
Local businesses in wider geographical area	Noise from on-site works and traffic impacts from delivery vehicles.

8. 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 is expected to start in August 2020 (subject to planning) and is anticipated to be completed within 18 months. The start date will be dependent on planning and the programme of the appointed Principal Contractor.

A more detailed construction programme will be submitted by the Contactor for the final CMP.

9. 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

Confirmed.

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.

10. Sensitive/affected receptors

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.).

Residents on Glenilla Road to the southeast (Nos. 32 to 44)

Residents on Glenilla Road to the northwest (Nos 28/28a/28b, 1 to 10 Sussex House, 1 to 5 Belsize Studios and 2 to 4 Glenilla Road

Residents on Glenilla Road opposite side of road (Nos 1 to 19

Residents on Glenloch Road opposite the Site (Nos. 37 to 25 and 54 to 42)

Residents on Glenmore Road (Nos 24 to 30 and 55 to 65)

Residents on Belsize Park gardens to the south (Nos. 10 to 34)

11. 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.

A letter informing the neighbours of the originally proposed works (for a combined project for Nos. 30 and 32 Glenilla Road) was sent to all the residents identified in Q10 above on 6th November 2019.

A further letter informing the neighbours that the proposed works for No. 30 Glenilla Road was to proceed with revised start date and duration was sent to all residents on 29 June 2020, although an incorrect reference ws used.

12. Construction Working Group

At the time of completing this draft CMP, only one response to the original consultation letter had been received from the neighbours (No. 22 Belsize Gardens). A concern was raised with respect to damage to their property and a response was provided to the resident that whilst their property is not be not at risk of damage, if they wished to document the condition of their property and provide this to us we would be happy to make reference to these records if concerns were raised and that concerns will be raised with the Contractor.

If any further feedback is received, this will be considered in further revisions to this CMP.

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

A working group is not proposed for this development.

This CMP will be made accessible to all residents. The residents will be provided with contact details of the Principal Contactor appointed, including contact details for any complaints.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

A corrected letter informing the neighbours that the proposed works for No. 30 Glenilla Road was to proceed with revised start date and duration was sent to all residents on 8 July 2020.

The appointed Principal Contractor will comply with the following:

- Construction Logistics and Cyclist Safety (CLOCS) scheme;
- Contractors Health and Safety Assessment Scheme (CHAS);
- Considerate Constructors Scheme (CCS) or similar;
- Freight Operators Recognition Scheme;
- Construction Industry Training Board (or similar) scheme (CITB) with operatives and management holding CSCS, CPCS, CCDO, etc. cards;
- Site Managers Safety Training scheme / CSCS Gold Card;
- Qualified First Aiders.

14. 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.

No existing or anticipated construction sites have been identified in the local area at the time of preparing this draft CMP. It is understood that the development works at No 32 will proceed, although these works are not anticipated to commence in the short term, hence the decision to proceed with No. 30 works in isolation.

This review will be updated in consultation with Camden Council prior to the commencement of construction of the proposed development to identify any new proposals and the timings for construction of all relevant developments in the area.

The appointed Principal Contractor will liaise closely with Camden Council and the contractors on any other local development sites where construction will be occurring within the same time period to ensure that cumulative effects are managed and impacts minimized.

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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Name: Surrey Excavations Ltd

Address: Upper Leewood Farm Yard, Effingham Common, Leatherhead, KT24 5JQ

Email: info@surrey-excavations.co.uk

Phone: 01372 750518

16. 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).

Compliance with CLOCS is aligned with the requirement for accreditation with the Freight Operators Recognition Scheme (FORS). All fleet operators will need to demonstrate accreditation to FORS Bronze Level as a minimum. Accreditation under the FORS scheme will be a contractual requirement and compliance in respect of operational, vehicle and driver compliance aspects with CLOCS requirements will be as follows:

Independent pre-commencement checks will be made using the online FORS accreditation database and other equivalent accreditation schemes and assessments made with respect of quality operation, incident reporting, routeing compliance, equipment fitted to vehicles, licensing and driver training and development.

On-site checks for compliance will include ensuring vehicles display valid FORS certification including ID number at all times, physical check of driver licences upon arrival, real time compliance of drivers to traffic routeing plans and physical check of vehicles for cleanliness, mirror blind spots, warning signage, side guards/audible warning equipment and beacons.

Where considered applicable, off-site compliance checks may also be undertaken at the depot to review vehicle maintenance, driver training and vehicle incident reporting records.

17. 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.

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.

18. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

The demolition and construction traffic will access the site from either the west (TLRN< Swiss Cottage) or the east / southeast (TLRN, Camden Town).

The route from the west will comprise from the TLRN north on Fitzjohn's Avenue and taking the first right into Belsize Avenue. The traffic will then take the fifth turning into Glenilla Road to access the site. The route from the east / southeast will comprise from the TLRN in Camden Town north on Chalk Farm Road and take the right turn to Haverstock Hill (A502) at Chalk Farm and proceed to the Belsize Avenue turning, turning left and then take the fourth left turn into Glenilla Road to access the site.

The traffic will then temporarily park in the suspended resident's parking bays outside the Site.

Traffic leaving the Site will continue along Glenilla Road to the junction with Belsize Park Gardens. The vehicles will turn right and proceed northwest along Belsize Park Gardens to the junction with Belsize Avenue. Traffic returning west will then turn left into Belsize Avenue and continue onto the junction with Fitzjohn's Avenue, turning left and re-joining the TLRN (Swiss Cottage). Traffic returning to the east / southeast will turn right and proceed north

east along Belsize Avenue towards Haverstock Hill, then turn right onto Haverstock Hill and continue into Chalk Farm Road and then around the one-way system (left into Castlehaven Road, right into Hawley Road and right into Camden Street) to re-join the TLRN (Camden Town).

Demolition and construction traffic will avoid using any other residential streets wherever possible.

See Figure 3 overleaf to illustrate vehicle routing.

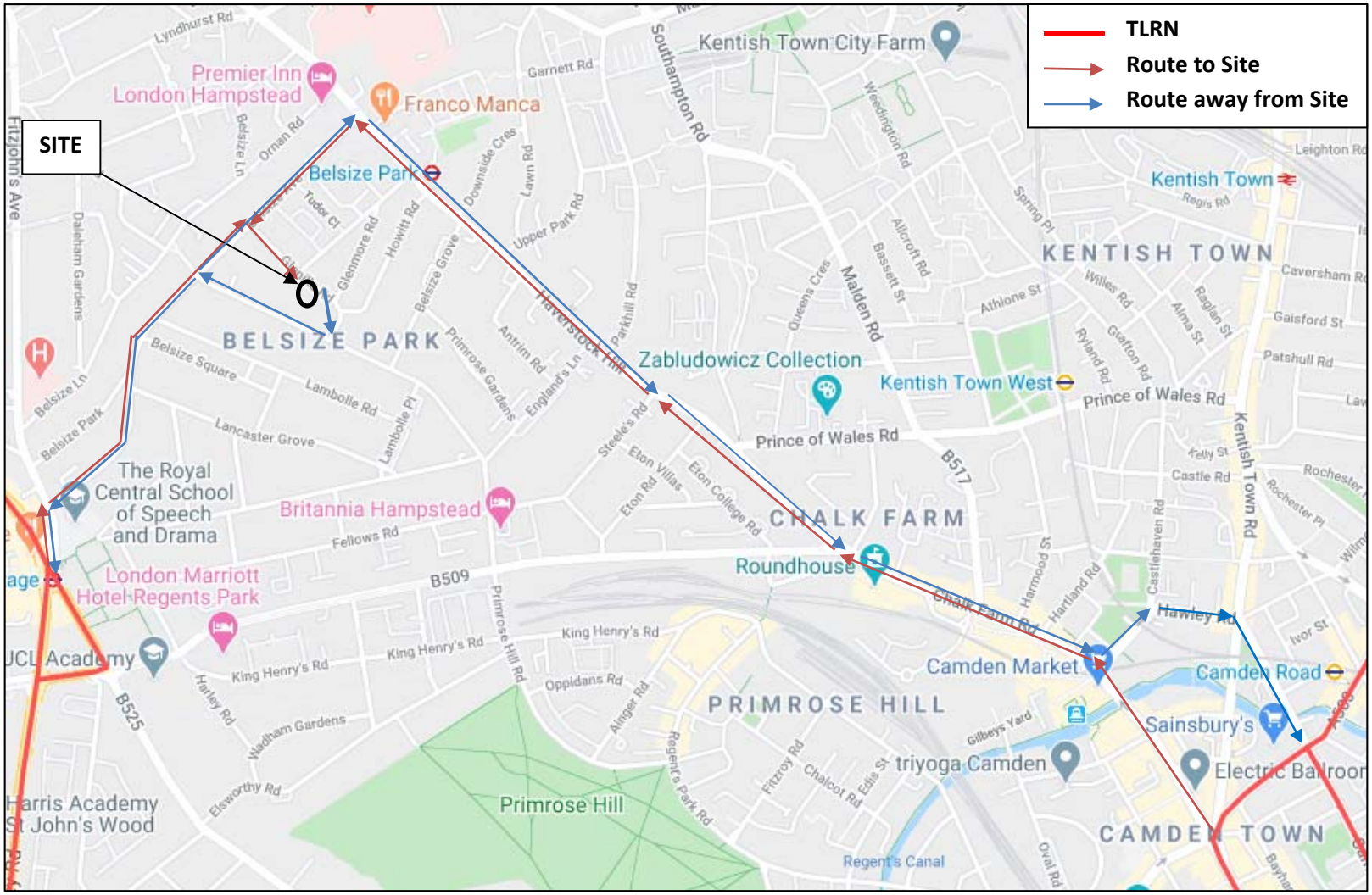


Figure 3: Traffic Routing

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

The route has considered potential constraints and mitigate, where possible, for any impacts on existing traffic. The agreed route is detailed within this CMP.

Site delivery times to avoid peak traffic will be assessed and determined. The confirmed route will be submitted to Camden Council for review and agreement if changed prior to commencement of construction. All companies delivering to the proposed development site will be provided site logistics, traffic management and confirmed approved routing to and from the proposed development site including directions as part of their site briefing.

Prior to accessing the Site, the Principal Contractor/fleet operator will be required to brief all drivers on the agreed route to site, with briefing attendance records submitted. The CMP will be regularly reviewed by the Principal Contractor and routing may be modified or amended as considered necessary, although only following agreement with Camden Council. Factors that may influence the routing may include activities on other local development sites and local road closures.

Deliveries will be subject to a delivery management/booking system, with incoming deliveries required to be pre-booked/approved in advance. Drivers will be required to contact the proposed development site prior to departure to ensure no issues will impact the planned delivery, including current traffic conditions that could affect journey time/time of arrival. If the drivers miss their allotted timeslot, they will need to re-book and sent away from the Site. Vehicles will not be permitted to wait outside or near to the Site.

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

Site Staff	
Phase:	All
Size and types of vehicle:	Cars and small vans, although where possible all construction site staff will use public transport.
Location:	There is no access or parking associated with the site. All construction staff will need to use nearby public parking or public transport.
Frequency:	N/A
General Deliveries	
Phase:	All
Size and types of vehicle:	Standard Transit Van (Dimensions: 2.0m X 5.35m)
Location:	Temporary parking in suspended parking bays/ footpath to front of Site.
Control:	Access restricted to one vehicle at any one time. The vehicle will enter the suspended parking area in forward gear under banksman control.
Frequency:	2 to 3 per day (when required).
Estimated No. of Movements	15
Waste / Demolition Materials Removal	
Phase:	Demolition and Enabling (Basement Excavation) Works
Size and types of vehicle:	19T Tipper Trucks (dimensions: 2.5m x 6.4m) and skip swap vehicles
Location:	Temporary parking in suspended parking bays/ footpath to front of Site.
Control:	Access restricted to one vehicle at any one time. The vehicle will enter the suspended parking area in forward gear under banksman control (see Drawings in Appendix B).
Frequency:	Up to 5 per day during demolition/basement excavation operations.
Dwell Time:	Up to 60 minutes per vehicle

Deliveries	
Phase:	Construction
Size and types of vehicle:	Long wheel based panel van, rigid delivery vehicle (7.5 tonnes) or 12m rigid vehicle
Location:	Temporary parking in suspended parking bays/ footpath to front of Site.
Control:	Access restricted to one vehicle at any one time. The vehicle will enter the suspended parking area in forward gear under banksman control (see Drawings in Appendix B).
Frequency:	2 to 3 every day
Dwell Time:	Up to 30 minutes per vehicle
Concrete Deliveries	
Phase:	Construction
Size and types of vehicle:	Concrete delivery vehicle
Location:	Temporary parking in suspended parking bays/ footpath to front of Site.
Control:	Access restricted to one vehicle at any one time. The vehicle will enter the suspended parking area in forward gear under banksman control (see Drawings in Appendix B).
Frequency:	Up to 2 per day
Dwell Time:	Up to 60 minutes per vehicle

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

No other sites have been identified at the present time.

A further review will be completed immediately prior to work starting and we will liaise with any other local construction sites to coordinate deliveries and minimize overall to the highway and local residents.

Deliveries during peak times will be minimized whenever possible with routine deliveries scheduled for between 9.30am to 4.30pm.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

There are no constrained manoeuvres along the proposed route. Swept path drawings of the access and egress of the suspended parking area at the front of the Site is provided in Appendix B.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

Potential off-site holding areas for site traffic/deliveries will be confirmed by the Principal Contractor in a revised final CMP.

The requirement for an off-site holding area will be reviewed in line with the proposed programme and may be implemented during specific periods where the number and frequency of planned deliveries requires detailed timing and control to avoid waiting traffic and congestion.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

The estimated number of deliveries have been provided above.

Further consideration to reducing delivery numbers will be undertaken by the Principal Contractor and confirmed in updated CMP if necessary.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

All delivery vehicles will be required to turn off their engines on arrival and only switch on their engines when ready to depart.

20. 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)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

The site set-up plan is provided as Figure 4 below.

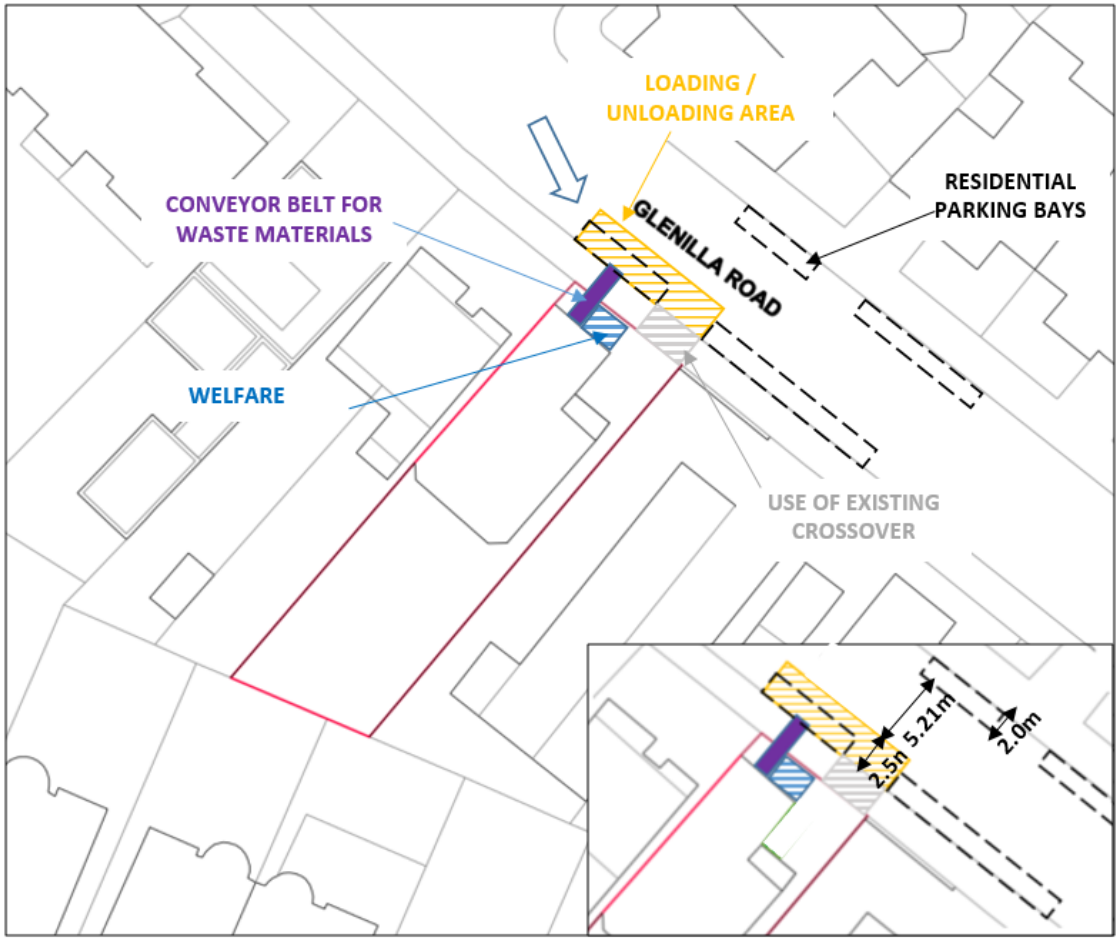


Figure 4: Site Set-Up Plan

All vehicles will approach the Site from the northwest and enter the suspended parking area outside the Site in forward gear, except of the concrete delivery lorries which will need to enter the Site in reverse gear, with the concrete pump located in the suspended parking bay.

The conveyor belt will be held on a gantry over the pedestrian pavement, with a detachable shute employed when delivering waste materials or soil arisings to a wait and load vehicle or skip, as illustrated in Figure 5 below and drawings in Appendix B.

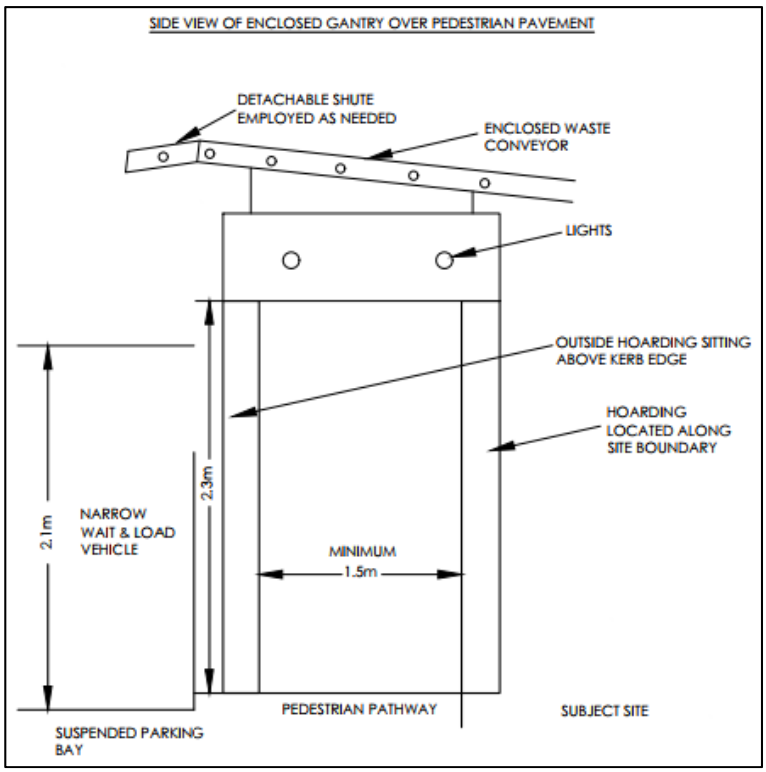


Figure 5: Site Set-Up Plan

The gantry over the pedestrian footpath will be a minimum of 1.5m wide, 2.3m tall and provided with lights to enable navigation through during the night time.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

The suspended parking bays outside the Site will be used as a temporary parking area for loading / unloading during the demolition and construction works. The widest delivery and collection vehicles proposed will be a maximum of 0.5m wider than the parking bay width, although this will still leave c. 5.21m width of Glenilla Road between these temporarily stationary vehicles and the parking bays on the opposite side of Glenilla Road. The lamp post on the footpath outside No. 30 Glenilla Road will be boxed with plywood for protection during the works.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Swept path drawings (Nos. 1894_03_001 to 003) for vehicles entering and egressing the suspended temporary parking area are provided in drawings in Appendix B.

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

A wheel wash facility is not considered necessary as the vehicles will not be entering the Site.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

A site set-up plan has been provided as Figure 4 above and as a scaled drawing in Appendix B (Drawing No. 1894_03_001).

The Principal Contractor will confirm site set-up arrangements and a detailed, finalized site set-up plan will be provided in further revisions of this CMP, if necessary.

It is not proposed that vehicles will access the site.

Materials and plant will be loaded / unloaded from the suspended parking bays outside No. 30 Glenilla Road. A temporary crossover will be formed during the loading and unloading process, and plant will access the Site via the temporary parking area (under temporary crossover – see Figure 4 above). Site staff will also access the Site via the western corner.

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

Pedestrian and cyclist safety will be maintained during construction as follows:

The pedestrian walkway will be maintained through the use of a conveyor belt on a gantry system over the pedestrian pathway during the works to dispose of waste materials into a wait and load vehicle (see Figure 5 and Drawing 1894_03_002). The existing cross over (with gated access) will be used outside the Site to enable demolition and construction plant to access / egress the Site from the loading / unloading area.

Minimum of two banksman will be available to direct construction traffic into the suspended parking area in forward gear traffic and out of the temporary parking area when leaving and create a gate for the existing crossover during the delivery of materials and the access / egress of plant.

Wherever possible, and especially for vehicles over 3.5 tonnes, drivers will be required to be accredited with the Fleet Operator Recognition Scheme (FORS), Bronze Level. Drivers will have undertaken cycle awareness training and vehicles associated with the development will need to have sideguards fitted (unless demonstrably unable to do so); have close proximity warning systems fitted, external warning devices, rear facing CCTV camera (or Fresnel Lens); have a Class VI mirror; and have prominent signage warning cyclists of the dangers of 'undertaking' on the inside of such vehicles. The amount of construction traffic and the level of disturbance to the public will be kept to a minimum – this will be continually reviewed through the monitoring process.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

The site set-up plan is provided is provided as Figure 4 above and Drawing 1894_030_001 in Appendix B, and scaled swept path drawings are provided as Drawings 1894_030_002 and 003 in Appendix B.

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

The parking bays (7.55m length) outside No. 30 Glenilla Road and partially outside No. 28 Glenilla Road will be suspended during the demolition and basement excavation works and suspended only when deliveries or waste collections are required during the construction and fit out works.

If suspensions are required for exclusive access for a period of greater than 6 months then a Temporary Traffic Order will be requested from the LPA.

Two of the parking bays outside No. 32 Glenilla Road will need to be suspended on days where concrete deliveries are provided (limited number of days) to enable the concrete delivery vehicle to access / egress the suspended loaded bay area outside the Site, with the concrete pump in the suspended parking bay (see Drawing 1894_030_002).

The anticipated programme of work is as follows:

Demolition & Basement Excavation:	3 months
Construction:	12 months
Fit Out:	3 months

24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

The occupation of the public highway is to enable access and loading / unloading for delivery / collection vehicles only during the works.

This suspension is proposed during working days only and will be released back to residents overnight and from 1pm on Saturdays and Sundays at the weekend.

It is anticipated that this will be intensive during the demolition and basement excavation phase and the suspension is likely to be required permanently, although less intensive during the construction and fit out phases and will be only be suspended when deliveries / collections are scheduled.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc.). If these are attached, use the following space to reference their location in the appendices.

Drawings 1894_030_001 to 003A (Appendix B) are scaled drawings showing construction access, suspended parking area, swept paths and the temporary crossover for plant and materials is shown in Figure 4 above. The lamp post (photo 1) will be boxed during the works, as illustrated in Figure 4 and drawings in Appendix B.

Photo 1: Lamp post

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

There will be no diversion or disruption of the public highway. The parking bays outside No. 30 Glenilla Road will be suspended and the vehicles will encroach c. 0.5m into the public highway, although a passing width of c. 5.21m on Glenilla Road will be maintained throughout the works. This is necessary to enable deliveries and collections from the Site and to protect the public.

Banksman will be available during the arrival and departing of traffic to the suspended parking area.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

During deliveries, gates will be opened to allow access to the Site from the suspended temporary parking area whilst deliveries and collections are made, as shown in Figure 4 and drawings in Appendix B.

The existing crossover for the Site will be used during deliveries and to enable plans access / egress to the Site. Banksman will be on hand during these operations to assist pedestrians where required.

During concrete deliveries, the delivery hose will be laid across the pedestrian footpath and covered by a ramp to ease pedestrian access over (see Drawing 1894_03_002, Appendix B).

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

No other structures will overhand the public highway.

27. Services

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 service upgrades are required for these works.

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.

The following key activities have been identified as activities that require plant, equipment and techniques that has the potential impact local sensitive receptors:

- Demolition; use of non-percussive techniques where practicable and equipment fitted with pulveriser/munching attachments.
- Steelwork/reinforcing bars; all fabrication and cutting should take place off site where practicable, or an acoustic enclosure used to reduce noise impact.
- Generators and air compressors; where unavoidable, plant should be the quietest available units incorporating sound attenuation measures/reduction techniques and be switched off when not in use.

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

A baseline noise survey will be completed and a copy will be provided to Camden, prior to commencement of works on site (to be included as Appendix C when completed).

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

The Best Practicable Means (BPM) will be employed to reduce noise to a minimum with noise levels aiming to maintain noise levels to ≤ 5dB(A) higher than background values at a distance of 1m from the closest façade of the noise sensitive receptor. Noise sensitive receptors are residential properties.

The following actions are to be taken should sound and vibration levels exceed the daily limit of 65 dB $L_{Aeq,10h}$ at a distance of 1m from the closest façade of the nearest noise sensitive property as determined by the BS5228 ABC Method. This is outlined within the baseline acoustic assessment (Appendix 3).

- In the event that a complaint or concern is raised, a review will be completed to remove the problem wherever possible and to establish what levels of sound and vibration have been emitted from the site and the cause of the breach;
- In the event that sound levels are not found to be unreasonable, the complaint will be reviewed, and discussions held with the third party to understand the problem further and evaluate whether the particular problem can be rectified or at least improved; and
- In the event that the limit has been exceeded, the operation will be modified and the noise and/or vibration rechecked from the operation to verify that the corrective action has been effective, actions may include reducing operating hours, re-siting the equipment, changing the method of working or installing temporary acoustic barriers such as Echo Barriers www.echobarrier.co.uk (in accordance with methods outlined in BS5228:2009+A1:2014).

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.

The following mitigation measures are proposed in order to minimise potential effects associated with noise and vibration:

- Early and thorough public relations to be established with the adjacent tenants and occupants, including timely warning/notice of any likely periods of noise activities;
- Contractor contact details to be displayed on the hoardings in place at the boundary of the site;
- Where vehicles are standing for a significant period of time, engines to be switched off and the use of vehicles' horns will be permitted only when absolutely necessary (and in line with the requirements of the Highway Code);
- Workers using any noisy plant should be fully trained and provided with suitable ear protection;
- The quietest and newest plant machinery should be used at all times, all plant machinery to be fitted with effective exhaust silencers;
- Limit the requirement for generators and motor-driven tools, where possible;
- Avoidance of percussive equipment where possible;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment;
- Site hoarding around the boundary to a height of at least 2.4m would provide a good degree of noise mitigation at ground level and to the first storey. There would be some, although limited, mitigation provided to noise sensitive receptors at higher positions; and
- Localised acoustic enclosures or screens to be fitted where possible to suppress noisy equipment.

A permanent Class 1 sound level meter will be installed at appropriate site boundary location(s) during construction activities. In order to keep the ambient sound below a reasonable level, alerts via email will be provided when the sound level exceeds the set amber trigger level, which would be dependent on the outcome of the baseline acoustic assessment.

Given there are adjoining walls, a permanent vibration monitoring transducer(s) will also be installed at the Site. Levels in terms of Peak Particle Velocity (PPV) will be recorded and alerts via email will be provided when the amber alert level of 1 $mm.s^{-1}$ is exceeded and if the red alert level of $3mms^{-1}$ is exceeded.

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

Evidence that staff have been trained on BS5228:2014 will be made available on site, will be provided to the HSE and will be made available for inspection by other parties on site should this be required, prior to commencement of works on Site.

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

The mitigation measures to prevent dust impact is detailed in Section 6 of the Dust Risk Assessment Report in Appendix D.

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.

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

Stock piles to be covered with sheeting etc. if other control measures don't work;

Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using recycled water where possible and appropriate;

Scabbling will be avoided where possible. Sand and other aggregates will be stored in bundled areas and are not allowed to dry out. Cement and other fine materials will be stored sufficiently to prevent escape of material and overfilling during delivery. Smaller supplies of fine material will be sealed and stored correctly when not fully used.

Visual assessment of dust levels will be undertaken by all Site personnel at all times to identify where excess dust levels are being generated. Regular dust soiling checks will be conducted of buildings within 100m of site boundary and provide cleaning if necessary.

Vehicles transporting materials capable of generating dust to and from site will be suitably sheeted on each journey to prevent release of materials and particulate matter. The sheeting material will be maintained in good order, free from excessive rips and tears.

Water-assisted dust sweepers will be used if necessary, focusing mainly on the site boundary and local roads.

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.

Create Dust Risk Assessment MR_JEB_P19-1894_01 is provided in Appendix D.

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.

See Dust Risk Assessment Report in Appendix D.

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.

On-going visual inspection of the Site will be undertaken at all times. If dust clouds are observed or if complaints are received relating to dust / air quality, action should be taken immediately, and a formal monitoring programme should be enacted.

When such a situation arises, the Contractor will set up a transect across the Site according to the direction of the prevailing wind. A minimum of two automatic particulate monitors, capable of measuring PM_{10} levels, shall be deployed at either end of the transect. These instruments must provide data that can be downloaded in real-time. The dust monitors must also provide an alert to Site management, such as in the form of an alarm or text message, when the Action Level has been exceeded.

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).

During works all site areas will be kept clean and tidy with organic waste stored in sealed containers and disposed of regularly. Should any rodents be identified in the area an appropriate exterminator will be contacted immediately and they will be dealt with appropriately.

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

The asbestos survey report for No. 30 Glenilla Road is provided in Appendix E.

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 Contractor will ensure appropriate controls are in place to minimise anti-social behaviour impacts from the conduct of builders e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

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): 09/20 to 08/21

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

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

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: TBC

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: Y

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: Y

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.

Signed: 

Date: 8 July 2020

Print Name: COLIN BUCHANAN

Position: TECHNICAL DIRECTOR

Please submit to: planningobligations@camden.gov.uk

End of form.

APPENDIX A

NEIGHBOURHOOD CONSULTATION LETTER

Our ref: CB/CS/P19-1849

9 July 2020

The Occupier

Dear Sir/Madam

30 GLENILLA ROAD – PLANNED DEVELOPMENT – COMMUNITY NOTIFICATION

Create Consulting Engineers Ltd was instructed by the owners of these properties to produce a Construction Management Plan (CMP) to inform the redevelopment of the residential building located at No. 30 Glenilla Road.

Further to our correspondence letter dated, please note that the incorrect planning application reference was provided. The correct scheme planning application for No. 30 Glenilla Road is 2018/0932/P. Please accept our apologies for any inconvenience caused by this administrative error.

Prior to commencement of the works, there is a requirement to produce a CMP which will detail the site, the proposed development, the key individuals and companies involved and the activities proposed on site.

As part of the CMP process, requirements will be reviewed and assessed to ensure that best practice and lowest impacts are strived for at all times including high levels of community liaison and communication.

This letter details the proposed works and timings for the project and provides you with contact details for both site management and consultants should you wish to contact them to raise any concerns of have any questions.

The development proposals are described as follows:

Demolition of existing dwelling house and erection of four storey replacement dwelling with single storey basement and associated hard and soft hardstanding works including erection of garden room to rear and bin store to front of property.

The main access to the works site will be direct from Glenilla Road and the resident parking bays outside No. 30 Glenilla Road will be suspended for the duration of the works, with a further 2No. spaces outside No. 32 Glenilla Road suspended on (limited number of) concrete delivery days only to enable access.

The works are expected to commence in August 2020 and be completed within 18 months.

Contact address and full details for the persons responsible for dealing with any complaints from local residents or businesses and community liaison:

Name of Project Manager:	James Dover
Name of Company:	SG Consulting Ltd
Company Address:	Arena Business Centre The Square Basing View Basingstoke RG21 4EB
Telephone:	01256 638009
Email:	jdover@sgconsultingltd.co.uk

Or

Name of Consultant Contact:	Colin Buchanan
Name of Company:	Create Consulting Engineers Ltd
Company Address:	109-112 Temple Chambers 3-7 Temple Avenue London EC4Y 0HP
Telephone:	0207 822 2300
Email:	colin.buchanan@createconsultingengineers.co.uk

The developers, contractor and consultants would welcome feedback from local residents both before, during and after the contract has been completed so please feel free to contact the above representatives should you have any questions or concerns or should you require to see a copy of the CMP.

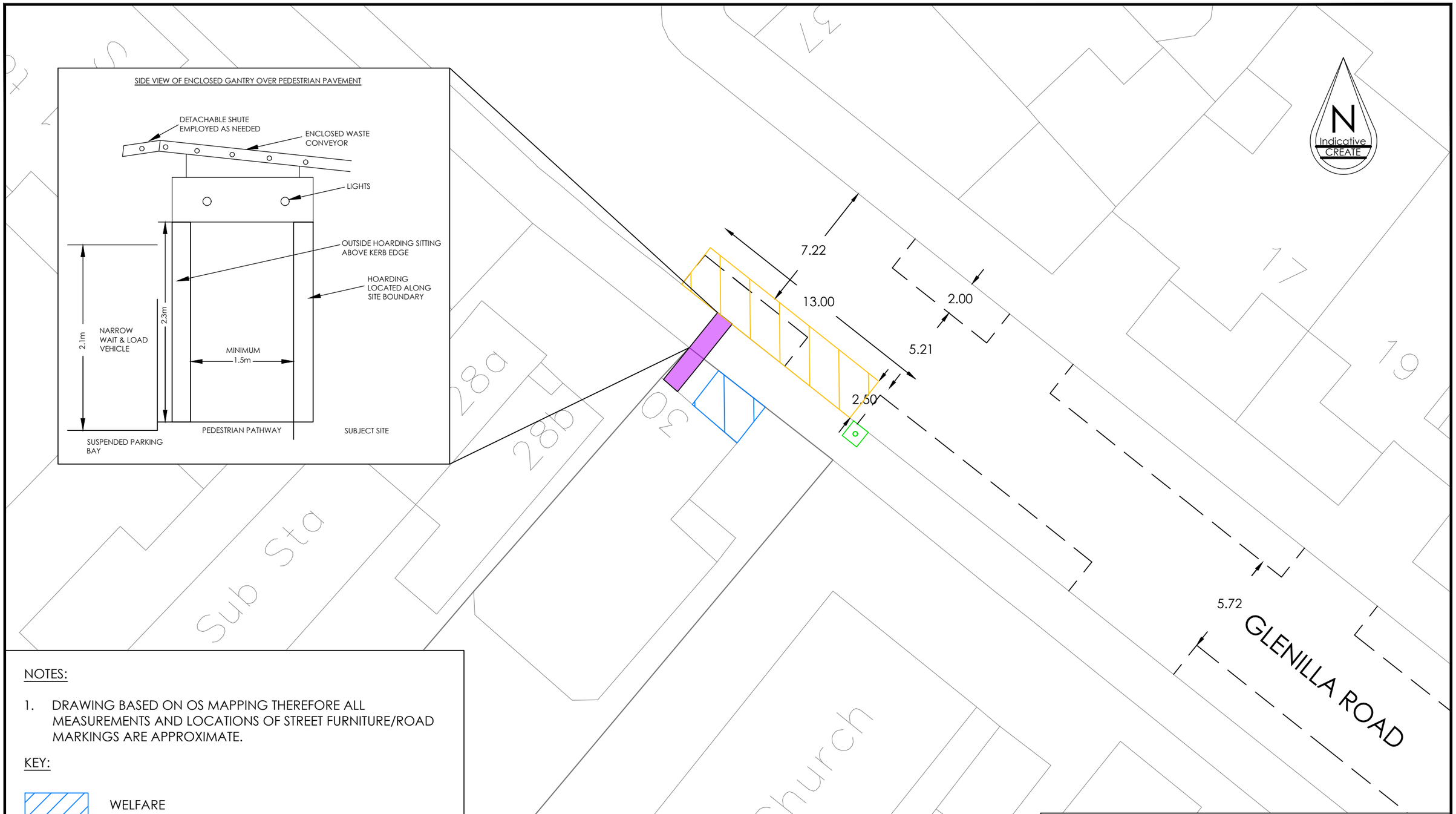
Yours faithfully

Colin Buchanan
Technical Director – Create Consulting Engineers

APPENDIX B

CONSTRUCTION ACCESS AND SWEPT PATH DRAWINGS

SIDE VIEW OF ENCLOSED GANTRY OVER PEDESTRIAN PAVEMENT



NOTES:

1. DRAWING BASED ON OS MAPPING THEREFORE ALL MEASUREMENTS AND LOCATIONS OF STREET FURNITURE/ROAD MARKINGS ARE APPROXIMATE.

KEY:

- WELFARE
- GANTRY
- LOADING/UNLOADING AREA
- STREET LIGHTING & PARKING SIGN INCLUDING TEMPORARY PROTECTIVE BARRIER

REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED

PROJECT: GLENILLA ROAD	DATE: 29.06.20	DRAWING STATUS: INFORMATION	
	SCALE(S): 1:200	DESIGNED: AF / DRAWN: AF	
		CHECKED: CB / APPROVED: CB	
DRAWING TITLE: SITE CONSTRAINTS PLAN	JOB No: 1894		
CLIENT: MR J GOUSEN & MR S SWYCVHER	DRAWING No: 03/001	REVISION:	

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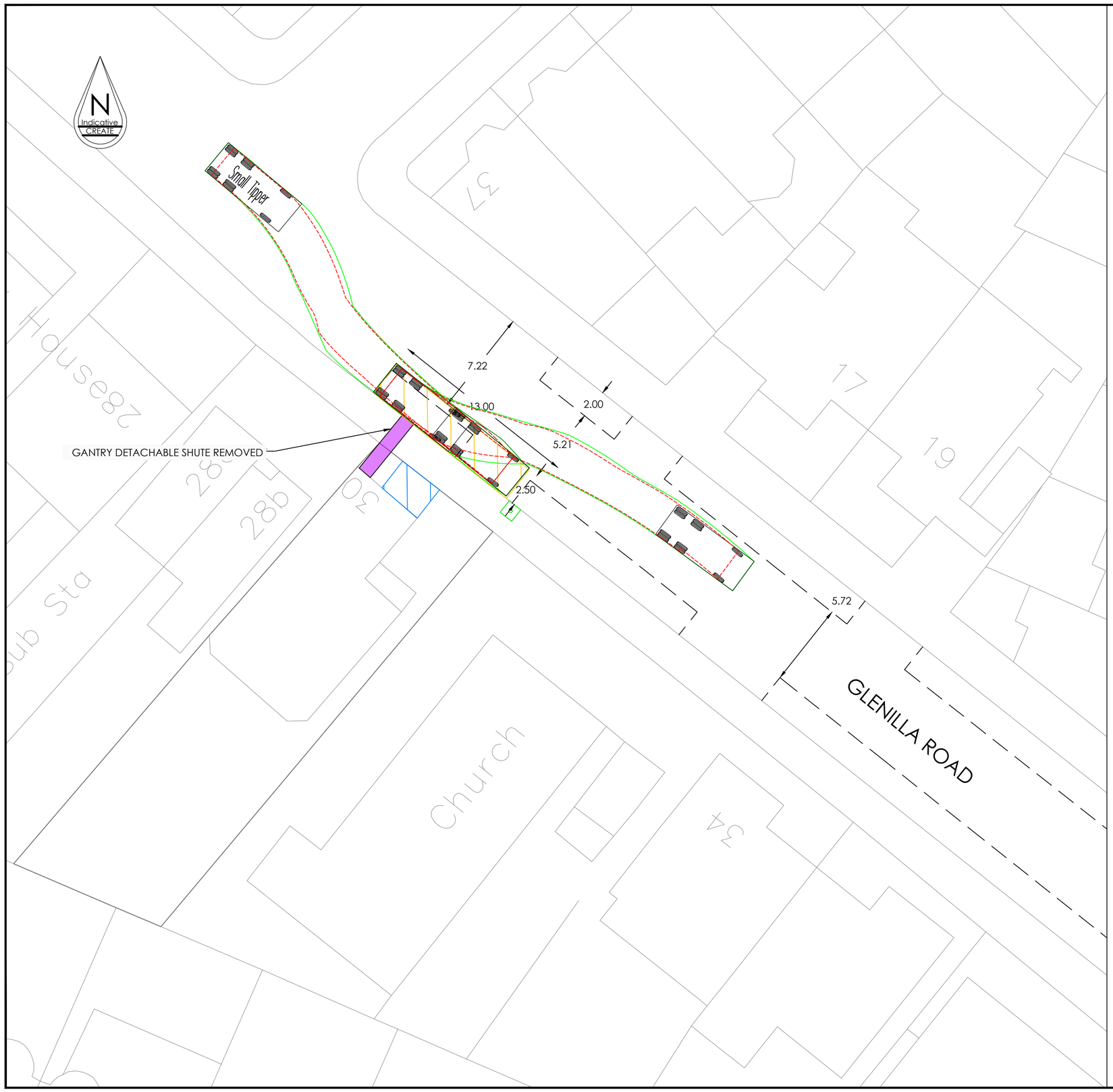
DO NOT SCALE ORIGINAL SHEET SIZE - A3 Landscape



NOTES:

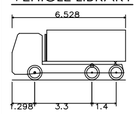
1. DRAWING BASED ON OS MAPPING AND THEREFORE ALL MEASUREMENTS ARE APPROXIMATE.
2. SMALL TIPPER VEHICLE (2.495m W x 6.528m L) TO BE USED FOR DELIVERIES AND COLLECTIONS.
3. SMALL TIPPER VEHICLE VEHICLE DRIVES INTO SUSPENDED AREA OUTSIDE OF THE USEABLE CARRIAGEWAY WIDTH (SEE TRACKED PATH).
4. A BANKSMAN WILL BE PRESENT AT ALL TIMES TO SUPERVISE VEHICLE MOVEMENT OPERATIONS.
5. DETACHABLE SHUTE ON CONVEYOR BELT WILL NOT BE EMPLOYED WHEN DELIVERY VEHICLES ARE IN POSITION.
6. FOR SPOIL REMOVAL DETACHABLE SHUTE ON CONVEYOR BELT WILL BE EMPLOYED WHEN VEHICLE IN POSITION AND REMOVED PRIOR TO DEPARTURE.
7. THE ROAD WIDTH ADJACENT TO THE SITE COMPRISES AN APPROXIMATELY 2.0m WIDE PARKING BAY ON THE NORTHERN SIDE OF A 7.71m WIDE CARRIAGEWAY. THE PARKING BAYS SHOWN HAVE BEEN SUPERIMPOSED BASED ON A COMBINATION OF DETAILED SITE MEASUREMENTS AND TOPOGRAPHICAL SURVEY.

KEY:

WHEEL ROUTE

VEHICLE OVERHANG

VEHICLE LIBRARY



Small Tipper	
Overall Length	6.528m
Overall Width	2.495m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.850m

THE VEHICLE TRACKS SHOWN WERE PRODUCED USING AUTOTRACK VERSION 11.00a AND ARE INDICATIVE OF THE MOVEMENTS ACHIEVABLE FROM THE VEHICLE TYPE SHOWN. NO GUARANTEE IS GIVEN THAT THE TRACK RUNS SHOWN ARE ACTUALLY ACHIEVABLE BY ALL INDIVIDUAL MAKES AND MODELS OF SIMILAR TYPES VEHICLES USING THE ILLUSTRATED ROUTES.

REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED

PROJECT: GLENILLA ROAD	DATE: 29.06.20	DRAWING STATUS: INFORMATION	
	SCALE(S): 1:200	DESIGNED: AF / DRAWN: AF	
		CHECKED: CB / APPROVED: CB	
DRAWING TITLE: DELIVERIES, COLLECTIONS & SPOIL REMOVAL PLAN	JOB No: 1894		
CLIENT: MR J GOUSEN & MR S SWYCVHER	DRAWING No: 03/002	REVISION:	

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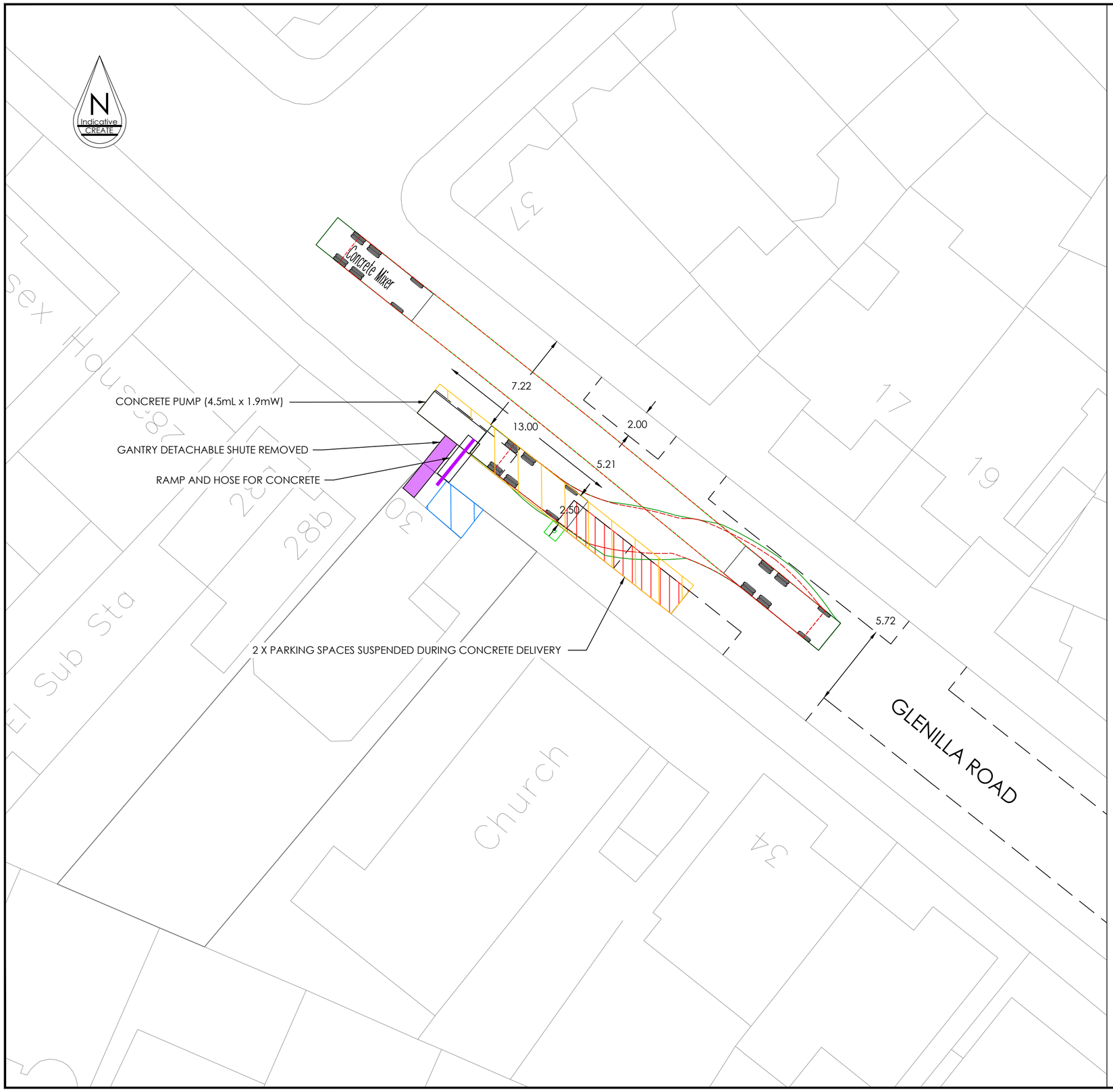
DO NOT SCALE ORIGINAL SHEET SIZE - A2 Landscape



NOTES:

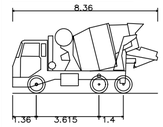
1. DRAWING BASED ON OS MAPPING AND THEREFORE ALL MEASUREMENTS ARE APPROXIMATE.
2. CONCRETE DELIVERY VEHICLE (2.39m W x 8.36m L) TO BE USED FOR LARGE CONCRETE DELIVERIES.
3. CONCRETE DELIVERY VEHICLE VEHICLE REVERSES INTO SUSPENDED AREA OUTSIDE OF THE USEABLE CARRIAGEWAY WIDTH (SEE TRACKED PATH).
4. A BANKSMAN WILL BE PRESENT AT ALL TIMES TO SUPERVISE VEHICLE MOVEMENT OPERATIONS.
5. DETACHABLE GANTRY SHUTE NOT DEPLOYED DURING CONCRETE DELIVERIES.
6. THE ROAD WIDTH ADJACENT TO THE SITE COMPRISES AN APPROXIMATELY 2.0m WIDE PARKING BAY ON THE NORTHERN SIDE OF A 7.71m WIDE CARRIAGEWAY. THE PARKING BAYS SHOWN HAVE BEEN SUPERIMPOSED BASED ON A COMBINATION OF DETAILED SITE MEASUREMENTS AND TOPOGRAPHICAL SURVEY.

KEY:

WHEEL ROUTE

VEHICLE OVERHANG

VEHICLE LIBRARY



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

THE VEHICLE TRACKS SHOWN WERE PRODUCED USING AUTOTRACK VERSION 11.00a AND ARE INDICATIVE OF THE MOVEMENTS ACHIEVABLE FROM THE VEHICLE TYPE SHOWN. NO GUARANTEE IS GIVEN THAT THE TRACK RUNS SHOWN ARE ACTUALLY ACHIEVABLE BY ALL INDIVIDUAL MAKES AND MODELS OF SIMILAR TYPES VEHICLES USING THE ILLUSTRATED ROUTES.

REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED

PROJECT: GLENILLA ROAD	DATE: 29.06.20	DRAWING STATUS: INFORMATION	
	SCALE(S): 1:200	DESIGNED: AF	DRAWN: AF
DRAWING TITLE: CONCRETE DELIVERY PLAN		CHECKED: CB	APPROVED: CB
	JOB No: 1894		
CLIENT: MR J GOUSEN & MR S SWYCVHER	DRAWING No: 03/003	REVISION:	

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DO NOT SCALE ORIGINAL SHEET SIZE - A2 Landscape

APPENDIX C

BASELINE NOISE SURVEY

(TO BE INCLUDED ON COMPLETION)

APPENDIX D

DUST RISK ASSESSMENT

GLENILLA ROAD, CAMDEN

Dust Risk Assessment and Management Plan

create
CONSULTING
ENGINEERS LTD

Glenilla Road, Camden
Dust Risk Assessment and Management Plan

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Checked By: Paul Zanna, BSc (Hons)

Reference: MR/JEB/P19/1894/01

Date: December 2019

GLENILLA ROAD, CAMDEN
Dust Risk Assessment and Management Plan

Glenilla Road, Camden
Dust Risk Assessment and Management Plan

Contents

1.0 Introduction
2.0 Relevant UK Legislation and Guidance
3.0 Methodology
4.0 Baseline Conditions
5.0 Dust Risk Assessment
6.0 Mitigation Measures
7.0 Conclusions
8.0 Disclaimer

Registration of Amendments

Revision and Date	Amendment Details	Revision Prepared By	Revision Approved By

1.0 INTRODUCTION

1.1 SG Consulting has commissioned Create Consulting to prepare a Dust Risk Assessment and Management Plan for a demolition of existing dwelling at 30 Glenilla Road this will be replaced by a four-story replacement dwelling. At 32 Glenilla Road an existing single-story church (Use class D1) will be demolished with the erection of 1 2-bedroom and 1 3-bedroom houses with basements (Use class C3) at the proposed development site. This report is submitted to the London Borough of Camden guidance which requires any CMP to be accompanied with a dust management plan to address the potential risk of dust as a source (site) and to and from the site in question.

1.2 This Dust emission is the process by which the dust becomes airborne. The most significant cause is windblown. Once dust is created and becomes airborne, air currents disperse it. Fine dust particles can be deposited over a wide area ranging from 100m to 500m.

1.3 In addition to be an irritant and health hazard, dust results in a loss of product and additional cost arising from plant breakdown, repair and maintenance. It is in the operator's interest to control and reduce dust to a minimum. The control of dust at a site is based on the effective implementation of best practices.

1.4 This assessment identifies the causes of dust and describes the methods which will be involved in the management of dust to reduce the likelihood of dust being produced and blown within or beyond the boundaries of the site, to a minimum.

1.5 Dust Risk Assessment and Management Plan has been accomplished, which presents the mitigation measures to be implemented in order to guard against adverse impact of dust generated during demolition, Earthworks, Trackout and construction activities.

1.6 To ensure that this document remains relevant during both phases, adequate and effective as the works progress, the Air Quality and Dust Management Plan will be reviewed and updated as necessary:

- As if any activity changes. For example, Demolition to Construction activity
- As instructed by Project Manager; and
- Following any changes to the scope of the works that have had an impact on environmental requirements.

Site Description and Location

1.7 The site is located predominately in residential area. Site is bounded by Glenilla Road to the north, with existing properties to the south of the development. Currently there is a dwelling and a single-story church that are due to be demolished for the proposed construction phase.

1.8 The site is located in an urban residential area with residential properties in all direction of the properties (NGR:527120, 184870). The proposed site location is illustrated in Figure 1.1 below.

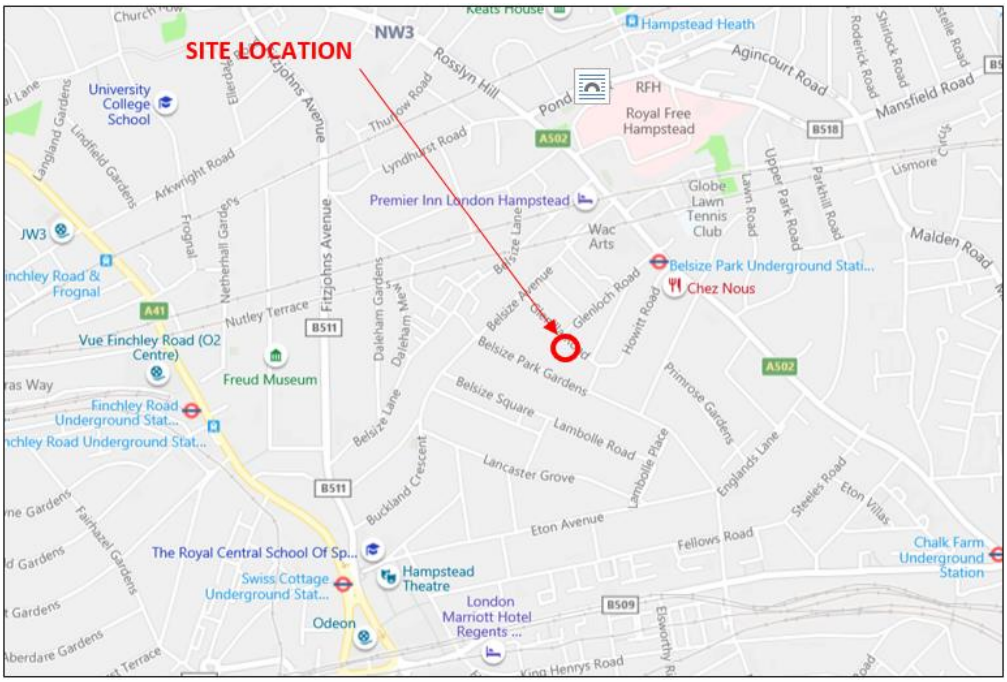

Figure 1.1: Proposed Site Location Plan

1.9 The approved development contains a four-story dwelling plus basement at No. 30 and 2 3-story dwellings plus basement at No. 32, with associated hard and soft landscaping. The site layout is illustrated in Figure 1.2 below.

Figure1.2: Site Layout Plan

1.10 The development will take place entirely on the existing footprint of the current site.

1.11 This Dust Risk Assessment and Management Plan will oversee the Demolition and construction phases.

1.12 The development site is located within the London Borough of Camden Air Quality Management Area (LAQMA).

Sensitive Receptors

1.13 The site is bounded by predominantly residential area. Glenilla Road, Glenloch Road and existing properties to the north, with other residential properties in all directions. The site currently consists of residential property at 30 Glenilla Road and community church at 32 Glenilla Road.

Working Hours

1.14 The development is expected to start work in 2019 and is anticipated to be completed within 24 months. The start date will be dependent on planning and programme of the principal contractor.

1.15 London Borough of Camden allows construction work to be carried out during the hours of,

- Monday to Friday between 0800-1800hrs,
- Saturday between 0800 – 1300hrs.
- No construction work can take place on Sundays or Public Holidays.
- Cleaning and maintenance may be carried out outside normal working hours.

Demolition Programme

1.16 Demolition activity is expected to occur for both sites as below,

- Soft Strip – 10days
- Demolish Upper floor slab- 5.5 weeks
- Demolish retaining walls- 3 week
- Breakout floor flab and foundations- 4weeks
- The number of people on site will be a maximum of 6 X operatives including 1X Supervisor and 2X plant operators although this may vary as work progress.

2.0 RELEVANT UK LEGISLATION AND GUIDANCE

2.1 Create Consulting has taken the following legislation into consideration when writing this plan:

- Environmental Protection Act 1990; Part III Statutory Nuisance;
- Control of Substances Hazardous to Health Regulations 1994;
- Control of Pollution Act 1974;
- The Health and Safety at Work Act 1974;
- Clean Neighbourhoods and Environment Act 1995;
- Air Quality Regulations 2000, as amended;
- Air Quality Standards Regulations 2010;
- BRE "Controlling particles, vapour and noise pollution from construction sites" 2003;
- Significance in Air Quality, November 2009;
- Environmental Permitting (England and Wales) Regulations 2010;
- Health and Safety Executive (HSE) Guidance Notes EH 40/2002 on Occupational Expose Limits;
- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2018;
- Guidance on land-use planning and development control: Planning for AQ 2017 v1.2;
- Control of Asbestos at Work Regulations, 2002 (as amended); and
- NPPF Guideline 2019, Updated 1st October 2019
- Control of Asbestos at Work Regulations, 2002 (as amended);
- Mayor's Air Quality Strategy 2010,
- London Borough of Camden Core Strategy,
- The AQ Strategy for England, Scotland, Wales and Northern Ireland, DEFRA, 2007.
- London Local AQ Management Technical Guidance 2016 LLAQM.TG (16), GLA, 2016.
- AQA Report undertaken by AQC and Supplement report by MAE

Dust

2.2 The main requirements with respect to dust control from industrial or trade premises not regulated under the Environmental Permitting (England and Wales) Regulations (2016) and subsequent amendments, such as construction sites, is that provided in Section 79 of Part III of the Environmental Protection Act (1990). The Act defines nuisance as:

> *"Any dust, steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance."*

2.3 Enforcement of the Act, in regard to nuisance, is currently under the administration of the local Environmental Health Department, whose officers are deemed to provide an independent evaluation of nuisance. If the LA is satisfied that a statutory nuisance exists, or is likely to occur or happen again, it must serve an Abatement Notice under Part III of the Environmental Protection Act (1990). Enforcement can insist that there be no dust beyond

the boundary of the works. The only defense is to show that the process to which the nuisance has been attributed and its operation are being controlled according to best practice measures. Guidance from the BRE states that the most effective mitigation technique for dust control is to prevent dust from becoming airborne, since it is difficult to suppress after this stage.

2.4 Camden Core Strategy 2010-2025

Camden's Core Strategy sets out the key elements of the Council's planning vision and strategy for the borough. It is the central part of our Local Development Framework (LDF), a group of documents setting out our planning strategy and policies. All other Local Development Framework documents must be consistent with the Core Strategy.

CS9- Achieving a successful Central London

[…]

"continue to designate Central London as a Clear Zone Region to reduce congestion, promote walking and cycling and improve air quality"

[…]

CS16 – Improving Camden's health and well-being

[….]

"recognise the impact of poor air quality on health and implement Camden's Air Quality Action Plan which aims to reduce air pollution levels"

[…]

2.5 Reference has been made with reference to above policies within this report.

2.6 Good site management would include the ability to respond quickly to such conditions by employing such techniques as damping down (i.e. using a spray hose to deliver a fine spray) of stockpiles and sheeting of lorries.

2.7 Specific mitigation measures to be employed on Site are given within section 6.

2.8 Create Consulting has taken the following guidance into consideration when writing this plan:

- DEFRA: Air Quality Strategy for England, Scotland, Wales and Northern Ireland – July 2007; and
- BRE: Controlling particles, vapour and noise pollution from construction sites, parts 1-5 – 2003; and
- IAQM Guidance on the assessment of dust from demolition and construction, February 2014.

2.9 Guidance from the BRE states that the most effective mitigation technique for dust control is to prevent dust from becoming airborne, since it is difficult to suppress after this stage.

2.10 Good site management would include the ability to respond quickly to such conditions by employing such techniques as damping down (i.e. using a spray hose to deliver a fine spray) of stockpiles and sheeting of lorries.

2.11 Specific mitigation measures to be employed on Site are described in section 6.

2.12 Create Consulting has taken the following guidance into consideration when writing this plan:

- DEFRA: Air Quality Strategy for England, Scotland, Wales and Northern Ireland – July 2007;
- BRE: Controlling particles, vapour and noise pollution from construction sites, parts 1-5 – 2003;
- LAQM Guidance on the assessment of dust from demolition and construction, February 2014 and
- The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance, GLA, 2016.

3.0 METHODOLOGY

3.1 The proposed development has the potential to cause air quality impacts during the construction phase. These aspects have been assessed in accordance with the following methodology.

Construction Phase Assessment

3.2 There is the potential for fugitive dust emissions to occur as a result of construction phase activities. These have been assessed in accordance with the methodology outlined within the Institute of Air Quality Management (IAQM) document 'Guidance on the Assessment of Dust from Demolition and Construction'.

3.3 Activities on the proposed construction site have been divided into three types to reflect their different potential impacts. These are:

- Demolition
- Earthworks;
- Construction; and
- Trackout

3.4 The potential for dust emissions was assessed for each activity that is likely to take place and considered three separate dust effects:

- Annoyance due to dust soiling;
- Harm to ecological receptors; and
- The risk of health effects due to a significant increase in exposure to PM_{10}.

3.5 The assessment steps are detailed below.

Step 1

3.6 Step 1 screens the requirement for a more detailed assessment. Should human receptors be identified within 350m from the site boundary or 50m from the construction vehicle route up to 500m from the site entrance, then the assessment should proceed to Step 2. Additionally, should ecological receptors be identified within 50m of the boundary site or 50m from the construction vehicle route up to 500m from the site entrance, then the assessment should also proceed to Step 2.

3.7 Should sensitive receptors not be present within the relevant distances then negligible impacts would be expected and further assessment is not necessary.

Step 2

3.8 Step 2 assesses the risk of potential dust impacts. A site is allocated to a risk category based on two factors:

- The scale and nature of the works, which determines the magnitude of dust arising as: small, medium or large (Step 2A); and
- The sensitivity of the area to dust impacts, which can defined as low, medium or high sensitivity (Step 2B).

3.9 The two factors are combined in Step 2C to determine the risk of dust impacts without mitigation applied.

3.10 Step 2A defines the potential magnitude of dust emission through the construction phase. The relevant criteria are summarised in Table 3.1

Magnitude	Activity	Criteria
Large	Earthworks	• Total site area greater than 10,000m^2 • Potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size) • More than 10 heavy earth moving vehicles active at any one time • Formation of bunds greater than 8m in height • More than 100,000 tonnes of material moved
	Construction	• Total building volume greater than 100,000m^3 • On site concrete batching • Sandblasting
	Trackout	• More than 50 Heavy Duty Vehicle (HDV) trips per day • Potentially dusty surface material (e.g. high clay content) • Unpaved road length greater than 100m
Medium	Earthworks	• Total site area 2,500m^2 to 10,000m^2 • Moderately dusty soil type (e.g. silt) • 5 to 10 heavy earth moving vehicles active at any one time • Formation of bunds 4m to 8m in height • Total material moved 20,000 tonnes to 100,000 tonnes
	Construction	• Total building volume 25,000m^3 to 100,000m^3 • Potentially dusty construction material (e.g. concrete) • On site concrete batching
	Trackout	• 10 to 50 HDV trips per day • Moderately dusty surface material (e.g. high clay content) • Unpaved road length 50m to 100m

Magnitude	Activity	Criteria
Small	Earthworks	• Total site area less than 2,500m^2 • Soil type with large grain size (e.g. sand) • Less than 5 heavy earth moving vehicles active at any one time • Formation of bunds less than 4m in height • Total material moved less than 20,000 tonnes • Earthworks during wetter months
	Construction	• Total building volume less than 25,000m^3 • Construction material with low potential for dust release (e.g. metal cladding or timber)
	Trackout	• Less than 10 HDV trips per day • Surface material with low potential for dust release • Unpaved road length less than 50m

Table 3.1 Construction Dust Magnitude

3.11 Step 2B defines the sensitivity of the area around the development site for construction, earthworks and trackout. The factors influencing the sensitivity of the area are shown in Table 3.2.

Sensitivity	Examples	
	Human Receptors	**Ecological Receptors**
High	• Users expect of high levels of amenity • High aesthetic or value property • People expected to be present continuously for extended periods of time • Locations where members of the public are exposed over a time period relevant to the AQO for PM_{10} e.g. residential properties, hospitals, schools and residential care homes	• Internationally or nationally designated site e.g. Special Area of Conservation
Medium	• Users would expect to enjoy a reasonable level of amenity • Aesthetics or value of their property could be diminished by soiling • People or property wouldn't reasonably be expected to be present here continuously or regularly for extended periods as part of the normal pattern of use of the land e.g. parks and places of work	• Nationally designated site e.g. Sites of Special Scientific Interest

Sensitivity	Examples	
	Human Receptors	**Ecological Receptors**
Low	• Enjoyment of amenity would not reasonably be expected • Property would not be expected to be diminished in appearance • Transient exposure, where people would only be expected to be present for limited periods. e.g. public footpaths, playing fields, shopping streets, playing fields, farmland, footpaths, short term car park and roads	• Locally designated site e.g. Local Nature Reserve

Table 3.2 Examples of Factors Defining Sensitivity of an Area

3.12 The guidance also provides the following factors to consider when determining the sensitivity of an area to potential dust impacts during the construction phase:

- Any history of dust generating activities in the area;
- The likelihood of concurrent dust generating activity on nearby sites;
- Any pre-existing screening between the source and the receptors;
- Any conclusions drawn from analysing local meteorological data which accurately represent the area; and if relevant the season during which works will take place;
- Any conclusions drawn from local topography;
- Duration of the potential impact, as a receptor may become more sensitive over time; and
- Any known specific receptor sensitivities which go beyond the classifications given in the document.

3.13 These factors were considered in the undertaking of this assessment.

3.14 The sensitivity of the area to dust soiling effects on people and property is shown in Table 3.3

Receptor Sensitivity	Number of Receptors	Distance from the Source (m)			
		Less than 20	**Less than 50**	**Less than 100**	**Less than 350**
High	More than 100	High	High	Medium	Low
	10 - 100	High	Medium	Low	Low
	1 - 10	Medium	Low	Low	Low
Medium	More than 1	Medium	Low	Low	Low
Low	More than 1	Low	Low	Low	Low

Table 3.3 Area Sensitivity to Dust Soiling Effects on People and Property

3.15 Table 3.4 outlines the sensitivity of the area to human health impacts.

Receptor Sensitivity	Annual Mean PM_{10} Concentration	Number of Receptors	Distance from the Source (m)				
			Less than 20	Less than 50	Less than 100	Less than 200	Less than 350
High	Greater than 32µg/m^3	More than 100	High	High	High	Medium	Low
		10 - 100	High	High	Medium	Low	Low
		1 - 10	High	Medium	Low	Low	Low
	28 - 32µg/m^3	More than 100	High	High	Medium	Low	Low
		10 - 100	High	Medium	Low	Low	Low
		1 - 10	High	Medium	Low	Low	Low
	24 - 28µg/m^3	More than 100	High	Medium	Low	Low	Low
		10 - 100	High	Medium	Low	Low	Low
		1 - 10	Medium	Low	Low	Low	Low
	Less than 24µg/m^3	More than 100	Medium	Low	Low	Low	Low
		10 - 100	Low	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
Medium	Greater than 32µg/m^3	More than 10	High	Medium	Low	Low	Low
		1 - 10	Medium	Low	Low	Low	Low
	28 - 32µg/m^3	More than 10	Medium	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
	24 - 28µg/m^3	More than 10	Low	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
	Less than 24µg/m^3	More than 10	Low	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
Low	-	More than 1	Low	Low	Low	Low	Low

Table 3.4 Sensitivity of the area to Human Health Impacts

3.16 Table 3.5 outlines the sensitivity of the area to ecological impacts.

Receptor Sensitivity	Annual Mean PM_{10} Concentration	Number of Receptors	Distance from the Source (m)				
			Less than 20	Less than 50	Less than 100	Less than 200	Less than 350
High	Greater than 32µg/m^3	More than 100	High	High	High	Medium	Low
		10 - 100	High	High	Medium	Low	Low
		1 - 10	High	Medium	Low	Low	Low
	28 - 32µg/m^3	More than 100	High	High	Medium	Low	Low
		10 - 100	High	Medium	Low	Low	Low
		1 - 10	High	Medium	Low	Low	Low
	24 - 28µg/m^3	More than 100	High	Medium	Low	Low	Low
		10 - 100	High	Medium	Low	Low	Low
		1 - 10	Medium	Low	Low	Low	Low
	Less than 24µg/m^3	More than 100	Medium	Low	Low	Low	Low
		10 - 100	Low	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
Medium		More than 10	High	Medium	Low	Low	Low

Receptor Sensitivity	Annual Mean PM_{10} Concentration	Number of Receptors	Distance from the Source (m)				
			Less than 20	Less than 50	Less than 100	Less than 200	Less than 350
	Greater than 32µg/m^3	1 - 10	Medium	Low	Low	Low	Low
	28 - 32µg/m^3	More than 10	Medium	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
	24 - 28µg/m^3	More than 10	Low	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
	Less than 24µg/m^3	More than 10	Low	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
Low	-	More than 1	Low	Low	Low	Low	Low

Table 3.5 Area Sensitivity to Ecological Impacts

3.17 Step 2C combines the dust emission magnitude with the sensitivity of the area to determine the risk of unmitigated impacts. Table 3.6 outlines the risk category from earthworks and construction activities.

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High	Medium	Low
Medium	Medium	Medium	Low
Low	Low	Low	Negligible

Table 3.6 Dust Category from Earth works and Construction

3.18 Table 3.7 outlines the risk category from Trackout.

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High	Medium	Low
Medium	Medium	Low	Negligible
Low	Low	Low	Negligible

Table 3.7 Dust Risk Category from Trackout

Step 3

3.19 Step 3 requires the identification of site-specific mitigation measures within the IAQM guidance to reduce potential dust impacts based upon the relevant risk categories identified in Step 2. For sites with negligible risk, mitigation measures beyond those required by legislation are not required. However, additional controls may be applied as part of good practice.

Step 4

3.20 Once the risk of dust impacts has been determined and the appropriate mitigation measures identified, the final step is to determine the significance of any residual impacts. For almost all construction activity, the aim should be to control effects through the use of effective mitigation. Experience shows that this is normally possible. Hence the residual effect will normally be 'not significant'. This has been described as negligible within this report to provide continuity between assessment terminologies.

3.21 The determination of significance relies on professional judgement and reasoning should be provided as far as practicable. This has been considered throughout the assessment when defining predicted impacts.

Dust Aspects and Impacts

3.22 Dust is small particulate matter between 1 and 75 microns and is produced by the processing of material by the action of chipping and shredding. The amount of dust generated is a factor of the nature of the material, the method of handling and the volume of material being handled. Mechanical handling creates dust in proportion to the size of the machinery used and the volume of material moved. Haulage creates dust in proportion to the size and weight of vehicles together with the speed and number of passes.

3.23 There are numerous activities on construction projects that if unmitigated can give rise to elevated levels of dust. For example, the movement and placing of granular materials and the excavation of foundations, poor stockpile management, site traffic movements, etc can give rise to excessive levels of airborne particulate matters (PM_{10}/$PM_{2.5}$).

3.24 When inhaled $PM_{10/2.5}$ can penetrate deep into the lungs. Exposure to high concentrations of $PM_{10/2.5}$ can result in a number of health impacts ranging from coughing and wheezing to asthma attacks and bronchitis to high blood pressure, heart attack, strokes and premature death.

3.25 Additionally, dust from a demolition site may cause nuisance through, for example, surface soiling, loss of visibility, and impact on ecological receptors through deposition. It is difficult to suppress dust once it is airborne. As such, it is preferable to prevent emissions at source. i.e., prevent dust being generated in the first place.

3.26 For the purpose of monitoring the impact of PM_{10} and $PM_{2.5}$ this dust management plan will seek to protect all members of the public at all locations in the vicinity of the project site where they might reasonably be exposed for a period of 15 minutes.

4.0 BASELINE CONDITIONS

4.1 Baseline data were gathered from the following sources:

- 2019 Air Quality Annual Status Report for LBoC,
- 2017 DEFRA's national air quality background maps[1]; and
- LAEI 2016 Map Data

Local Air Quality Management

4.2 As required by the Environment Act (1995), London Borough of Camden has undertaken a review and assessment of air quality within their administrative area. The recent Annual Status Report 2019 has indicated that areas of the jurisdiction exceed the air pollutant guidelines. This has led to an AQMA being enforced since 2002. This LAQMA was designated for both NO_2 annual mean objectives with PM_{10} 24-hr mean objective by London Borough of Camden.

Camden AQMA- *"Whole Borough of Camden".*

4.3 The proposed development site is within the AQMA.

Mapped Background Pollution

4.4 The Defra website includes estimated background pollutant concentrations data forNO_2, PM_{10} and $PM_{2.5}$ for each 1km by 1km OS grid square. Background pollutant concentrations are modelled from the base year of 2017 based on ambient monitoring and meteorological data from 2017. Defra also include projections for future years on the website. Estimated pollutant concentrations for the current year (2019) and Opening Year (2021) in the OS grid square in which the proposed development site lies (NGR 531500, 178500) are shown in Table 4.1 below.

Pollutant	2019 Annual Mean (µg/m^3)	2021 Annual Mean (µg/m^3)
NOx	43.53	38.34
NO_2	27.04	24.52
PM_{10}	17.27	16.81
$PM_{2.5}$	11.68	11.34

Table 4.1: Annual Mean Background Concentrations of PM_{10}/ $PM_{2.5}$

4.5 Annual mean background concentration for NO_2, and PM_{10} doesn't exceeds the Air Quality Objective (AQO) of 40µg/m^3 for PM_{10} in 2019. Currently, there is no annual mean objective for $PM_{2.5}$ in England.

[1] http://uk-air.defra.gov.uk/data/laqm-background-maps?year=2017

Construction Phase Sensitive Receptors

4.6 A sensitive receptor is defined as any location which may be affected by changes in air quality as a result of a development. These have been defined for construction dust impacts in the following Sections.

4.7 Receptors sensitive to potential dust impacts during earthworks and construction were identified from a desk-top study of the area up to 350m from the development boundary. These are summarised in Table 4.2. Reference should be made to Figure 5.1 for a graphical representation of earthworks and construction dust buffer zones.

Distance from Site Boundary (m)	Approximate Number of Human Receptors	Approximate Number of Ecological Receptors
Less than 20	10-100	0
20 - 50	10-100	0
50 - 100	More than 100	-
100 - 350	More than 100	-

Table 4.2 Earthworks and Construction Dust Sensitive Receptors.

4.8 Receptors sensitive to potential dust impacts from trackout were identified from a desk-top study of the area up to 50m from the road network within 500m of the site access route. These are summarised in Table 4.3.

4.9 The exact construction vehicle access routes were not available for the purpose of this assessment as they will depend on sourcing of materials. This is likely to be decided by the contractor.

4.10 However, it was assumed construction traffic would access and exit the site utilising Glenilla Road off Belsize Avenue and Belsize Park Garden to ensure the maximum potential trackout distance was considered. Reference should be made to Figure 5.2 for a graphical representation of trackout dust buffer zones.

Distance from Site Access Route (m)	Approximate Number of Human Receptors	Approximate Number of Ecological Receptors
Less than 20	More than 100	0
20 - 50	More than 100	0

Table 4.3 Trackout Dust Sensitive Receptors

4.11 There are no ecological receptors within 50m of the site or trackout boundary. As such, ecological impacts have not been assessed further within this report.

4.12 A number of additional factors have been considered when determining the sensitivity of the surrounding area. These are summarised in Table 4.4.

Guidance	Comment
Whether there is any history of dust generating activities in the area	The site is located in a predominantly urban location. As such, history of dust generation may have occurred as a result of windblown emissions from road vehicles.
The likelihood of concurrent dust generating activity on nearby sites	A review of the LBoC planning portal indicated that no major development is planned within 500m of the site.
Pre-existing screening between the source and the receptors	The proposed site has substantial vegetation to east, west and northern boundaries as such natural protective screening is provided to all receptors surrounding the site.
Conclusions drawn from analysing local meteorological data which accurately represent the area: and if relevant the season during which works will take place	The wind direction is predominantly from the south west of the development as shown in the Figure 4. As such, properties to the north east of the site would be most affected by dust emissions.
Conclusions drawn from local topography	The topography of the area appears to be predominantly flat. As such, there are no constraints to dust dispersion.
Duration of the potential impact, as a receptor may become more sensitive over time	The development opening year of 2021 suggests the duration of the construction phase is unlikely to extend over two years. As such potential impacts to receptors are low.
Any known specific receptor sensitivities which go beyond the classifications given in the document.	No specific receptor sensitivities identified during the baseline.

Table 4.4 Additional Area Sensitivity Factors

4.13 Based on the criteria shown in Table 3.5, the sensitivity of the receiving environment to potential dust impacts was considered to be **high**. This was because users would expect to enjoy a reasonable level of amenity, aesthetics or value of their property could be diminished by soiling and people would be expected to be present for extended periods of time e.g. residential properties.

5.0 DUST RISK ASSESSMENT

Background

5.1 The construction phase gives rise to risk of dust impacts during demolition to construction activities.

5.2 During site clearance, demolition and construction phases, there is the potential for emissions of dust to cause annoyance/nuisance for sensitive receptors located close to the site.

5.3 As detailed in Table 4.1, background concentrations of PM_{10} is 17.27µg/m^3, which is below the PM_{10} AQO of 40µg/m^3.

Dust and Key Techniques for Dust:

5.4 Emission will be recorded via dust, monitoring using static monitoring positions. This allows to observe what is emitted from the site. Emission will be tackled using Suppression. These have been discussed in the next chapters.

Techniques for Suppression

Demolition

5.5 Demolition activity has the highest risk of emitting dust, there are several measures to prevent dust from leaving site. Scaffold will be wrapped in monoflex to prevent dust from escaping the building.

5.6 Dust suppression will then be used on the project to prevent any more dust leaving and all stock piles will be dampened down whilst waiting to leave the site.

Plant Movement

5.7 Plant movement could leave trails of mud from the site. If onsite control measures are in place. A wash will be used to clean wheels of the vehicles before they leave site to ensure no dust or mud leaves with lorries.

Stockpiling

5.8 All stock piles will be dampened down using hoses to prevent any dust leaving site. Stock piles will be kept to a minimum and removed from site regularly.

Why is the Dust Assessment Required?

5.9 In line with IAQM (2014), the following screening criterion has been applied to the assessment: An assessment will normally be required where there is:

- a 'human receptor' within:
  - 350m of the boundary of the site; or
  - 50m of the route(s) used by construction vehicles on the public highway, up to 500m from the site entrance(s). These have been illustrated in Figure 5.1.

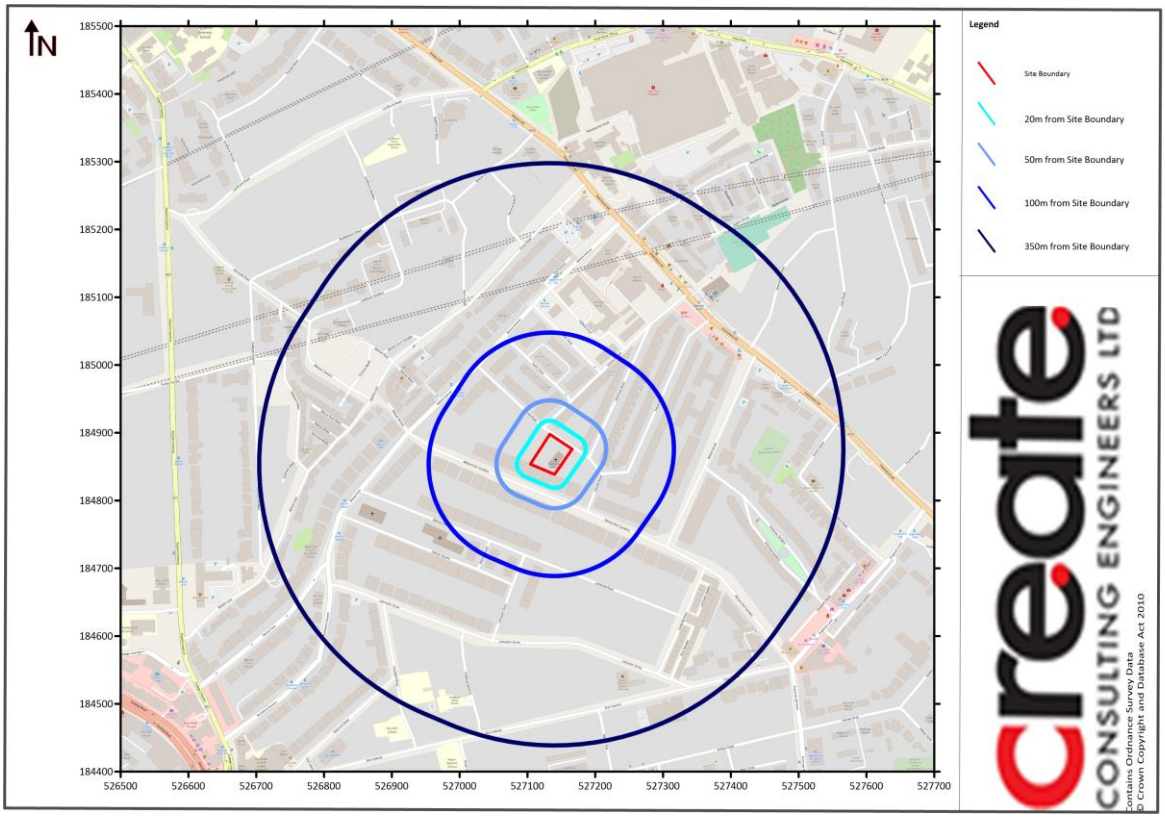

Figure 5.1 Dust, Demolition and Construction Buffers

- an 'ecological receptor' within:
  - 50m of the boundary of the site; or
  - 50m of the route(s) used by construction vehicles on the public highway, up to 500m from the site entrance(s).

Step 1

5.10 The undertaking of activities such as excavation, ground works, cutting, construction, concrete batching and storage of materials has the potential to result in fugitive dust emissions throughout the construction phase. Vehicle movements both on-site and on the local road network also have the potential to result in the re-suspension of dust from haul road and highway surfaces.

5.11 There are a number of human receptors within 50m to 350m of the site boundary but no ecological receptors within 50m of the site. However, a dust assessment is still required due to the proposed development location meeting the 'human receptor' portion of the above criteria.

5.12 The assessment procedure follows the following framework:

1. Screen the requirement for a more detailed assessment;
2. Assess the risk of dust impacts of the four phases of construction (demolition, earthworks, construction and trackout), taking into account:
   i. Dust Emission Magnitude;
   ii. Sensitivity of the area; and
   iii. Risk of Impact
3. Determine the site-specific mitigation for the potential activities;
4. Examine the residual effects and determine whether or not these are significant; and
5. Prepare the Construction Dust Assessment.

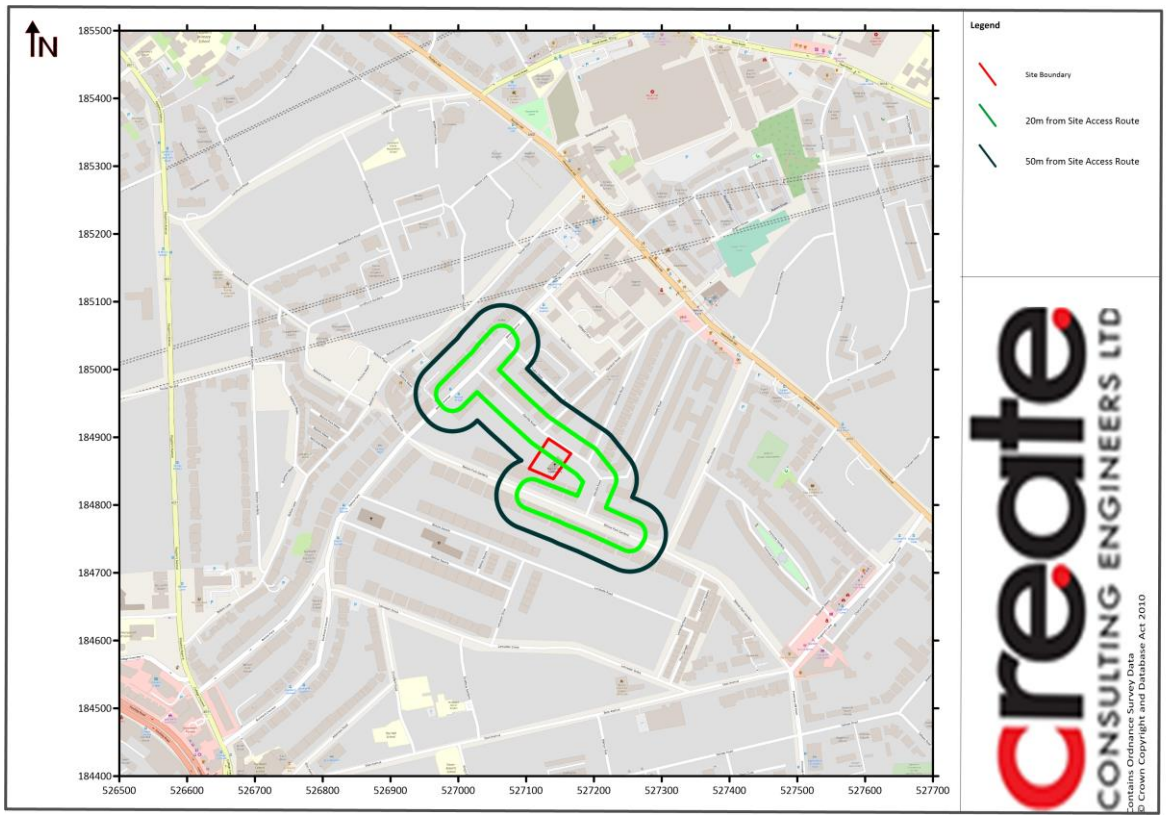

Figure 5.2 Trackout from Proposed Development Site

5.13 The potential for impacts at sensitive locations depends significantly on local meteorology during the undertaking of dust generating activities, with the most significant effects likely to occur during dry and windy conditions.

5.14 The desk-study undertaken to inform the baseline identified a number of sensitive receptors within 350m of the site boundary. As such, a detailed assessment of potential dust impacts was required.

Step 2

Demolition

5.15 The proposed development site is estimated to cover a total building volume under 20,000m^3. In accordance with the criteria outlined in Table 3.1, the magnitude of potential dust emissions from earthworks is therefore **large**.

5.16 Table 4.7 indicates the sensitivity of the area to dust soiling effects on people and property is **high**. In accordance with the criteria outlined in Table 3.7, the development is considered to be a **medium** risk site for dust soiling as a result of earthworks activities.

5.17 Table 4.7 indicates the sensitivity of the area to human health impacts is **low**. In accordance with the criteria outlined in Table 3.7, the development is considered to be a **negligible** risk site for human health impacts as a result of earthwork activities.

Earthworks

5.18 Earthworks will primarily involve excavating material, haulage, tipping and stockpiling, as well as site levelling and landscaping. Information on soil type was not available for the purpose of this assessment. As such, the soil type was considered to be potentially dusty in order to provide a worst-case scenario.

5.19 The proposed development site is estimated to cover a total area is less than 2,500m^2. In accordance with the criteria outlined in Table 3.1, the magnitude of potential dust emissions from earthworks is therefore **small**.

5.20 Table 4.7 indicates the sensitivity of the area to dust soiling effects on people and property is **High**. In accordance with the criteria outlined in 3.6, the development is considered to be a **low** risk site for dust soiling as a result of earthworks activities.

5.21 Table 4.7 indicates the sensitivity of the area to human health impacts is **low**. In accordance with the criteria outlined in Table 3.7, the development is considered to be a **negligible** risk site for human health impacts as a result of earthwork activities.

Construction

5.22 Due to the size of the development site the total building volume is likely to be less than 25,000m^3. In accordance with the criteria outlined in Table 3.7, the magnitude of potential dust emissions from construction is therefore **small**.

5.23 Table 4.7 indicates the sensitivity of the area to dust soiling effects on people and property is **high**. In accordance with the criteria outlined in Table 3.7, the development is considered to be a **low** risk site for dust soiling as a result of construction activities.

5.24 Table 4.7 indicates the sensitivity of the area to human health impacts is **low**. In accordance with the criteria outlined in Table 3.7, the development is considered to be a **negligible** risk site for human health impacts as a result of construction activities.

Trackout

5.25 Information on the number of HDV trips to be generated during the construction phase of the development was not available at the time of assessment. Similarly, the surface material and unpaved road length was not known at this stage of the project.

5.26 Based on the site area, it is anticipated that the unpaved road length is likely to be less than 50m. In accordance with the criteria outlined in Table 3.1, the magnitude of potential dust emissions from trackout is therefore **small**.

5.27 Table 4.7 indicates the sensitivity of the area to dust soiling effects to people and property is **high**. In accordance with the criteria outlined in Table 3.8, the development is considered to be a **low**-risk site for dust soiling as a result of trackout activities.

5.28 Table 4.7 indicates the sensitivity of the area to human health impacts is **low**. In accordance within the criteria outlined in Table 3.8, the development is considered to be a **negligible** risk site for human health impacts as a result of trackout activities.

Summary of the Risk of Dust Effects

5.29 The DEM determined in Step 2A should be combined with the sensitivity of area determined in Step 2B to determine the risk of impacts, with no mitigation applied.

5.30 The sensitivity of the receiving environment to specific potential dust impacts, based on the criteria explained above, is shown in Table 4.8.

Potential Impact	Sensitivity			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	high	high	high	igh
Human Health	Low	Low	Low	Low

Table 4.8 Summary of Potential Unmitigated Dust Risks

5.31 As indicated in Table 4.8, the potential risk of dust soiling is **high** for all construction activities. The potential risk of human health impacts is **low** for demolition, earthworks, construction and trackout activities.

5.32 The matrices shown in IAQM (2014) section 7.4 provide a method of assigning a level of risk for each activity. This should be used to determine the level of mitigation that should be applied. For the categories where risk is negligible, no mitigation beyond those required by legislation is required. This has been illustrated in Table 4.9.

Potential Impact	Risk			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	medium	low	low	low
Human Health	Negligible	Negligible	Negligible	Negligible

Table 4.9 Summary of Potential Unmitigated Dust Risks

5.33 As indicated in Table 4.8, the potential risk of dust soiling is **medium** for demolition phase and **low** for all other construction activities. The potential risk of human health impacts is **low** for demolition, earthworks, construction and trackout phase activities.

5.34 It should be noted that the potential for impacts depends significantly on the distance between the dust generating activity and receptor location. Risk was predicted based on a worst-case scenario of works being undertaken at the site boundary closest to each sensitive area. Therefore, actual risk is likely to be lower than that predicted during the majority of the construction phase.

Step 3

5.35 The IAQM guidance provides a number of potential mitigation measures to reduce impacts during the construction phase. These measures have been adapted for the development site as summarised in Table 4.9. The mitigation measures outlined in section 6 can be reviewed prior to the commencement of construction works incorporated into the existing the strategies as applicable.

Issue	Control Measure
Communications	• Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary • Develop and implement a stakeholder communications plan that includes community engagement • Display the head or regional office contact information • Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the LA
Site Management	• Record all dusty and air quality complaints and make the complaints log available to the LA when asked • Record any exceptional incidents that cause dust/or air emissions, and the action taken to resolve the situation • Make complaints log available to LA when asked
Monitoring	• Carry out regular site inspections to monitor compliance with the DMP • Increase frequency of site inspections when activities with a high potential to produce dust are being carried out • Agree dust deposition, dust flux, or real-time PM_{10} continuous monitoring locations with the Local Authority

Issue	Control Measure
Preparing and Maintaining the Site	• Plan site layout so that machinery and dust causing activities are located away from receptors • Fully enclose site or specific operations where there is a high potential for dust production and the site as actives for an extensive period • Avoid site runoff of water or mud • Use water as dust suppressant where applicable • Keep site fencing, barriers and scaffolding clean using wet methods • Remove materials that have a potential to produce dust from site as soon as possible • Cover, seed or fence stockpiles to prevent wind whipping
Operating Vehicle/ Machinery and Sustainable Travel	• All vehicles to switch off engines - no idling vehicles • Avoid the use of diesel- or petrol-powered generators where practicable • Implement a Travel Plan that supports and encourages sustainable travel • Produce a Construction Logistics Plan to manage sustainable deliveries
Operations	• Cutting equipment to use water as dust suppressant or suitable local extract ventilation • Ensure adequate water supply on the site for effective dust/particulate matter suppression/mitigation • Use enclosed chutes and covered skips • Minimise drop heights • Ensure equipment is readily available on site to clean any spillages
Waste Management	• No bonfires
Earthworks and Construction	• Avoid scabbling • Ensure sand and other aggregates are stored and not able to dry out, unless it is required for a specific process
Trackout	• Use water-assisted dust sweeper on the access and local roads • Avoid dry sweeping of large areas • Ensure vehicles entering and leaving sites are covered to prevent escape of materials • Inspect on-site haul routes for integrity, instigate necessary repairs and record in site log book • Install hard surfaced haul routes which are regularly damped down • Implement a wheel washing system at a suitable location near site exit • 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 • Access gates to be located at least 10m from receptors, where possible

Table 4.9 Fugitive Dust Mitigation Measures

Step 4

5.36 Assuming the relevant mitigation measures outlined in Table 4.9 are implemented, the residual effect from all dust generating activities is predicted to be not significant, in accordance with the IAQM guidance.

5.37 The above summary demonstrates that the proposed development, pre-mitigation, has the potential to result in a medium effect upon sensitive receptors from dust soiling and low impact on human health.

5.38 The mitigation measures, detailed in Section 6.0, have been recommended to ensure that the residual effect of construction dust on the receptors and surrounding area will be temporary and, where possible, **negligible.**

5.39 Though the mitigations have been suggested in a separate section, but they are listed below for a general consideration.

General Dust Control

5.40 A general measure to control emission will be required during the demolition, earthwork and construction phase of the development in order to reduce impacts on the surroundings area.

Communication

- A stakeholder communication plan will be issued to include community engagement before and during works on the site
- On the site Hoardings the name and contact details of person(s) accountable for air quality and dust issues will be displayed.

Site Management

- Site Management will assume responsibility for the management of the site
- The complaints log will be sorted in the office and made available to the LBC's authority requested.
- All dust and air quality complaints will be recorded, which in turn means that the causes can be identified, and appropriate measures taken to reduce emissions.

Monitoring:

- Regular site inspections will be carried out to monitor compliance with the Dust Management Plan.
- Site inspections will be increased when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- Daily on-site and off-site inspections will be undertaken to monitor dust; these inspections will be recorded and made available to the LBoC's authority when asked. The inspection will include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of the site boundary, with cleaning to be provided if necessary.

Preparing and Maintaining the Site

- The site layout will be planned so that machinery and dust causing activities are located as far as possible from receptor areas.
- Where necessary solid screens or barriers may be erected around dusty activities, or the site hoarding be higher than any stock piles on site.
- Site run off of water or mud will be avoided.
- Site scaffold, barriers and fencing will be kept clean using wet methods.
- Materials that have the potential to produce dust from site will be removed as soon as possible, unless they are being reused on site.
- Stockpiles will be covered to prevent wind movement.

Operations

- Cutting, grinding and sawing equipment will only be used if fitted or in conjunction with suitable dust suppression techniques.
- Chutes and covered skips will be used where possible.
- An adequate water supply will be maintained at all times.
- Drop heights will be minimised from loading shovels etc.
- Equipment will be readily available to clean any spillages.

Operating Vehicle/machinery and Sustainable Travel

- All on-road vehicles comply with the requirements of London Low Emission Zone, and the London Non-road Mobile Machinery standards, where applicable.
- All vehicles will switch off their engines when stationary
- Where possible use mains electricity or battery powered equipment to avoid the use of diesel or petrol generators.
- There is no Site Parking so staff will be encouraged to use public transport, cycling or walking etc.

Waste Management

- Bonfires and the burning of waste will be avoided at all times.

Dust Control Checklist and Responsibilities

5.41 Being to visible dust, it is important to prevent nuisance arising from demolition, construction and general dust generating activities. A dust management philosophy of the prevention of dust formation shall be adopted. Dealing with dust should be managed following the principles:

a) **Prevention**
b) **Suppression**
c) **Containment**

5.42 The main reasons for this assessment level are the size of the site (small) and relatively low activity levels, e.g. minimal plant usage on site, minimal vehicle movements to and from site and distance from most sensitive receptors.

5.43 Regardless of the risk level, the demolition contractor shall ensure that their own employees working on site and all sub-contractors follow best practice at all times to control and limit emissions of gaseous and particulate pollutants into the atmosphere from the construction and demolition activities, including vehicles and plant.

5.44 All qualifying plant will be registered on the Non-Road Mobile Machinery (NRMM) register and regularly monitored to ensure compliance.

5.45 Suppression techniques will be through the use of water via hoses and dampening down of localised areas during dusty activities during the demolition / construction phases. We will ensure that we have an adequate supply of water on site that has adequate frost protection.

5.46 Notwithstanding this monitoring the assessment and control of dust emission from construction works must be subject to on-going visual observation by the Main Contractor's supervisory staff. Observed excessive generation of airborne dusts should be subject to an immediate response without prior resources to measurement.

5.47 Information to be recorded: -PM_{10} concentrations, together with a description of prevailing weather conditions including; wind direction and speed, air temperature and precipitation. The wind plot for 2018 is illustrated within Figure 4 below.

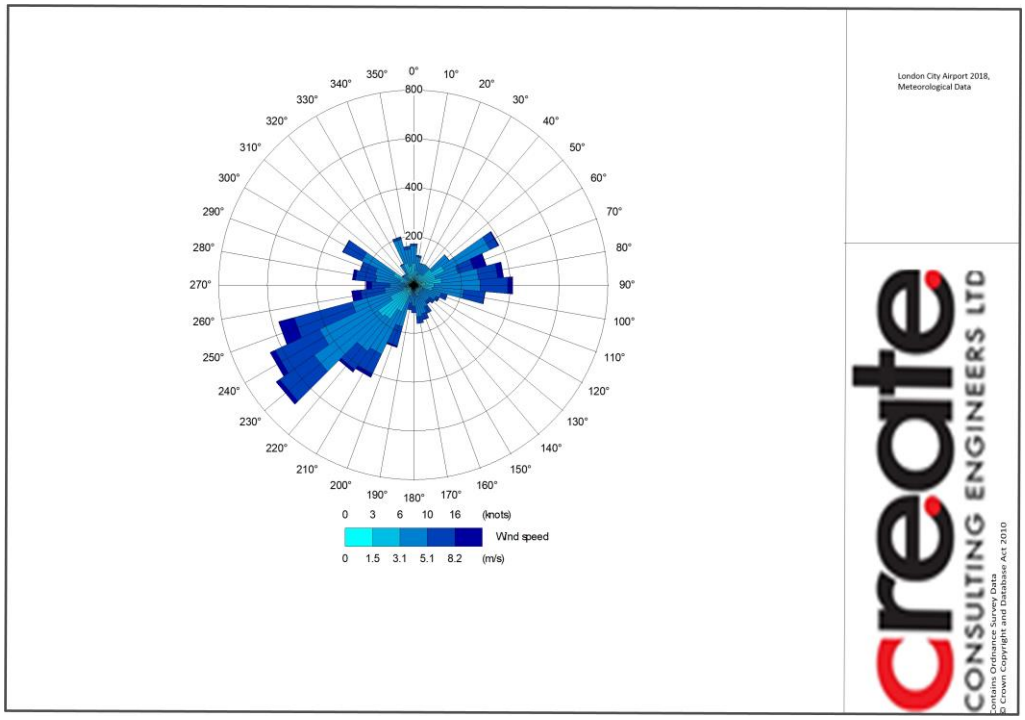

Figure 4 Windrose for 2018 London City Airport.

5.48 The Contractor will provide monthly short form data reports to the LBoC's Air Quality Officer outlining non-working conditions, working conditions and any exceedances of the mean objectives during the month. Monitoring data in a format and frequency to be agreed shall be included in spreadsheet form.

6.0 MITIGATION MEASURES

6.1 The following dust mitigation measures will be implemented when demolition/ construction methods are being considered:

Demolition

- Work processes will be reviewed ahead of being carried out to establish whether non-percussive methods can be used to reduce the initial creation of dusts.
- Wherever possible fabrication / dismantling is undertaken off site;
- Where practicable, ready mixed materials (e.g. use of ready mixed concrete) will be used to replace those that would otherwise have the potential to produce dust;
- Material stockpiles (e.g. granular materials, topsoil, excavated soils) will be minimized and positioned away from sensitive receptors where possible;
- Vehicles transporting materials capable of generating dust to and from site will be suitably sheeted on each journey to prevent release of materials and particulate matter. The sheeting material will be maintained in good order, free from excessive rips and tears;
- Plant is well maintained (with efficient dust suppression systems) and switched off when not in use; and
- All employees are provided with an appropriate induction and on-going briefings and tool box talks regarding management of environmental issues (i.e. dust mitigation measures required from the works they are carrying out).

6.2 The following mitigation measures will be adopted by the Contractor to reduce and manage dust and other emissions from Site activities and minimise disruption or nuisance to neighbouring occupiers:

Pre-Project Planning and Effective Site Management

- Method statements to include processes for controlling dust;
- A stakeholder communications plan will be developed and implement, including community engagement before work commences on site;
- Display contact details for the person(s) accountable for air quality pollutant emissions and dust issues, and the head or regional office contact information on the Site boundary;
- Record and respond to all dust and air quality pollutant emissions complaints;
- Make complaints log available to the LBoC's authority when asked;
- 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 LBoC's Authority when asked;
- 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 are being carried out and during prolonged dry or windy conditions;

- Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and ensure that the action taken to resolve the situation is recorded in the log book; and
- Hold regular liaison meetings with other high-risk construction sites within 500 m of the site boundary, to ensure plans are coordinated and dust and particulate matter emissions are minimized. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes.
- All relevant PPE and RPE to be worn at all times where necessary. Operatives should wear suitable respiratory equipment.

Preparing and Maintaining the Site

- All services to be disconnected prior to demolition works commencing.
- Visual assessment of dust levels will be undertaken by all Site personnel at all times to identify where excess dust levels are being generated;
- Site layout will be planned so that machinery and dust-causing activities are located away from receptors, as far as is possible;
- Where suitable, solid screens or barriers will be erected around dusty activities or the site boundary that are at least as high as any stockpiles on site;
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Dust Buster Cubes to be set up within areas where Dust emitting activities are being carried out to reduce the overall levels of dust in the air.
- Designated Cutting Areas to be established complete with monoflex (or similar) covered Heras Fence Panels to reduce the migration of Dust to other areas of the site.
- Stockpiled materials shall be covered and damped down;
- Stockpiled materials will be below the height of the site hoarding;
- Install screens/ barriers to minimise the impact of dust and pollution;
- Avoid site runoff of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet methods;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below;
- Cover, seed, or fence stockpiles to prevent wind whipping; and
- Carry out regular dust soiling checks of buildings within 100m of site boundary and provide cleaning if necessary.
- Sites to be left in a clean, tidy and safe condition at the end of each shift and upon completion of works.

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;
- Adequate Dust Suppression or Extraction will be utilized, it is anticipated that all Saws used for cutting Timber or Concrete products will have proprietary Dust Extraction/Suppression connections to them enabling Dust Bags, Vacuums or Pressurized Water Bottles to be used.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using recycled water where possible and appropriate;
- Use enclosed chutes, conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
- 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.

Measures Specific to Demolition

- Site to be safely secured by principal contractor, using solid hoarding panels, prior to any demolition work commencing.
- Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust);
- Structures to be carefully demolished using tracked 360° excavator.
- Ensure water suppression is used during demolition operations;
- Demolition to take place during rainy periods where possible;
- Wind speed and direction to be monitored regularly through the day using anemometers;
- If wind speed is too high or blowing towards nearby house etc. then all demolition works to stop until more suitable conditions arise;
- When natural rain water isn't available as a dust suppressor, dust cannons to be used to supress the spread of any dust;
- Hydraulic grab attachment to be used on 360° tracked excavator to gradually demolish buildings to prevent spread of dust;
- When buildings are on the floor as waste, water jets to be used to damp down all stockpiles;
- Stock piles to be covered with sheeting etc. if other control measures don't work;
- Avoid explosive blasting, using appropriate manual or mechanical alternatives; and
- Bag and remove any biological debris or damp down such material before demolition.
- All materials arising from demolition to be loaded onto lorries for recycling off of site.

Emissions from Vehicles/ Plant

6.3 The following generic mitigation measures will be implemented, when construction methods are being considered, to reduce emissions in relation to construction plant:

- All traffic on and off site to be managed by banksman and all vehicles to follow designated traffic management plan.
- Vehicle engines and equipment will be switched off when not in use and not left running unnecessarily;
- Vehicles and Equipment will be maintained in accordance with the manufacturer's specifications;
- Local haul routes and where practicable operating equipment will be kept away from potentially sensitive receptors;
- Mains or battery powered equipment will be used where practically possible and available.

Measures Specific to Construction

- Scabbling will be avoided where possible.
- Sand and other aggregates will be stored in bundled areas and are not allowed to dry out.
- Cement and other fine materials will be stored sufficiently to prevent escape of material and overfilling during delivery.
- Smaller supplies of fine material will be sealed and stored correctly when not fully used.

Measures Specific to Track out

- Water-assisted dust sweepers will be used if necessary, focusing mainly on the site boundary and local roads.
- Dry Sweeping large areas will be avoided where possible.
- Vehicles entering and exiting site will be covered to prevent escape of materials during transport.

Monitoring

6.4 Monitoring dust and air quality will be the responsibility of the Contractor. The contractor shall take all necessary measures to avoid creating a dust nuisance during both construction and demolition works.

6.5 Dust within enclosed areas should be measured with appropriate equipment to compare to the relevant Occupational Exposure Limits (made under the Control of Substances Hazardous to the Health) Regulations 2002 and any other relevant guidelines.

6.6 On-going visual inspection of the Site will be undertaken at all times. If dust clouds are observed or if complaints are received relating to dust / air quality, action should be taken immediately, and a formal monitoring programme should be enacted.

6.7 When such a situation arises, the Contractor will set up a transect across the Site according to the direction of the prevailing wind. A minimum of two automatic particulate monitors, capable of measuring PM_{10} levels, shall be deployed at either end of the transect. These instruments must provide data that can be downloaded in real-time. The dust monitors must also provide an alert to Site management, such as in the form of an alarm or text message, when the Action Level has been exceeded.

6.8 Where monitoring of the dust level is undertaken, it is currently considered suitable to adopt the guidance level suggested by best practice guidance. This states that a PM_{10} Action Level of 200µg/m^3 averaged over a 15-minute period should be adopted. Baseline particulate levels do not provide an indication that this level would be unsuitable. If levels exceed this threshold, further investigation/ mitigation should be undertaken.

6.9 Where the results of monitoring exercises indicate that the Action Levels have been exceeded, the following shall be undertaken by the Contractor:

- Identify the activity or activities causing the Action Level to be exceeded;
- Investigate whether the activities could be easily changed, or other simple actions taken to substantially reduce dust levels;
- If simple and effective remedial measures are not identified, adopt alternative techniques and / or additional mitigation measures, until the problem is rectified;
- In all cases where Action Levels are likely to be exceeded, undertake liaison with neighbours and LBoC to the degree that is appropriate for the levels likely to be reached and their estimated duration; and
- Log the incidents of exceedances along with the identified source and the action taken to mitigate the issue. This log should be available for review by LBoC at all times.

6.10 The neighbouring community will be informed of proposed Site operations and potentially disturbing operations will be programmed for times that would minimise any effects.

6B- Mitigation Measures Checklist

Mitigation Measure to be implemented	Responsible Person	Frequency of Checking
Site management		
Display name and contact details of person responsible for air quality issues on the site hoarding notice board	Site manager	Weekly
Display the head of regional office contact information	Site manager	Weekly
Record and respond to all dust and air quality pollutant emissions complaints (see Complaints Procedure in Supporting Information)	Site manager	As required
Make the complaints log available to the LBoC's Officer when asked	Site manager	As required
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results and make the inspection log available to the LBoC when asked	Site manager	Weekly
Increase the frequency of inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions	Site manager	Daily/ Hourly depending on activity type
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off site and record any action taken to resolve the situation in the log book	Site manager	As required
Preparing and maintaining the site		
Plan the site layout: locate machinery and dust causing activities away from receptor	Site manager	Weekly/ Daily
Erect solid screens or barriers around dust activities or the site boundary that are at least as high as any stockpiles on site	Site manager	Weekly
Fully enclose site or specific operations where there is a potential for dust production and the site is active for an extensive period	Site manager	Weekly
Ensure scaffolding will be enclosed	Site manager	As required
Avoid site runoff of water or mud	Site manager	Daily
Keep site fencing, barriers and scaffolding clean using wet methods	Site manager	Weekly
Remove materials from site as soon as possible	Site manager	Daily
Operating vehicle / machinery and sustainable travel		
Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone	Site manager	As required
Ensure all non-road mobile machinery (NRMM) comply with the standards set out within this guidance	Site manager	As required
Ensure all vehicles switch off engines when stationery – no idling vehicles	Site manager	As required

Mitigation Measure to be implemented	Responsible Person	Frequency of Checking
Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where possible	Site manager	As required
Impose and signpost a maximum site speed limit of 10 mph	Site manager	Weekly
Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking and car sharing)	Site manager	Weekly
Operations		
Only use cutting, grinding and 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	Site manager	As required
Ensure an adequate water supply is available on site for effective dust / particulate matter mitigation (using recycled water where possible)	Site manager	Daily
Use enclosed chutes, conveyors and covered skips	Site manager	Daily
Minimise drop heights from conveyors, loading shovels, hoppers and other loading and handling equipment and use fine water sprays on such equipment wherever appropriate	Site manager	Daily
Measures Specific to Demolition		
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust	Site manager	Weekly
Ensure water suppression is used during demolition operations	Site manager	Daily
Avoid explosive blasting, using appropriate manual or mechanical alternatives	Site manager	Daily
Bag and remove any biological debris or damp down such material before demolition	Site manager	Daily
Measures specific to construction		
Avoid scrabbling (roughening of concrete surfaces) if possible	Site manager	As required
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless required for a particular process, in which case ensure that appropriate additional control measures are in place	Site manager	Daily
Measures specific to Trackout (no on-road vehicles will be entering the site)		
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site	Site manager	Daily
Avoid dry sweeping of large areas	Site manager	Daily
Ensure vehicles visiting and leaving site are securely covered to prevent escape of materials during transport	Site manager	As required

6C- Incident Reporting and Complaint Procedure

6.11 The Environmental Coordinator will keep records of the results of the regular monitoring undertaken. Additionally, a record of all environmental incidents that result in air pollution and remedial action taken will be recorded in an environmental incident log book.

6.12 Complaints received will be recorded and investigated by the Site Manager.

Action to be taken

- Time, date, identity and contact details of complainant are to be taken;
- The wind direction, strength and weather conditions are to be noted;
- A note is to be taken if the complaint has been referred by the LBoC's officer;
- Ask the complainant to describe the dust emission - is it constant or intermittent, how long has it been occurring for and is it worse at any particular time of the day? Does it come from an identifiable source?
- As soon as possible after receipt of the complaint, a site inspection is to be undertaken, by the site manager and all dust producing activities noted. Note all dust mitigation methods that are being employed;
- If the complaint is related to an activity in the recent past, note any dust producing activities that were underway at the time. If possible, implement any remedial action possible;
- Visit the area from which the complaint originated and ascertain if there is still a problem;
- After initial investigations have been completed, contact the complainant and explain any problems and remedial actions taken;
- Notify the Project Manager, the Environmental Manager and the LBoC's AQ Officer that a complaint has been received, the findings of the investigation and the remedial measure(s) that were taken.

Incidents

6.13 The following actions will be taken in the event of an exceedance of the agreed thresholds, obvious visual impacts and / or complaints:

- Onsite activities will be immediately inspected to identify likely sources;
- If onsite sources are identified as being responsible for exceeding the agreed threshold, the relevant activities will be halted until remedial activities can be implemented (e.g. wetting down, road sweeping, sheeting up);
- The activity will then be monitored to ensure that the mitigation measures are working and there is no repeat incident; and
- Should a complaint be received the complainant will be contacted by the Community Liaison Manager to follow up.

Complaints Procedure

6.14 The Site Manager will inform stakeholders of the complaint's procedure as part of the communication programme. The complaints procedure must satisfy the following requirements:

- Publication of contact details for all relevant contacts, including their telephone and email contact details;
- Implementation and maintenance of a complaints register which records all communications (whether verbal or written) received from the general public or stakeholders;
- Classification of the nature of each communication (above) by category (e.g. complaint, enquiry, comment);
- If a communication requires action the Site Manager will assign the task to an appropriate Team member;
- Ensure completion of actions and ensure the complaints register is updated with a record of all actions and outcomes.

7.0 CONCLUSIONS

7.1 SG Consulting has commissioned Create Consulting to prepare a Dust Risk Assessment and Management Plan for a demolition of existing dwelling at 30 Glenilla Road this will be replaced by a four-story replacement dwelling. At 32 Glenilla Road an existing single-story church (Use class D1) will be demolished with the erection of 1 2-bedroom and 1 3-bedroom houses with basements (Use class C3) at the proposed development site. This report is submitted to the London Borough of Camden guidance which requires any CMP to be accompanied with a dust management plan to address the potential risk of dust as a source (site) and to and from the site in question.

7.2 The main reasons for this assessment level are the size of the site (small) and relatively low activity levels, e.g. minimal plant usage on site, minimal vehicle movements to and from site and distance from most sensitive receptors.

7.3 Regardless of the risk level, the demolition contractor shall ensure that their own employees working on site and all sub-contractors always follow best practice to control and limit emissions of gaseous and particulate pollutants into the atmosphere from the construction and demolition activities, including vehicles and plant.

7.4 The checklist to be maintained to identify mitigation procedures, which extend beyond those required for a negligible dusty site but will be implemented on site in order to minimize dust nuisance from dusty operations. Included are correct storage of raw materials, high standards of housekeeping and site management, minimization of drop heights and consideration of the prevailing wind.

7.5 Suppression techniques will be through the use of water via hoses and dampening down of localised areas during dusty activities during the demolition / construction phases. We will ensure that we have an adequate supply of water on site that has adequate frost protection.

7.6 The Contractor will provide monthly short form data reports to the LBoC's Air Quality Officer outlining non-working conditions, working conditions and any exceedances of the mean objectives during the month. Monitoring data in a format and frequency to be agreed shall be included in spreadsheet form.

7.7 Mitigation measures proposed in section 6 include mitigation prior to demolition/ construction activities and during site operations for demolition, crushing and construction traffic and stationary plant associated with the proposed development.

7.8 Following the successful implementation of the suggested mitigation measures to reduce and manage dust and other emissions from Site activities in line with London Plan and IAQM (2014), the residual effects of construction dust and emissions upon the local area and sensitive receptors although adverse, will be temporary and **not significant.**

8.0 DISCLAIMER

8.1 Create Consulting disclaims any responsibility to the Client (SG Consulting (South East) Ltd (Hampshire)) and others in respect of any matters outside the scope of this report.

8.2 The copyright of this report is vested in Create Consulting Engineers Ltd and SG Consulting (South East) Ltd (Hampshire). The Client, or his appointed representatives, may copy the report for purposes in connection with the development described herein. It shall not be copied by any other party or used for any other purposes without the written consent).

8.3 Create Consulting Engineers Ltd accepts no responsibility whatsoever to other parties to whom this report, or any part thereof, is made known. Any such other parties rely upon the report at their own risk.

APPENDIX E

ASBESTOS SURVEY REPORTS

AMIANTE STR LTD

ASBESTOS

PRE-DEMOLITION SURVEY REPORT

Report Number: **L5735**

On behalf of **Mr & Mrs Stuart Swycher C/o SG Consulting Limited**
18 Walnut Drive, Wendover, Aylesbury, Buckinghamshire
HP22 6RT

30 Glenilla Road
Belsize Park
London
NW3 4AN

Report Compiled By:	**Lyndon Hare**	Reviewed By	**Ralph Alvino**
Signature:		Signature:	
Date	8th October 2019		8th October 2019

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Amiante STR Limited
Unit 5 Falcon Court
Parklands Business Park
Forest Road
Denmead
Hampshire
PO7 6BZ

Tel: 023 9223 0700
Fax: 020 9223 0800

DISCLAIMER

Every effort has been made to identify all asbestos materials so far as was reasonably practical to do so within the scope of the survey and the attached report. Methods used to carry out the survey were agreed with the client prior to any works being commenced.

All surveys are carried out by trained and experienced surveyors using the combined approach with regard to visual examination and necessary bulk sampling. It is always possible after a survey that asbestos based materials of one sort or another may remain in the property or area covered by that survey, this could be due to various reasons:

- Asbestos materials existing within areas not specifically covered by this report are therefore outside the scope of the survey.
- Asbestos may well be hidden as part of the structure to a building and not visible until the structure is dismantled at a later date.
- Where an area has been previously stripped of asbestos i.e. plant rooms, ducts etc. and new coverings added, it must be pointed out that asbestos removal techniques have improved steadily over the years since its introduction. Most notably would be the Control of Asbestos Regulations (2012) laying down certain enforceable guidelines. Asbestos removal prior to this regulation would not be of today's standard and therefore debris may be present below new coverings.
- Access for the survey may be restricted for many reasons beyond our control such as height, inconvenience to others, immovable obstacles or confined space. Where electrical equipment is present and presumed in the way of the survey no access will be attempted until proof of its safe state is given. Our operatives have a duty of care under the Health and Safety at Work act (1974) for both themselves and others.
- This survey will detail all areas accessed and all samples taken, where an area is not covered by this survey it will be due to No Access for one reason or other i.e. working operatives, sensitive location or just simply No Access. It may have been necessary for the limits of the surveyor's authority to be confirmed prior to the survey.
- In the building where asbestos has been located and it is clear that not all areas have been investigated, any material that is found to be suspicious and not detailed as part of the survey should be treated with caution and sampled accordingly.
- Where a survey is carried out under the guidance of the owner of the property or his representative, then the survey will be as per his instructions and guidance at that time.
- Amiante STR Ltd cannot be held responsible for any damage caused as part of this survey carried out on your behalf. Due to the nature and necessity of sampling for asbestos some damage is unavoidable.
- No testing of the ground has been undertaken. Amiante STR Ltd have made the assumption that the land upon which this building stands is not contaminated in any form and will not be held responsible for any subsequent investigation and its findings, or cost implications thereof.

1. EXECUTIVE SUMMARY

1.1. Scope

The survey was conducted to establish the presence of asbestos containing materials within the client specified areas of the property.

For asbestos Pre-Demolition/Major Refurbishment surveys (as defined in HSG264 Asbestos: The Survey Guide) the survey is fully intrusive and involves destructive inspection, as necessary, to gain access to all areas, including those that may be difficult to reach. Excluded from the scope of this type of survey are areas that require specialist access equipment. Areas that may pose undue risk to surveyors will not be accessed. These areas will be identified in the report.

The opening of electrical equipment (e.g. switch boxes), plant (e.g. boilers, heaters, air handling units and ducted systems) and hazardous installations (e.g. chemical containers) is specifically excluded.

Areas where the following hazards are present will be excluded from the survey; electrical, chemical, biological, noise, and falls.

The survey will proceed in a systematic manner working from a logical starting point and inspecting every element of every accessible functional space.

Any suspected 'Asbestos Containing Materials' (ACMs) will be sampled according to the procedure documented below and analysed using polarised light microscopy.

1.2. Type of Survey

Pre-Demolition Survey

1.3. Locations with identified (or presumed) ACMs

Building: **Main**					
Location	**Item**	**Photo N°**	**Product Details**	**Finding**	**Recommended/ Action**
None seen					

1.4. ACMs with high material assessment scores

Building: **Main**			
Location	**Item**	**Product Details**	**Finding**
None seen			

1.5. Areas not accessed

Building: **Main**	
Location	**Comments**
None	

INTRODUCTION

The objective of the survey was to determine as far as reasonably practicable the presence and extent of any suspect Asbestos Containing Materials (ACMs) within the site and to assess their condition; to determine the asbestos type, either by bulk analysis or a presumption based on the surveyor's experience; and to establish the products' likelihood to release airborne asbestos fibres by carrying out a materials assessment.

The survey report details all areas that were accessed and any elements noted within, as well as all areas which were unable to be accessed during the survey. Any area not detailed in this report should be considered as not accessed and presumed to contain asbestos until further inspection proves otherwise.

1.6. Building Description

The property is a detached 3 storey house of traditional brick construction with a series of pitched tiled roofs, built approximately early 1900's.

GENERAL SITE INFORMATION

Survey conducted by	**Lyndon Hare** Senior Surveyor		
of	**Amiante STR Ltd** Unit 5 Falcon Court Parklands Business Park Forest Road Denmead Hampshire PO7 6BZ		
on behalf of	Mr & Mrs Stuart Swycher C/o SG Consulting Limited 18 Walnut Drive Wendover Aylesbury Buckinghamshire HP22 6RT	acting for	James Dover
Survey carried out at	30 Glenilla Road Belsize Park London NW3 4AN		
Date of Survey	7th October 2019		
Date of Report	8th October 2019		
Survey method	HSG264 Asbestos: The Survey Guide (2012)		
Survey Type	Demolition Survey		

RESTRICTIONS AND LIMITATIONS

All reasonable attempts were made to access all areas covered for a Pre-Demolition Asbestos Survey. However, the following restrictions and limitations applied during the project.

Report

This report must be read and used wholly in conjunction with all elements of its content. Most sections of this report relate directly to other sections. Amiante STR can accept no liability or responsibility for the cost of removal of asbestos or other materials or delays etc caused by the inappropriate use of this report. Should interpretation be taken incorrectly without consulting Amiante STR Ltd in the first instance then no liability will be associated.

All reasonable attempts have been made to identify asbestos containing materials, however, it should be noted that previous ad-hoc alterations and refurbishments to the building, may prevent the identification of all asbestos containing materials even though it is intrusive in nature. Asbestos applications are known to exist in parts of a building that are inaccessible without demolition and as such are not possible to identify within any survey. This inspection is intrusive by its nature to gain the required access to parts of the building, therefore damage to décor, fixtures and fittings, but not limited to these parts may be disturbed during the investigation.

All dimensions quoted within the report are approximate and provide for guidance only. The report does not constitute a “Bill of Quantities” and should not be solely used as a tender document, the exact extent of materials identified within this report must be verified by contractors on site by a detailed “Specification of Works” prior to carrying out removal works etc.

Inspection

No report has been made upon concealed spaces, which may exist within the fabric of the building, where the extent and presence of these is not evident due to inaccessibility or insufficient knowledge of the structure at the time of the survey. Requests will be made for copies of the original construction drawings, specifications etc. prior to the start of the survey. The lack of any such drawings may detract from the accuracy of the subsequent survey.

Areas where the following hazards were present were excluded from the survey; electrical, chemical, biological, noise, ducted systems and falls. Lift shafts and cars, and similar areas containing moving machinery will only be inspected if a qualified engineer is present. Flat roofs will only be inspected where guard rails are in place. Areas considered to be a confined space will not be included in the survey. Any requirement for specialist access equipment has been specifically excluded, unless otherwise stated or previously instructed.

During the survey only standard hand tools were used to gain access through access points. Wall cavities, service risers, ducts and other voids. Extensive breaking out of concrete, brickwork, floor slabs etc. is outside the scope of this survey. Inspection of areas which would involve the removal of materials known or suspected to contain asbestos materials are outside the scope of this survey. Further inspection using specialist equipment under controlled conditions with a licensed asbestos removal contractor in attendance may be required.

It should be noted that even when no asbestos is located in an area, this is not a guarantee that this location does not have asbestos present. Due caution must always be taken when dealing with building materials, and any suspect materials must be investigated prior to any works proceeding.

Our liability for failure to detect all Asbestos containing materials within the property (which give rise to legal time/cost extension) will be limited to ten times the survey contract value.

Sampling

Samples have not been taken where the act of sampling would endanger the surveyor.

The asbestos content of textured coating is low and often inconsistent within the material. Despite more than one sample being taken, subsequent sampling and analysis could reveal different results. Amiante STR Ltd cannot be held accountable for any such differences.

Materials have been referred to as Asbestos Insulating Board or Asbestos Cement based upon their asbestos content and visual appearance alone by an independent UKAS accredited laboratory. Density checks on materials have not been carried out unless otherwise stated.

SURVEY RESULTS

1.7. Appendix A: Material Assessments

All samples, positive references, and visually identified products are listed here, with information relating to product type, condition, surface treatment, quantity, and recommendations.

Appendix A is provided in three parts:

- List of Materials Analysed - Containing Asbestos.
- List of Materials Analysed – No Asbestos Present.
- List of all other Rooms and Materials Surveyed.

HSG264 Asbestos: The Survey Guide prescribes the formula by which the risk of each ACM is determined. A risk score of between 0 and 12 is calculated by the surveyor against given values. The criteria for these values are as follows:

Product Type	**1 (Low)**	Composite materials (plastics, resins, mastics, roofing felts, vinyl floor tiles, semi-rigid paints or decorative finishes, cement etc.)
	2 (Medium)	AIB, millboards, other low-density insulation boards, textiles, gaskets, ropes and woven textiles, paper and felt
	3 (High)	Thermal insulation (e.g. pipe and boiler lagging), sprayed asbestos, loose asbestos, asbestos mattresses and packing
Surface Treatment	**0 (None)**	Composite materials containing asbestos: reinforced plastics, resins, vinyl tiles
	1 (Low)	Enclosed sprays and lagging, AIB (with exposed face painted or encapsulated) cement sheets etc.
	2 (Medium)	Unsealed AIB, or encapsulated spray coating and lagging
	3 (High)	Unsealed spray coating and lagging
Condition – Extent of Damage/Deterioration	**0 (None)**	Good condition: no visible damage
	1 (Low)	Low damage: a few scratches or surface marks
	2 (Medium)	Medium damage: Significant breakage of materials or several small areas where material has been damaged revealing loose fibres
	3 (High)	High damage or delamination of materials, sprays and thermal insulation. Visible debris
Asbestos Type	**0/NAD**	No asbestos detected
	1	Chrysotile
	2	Amphibole asbestos excluding Crocidolite
	3	Crocidolite
Likelihood of Disturbance	**0**	External materials (soffits, undercloaking, DPC)
	1	Low disturbance (ceilings, high level panels, floor tiles below carpet)
	2	Easily disturbed (boxed riser, wall panels etc.)
	3	Routinely disturbed (floor tiles, panel to door etc.)
ID	**SP**	Strongly Presumed
	P	Presumed
	A	Analysed
Recommendation	**MM**	Mark & Manage
	E	Encapsulate
	R	Remove
	Other	Other recommendation to be specified

The total sum of the risk assessments is then calculated to produce a materials assessment score as detailed below.

Materials Assessment Score	Risk of Fibre Release
10 or greater	**High Risk**
7, 8, 9	**Medium Risk**
5, 6	**Low Risk**
4 or below	**Very Low Risk**

It is likely that high risk items will be highlighted in the report text and that some immediate action will be required.

1.7.1. Materials Analysed – Containing Asbestos

Room Number/ Name Product Details	Item No.	Bulk ID/ Vis ID	Photo No.	Product Type 1-3	Surface Treatment 0-3	Condition 0-3	Asbestos Type NAD, 1-3	Score	Possible Disturbance	Quantity M, M2,x?	ID A, SP, P	Rmd MM, E, R, Other
None seen												

1.7.2. Materials Analysed – No Asbestos Detected

Room Number/ Name Product Details	Item No.	Bulk ID/ Vis ID	Photo No.	Product Type 1-3	Surface Treatment 0-3	Condition 0-3	Asbestos Type NAD, 1-3	Score	Possible Disturbance	Quantity M, M2,x?	ID A, SP, P
EX.01 - Balcony Promenade tile	01	AA15617 B01	01	1	-	-	NAD	-	-	16m	A

1.7.3. All Other Rooms and Materials Surveyed

Room Number/ Name	Site Notes
2.01 - Bedroom	Plasterboard ceiling, brick walls, plasterboard partitions, timber floor, fitted carpet, metal pipe work
2.02 - Roof Eave	Modern sarking felt, brick walls, timber floor, MMMF insulation, plasterboard partitions
2.03 - Roof Eave	Modern sarking felt, brick walls, timber floor, MMMF insulation, plasterboard partitions, metal pipe work, plastic pipe work
2.04 - Bathroom	Plasterboard ceiling, brick walls, modern sarking felt, timber floor, ceramic floor tiles, ceramic wall tiles, metal pipe work, plastic pipe work, plastic bath panel, ceramic toilet cistern
2.05 - Hall	Plasterboard ceiling, plasterboard partitions, timber floor, fitted carpet
2.06 - Stairwell	Plasterboard ceiling, timber floor, timber stairs, fitted carpet, brick walls, modern sarking felt
2.07 - Bedroom	Plasterboard ceiling, plasterboard partitions, brick walls, modern sarking felt, timber floor, fitted carpet, metal pipe work
2.08 - Roof Eave	Modern sarking felt, brick walls, timber floor, steel beam, plasterboard partitions
1.01 - Bedroom	Plasterboard ceiling, plasterboard partitions, masonry walls, timber floor, metal pipe work, timber boxing
1.02 - En Suite	Plasterboard ceiling, plasterboard partitions, masonry walls, ceramic wall tiles, ceramic floor tiles, timber floor, metal pipe work, plastic pipe work, timber boxing, plastic toilet cistern
1.03 - Bedroom	Plasterboard ceiling, plasterboard partitions, masonry walls, timber floor, metal pipe work
1.04 - En Suite	Plasterboard ceiling, plasterboard partitions, masonry walls, timber floor, ceramic wall tiles, ceramic floor tiles, metal pipe work, plastic pipe work, plastic bath panel, ceramic toilet cistern, timber boxing
1.05 - Dressing Room	Plasterboard ceiling, masonry walls, timber floor, metal pipe work
1.06 - Hot Water Cupboard	Plasterboard ceiling, masonry walls, plasterboard partitions, timber floor, metal pipe work, plastic pipe work, modern water cylinder
1.07 - Bedroom	Plasterboard ceiling, masonry walls, plasterboard partitions, metal pipe work, timber floor
1.08 - En Suite	Plaster board ceiling, masonry walls, plasterboard partitions, ceramic wall tiles, ceramic floor tiles, timber floor, ceramic toilet cistern, metal pipe work, plastic pipe work
1.09 - Stairwell	Plasterboard ceiling, masonry walls, plasterboard partitions, timber floor, timber stairs, fitted carpet
EX.01 - Balcony	Brick walls, plastic rainwater goods, timber soffits and fascias, asphalt covering, lead flashing
G.01 - Office	Plasterboard ceiling, plasterboard partitions, masonry walls, timber floor, fitted carpet, metal pipe work
G.02 - Lobby	Plasterboard ceiling, masonry walls, plasterboard partitions, timber floor
G.03 - Under Stairs Cupboard	Plasterboard ceiling, masonry walls, timber floor, modern electrical equipment
G.04 - Under Stairs Cupboard	Plaster ceiling, plasterboard partition, masonry walls, timber floor

Room Number/ Name	Site Notes
G.05 - Hall	Plasterboard ceiling, masonry walls, plasterboard partitions, metal pipe work, timber floor, timber stairs, fitted carpet to stairs
G.06 - Utility Room	Plasterboard ceiling, masonry walls, ceramic wall tiles, timber floor, ceramic floor tiles, metal pipe work, plastic pipe work
G.07 - W.C	Plasterboard ceiling, masonry walls, ceramic wall tiles, timber floor, ceramic floor tiles, ceramic toilet cistern, metal pipe work, plastic pipe work
G.08 - Boiler Cupboard	Plasterboard ceiling, masonry walls, plasterboard partitions, timber floor, ceramic wall tiles, modern boiler, metal pipe work, plastic pipe work
G.09 - Kitchen	Plasterboard ceiling, masonry walls, plasterboard partitions, ceramic wall tiles, timber boxing, timber floor, metal pipe work, plastic pipe work
G.10 - Lounge/Dining Room	Plasterboard ceiling, plasterboard partitions, masonry walls, timber floor, metal pipe work
EX.02 - External Elevations	Series of pitched tiled roofs, brick walls, plastic and metal rainwater goods, plastic windows, metal door, plastic and timber doors, timber soffits and fascias, lead cheeks to dormer window

1.8. Appendix B: Photo Plates

PHOTOPLATE 001

Location	EX.01 - Balcony
Item No.	01
Sample Reference (Bulk ID)	AA15617 B01
Product Details	Promenade tiles
Analysis Result	NAD
Risk Level	-
Recommendation	-

1.9. Appendix C: Bulk Certificates

All sampled items are recorded here with the analysis results and details of the laboratory that analysed the samples.

Bulk samples were taken using suppressant techniques designed to minimise the release of asbestos fibres, in accordance with our in house procedures. To minimise the risk of exposure and damage to decorations, not all ACMs were sampled. Some were visually identified to be similar to a sampled material and strongly presumed.

Analysed refers to where a suspected ACM has been sampled and analysed using bulk analysis, as described in HSG248 "The Analysts Guide". As previously mentioned, some items are ***Strongly Presumed***. This happens when a surveyor has good reason to believe the material contains asbestos but no sample has been taken. This usually occurs when a material is visually similar to a material previously sampled and found to contain asbestos. Another example of this is when a product could not be sampled due to restricted access or risk of damaging the integrity of the product, but the surveyor has used their experience to strongly presume the product contains asbestos. ***Presumed*** is where there is insufficient evidence to suggest the material does not contain asbestos. An example of this is a locked room which cannot be accessed or an element which cannot be reached to inspect and there is no reasoned argument to suggest the material does not contain asbestos.

AIRSAFE ANALYTICAL LTD
14 NORMANDY STREET, ALTON, HANTS, GU34 1BX

TEL: 01420 88883 / 89990 email: info@airsafe.org.uk

UKAS TESTING
4376

Certificate of Analysis

Job Number :	AA15617	Date :	09/10/19	Analyst :	RW

Name & Address of Client :	Site Address :
Amiante STR Ltd	30 Glenilla Road
Unit 5 Falcon Court	London
Parklands Business Park	
Forest Road	
Denmead	
Postcode : PO7 6BZ Tel : 02392 230700	Postcode : NW3

Date Samples Taken :	07/10/19	Certificate Number :	1 of 1
Date Samples Received :	09/10/19	Total Number of Samples :	1
Date of Analysis :	09/10/19	Clients Representative :	Ralph Alvino

Samples collected by the client are evaluated using information provided by the client at the time of delivery. Airsafe Analytical Limited are not responsible for the accuracy and / or competence of the sampling by third parties. Under these circumstances Airsafe Analytical Limited cannot be held responsible for the interpretation of the results shown.
All samples of material, detailed below, have been examined to determine the presence of Asbestos fibres using Polarised Light Microscopy and the McCrone Dispersion Staining Technique in accordance with Airsafe Analytical Limited's documented "in-house" procedures which are based on the HSE's guidance note HSG248 - Asbestos: The Analysts' guide for sampling analysis and clearance procedures.

AA Sample Reference	Client Sample Number	Sample Description / Material Type	Fibre Type Detected
B01	1	Promenade tile	NADIS

NADIS = No Asbestos Detected In Sample

All samples will be retained by the laboratory for a minimum of 6 months from the date the samples were received.

Authorised by :	R. Wren	Date :	09/10/19	Time :	1448
Signature :					

ISSUE NUMBER	8	DATE	MAR 2018

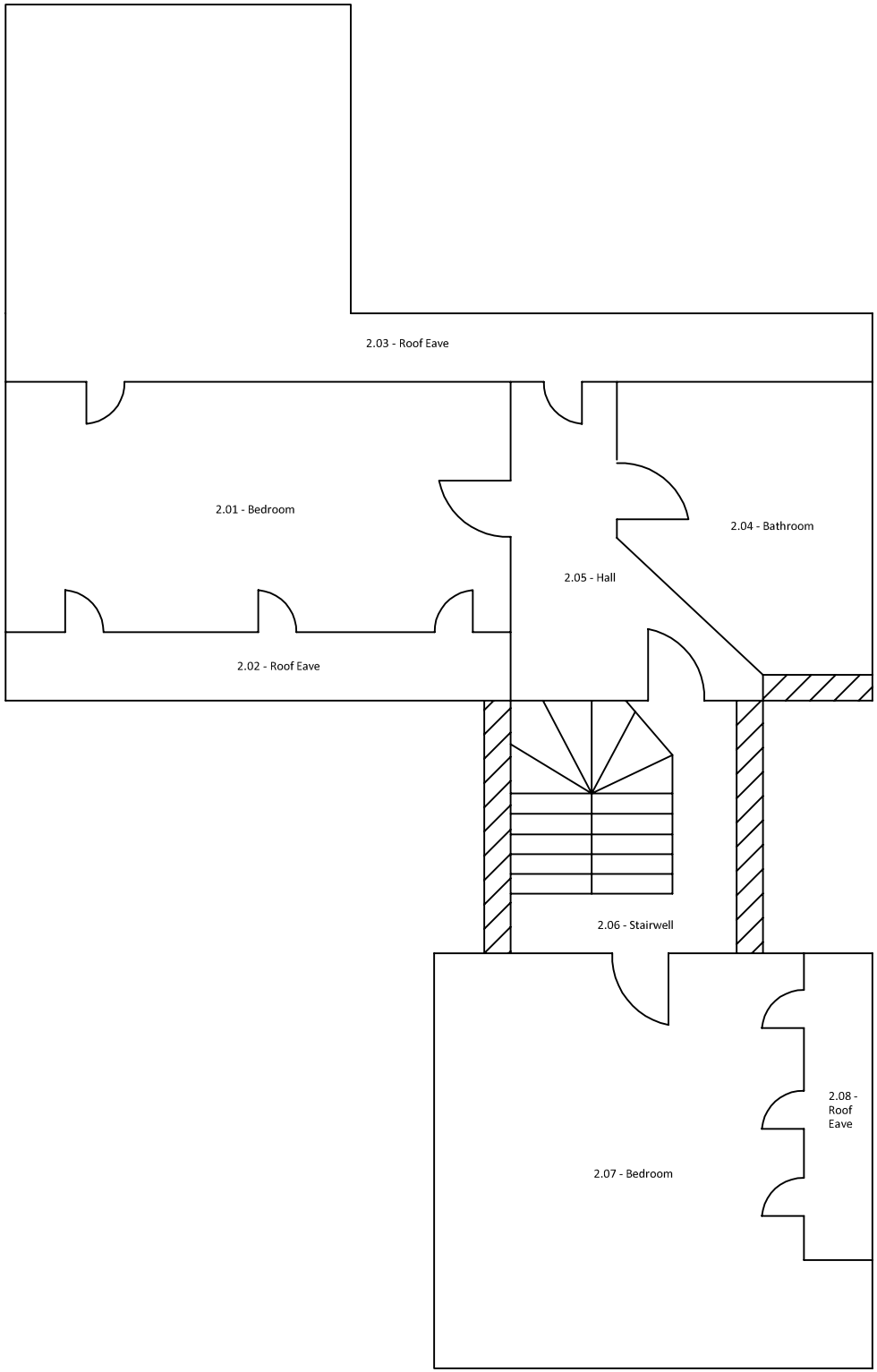
1.10. Appendix D: Marked CAD Plans

These show all areas accessed, with each room given a unique number that is referenced throughout this report.

Areas not accessed are hatched out or noted as such.

Sampled items and strongly presumed ACMs are marked on the drawing according to the legend and annotated using the Item ID number referenced in the Material Assessment, photo plates etc.

These plans should not be used alone to form the asbestos register, but must be used in conjunction with Appendices A and B.

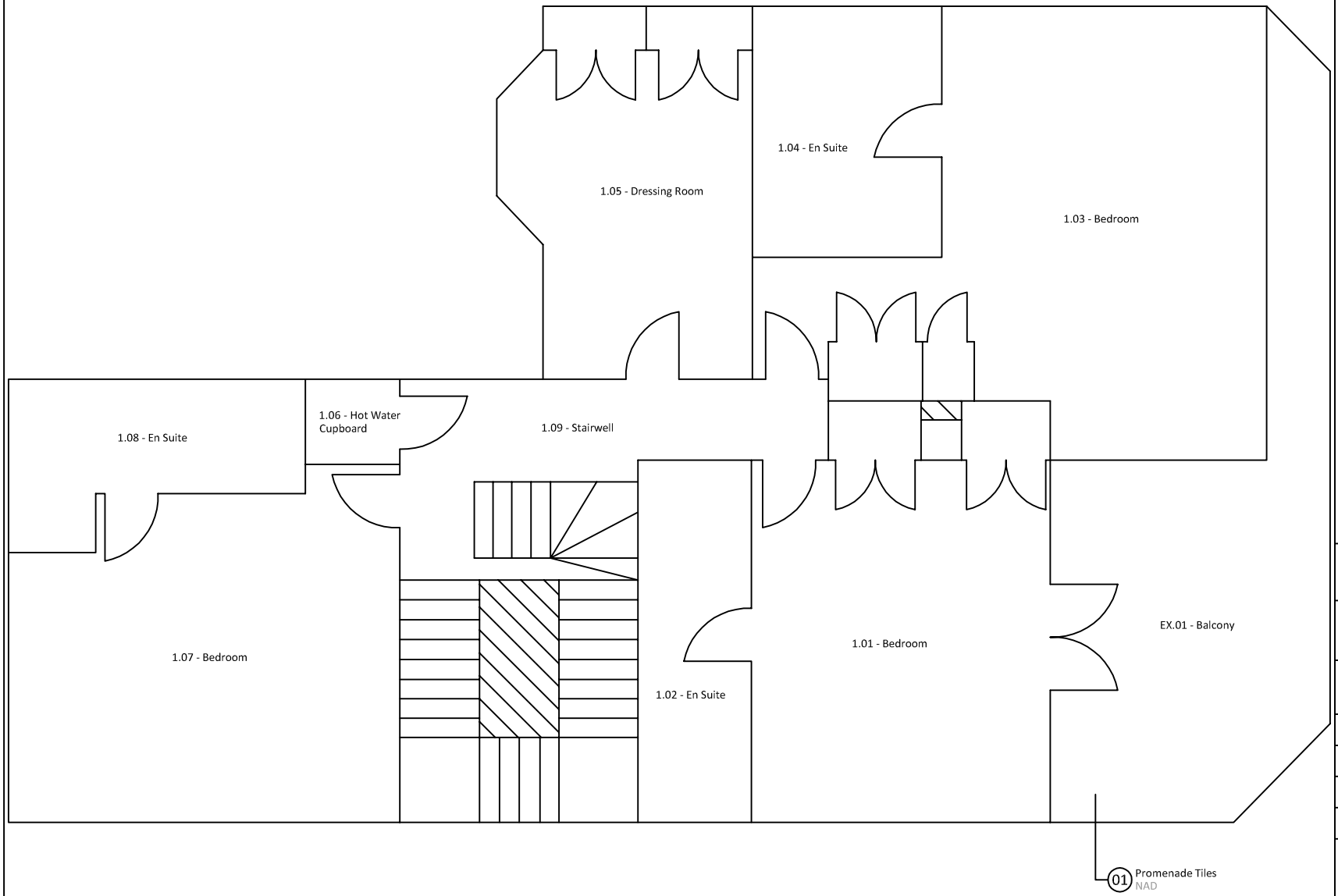


NOT TO SCALE

01	Sample Number
~~XXXXX~~	Gaskets
XXXXX	Insulation
	AIB Horizontal
	AIB Vertical
	A/C Horizontal
	A/C Vertical
	A/C Pipe
	Textured Coating
	Thermoplastic Flooring
	Resin and Plastic Composites
	Bitumen Products
NAD	No Asbestos Detected

CLIENT	Mr & Mrs Swycher C/o SG Consulting Limited	
SITE	30 Glenilla Road, London NW3 4AN	
BUILDING	Main Building 2nd Floor	
JOB No.	L5735	
DATE	08/10/2019	
AUTHOR	L. Hare	Drg. 01 of 03
Use with Appendices A-C of Survey Report		

Amiante STR Ltd

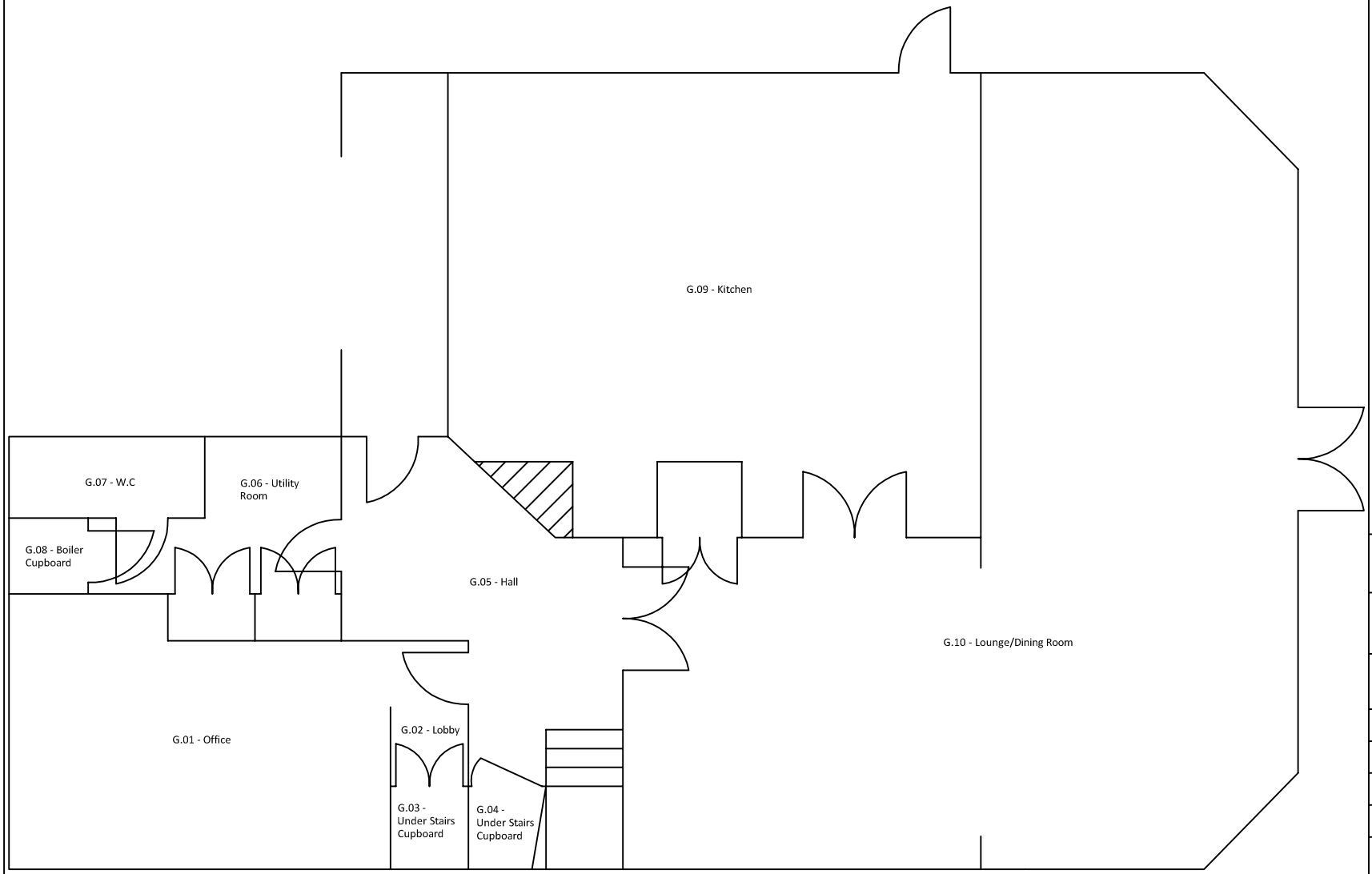


NOT TO SCALE

01	Sample Number
~~XXXXX~~	Gaskets
XXXXX	Insulation
	AIB Horizontal
	AIB Vertical
	A/C Horizontal
	A/C Vertical
	A/C Pipe
	Textured Coating
	Thermoplastic Flooring
	Resin and Plastic Composites
	Bitumen Products
NAD	No Asbestos Detected

CLIENT	Mr & Mrs Swycher C/o SG Consulting Limited	
SITE	30 Glenilla Road, London NW3 4AN	
BUILDING	Main Building 1st Floor	
JOB No.	L5735	
DATE	08/10/2019	
AUTHOR	L. Hare	Drg. 02 of 03
Use with Appendices A-C of Survey Report		

Amiante STR Ltd



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	Thermoplastic Flooring
	Resin and Plastic Composites
	Bitumen Products
NAD	No Asbestos Detected

CLIENT	Mr & Mrs Swycher C/o SG Consulting Limited	
SITE	30 Glenilla Road, London NW3 4AN	
BUILDING	Main Building Ground Floor	
JOB No.	L5735	
DATE	08/10/2019	
AUTHOR	L. Hare	Drg. 03 of 03
Use with Appendices A-C of Survey Report		

Amiante STR Ltd