

AIR QUALITY (DUST) RISK ASSESSMENT

LB Camden – CMP Pro-Forma – Environment Q9

In accordance with GLA’s Control of Dust and Emissions Supplementary Planning Guidance

Property: **46 Agamemnon Road NW6 1 EN**

Scope of Works: **Basement construction**

Background PM10 **17-20 ug/m3 From UK Ambient Air Quality Interactive Map by DEFRA**

Phase	Dust Emission	
	Magnitude	Reason
Demolition	Small	total volume less than
Earthworks	20,000m3	
Construction	Small	<10,000 tonnes of material
Trackout	Small	<25,000m3 building volume
	Small	< 10 hgv (>3.5t) trips in any day

Effects	Sensitivity of The Area	
		Reason
Dust Soiling	High	Residential area
Human Health	High	Residential area
Ecological	Low	No specific ecological designation

AIR QUALITY (DUST RISK ASSESSMENT)

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

Summary Dust Risk

Potential Impact	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Low risk	Low Risk	Low Risk	Negligible
Human Health	Negligible	Negligible	Negligible	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible

Table 4.6

Table 4.7

Table 4.8

Table 4.9

Commentary/ Conclusion
<p><i>Dust risk assessment identifies low risk of dust soiling during demolition, earthworks and construction only. This can be controlled by suitable methods of work and mitigation measures. All other potential impacts are negligible.</i></p>

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

46 Agamemnon Road, London, NW6 1EN

LB Camden – CMP Pro-Forma - Environment Q10 – Dust mitigation measures

Address :- 46 Agamemnon RD NW6 1EN

Application reference :- 2020/3897/P

Table below is extracted from the Mayor's 'Control of dust and emissions during construction and demolition' SPG.

Key

XX Highly Recommended X Desirable

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACKOUT

Note

Risk assessment for the proposed building works provides the following risk summary

Potential Impact	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Low risk	Low Risk	Low Risk	Negligible
Human Health	Negligible	Negligible	Negligible	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible

Mitigation Measure	Low Risk	Medium Risk	High Risk	TICK TO CONFIRM MITIGATION MEASURE WILL BE IMPLEMENTED
Site management				
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX	N/A
Develop a Dust Management Plan.		XX	XX	N/A
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX	YES
Display the head or regional office contact information.	XX	XX	XX	YES
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX	YES
Make a complaints log available to the local authority when asked.	XX	XX	XX	YES
Carry out regular site inspections to monitor compliance with air quality and	XX	XX	XX	YES

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dust control procedures, record inspection results, and make an inspection log available to the local 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 and dust are being carried out, and during prolonged dry or windy conditions.	XX	XX	XX	YES
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	XX	YES
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.			XX	N/A
Preparing and maintain the site				
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX	YES
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX	YES
Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX	YES
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X	N/A
Avoid site runoff of water or mud.	XX	XX	XX	YES
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX	YES
Remove materials from site as soon as possible.	X	XX	XX	YES
Cover, seed or fence stockpiles to prevent wind whipping.				N/A
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.				N/A
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.				N/A
Agree monitoring locations with the Local Authority.				N/A

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Where possible, commence baseline monitoring at least three months before phase begins.				N/A
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.				
Operations				
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	XX	XX	XX	YES
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX	YES
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX	YES
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	XX	XX	XX	YES
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	XX	XX	XX	YES
Waste Management				
Reuse and recycle waste to reduce dust from waste materials.	XX	XX	XX	YES
Avoid bonfires and burning of waste materials	XX	XX	XX	YES

MEASURES SPECIFIC TO DEMOLITION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).				N/A
Ensure water suppression is used during demolition operations.	XX	XX	XX	YES
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	XX	XX	XX	YES

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MITIGATION MEASURES	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.	X	X	XX	YES
Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.	XX	XX	XX	YES
Only remove secure covers in small areas during work and not all at once.	XX	XX	XX	YES
Bag and remove any biological debris or damp down such material before demolition.	XX	XX	XX	YES

MEASURES SPECIFIC TO EARTHWORKS

Mitigation Measure	Low Risk	Medium Risk	High Risk	TICK BELOW
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.				N/A
Use Hessian, mulches or tackifiers here it is not possible to re-vegetate or cover with topsoil.				N/A
Only remove secure covers in small areas during work and not all at once.				N/A

MEASURES SPECIFIC TO CONSTRUCTION

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

MEASURES SPECIFIC TO TRACKOUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	X	XX	XX	YES
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX	YES
Record all inspections of haul routes and any subsequent action in a site log book.				N/A
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.				N/A

CONSTRUCTION TRAFFIC MANAGEMENT PLAN*46 Agamemnon Road, London, NW6 1EN*

Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.				N/A
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).				N/A
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.				N/A
Access gates to be located at least 10m from receptors where possible.				N/A
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site.				N/A

**46 AGAMEMNON ROAD
NW6 1EN**

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

02 OCTOBER 2022 Revision 0

For Discharge of Planning Condition

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CTMP / Appendix 2	Site Set-up for Spoil Removal and General Deliveries
CTMP / Appendix 3	Site set-up for Ready Mix Concrete Deliveries for Slab Pours

Introduction

This Construction Traffic Management Plan (CTMP) is for the working arrangements for development of a new basement at 46 AGAMEMNON RD NW6 1EN,

This document is prepared in connection with Discharge of a Planning Condition and for a S.106 Agreement in connection with Planning Consent ref 2020/3897/P from London Borough of Camden.

This CTMP contains drawings of 1] the site location and access routes, 2] the arrangements for access and parking of delivery and spoil removal lorries and 3] concrete delivery arrangements.

CTMP IDENTIFICATION

Date of issue for this document and revision number / status.

02/10/22, revision 0 (first issue)

Full postal address of the site

46 AGAMEMNON RD NW6 1EN

Planning permission reference number

This document is a CTMP to fulfil S106 obligations to discharge a Planning Condition.

Planning Consent : 2020/3897/P

Brief description of the work.

The Consent is for new basement level accommodation under the footprint of the property.

Contact details for the person responsible for completing this document.

Darius Kierul

100 hillside Gardens

Barnet EN5 2NL

07812989489

darius@dandpdesign.com

ROUTING OF EXCAVATION AND CONSTRUCTION VEHICLES

The construction traffic routes to and from the property will be as shown on drg. CTMP / APPENDIX 1.

Construction traffic is not permitted on other routes. The route described must be adhered to.

Site traffic will use the strategic road network ('A' roads and 'B' roads) to approach and leave the general locality of the property.

Arrivals Route:-

From the north and south deliveries will come via the A41 Finchley Rd and turn westbound on to the B510 Fortune Green RD; then into Ajax Rd, then turn left arriving at 46 Agamemnon Rd

Departing

Vehicles leave site continue along Agamemnon Rd and towards Achilles Rd and join B510, follow northbound to A41.

The arrival route means that vehicles will approach with the site on the right hand side of the road.

**The routes can accommodate all vehicles included in this CTMP.
There are no cycle facilities on the routes to and from the site.**

All contractors, sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all the other terms of this plan.

PERMITTED CONSTRUCTION TRAFFIC HOURS

Deliveries and collections will be restricted to between 9.30am and 4.30pm, Monday to Friday. During school terms the delivery / collection times will be further restricted to 9:30am to 3:00pm.

Enforcement of the requirements

Delivery / collection and all other vehicle operations at the property will be booked by the Contractor's head office to be completed between the above hours; i.e. no arrivals before 9.30am and last vehicle to be clear of site by 4.30pm (or 3.00pm during school terms).

Drivers will be given a specific time slot to attend the site.

Drivers will be given the site Foreman's contact details and must confirm with the Foreman 20 minutes prior to arrival that the site is clear. The Foreman will not accept vehicles that have not been cleared in advance.

There are to be no unexpected arrivals at the site.

Only one vehicle will be at the site at any one time.

Vehicles will only be accepted by the Foreman if the parking space at the front is clear.

The Foreman will not accept vehicles on site before 9.30am. The Foreman will instruct any vehicle on site to leave in order to be clear of the site by 4.30pm (or 3.00pm during school terms).

Failure to comply with the arrangements for booking of time slots or for calling ahead will result in the supplier being removed from the project.

SITE ACCESS

A site plan is appended, drawing CTMP .

Site access

No vehicles will enter the site. There are no vehicle access point onto the site.

Pedestrian site access will be through a gate in the hoarding to be erected on the site frontage and is shown on the site plan.

Material, skip and plant storage

There will be no materials stored on the public highway. Materials will be unloaded on the highway and then moved to store on the property.

A waste skip will be placed and stay (for the duration of the excavation phase of the project) on the footway and road in suspended residents' parking bays outside the property. The skip will be fully hoarded to a height of 2.4 metres.

Plant will in general be stored on site. The exceptions to this will be for 1] a small concrete pump (4.5m x 2m x 1.8m high) which will be positioned on the highway during two days (two x single days) of concrete slab pours and 2] occasional use of a mobile compressor.

The small concrete pump will only be on the highway, in a suspended parking bay, on the day of the concrete pours and will not stay on the highway overnight.

Position of hoarding

The site hoarding will be along the site frontage. There will be a conveyor over the footpath with a minimum 2.3 metres clear headroom. The conveyor will be fully enclosed in timber, including its supporting structures.

Position of nearby trees

There is a tree in front of the property, at the boundary with no.44, shown on the site plan. The position and height of the branches of the tree mean that they will not be impacted by the site setup or by delivery / collection / spoil removal operations.

The trunk of the tree will be protected from damage by a 2.4m high timber hoarding enclosure.

The position and height of the branches of the tree mean that they will not be impacted by the site set- up or by delivery / collection / spoil removal operations.

The trunk of the tree will be protected from damage by a 2.4m high timber hoarding enclosure if necessary.

Where construction vehicles will wait to load / unload

Construction vehicles will wait to load and unload on the road in front of the property.

A clear carriageway of 3.0m will be maintained at all times including during delivery / collection / spoil removal operations. This will be achieved by suspension of parking bay next to the skip.

Surrounding properties and their accesses

The access to surrounding properties will not be affected. There is no vehicular access to neighbouring properties. Pedestrian access to neighbouring properties will not be affected.

Parking bay suspensions

Parking bay suspension applications will be made for 4 bays. The durations of these are described later in this document.

- 2 x parking bays in front of the property; suspended 24 / 7 for positioning of the hoarded static skip and for loading / unloading
- 2 x parking bays for loading / unloading, after skip is removed at end of excavation stage.

- 3 x parking bays on two separate days for ready mix concrete delivery; with 1 additional

Footway clearance (minimum 1.2 metres required)

A footway of 1.5m width will be maintained outside of and past the property at all times.

PROPOSED METHOD OF SPOIL REMOVAL

Spoil will be removed by lorry mounted grab from a static skip positioned in a suspended residents' parking bay to the front of the property.

See drawing CTMP for site set-up for spoil removal operations.

The public footpath will not be further reduced or affected by spoil removal operations and pedestrians will have continuous, clear use of the footpath throughout spoil removal operations.

No trees will be damaged by this method of spoil removal

PROPOSED METHOD OF CONCRETE DELIVERY

Concrete will be mixed on site (site mix) except for two concrete slab pours (one for the basement ground slab and one for the suspended slab at floor of lower ground floor) which will be ready mix and which will be delivered by concrete lorry.

Site mix concrete

- Site mix concrete is mixed by hand on site using a small electrically powered mini-mixer.
- Delivery lorry will stop on the road outside the site and unload as a standard delivery. Please refer to the general site plan / delivery drawing: CTMP.
- Maximum dwell time 30 minutes.
- The materials (ballast and cement) will be off loaded from the delivery vehicle by a mechanical hiab arm lifting the materials.
- The materials will be in 25kg sealed bags. The sealed bags will be bound into pallet loads. Each pallet will be wrapped in transparent plastic.
- Banksman will be present to ensure safe pedestrian passage across the frontage of the property during delivery operations.
- The banksman will stop the unloading operation on the approach of pedestrians to allow the pedestrians safe passage across the front of the site.
- Pedestrians will be given priority across the front of the site.

Ready mix concrete

Ready mix concrete will be used for slab pour.

For the slab pour, concrete will be delivered to site by concrete wagon / ready mix truck, with a rigid or rotating swivel chute.

The concrete wagon will park on the road outside of the property.

3 x parking bays will be suspended outside of the property for the day of the ready mix concrete pours.

A minimum 3m of clear roadway will be maintained past the concrete delivery lorry.

The slab pour will take place in one day.

The basement ground slab pour will require a maximum of 2 concrete lorry deliveries.

The maximum dwell time for each concrete wagon / ready mix truck will be 45 minutes.

A concrete pump to receive concrete from the delivery trucks will be placed on the road, near the kerb edge; see drawing CTMP.

A delivery hose from the pump will pass across the footway into the property.

The delivery hose will be protected by a shallow (1 in 15) pedestrian ramp; which will allow uninterrupted pedestrian, wheelchair or pushchair access on the footway.

A banksman will be in attendance to assist pedestrians and vulnerable users.

A pedestrian barrier will be provided between the open footway and the concrete pump. A footway width of 1.5m minimum will be maintained during ready mix concrete operations.

PROPOSED METHOD OF SCAFFOLD DELIVERY

Scaffolding won't be required for this project

PROTECTION OF THE PUBLIC HIGHWAY

Measures are to be taken to protect the public highway from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system.

The Council are to be informed promptly should any such damage occur to the highway. The Council will seek reimbursement for the cost of any necessary repairs.

Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared using street cleansing vehicles or similar. No development dirt shall be evident on the highway at the end of any working day.

SCHEDULE OF LORRY MOVEMENTS

Approximate total number of construction vehicle movements for works: **17**

Breakdown of the number, type, capacity and dimensions of construction vehicles to service the site:

<u>Total number of each type</u>	<u>Type</u>	<u>Capacity</u>	<u>Dimensions</u>	<u>Maximum Dwell time</u>
8	8 wheel grab lorry	Load capacity volume 12m ³ / 21 tonne max load by weight	Max 9.1m (L) x 2.6(W) x 3.5m (H)	30 min
2	Ready mix concrete lorry	Max load volume 6m ³	8.7m (L) x 2.6m (W)x 3.8m (H)	45 minutes
7	Delivery lorry 17t truck or smaller	9 tonne max load by weight	Max 8.1m (L) x2.6m (W) x 2.5m(H)	30 min

Total Project duration:

Average number of vehicles per week:

Estimates of the average daily or weekly number of vehicles per vehicle type during each major phase of the work

Site set-up - 2 weeks

<u>Type</u>	<u>Estimate of the average daily or weekly number of vehicles for each type in this phase</u>
8 wheel spoil lorry	
Ready mix concrete lorry	<u>0</u>
Delivery lorry – general – 17 tonne truck	<u>1</u>

Underpinning and excavation – 13 weeks

<u>Type</u>	<u>Estimate of the average daily or weekly number of vehicles for each type in this phase</u>
8 wheel spoil lorry	<u>4</u>
Ready mix concrete lorry	
Delivery lorry – general – 17 tonne truck	<u>2</u>

Structural steelwork – 1 week

<u>Type</u>	<u>Estimate of the average daily or weekly number of vehicles for each type in this phase</u>
8 wheel spoil lorry	
Ready mix concrete lorry	
Delivery lorry – general – 17 tonne truck	<u>1</u>

Excavation and horizontal temporary works – 7 weeks

<u>Type</u>	<u>Estimate of the average daily or weekly number of vehicles for each type in this phase</u>
8 Wheel spoil lorry	<u>4</u>
Ready mix concrete lorry	
Delivery lorry – general 17 tonne truck	

Basement ground slab and drainage - 2 weeks

<u>Type</u>	<u>Estimate of the average daily or weekly number of vehicles for each type in this phase</u>
8 Wheel spoil lorry	
Ready mix concrete lorry	<u>2</u>
Delivery lorry – general 17 tonne truck	

Waterproofing - 2 weeks

<u>Type</u>	<u>Estimate of the average daily or weekly number of vehicles for each type in this phase</u>
8 Wheel spoil lorry	
Ready mix concrete lorry	
Delivery lorry – general 17 tonne truck	<u>1</u>

Internal fit out to basement - 4 weeks

<u>Type</u>	<u>Estimate of the average daily or weekly number of vehicles for each type in this phase</u>
8 Wheel spoil lorry	
Ready mix concrete lorry	
Delivery lorry – general 17 tonne truck	<u>2</u>

No more than a single delivery vehicle associated with the development will be positioned on the highway in the vicinity of the site at any given time

VEHICLE CALL UP PROCEDURE

- All deliveries shall be pre booked and allocated set arrival times.
- Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.
- Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available.
- If the loading area is unavailable construction vehicles shall not proceed to the site.
- The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.
- Contractors' vehicles shall not park in any suspended parking bays or on suspended waiting and loading restrictions.
- The engines of contractors' vehicles shall not be kept idling.

IMPACT ON OTHER HIGHWAY USERS

Pedestrians, particularly vulnerable road users, will be protected by the following means.

- A 1.5m minimum footway width will be maintained across the frontage of the development property.
- The footway and carriageway will be kept clean and free of obstructions.
- The footway will remain level and free of trips except for during ready mix concrete operations (two single days) when a shallow ramp will be placed over the hose running on the footpath:
 - The ramp will have an inclination of 1 in 15 and will be provided over the concrete delivery hose. A ramp of this shallow angle is usable safely by wheelchair users, for people pushing prams and for other vulnerable pedestrians.
- A banksman will be in attendance at all times when the shallow ramp is in position.

- At all other times there will be no cables, pipes or other obstructions laid onto the footpath.
- The frontage of the site will be closed off from the footway by a hoarding.
- Safety signage will be fixed to the outside face of the hoarding and on the temporary structures.
- The door into the hoarding will be locked when not directly in use.
- There will be no work above ground floor adjacent to the boundary.
- A temporary structures license will be obtained for the high level conveyor and supports and for the hoarding around the static skip on the road in front of the property.
- The conveyor structure / hoarding will be fitted with warning lights and be lit during hours of darkness.

- A banksman will be in attendance during all delivery / collection/removal operations which require transfer of materials across the footway. The banksman will halt the delivery or collection activity and direct and assist pedestrians to pass the site safely. Priority will always be given to pedestrians.
- The high level conveyor support structures, will be fully enclosed by timber hoarding to prevent pedestrian contact with the equipment or excavated spoil.
- The conveyor will be set at a level that provides suitable pedestrian headroom (minimum 2.3m clear headroom).
- High visibility plastic pedestrian safety barriers will be placed on the kerb between the footpath and the concrete pump during all ready mix concrete operations.

See also site set up drawings CTMP.

ASSESSMENT OF THE RISKS TO CYCLISTS AND PEDESTRIANS OF THE PROPOSED CONSTRUCTION TRAFFIC ARRANGEMENTS

We have assessed the risks to cyclists and pedestrians for the proposed construction traffic arrangements. We assess the risk as low and therefore as acceptable.

There are no cycle facilities on Agamemnon Road and the traffic routes to the property. There are no other unusual pedestrian or cycle uses in the area of the site.

All vehicles used will have safety aids (safety bars, additional mirrors and advisory signage) in accordance with the guidelines set out in London Councils' and Transport for London's Consultation for a Safer Lorry Scheme.

Drivers will have been instructed and trained in cyclist safety awareness in accordance with the guidelines of the Safer Lorry Scheme.

PARKING SUSPENSIONS AND HIGHWAYS LICENCES

Parking bays will be suspended as follows:

1. Main basement construction [from site set-up until completion of excavation, 24 weeks]

- 2 x parking bay 24 / 7 (for static skip for spoil removal and for loading / unloading of plant and materials).

2. Remainder of project (with the exception of ready mix concrete pours)

- 2 x parking bay during working hours Monday to Friday (for deliveries / collections).

3. Ready mix concrete pours (single days)

- 3 x parking bays outside property

For the single days of ready mix concrete pour the third parking bay is required in order to allow the small concrete pump and a concrete delivery vehicle to park outside the property.

There will be no traffic diversion.

There is no requirement for a temporary crossover licence.

An application will be made for a licence to erect the conveyor gantry.

An application will be made for a licence to erect hoardings on the highway.

GENERAL MANAGEMENT ISSUES

The Contractor will be required to make all reasonable effort, and always when specifically directed by the Council, to coordinate the scheduling of construction traffic movement with other nearby developments and those on the construction traffic route specified in this CTMP.

The Contractor will co-ordinate traffic movements with the other developments so as to avoid obstruction, congestion or general inconvenience to other road users (including cyclists and pedestrians).

This information will be updated and co-ordinated in the week prior to the commencement of the work and weekly thereafter.