CCL WOODWORKERS LTD

1A, Regency Lawn

London

NW5 1HF

Please list all iterations here:

Date	Version	Produced by
13/05/24	0	Austin Warnes

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.

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.

Contact

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

Site Address: **Land at 1A, Regency Lawn**, **Croftdown Road, London NW5 1HF**

Planning application reference: **Planning Ref: 2020/5277/P**

Type of CMP – **Town & Country Planning Act 1990**

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

Name: **Austin Warnes**

Address: **Oak View, Main Street, Fenton, Nottinghamshire NG23 5DE**

Email: **austin.warnes@btinternet.com**

Phone: **07801 203681**

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: **CCL Woodworkers Ltd (Fin Bout / Paul Osmond))**

Address: **The Old Dairy, Lordship Farm, Benington, Hertfordshire SG2 7LL**

Email: **finn@ccldevelopments.com / paul@ccldevelopments.com**

Phone: 01438 869 900

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses.

Name: **CCL Woodworkers Ltd (Stewart Alford / Paul Osmond)**

Address: **The Old Dairy, Lordship Farm, Benington, Hertfordshire SG2 7LL**

Email: **stewart@ccldevelopments.com / paul@ccldevelopments.com**

Phone: 01438 869 900

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: **As Question 4**

Address:

Email:

Phone:

All contact information for relevant parties involved in this project will be posted on the hoarding at the entrance to the site.

All the licenses and permits required to comply with the Highways Act 1980 will be sought and obtained prior to the start of this development.

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 are no buildings to be demolished but there is small car port attached to the party wall of 1, Regency Lawn to be removed.

The new build development will involve the construction of 1 new 3-bedroom home on the available land adjacent to 1, Regency Lawn.

The site is located adjacent to 1, Regency Lawn and opposite the gardens of neighbouring properties.

The site is surrounded by residential homes.

The new development and site accommodation will occupy the areas shown above highlighted yellow.

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 development will involve the construction of a 1 new home.

The main challenges on this project are:

• Transportation and logistics

• Environmental Protection

• Lifting Operations

• Waste Removal

• Noise and disturbance to neighbouring residents

The immediate area is entirely residential and the main access Croftdown Road is a narrow residential street with residential parking on both sides.

Croftdown Road is relatively quiet during the day.

The development will temporarily impinge upon the local community with regard to increased traffic visiting the site, elevated noise levels and limited vibration from the construction works.

The works in the initial stages will involve the risk of the transfer of debris to local streets and increased traffic will be inevitable in the early stages of this development.

Access to the property is via Croftdown Road and the site accommodation will be set up on the driveway to No1, Regency Lawn. There will be a gate in the hoarding and the hoarding will be erected across the entire front of the site.

The road is narrow and is not sufficiently wide enough to accommodate larger sized construction vehicles.

There is no space to turn vehicles on site or in the street itself.

Delivery vehicles are unable to enter the site.

Vehicles will pull into available space outside the site and the gates will be opened to accept receipt of the delivery.

Gates to the site will open into the site.

Temporary extendable tape barriers will be used to close the pavement at the opening whilst the delivery is in progress.

Signage will be placed on the pavement to direct pedestrians to the opposite footway.

Heavier materials that can be delivered directly onto the site by HIAB will be lifted over the perimeter hoarding and distributed on site.

This is the only reasonable option to accept deliveries into site.

Deliveries will be 'in time' only and unscheduled deliveries will be turned away. A strict schedule for deliveries will be compiled and adhered to.

Contact will be made with the local residents prior to the commencement of the construction phase. This will include notification of any protracted deliveries that may cause a temporary obstruction whilst they are handled.

Safety of local residents is the top priority with the focus on causing as little disruption as possible.

There will be changes in the location and the type of services that enter the properties.

New water, drainage, gas and power services will need to be designed for the building.

The site is bordered by several residential homes, the closest receptor is also involved in the construction project and as such is aware of the disruption and other issues that may arise.

There are no close receptors at the rear of the site.

Dust will be controlled by recognised suppression techniques, screening, water spray and cutting booths.

Low vibration tools will be sought and working hours will be strictly controlled.

No noisy works prior to 08.00am and no work after 18.00. Noise can also be controlled by acoustic sheeting or housing for noisy tools.

The road is not known as a cut through to other areas.

This private access is sufficiently wide enough to accommodate construction vehicles, such as 'muck away' trucks and skip lorries which can be manoeuvred onto site under control and dispersed in a similar fashion with the safety of road users and residents in mind.

Contact will be made with the other local residents during the planning stage and prior to the commencement of the construction phase.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

Phase 1 Site Office Set Up – 2-Days set up with individual container for welfare, offices and storage will be located on the driveway of 1, Regency Lawn. (See image on P6)

Phase 2 Demolition & Site Clearance –– 1 Week (remove car port and vegetation)

Phase 3 Foundation Works – 2-4 Weeks (Relevant Method) Strip excavations and/or piling depending upon structural calculations

Phase 4 Excavations / Drainage – 2 Weeks Excavations to install main drainage runs and ducting for services.

Phase 5 Main Construction Works – 42 Weeks Erection of 1 new homes, traditional building techniques.

9. Please confirm the standard working hours for the site.

The working hours for this site will be as follows:

08.00 to 18.00 – Monday to Friday

08.00 to 13.00 – Saturdays Only.

Sunday working and Bank Holidays – No work except with the written approval of the local authority.

(No noisy work prior to 08.00)

Community Liaison

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.).

The site is bordered by residential homes (receptors), 74, Croftdown Road and 2, Regency Lawn.

74 is screened by a row of adult trees and approximately 20 metres distance from the development.

2, Regency Lawn is a direct neighbour.

There are no properties at the rear and those opposite are separated by a distance greater than 30 metres and these are unlikely to be affected due to the distance between them and the construction work.

Dust will be controlled by recognised suppression techniques, water spray and cutting booths and screening.

Low vibration tools will be sought and working hours will be strictly controlled.

No noisy works prior to 08.00am and no noisy work after 17.00. Noise can also be controlled by acoustic sheeting or housing for noisy tools should the need arise.

11. Consultation

Please provide details of consultation of the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations).

The Client and Principal Contractor will commence engagement with immediate neighbours. Further contact with neighbouring residents and local representatives will take place throughout the planning stage and prior to works commencing in the form of a letter drop which outline the works with a time frame and contact details should they wish to contact anyone regards the project.

Any feedback received positive or negative will be responded to and added to a revised version of this plan.

Prior to starting on site we will again inform local residents and representatives of the confirmed start date, key construction dates within the programme of works and pending works this will be maintained throughout the contract period and be posted on the site exterior notice board.

Neighbouring properties of 74, Croftdown and 2 Regency Lawn will be contacted directly. (A letter will be attached to this document)

12. Construction Working Group

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.

A construction working group should not be necessary for such a small project with a low expected impact to the area.

The Contractors Head Office has a facility to leave messages which are acted upon on the following working day.

An out of hours contact will be posted on the external hoarding notice board. Within this notice board residents will be informed of any changes to circumstances as and when it may occur.

Should any complaints be received regarding the works, the work method will be reviewed and halted if necessary, until reviewed and resolved by all parties, which may mean changing working practices.

All complaints received will be entered into a site diary or logbook to track the complaint and provide a resolution.

13. Schemes

We have not registered with the 'Considerate Constructor Scheme.'

We will ensure that all freight vehicles attending site are registered with FORS to a minimum of bronze standard and registered with CLOCS scheme.

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.

There are no other developments in the area that are large enough that would significantly impact upon the local area with regard to traffic and congestion of the area.

15. Name of Principal contractor:

CCL Woodworkers Ltd are the Principal Contractor for this project.

Address: The Old Dairy, Lordship Farm, Benington, Hertfordshire SG2 7LL

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

There will be a minimum of 1 trained traffic Marshal that will be responsible for traffic movement for access and egress to the site, the site will be contacted by the driver when nearing the site in preparation for the delivery, at this stage they will be deployed to help manoeuvre the vehicle safely outside the site so that it can be moved away safely and easily back into the traffic flow, priority will all ways be given to pedestrians during the delivery to and from site.

All operators shall ensure their vehicles will meet the requirements as described in the FORS standard, addressing the issue of management, vehicle, drivers and operations, and may be asked to provide evidence of this.

This will be reviewed and updated accordingly to improve and monitor the CLP.

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:

We can confirm that that we understand and have included the requirements to abide by CLOCS Standard within our appraisal of the works at 1A, Regency Lawn.

The Principal Contractor will apply these principles throughout the project.

Site Traffic

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.

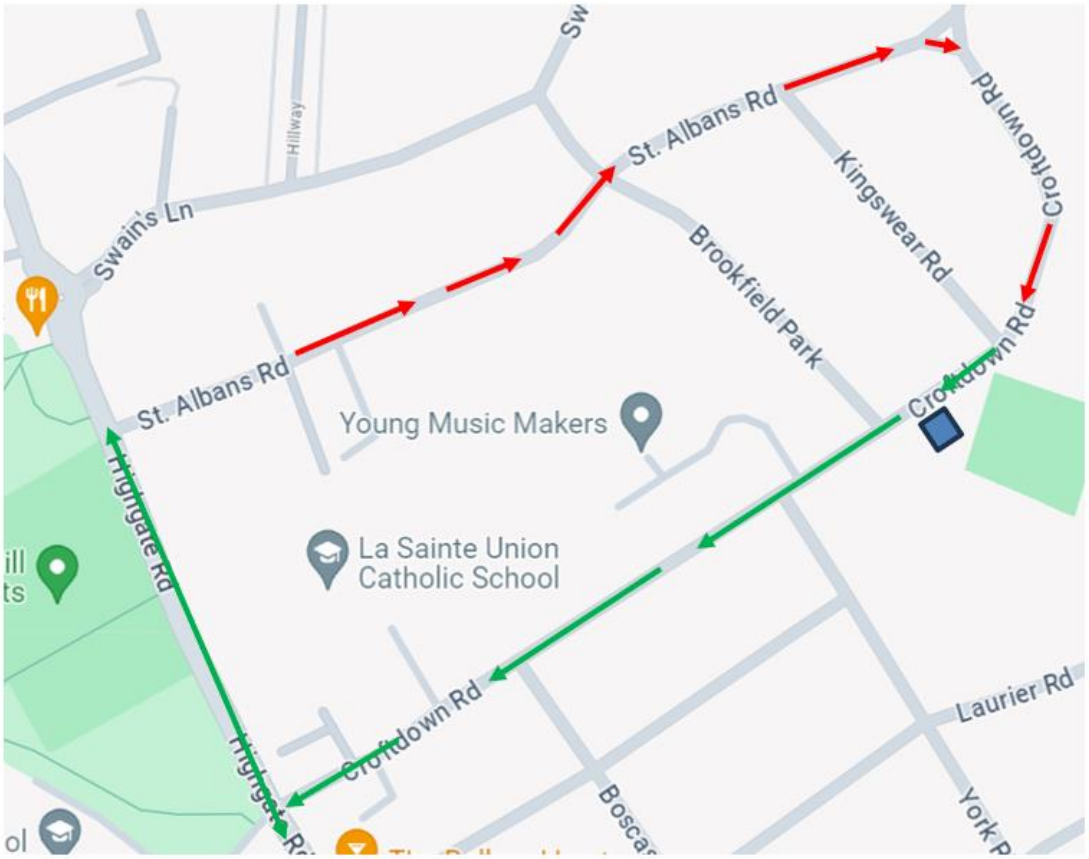
outes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Vehicles will be directed to park outside the site gates directed by at least one banksman at all times.

No vehicle will be allowed to reverse unaided.

Construction vehicles will utilise St Albans Road from Highgate Road, following the marked route below into Croftdown Road, pulling up outside the site. Leaving via Croftdown Road directly back into Highgate Road.

This route effectively provides a 1-way route for traffic, negating any reversing.



All vehicles whether delivering or collecting will be directed to park in the street outside the hoarding gates, which will be adequately marked / identified and will be met by the site banksmen (Min 1) who will guide the vehicle accordingly.

Vehicles will arrive against a schedule, so the site knows the level of transport arriving each day. Vehicles will not be allowed to wait in the street whilst another delivery is attended to.

Once the delivery or collection vehicle is ready to leave the vehicle will then be guided back onto the road under guidance.

The banksman will ensure the vehicle is safe to move back into the road. Vehicles are unable to turn on site or in the street.

Materials will be off-loaded outside site in most circumstances but no materials will be left in the roadway or on the pavement. Materials will be taken directly into site.

There is ample space on site for storage of materials.

Vehicle banksmen will wear appropriate PPE to identify them as such and will be suitably trained for the role.

This is a quiet road but cyclists will be ever present and may use both Croftdown Road and although there is no dedicated cycle lane banksmen should be aware of that they may be present at any time.

All vehicles will leave the site via the marked route and can turn away in either direction once reaching Highgate Road. Local instructions will be given to all traffic when leaving the site.

There will be no space for parking vehicles on site. (See Site Plan) Some pay and display bays are available in Croftdown Road and other streets but for relatively short periods.

The numbers of staff on site may exceed 10, some operatives will invariably travel together reducing the amount of vehicles attending the site.

The site Manager will be vigilant to irresponsible parking and will deal with it accordingly.

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.

All subcontractors and operatives will be made aware of the delivery arrangements in the site induction when they arrive on site, it will also be posted on the site notice board, all delivery arrangements and procedures will be sent to our local suppliers in line with our existing practices, any order over and above these will be sent when placing the order of the goods, a very large percentage of our deliveries will be sourced locally, and are suppliers that we are familiar with.

When the driver calls the site 20 minutes before he arrives, he will be reminded of the route and arrangements, the area will be readied for his arrival, if the delivery area is not available he will be asked to reschedule his delivery or told to park in a suitable area in the local vicinity avoiding any disruption to traffic in the area.

They will ask to turn off their engine once they arrive on site or if protracted deliveries are in progress.

19. Control of site traffic, particularly at peak hours:

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.

Vehicles will include:

(Typical Sizes) Flatbed Trucks – 8.5 x 2.5 metres

Other lorries – 9 x 3.0 metres

Lifting Equipment (No Cranes required at this stage)

During the hours mentioned above vehicles will arrive at scheduled times throughout the day.

No vehicles will not be allowed to dwell for anytime in Croftdown Road.

Scheduled deliveries and collections will avoid vehicles waiting in the surrounding streets. Highgate Road is not suitable for waiting transport.

This is a relatively quiet suburban road. The frequency of vehicles can be predicted as follows:

Phase 1 – 1-2 per week

Phase 2 – 1-3 per day

Phase 3 – 1-3 per day

Phase 4 – 1-2 per day

Phase 5 – 1-2 per day.

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.

There are no significant projects in the local area or on route that will impact on deliveries to site.

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

Streets along the proposed route are wide enough to accommodate most construction vehicles. There are no difficult manoeuvres anticipated other than being guided outside the site, which will be conducted by banksmen. Swept path is not required in this instance as no vehicles can or will enter the site itself.

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

There are pay and resident parking bays in the vicinity of site but no unrestricted parking places in the local area.

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.

This is not anticipated as this is a small project.

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 deliveries will be planned as set out previously and will delivered when required due to the site constraints.

Where deliveries can be combined into one delivery they will be to avoid multiple visits to site by large vehicles.

The delivery drivers will be advised of site location when they call the site 20 minutes before.

If drivers are delayed for any reason they will be told to wait with their engines off.

Waiting drivers are to park in area suitable for their size of vehicle not causing an obstruction. This will not be in Highgate Road, St Albans Road or Croftdown Road.

20. Site access and egress:

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 access will be via a private driveway at 1, Regency Lawn.

This is not wide enough to accommodate any construction vehicles.

Slight delays for traffic may be experienced whilst vehicles are manoeuvred outside the access gate.

Site management will inform any resident that may be affected by any protracted deliveries or collections in advance so the residents may plan their movements if required.

There are no anticipated road closures at this stage. A plan of the highway incorporating access points into site is attached above.

All site traffic, deliveries, collections and visitors can use the main arterial routes, A1 and A503 to the site. All vehicles guided to and away from site by the traffic marshals.

There are other local developments but this development will not significantly increase the traffic along Croftdown Road.

The monitoring of the Construction Logistics will be on-going throughout the project.

Logistics Plan Step by step guide for vehicles movements onto and off site.

These instructions are to be passed to the supply chain Entry Procedure

- **All vehicles will be scheduled for deliveries or collections.**
- **Only trained banksmen will be used to control vehicles.**
- **All vehicles will call the site manager on arrival to site and will wait for banksman to open the gate.**
- **The traffic marshals will attend to the vehicle whilst at the site.**
- **Vehicle will be located outside the site to enable driving out safer.**
- **Banksman will be utilised to monitor traffic movement in Croftdown Road.**

Exiting Procedure

- **A suitable gap in the traffic will be allowed for the vehicle to be guided back into traffic I Croftdown Road**
- **From this point vehicles can re-join the local road network and disperse into regular traffic.**

There are no other local developments in Croftdown Road but there will be others nearby, this development will mean a slight increase in the the traffic along Croftdown Road.

Protracted deliveries may present a short term problem to traffic as deliveries will be on road. Traffic will be guided around any larger vehicles delivering to site.

All plant and materials will be stored within the site boundary.

Site accommodation / welfare will be located within the land.

There is no availability for parking on the site. Parking will be monitored and any parking in Croftdown Road or irresponsible parking will be dealt with swiftly.

All of the supply chain and sub-contractors will be contacted regarding the delivery arrangements to the site. They will all be supplied with a copy of the Construction Phase Plan which will have this information contained within it.

This CPP will be prepared for the commencement of the project by the Principal Contractor.

The routes available to and from site will be explained to them prior to their arrival.

All contractors will be required to co-ordinate their deliveries and collections with the Site Manager who will draw up a weekly schedule of transport to and from site.

Vehicles turning up to site unscheduled will be turned away.

As mentioned earlier, all vehicles will be strictly controlled by at least one banksman when they arrive on site and until they depart.

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.

There will be a minimum of 1 Traffic Marshals to manage the access and egress to the site and maintain the access/egress areas, no vehicle will be allowed to reverse unaided.

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.

A swept path analysis is not considered necessary for this project as no vehicles can access the site.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. 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.

Wheel washing will not be required. At the initial demolition stage and clearance all debris and materials will be located at the front of the site to be collected by a grab lorry and removed.

The pavement will be closed off for this work and the pavement cleaned afterwards of any debris.

A regular inspection of the public highway will be maintained during these works.

21. Vehicle loading and unloading:

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.

Please note all construction vehicles attending the site will be loaded and unloaded in the street.

Pavements will be temporarily closed during the relatively short term deliveries and barriers and signage used to direct any pedestrians to an alternative footway.

No materials will be left on the highway for any significant period. No materials will be stored outside the site on the pavement or the highway.

A skip will be located inside the site only.

No deliveries to be schedule before 9.30 and after 3.30 during term times to avoid school traffic.

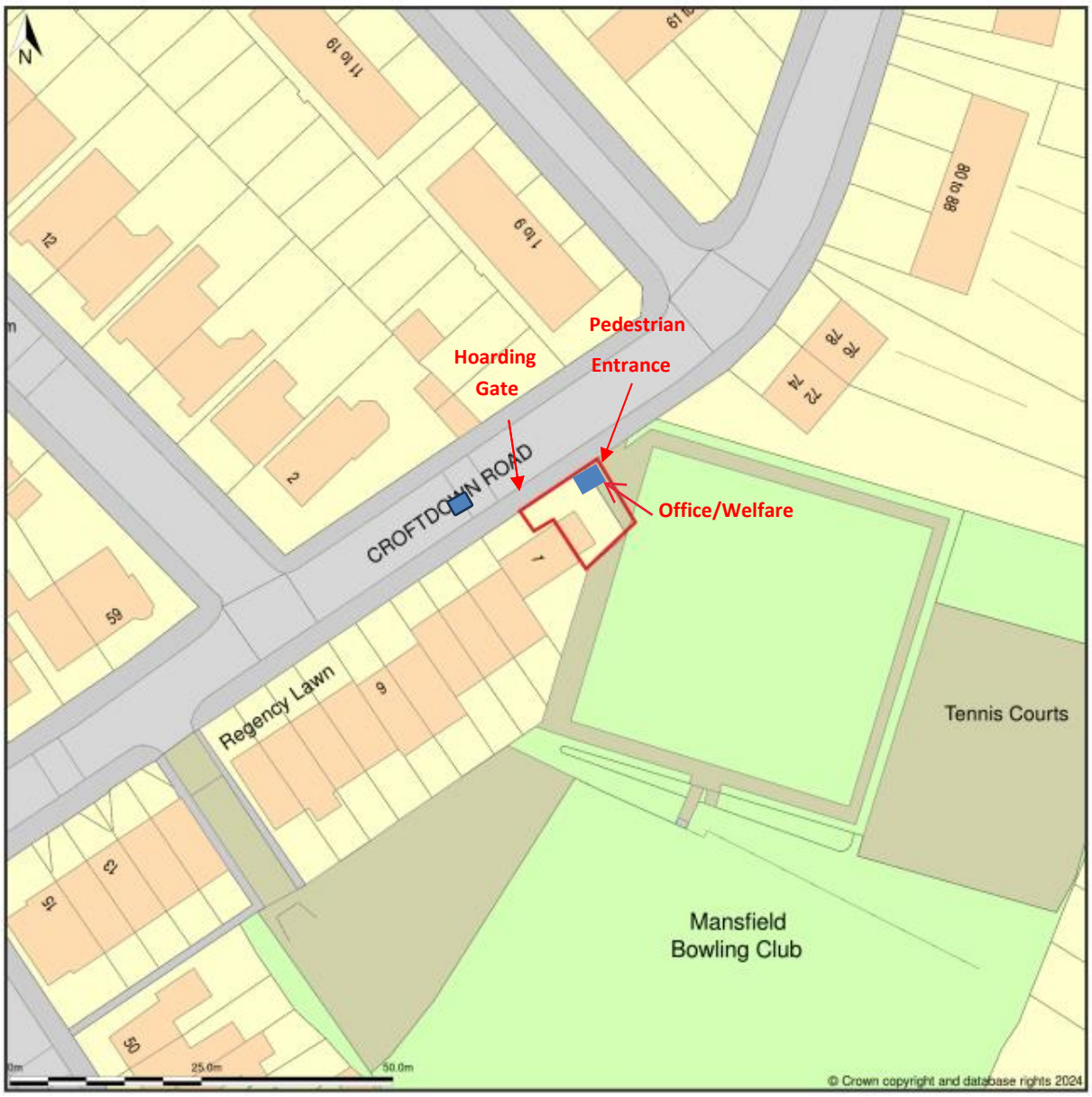
b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20b.

There will be a minimum of 1 Traffic Marshals to manage the access and egress to the site and maintain the access/egress areas, no vehicle will be allowed to reverse unaided.

Street Works

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.



Protracted deliveries will be a short term problem to traffic as they will be on road and the traffic will be managed accordingly.

All plant and materials will be stored within the site boundary.

Site accommodation / welfare will be located within the land.

There is no availability for parking on the site.

Parking will be done responsibly.

A skip will be located to the front of the site if there is space available.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions will NOT be necessary outside the front of the property. There are parking bays but it should not be necessary to suspend any for the site.

24. Occupation of the public highway

a. Please provide justification of the proposed occupation of the public highway.

We anticipate no significant detrimental effect on the public highway during the contract period only apart from the services to be connected by the appropriate service provider.

These works will be planned in advance and any road closures or TTO's applied for in advance.

There are no drain covers which are situated in the road directly in front of the drop kerb zone access to 1, Regency Lawn.

There will be a condition survey undertaken of the pavement and road surface prior to the commencement on site and its condition monitored throughout the construction period.

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.

No adaptations are necessary in advance of these works.

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.

Mandatory safety signage will be fixed to hoarding to ensure public safety. Deliveries to be unloaded outside the site and moved in to the construction area indicated in the above illustrations. Traffic marshals will be in attendance for access and egress to and from the site.

26. Scaffolding, hoarding, and associated pedestrian diversions

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.

The site will be fitted with full height hoarding at the front of the site.

This will not be on any public property.

Other borders to the site are all natural fences and shrubbery which will remain undisturbed. Any vulnerable areas may be bolstered by additional Heras fencing.

All trees requiring TPO protection will be surrounded by fixed Heras fencing with signage attached.

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.

Nothing anticipated at this time.

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.

There will be changes to services to the property and these are to be confirmed.

The strategy for installation and co-ordination of these works will be submitted in a revised version of this document to be submitted at a later stage to the local authority for approval.

Environment

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.

Works will only be carried out during 08:00 and 17:00 Mon to Fri and 08:00 to 13:00 Saturdays only (if required).

Consideration will be applied to the adjacent neighbours and we will seek to not carry out particularly noisy works such as the breaking and drilling of concrete on Saturday mornings (if worked).

Where possible hand held tools will be used to minimise noise.

Noisy works operations are anticipated to include use of:

Breakers, drills, 1x mini excavator, electric saws.

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 noise survey will be carried out and will be copied to all interested parties. This survey will be carried out during noisy construction work to determine a level reached during particularly noisy work.

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

It is very difficult to predict the level of noise and vibration that will be generated on this project. There is no real demolition phase noise and no slab to remove vibration will be anticipated at lower levels and this will be controlled by using modern techniques and machinery

Noise monitoring devices will be used externally once these works commence to determine the level of noise generated from the works.

As yet we are unaware of the exact type of plant that will be used on site, however, we will source plant that has the highest specification for noise abatement and mechanical plant will be fitted with exhaust silencers and be properly maintained.

Best Practicable Means as defined in Control of Pollution Act 1974 shall be used to reduce noise and vibration with reference to the principles of BS5228:2009 which shall be briefed to all operatives.

The chosen contractor will endeavour to achieve a lower noise threshold of 75(dBA) at the site boundary.

This will be monitored and if consistently exceeded, work will cease and the causes will be investigated.

Mitigation measures will be put in place to prevent recurrence.

Once levels have been determined the Contractor will be able to evaluate whether acoustic screening is required.

Screening will be considered if noise reduction needs to be achieved.

Vibration Level ppv mms-1	Description of Effect	Effect
<0.3	Vibration is unlikely to be perceptible in even the most sensitive situations for most vibration frequencies associated with construction.	Negligible
0.3 to 1	Increasing likelihood of perceptible vibration in residential environments.	Minor
1 to 10	Increasing likelihood of complaint in residential environments, but can be tolerated at the lower end of the scale if prior warning and explanation has been given to residents.	Moderate
>10 Vibration	Is likely to be intolerable for any more than a very brief exposure to a level of 10mms-1.	Major

It is commonly held that if vibration can be felt, it is also likely to have a simultaneous adverse effect on the building, possibly resulting in damage of either a cosmetic or structural nature.

It is stated in BS 7385-2:1993 that cosmetic damage to residential or light commercial type buildings may occur at 15 mm/s. For industrial and heavy commercial buildings, this increases to 50 mm/s.

It is specified in relation to human perception of vibration. To prevent building damage from vibration an instantaneous vibration level of 10 mm/s will be applied. The contractors will endeavour to keep vibration to less than 1mm/s ppv.

Using modern excavating equipment and excavation techniques, vibration is not expected from the development unless obstructions underground are encountered in which case monitoring equipment will be deployed.

CCL Woodworkers Ltd will endeavour to limit vibration to below the minor level highlighted section above.

Vibration will be monitored throughout the process and monitoring sheets attached to the CMP.

Any increase into the levels within the amber or red highlighted sections will require further investigation of work processes to reduce the vibration. Mitigation will be used in accordance with Best Practice Guidance.

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.

Regular monitoring will be carried out by the site manager. If exceeded readings are experienced the source of the excess noise/ vibration levels will be established then the work process / methodology will be reviewed if required.

2.4m hoardings to the boundary will help contain noise as well as an additional sheeting at high level if required localised screens will be used as and when required to mitigate the noise and dust .

Modern tools will be used to ensure vibration/noise levels are reduced to the minimum.

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

All personnel will receive an induction including training in BS 5228:2009 code of practice and guidance on noise reduction and nuisance.

The site manager will hold current SMSTS certification.

All supervisors including sub-contractors will have as a minimum SSSTS certification.

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with a focus on both preventative and reactive mitigation measures.

Damping down will be carried out in accordance with BS 6187: 2011

Works will be carried out in accordance with:

Control of Pollution Act 1974

Environmental Act 1990 (ss79-82)

BS 5228:1997 Code of Practice on Construction and Open Site.

Regularly sweeping and damp cleaning of surrounding areas and hoardings will be carried out.

No burning of rubbish or site waste will be allowed on site.

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

Dust control measures will be used at all times where there is an elevated risk of airborne dust.

Dust will be collected at source using machinery with dust collection devices or enclosures.

Other measures will include dampening down surfaces and materials, with an appropriate supply of water with sufficient pressure accessible either by stand pipe or bowser, which will give rise to airborne dust or providing sheeting to prevent the dust escaping site, whichever is relevant.

All skips will be covered when the site is closed.

All lorries transporting loose material from site will be sheeted prior to leaving site.

Vehicles will not be allowed to idle around the site, machinery will be turned off when not in use.

Dust levels on properties around the site will be monitored and assessed weekly by a visual inspection.

The H&S advisor for the project will also monitor this and will record on his written inspections. If there is any significant soiling found, the source will be investigated and sheeting, enclosures, exhaust ventilation / collection or alternative methods of work are some of the control measures that could be employed to prevent a recurrence.

Effective management, supervision and training for all operatives to identify and control dust levels is essential as is the careful selection of equipment capable of controlling dust levels and emissions to air.

The site operations have been classified as below:

Activity	Dust Magnitude
Demolition of Buildings	Low
Construction	Medium
Track-out	Medium to Low

The following table shows an evaluation of the dust impact for eacg given activity considering the factors:

Time of Year
Duration
Volume of Construction
Controls put in place

Sensitivity of Area	Dust Emission Magnitude – Demolition
Low	Classification of Site - Small
	Medium to Low Risk

Sensitivity of Area	Dust Emission Magnitude – Clearance
Low	Classification of Site - Small
	Medium to Low Risk

Sensitivity of Area	Dust Emission Magnitude – Groundworks
Medium	Classification of Site - Small
	Medium Risk

Sensitivity of Area	Dust Emission Magnitude – Construction
Medium	Classification of Site - Small
	Medium Risk

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

All noise produced by plant will be reduced by the use of mufflers, baffles or silencers and where possible using pre-fabricated components and by strictly adhering to site working hours, vibration will be minimised by phased ground impacting operations. Nuisance dust levels will be eliminated by employing extractors with Hepa filters and by using irrigation reservoirs fitted to cutting equipment etc.

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at planning application stage in line with the GLA policy

The risk assessment will form part of the individual contractor RAMS contained within the Site safety file and be included in all Principal Contractor RAMS that cover relevant activities and will incorporate the appropriate measures as identified in the Supplementary Planning Guidance.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed.

Confirmed.

38. Please confirm the number of real-time dust monitors to be used on-site.

Due to the size and type of works being carried out real time monitors are not deemed necessary however regular monitoring will be carried out by the site manager and records kept within the site office.

No mobile crusher will be used on site.

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).

The site will be monitored for the presence of rodents and food waste from welfare areas will be strictly controlled and disposed of in sealed containers.

There should be no issues with regard to pigeons or other vermin.

The welfare area will be internally located in a container and bins with lids will be provided within this building for the processing of food waste.

Operatives will be instructed to remove all food waste from canteen tables and a high level of hygiene will be adopted within any site canteen area provided.

Bins will be emptied regularly and fridges and cupboards will be cleaned out periodically.

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

No asbestos survey has been undertaken as there are no buildings to demolish.

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.

All site personnel will receive a site specific induction highlighting that bad behaviour and bad language is not permitted and may result in immediate dismissal.

Unnecessary shouting will be monitored by advice from site supervisory staff.

Smoking will not be permitted within the building footprint. Any operatives who wish to smoke must do so in designated areas within the site boundary cigarette bins will be provided to ensure they are not inappropriately discarded, and fire safety measures will be readily available, this will form part of the site induction.

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

a) Construction time period **(6 weeks Pre construction /42 weeks Construction)**

b) Is the development within the CAZ? (N):**NO**

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

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **N/A**

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

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: **N/A**

43. Vehicle engine idling

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

No vehicles attending this site will be allowed to dwell outside with engines idling. All contractors and supply chain will be informed of this prior to attending site.

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: 15/05/2024

Print Name: **Austin Warnes**

Position: **H&S Advisor**

Please submit to: planningobligations@camden.gov.uk

1A Regency Lawn, London NW5 1HF

Construction Dust Risk Assessment

On Behalf of CCL Woodworkers Ltd
June 2024

Greenavon Ltd
www.greenavon.com

Document Control Sheet

Project Name: 1A Regency Lawn, London NW5 1HF

Project Ref: 0414A

Report Title: Construction Dust Risk Assessment

Client	CCL Woodworkers Ltd
Job Number	0414
Item	Construction Dust Risk Assessment
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Quality Management

Version	Prepared by	Date	Checked by	Date	Reason for revision
V0	Harley Parfitt Director	21/06/2024	Harley Parfitt Director	22/06/2024	Draft for client comment
V1	Harley Parfitt Director	24/06/2024	Harley Parfitt Director	24/06/2024	Draft for client comment

Disclaimer

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Table of Contents

1 Introduction

1.1 Greenavon Ltd was commissioned by CCL Woodworkers Ltd to provide a Construction Dust Risk Assessment (CDRA) for the proposed development at 1A Regency Lawn, London NW5 1HF ('the Site'). A Site Location Plan is shown in Figure 1.1, below.

1.2 The proposed development involves the construction of 1 new 3-bedroom house on the available land adjacent to 1, Regency Lawn. No demolition is required to facilitate the development. However, a small car port (a lean-to structure) attached to the party wall of 1 Regency Lawn is to be removed.

1.3 The Site is in a residential area of Camden and there are several highly sensitive dwellings in proximity. The closest dwelling is at 1 Regency Lawn, immediately to the west.

1.4 Planning permission (2020/5277/P) for the proposed development was granted by the London Borough of Camden (LBC), subject to a S106 Agreement. The S106 Agreement requires the submission of a Construction Management Plan (CMP), in line with LBC's pro-forma. LBC's CMP pro-forma requires the inclusion of a 'Dust Risk Assessment' to ensure an adequate level of dust mitigation is implemented during construction.

1.5 This CDRA, which has been produced in accordance with best practice Greater London Authority (GLA), and Institute of Air Quality Management (IAQM) guidance, provides the necessary information to support the CMP.

Figure 1.1: Site Location Plan

2 Baseline Assessment

2.1 A review of baseline conditions has been undertaken using data provided by Defra's UK AIR information resource[1] and the London Atmospheric Emissions Inventory (LAEI)[2]. Defra's Pollutant Release and Transfer Register[3] was also reviewed to identify any major industrial or waste management sources in the vicinity.

Local Air Quality Management

2.2 The LBC has declared a borough-wide Air Quality Management Area (AQMA) due to exceedances of the annual mean Air Quality Standard (AQS) for nitrogen dioxide (NO_2) and the 24-hour mean AQS for fine particulate matter (PM10). The proposed development is located within this AQMA.

Industrial Sources

2.3 A review of the UK Pollutant Release and Transfer Register could not identify any industrial sources that would have the potential to significantly impact air quality in the vicinity of the proposed development.

DEFRA / UK-AIR

2.4 Defra provides predictions of annual mean concentrations of background NO_2, PM10 and PM2.5, at 1km^2 resolution across the UK. A summary of the predictions for the grid square (528500, 186500) containing the application site for the years 2020-2026 are set out in Table 2.1 below.

Table 2:1: UK-AIR predicted background concentrations for the application site

Pollutant	Annual Mean Concentration (µg.m^{-3})							
	2020	2021	2022	2023	2024	2025	2026	Air Quality Standard
NO_2	22.1	21.5	20.8	20.4	19.8	19.3	19.1	40
PM10	16.7	16.5	16.3	16.1	15.9	15.7	15.7	40
PM2.5	11.1	10.9	10.8	10.6	10.5	10.4	10.4	20*
The GLA have adopted an interim target of 10µg.m^{-3}								

2.5 The data in Table 2.1 show that background annual mean concentrations of NO_2, PM10 and PM2.5 are predicted to be below their respective AQSs across the application site, in 2024. Background concentrations of PM2.5 are, however, predicted to be above the 2040 Air Quality Target of 10 µg.m^{-3}.

[1] Defra (2020) *Background Mapping data for local authorities – 2018* [Accessed online: https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018]
[2] Greater London Authority (2023) *London Atmospheric Emissions Inventory (LAEI) 2019*: https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory--laei--2019
[3] Defra. *UK Pollutant Release and Transfer Register (PRTR) data sets*. [Accessed online: https://prtr.defra.gov.uk/pollutant-releases]

2.6 Predicted background concentrations of NO_2, PM10 and PM2.5 are predicted to fall between 2020 and 2026. This is due to the gradual improvement of the UK fleet with vehicles with cleaner engines and local, regional, and national policy to reduce emissions across all sectors, including the Ultra Low Emission Zone (ULEZ).

London Atmospheric Emissions Inventory

2.7 The London Atmospheric Emissions Inventory (LAEI) contains predictions for NO_2, PM10 and PM2.5 across London, for the year 2019 and forecast years 2025 and 2030. The predictions for PM2.5, PM10 and NO_2 for the application site (528720,186320) are provided in Table 2.2 below

Table 2:2 Predicted annual mean concentrations from the LAEI.

Pollutant	Annual Mean Concentration (µg.m^{-3})		
	2019	2025	2030
NO_2	30.2	21.4	17.1
PM10	17.3	15.7	14.7
PM2.5	11.1	9.8	9.0

2.8 Annual mean concentrations of PM10, PM2.5 and NO_2 are predicted to be below their relevant AQSs in 2019, 2025 and 2030. Predicted concentrations are anticipated to fall in the vicinity of the application site, bringing the site further into compliance with the relevant air quality standards.

London Borough of Camden

2.9 The LBC manages a network of automatic monitoring stations and diffusion tubes in its administrative boundary, monitoring NO_2, PM10 and PM2.5. The LBC's latest available monitoring data is published in the 2023 Air Quality Annual Status Report (ASR)[4], which includes data from 2022. There is no PM10 or PM2.5 monitoring in relevant proximity to the application site.

[4] LBC (2023) 2022 Air Quality Annual Status Report (ASR

3 Methodology

Guidance

3.1 The GLA's Supplementary Planning Guidance on *The Control of Dust and Emissions During Construction and Demolition*[5] and the IAQM's *Guidance on the Assessment of Dust from Demolition and Construction*[6] were used when assessing the potential impact of the proposed development.

Construction

3.2 The construction phase of the proposed development will result in emissions of dust, fine particulates and other pollutants associated with construction traffic and non-road mobile machinery (NRMM).

Construction Phase Dust Risk Assessment

3.3 There are many activities on a construction site that can generate dust emissions including demolition, cutting, the storage of friable materials, piling, concrete batching, crushing, and screening of wastes, loading and tipping and dry sweeping, amongst others.

3.4 IAQM guidance recommends that an assessment of construction dust risk would likely be required where there is:

> *"a 'human receptor' within:*
>
> *250 m of the boundary of the site; or 50 m of the route(s) used by construction vehicles on the public highway, up to 250 m from the site entrance(s).*
>
> *an 'ecological receptor' within:*
>
> *50 m of the boundary of the site; or 50 m of the route(s) used by construction vehicles on the public highway, up to 250 m from the site entrance(s)."*

3.5 As the proposed development is in proximity to commercial and residential uses, a construction dust risk assessment has been undertaken.

3.6 A review of the Multi Agency Geographic Information for the Countryside (MAGIC) website[7] could not identify any statutory ecological receptors near the site. As such, the potential for significant impacts on ecological receptors can be screened out based on distance alone.

3.7 A construction dust risk assessment involves several steps, which are summarised below:

- **Step 1 (Screening):** distance-based criteria are used to screen the requirement for a detailed dust risk assessment. If sensitive receptors are

[5] GLA (2014) Supplementary Planning Guidance on The Control of Dust and Emissions During Construction
[6] IAQM. (2024). Guidance on the assessment of dust from demolition and construction.
[7] Natural England and MAGIC partnership organisations. Multi Agency Geographic Information for the Countryside. http://www.magic.gov.uk/

located within the screening distance, a full risk assessment including steps 2-4 should be undertaken.

- **Step 2:** The dust risk of each phase of the construction works (demolition, earthworks, construction and trackout) is assessed.
    - **Step 2A (Dust Emission Magnitude):** the potential dust emission magnitude for each phase is defined as either 'Small', 'Medium' or 'Large', taking account of the scale and nature of the works.
    - **Step 2B (Sensitivity of Area)**: the sensitivity of the area to dust impacts is identified as either 'Low', 'Medium' or 'High', for each construction phase.
    - **Step 2C (Assignment of Risk)**: The phase specific magnitude is combined with the phase specific sensitivity to provide a phase specific risk profile (Low Risk, Medium Risk or High Risk) for dust soiling, human health effects and ecological impacts.
- **Step 3 (Mitigation):** Site specific mitigation for each of the four construction phases is then identified, based on the outputs of Step 2.
- **Step 4 (Judgement of Significance)**: Professional judgment is then used to examine whether any significant residual risk/ effects are likely.

3.8 The above steps are designed to provide a framework for the assessment of construction risk; however, best practice IAQM guidance explicitly states that "professional judgement" should be used when assessing dust risk as the guidance cannot cover the full range of projects likely to be subject to dust assessment.

3.9 IAQM guidance, however, cautions that all judgements must be fully auditable and where justification cannot be given, a precautionary approach should be taken where the highest level of mitigation is recommended.

4 Dust Risk Assessment

4.1 There are many activities on a construction site that can generate dust emissions including demolition, cutting, the storage of friable materials, piling, concrete batching, the crushing and screening of wastes, loading and tipping and dry sweeping, amongst others. The time of year in which these activities occur can also influence the dust emission magnitude, with drier conditions often favouring dust release.

Dust Magnitude (Step 2A)

4.2 The dust emission magnitude for demolition, earthworks, construction and Trackout were categorized ('Small', 'Medium', or 'Large') using professional judgment in combination with the proposed plans. Table 4.1 below sets out the IAQM's dust emission magnitude criteria/ examples as well as the defined project level magnitude for each phase.

Table 4.1: Dust Emission Magnitude Examples and Project Specific Judgement

Activity	Dust Emission Magnitude	IAQM Example Dust Emission Magnitude Criteria	Project Specific Dust Emission Magnitude
Demolition	Large	Total building volume >75,000 m^3, potentially dusty construction material (e.g. concrete), on-site crushing and screening, demolition activities >12 m above ground level.	**Negligible:** The proposal does not involve the demolition of any building; however, a temporary car port will be removed. It is not considered that the removal of a lean-to structure constitutes a 'phase' of construction. The dust emission magnitude for demolition would be considered 'negligible' in both IAQM and GLA guidance.
	Medium	Total building volume 12,000 m^3 – 75,000 m^3, potentially dusty construction material, demolition activities 6-12 m above ground level.	
	Small	Total building volume <12,000 m^3, construction material with low potential for dust release (e.g. metal cladding or timber), demolition activities <6 m above ground, demolition during wetter months.	
Earthworks	Large	Total site area >110,000 m^2, potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size), >10 heavy earth moving vehicles active at any one time, formation of bunds >6 m in height.	**Small**: The Site area is far smaller than 18,000 m^2. Excavations on-site are minor, limited to the main drainage run and ducting for services. The dust emission magnitude for earthworks would be considered 'small' in both IAQM and GLA guidance.
	Medium	Total site area 18,000 m^2 – 110,000 m^2, moderately dusty soil type (e.g. silt), 5-10 heavy earth moving vehicles active at any one time, formation of bunds 3m - 6m in height.	
	Small	Total site area <18,000 m^2, soil type with large grain size (e.g. sand), <5 heavy earth moving vehicles active at any one time, formation of bunds <4 m in height.	
Construction	Large	Total building volume >75,000 m^3 , on site concrete batching, sandblasting.	**Small**: The total volume of the proposed buildings is well below 12,000m^3 and the primary construction material is brick.

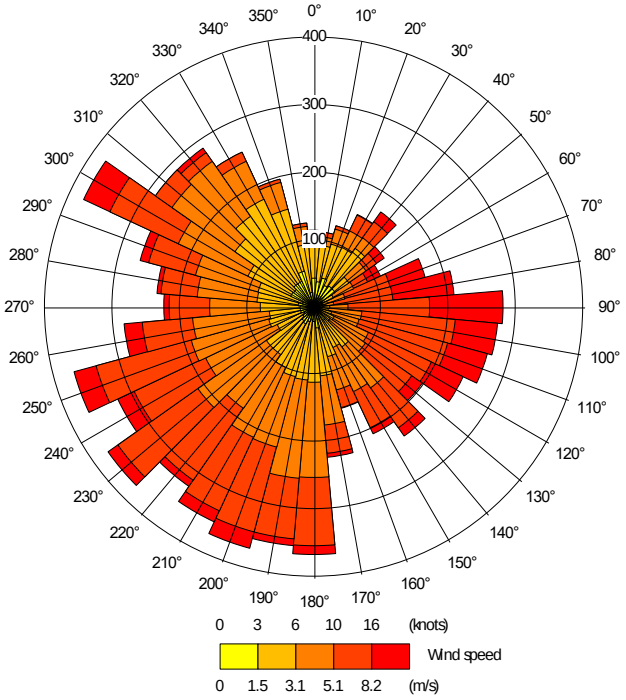
	Medium	Total building volume 12,000 m3 – 75,000 m^3, potentially dusty construction material (e.g. concrete), on site concrete batching.	The dust emission magnitude for construction would be considered 'small' in both IAQM and GLA guidance.
	Small	Total building volume <12,000 m^3 , construction material with low potential for dust release (e.g. metal cladding or timber).	
Trackout	Large	>50 Heavy Duty Vehicle (HDV) (>3.5t) outward movements in any one day, potentially dusty surface material (e.g. high clay content), unpaved road length >100 m;	**Small:** the application site is an urban area, with paved access to the site. As such, this will minimise the potential for dust entrainment on the wheels of any vehicles accessing the site. The dust emission magnitude for trackout would be considered 'small' in both IAQM and GLA guidance.
	Medium	20-50 HDV (>3.5t) outward movements in any one day, moderately dusty surface material (e.g. high clay content), unpaved road length 50 m – 100 m	
	Small	<20 HDV (>3.5t) outward movements in any one day, surface material with low potential for dust release, unpaved road length <50 m	

Sensitivity of the Area (Step 2B)

4.3 The sensitivity of the area to dust soiling, human health impacts and ecological impacts is a function of the inherent sensitivity of individual receptors, the local background concentrations of PM10, as well as site specific factors such as the prevailing wind.

4.4 Figure 4.1 displays the modelled wind rose for Heathrow meteorological station for 2022. It shows that, during this period, the prevailing wind was from the southwest.

Figure 4.4.1: Wind-Rose for Heathrow Airport (2022)



4.5 High sensitivity receptors include residential dwellings, schools, hospitals and other places where vulnerable members of the community may spend significant periods of

time (e.g. care homes and nurseries). However, places such as car showrooms and museums may also be considered of high sensitivity due to the potential for dusts to diminish the value of the property or to significantly impact the enjoyment of a space. Medium sensitivity receptors include areas where people would not reasonably be expected to be present for extended periods of time (e.g., places of work or parks).

4.6 The approximate number of high sensitivity receptors located within 100m of the proposed development are set out in Table 4.2 and displayed in Figure 2.2.

Table 4.2: Approximate Number of Highly Sensitive Receptors in proximity to the application site.

Distance	Number Of Receptors Sensitive to Dust	Details
<20m	5	Adjacent dwellings and gardens
<50m	20-30	Residential dwellings on Croftdown Road, Brookfield Park and Kingswear Road.
<100m	30-100	Residential dwellings in wider area.

4.7 The sensitivity of the area to earthworks, construction and trackout, for dust soiling, human health impacts and ecological impacts is set out in Table 4.3 below.

Figure 4.2: Construction Phase Receptors

Table 4.3: Sensitivity of the Area to Dust

Impact	Sensitivity				Justification
	Demolition	Earthworks	Construction	Trackout	
Dust Soiling	NA	Medium	Medium	Medium	There are between 1 and 10 highly sensitive uses within 20m.
Human Health Impacts	NA	Low	Low	Low	Background concentrations of PM10 in the vicinity are below 24µg.m^{-3} and there are fewer than 100 receptors within 20m of the site/ roads used by construction vehicles.
Ecological Impacts	NA	Negligible	Negligible	Negligible	There are no statutory ecological receptors within 250m of the site.

Risk (Step2C)

4.8 The risk of dust impacts during each phase of construction, in the absence of mitigation, is summarised in Table 4.4 below.

Table 4.4: Summary of Dust Impact Risk by Construction Stage based on the IAQM's dust guidance.

Stage	Dust Impact Risk		
	Dust Soiling	Human Health	Ecology
Demolition	NA	NA	NA
Earthworks	Low	Negligible	Negligible
Construction	Low	Negligible	Negligible
Trackout	Negligible	Negligible	Negligible

4.9 Overall, the construction phase of the proposed development is considered to present a low risk of nuisance dust soiling effects, a negligible risk for PM10 health effects and a negligible risk for ecological impacts, in the absence of mitigation.

5 Dust Management Plan

Site Specific Mitigation

5.1 Table 5.1 below includes the GLA's highly recommended mitigation measures for sites with a low risk of dust impacts.

5.2 After the implementation of the relevant mitigation measures listed in Table 5.1, the significance of each phase of the construction programme will be reduced and the residual significance of impact of the construction phase is expected to be *negligible*, which is not significant.

Table 5.1: Highly Recommended Mitigation Measures for Sites with a Low Risk of Dust Impacts

Category	Mitigation Measures
General	Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.
	Display the head or regional office contact information.
Site Management	Record and respond to all dust and air quality pollutant emissions complaints.
	Make the complaints log available to the local 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 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.
	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 logbook
Preparing and maintaining the site	Plan site layout: machinery and dust causing activities should be located away from receptors.
	Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site
	Avoid site runoff of water or mud
Operating vehicle/machinery and sustainable travel	Ensure all on-road vehicles comply with the London Low Emission Zone, in terms of emissions.
	Ensure all non-road mobile machinery (NRMM) comply with the local NRMM guidance.
	Ensure all vehicles switch off engines when stationary – no idling vehicles.
	Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible
	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).
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.
	Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
	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.
Waste management	Reuse and recycle waste to reduce dust from waste materials
	Avoid bonfires and burning of waste materials.
Demolition	Ensure water suppression is used during demolition operations.
	Avoid explosive blasting, using appropriate manual or mechanical alternatives
	Bag and remove any biological debris or damp down such material before demolition.

Details of Visual Inspections

5.3 The Site Manager or a trained operator will conduct a daily visual inspection of the site. The purpose of these inspections is to verify that effective dust mitigation measures are in place. Visual inspections will be more frequent during activities that have a high potential to generate dust. Additionally, inspections will be increased during adverse weather conditions, such as dry weather with strong winds.

5.4 A weekly off-site inspection will also be undertaken. This will involve walking around the site's edge and noting any dust emissions or soiling, especially in areas upwind of the site activities. The inspection will include checking for dust on surfaces such as street furniture, cars and windowsills in vicinity.

5.5 At a minimum, the following areas will be inspected for dust deposition during the weekly inspections and recorded:

- The site entrance and exit.
- Cars parked nearby (within 25 metres of the site boundary)

5.6 The findings from these inspections will be documented in the Dust Monitoring Form (refer to Appendix A) and shared with the LBC upon request.

6 Conclusion

6.1 Greenavon Ltd was commissioned by CCL Woodworkers Ltd to provide a Construction Dust Risk Assessment (CDRA) for the proposed development at 1A Regency Lawn, London NW5 1HF.

6.2 The CDRA was required to inform the level of dust mitigation incorporated into the Site's Construction Management Plan (CMP).

6.3 The CDRA concluded that overall, the construction phase of the proposed development presented a *low* risk of dust soiling effects, in the absence of mitigation. The risk of human health effects and ecological impacts was considered *negligible*.

6.4 An appropriate level of mitigation was, therefore, recommended as part of a Dust Management Plan. The Dust Management Plan was produced in line with guidance provided by the Institute of Air Quality Management and the Greater London Authority and is designed to ensure that the construction phase of the proposed development would present no significant risk to local sensitive receptors.

6.5 To ensure that the Dust Management Plan is adhered to visual inspections of the site and nearby street furniture should be made. Where significant dust emissions are noted, additional steps should be taken to minimise dust emissions on-site.

6.6 This CDRA should be submitted with the Site's CMP, for review.

Appendix A: Dust Monitoring form

Date and time	Location	Weather conditions	Investigative action taken and	Observations	Dust mitigation in place	Additional remedial measures undertaken to ensure compliance with AQDMP	Name and position of assessor	Signed

Greenavon Ltd

Experts in Air Quality and Odour Assessment

Registered Office Address: 128 City Road, London,
United Kingdom, EC1V 2NX

Company Number: 14788658

www.greenavon.com