Construction Management Plan

pro forma

Highgate Newtown Community Centre Redevelopment

25 Bertram Street

London

N19 5DQ

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
20.01.2021	01	Mel McMahon
15.04.2021	04	Mel McMahon

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

This CMP follows the best practice guidelines as described in the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

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

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

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

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

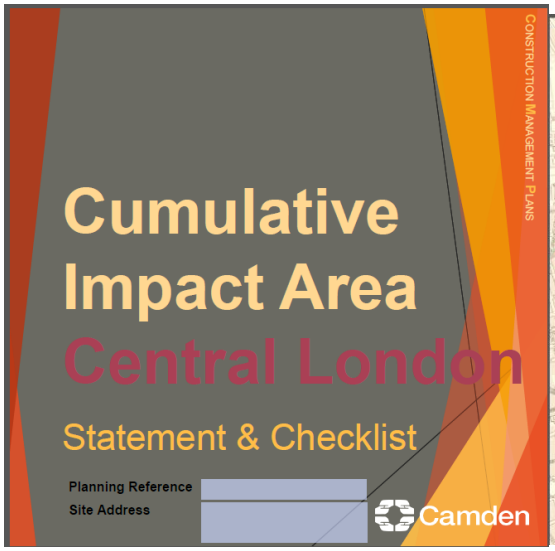
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

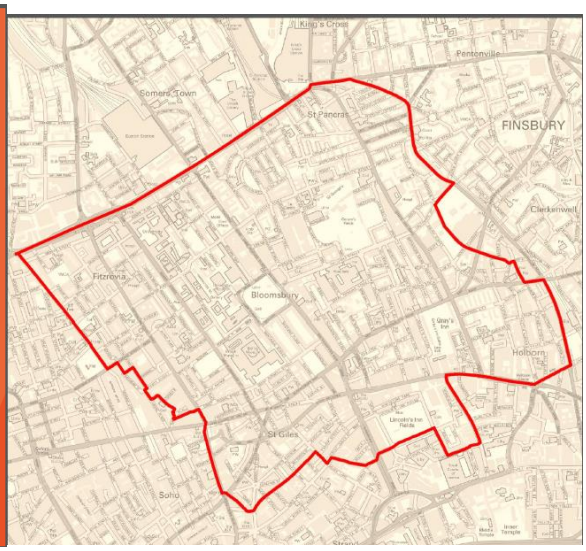
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

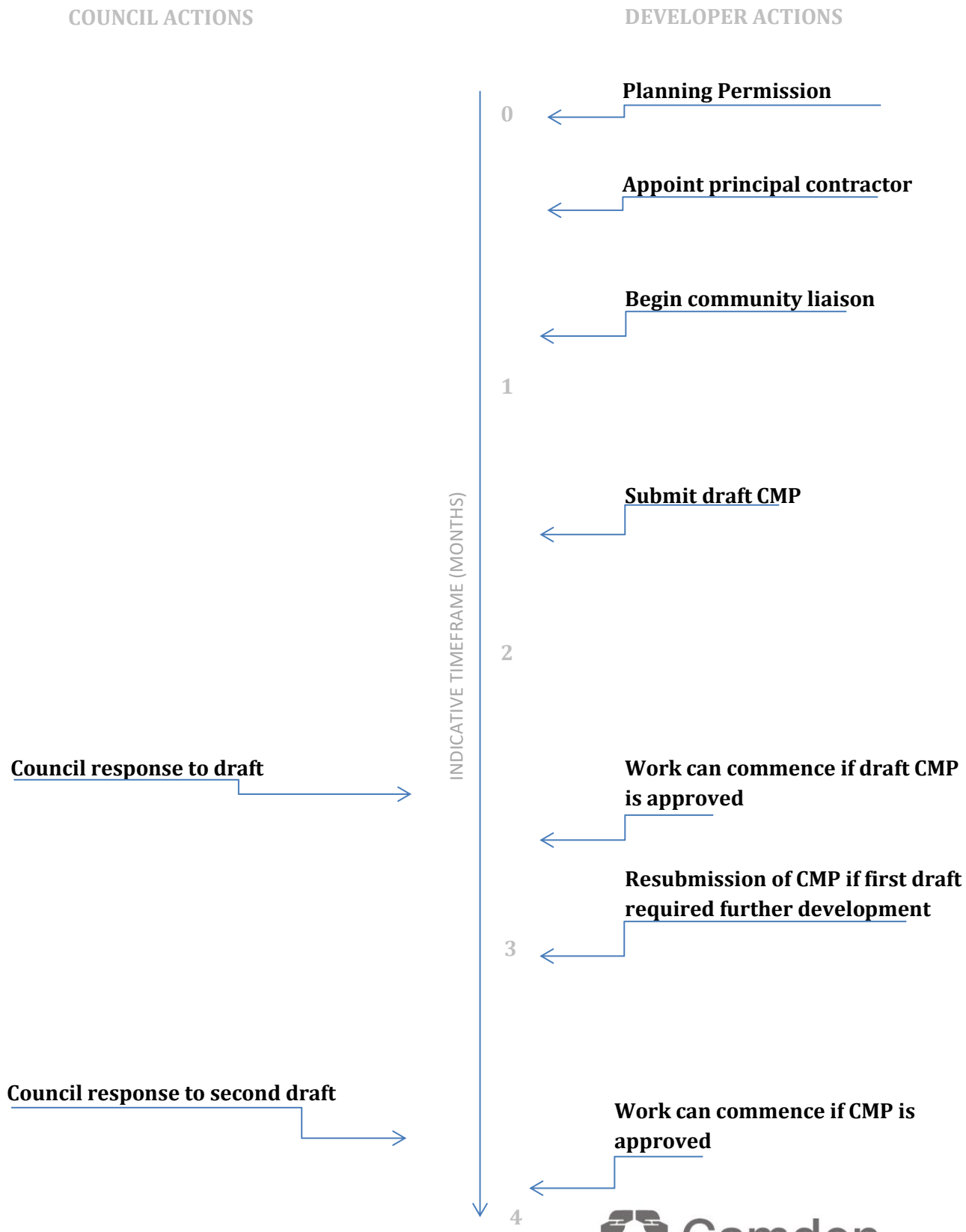
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Timeframe


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

Contact

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

Address: Highgate Newtown Community Centre Unit A, B, C, D & E 25 Bertram Street London N19 5DQ

Planning reference number to which the CMP applies: 2018/5774/P

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

Name: Mel McMahon

Address: Farrans Construction, 99 Kingsway, Dunmurry, Belfast BT17 9NU

Email: mmcmahon@farrans.com

Phone: 02890551200

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: Ruairi McCormick

Address: New Cambridge House, Bassingbourn Road, Cambridgeshire, SG8 0SS. – Site address during works: The People's Gospel Mission Hall, Winscombe St, Highgate, London N19 5DG

Email: rmccormick@farrans.com

Phone: 07702137526

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

Main Contractor Community Engagement Co Ordinator

Name: Sarah Fearon

Address: Farrans Construction, 99 Kingsway, Dunmurry, Belfast BT17 9NU

Email: sfearon@farrans.ie

Phone: 078 9996 3746

Camden Officer –CIP Program – Development Manager

Name: Brendan Mullens

Email: Brendan.mullens@camden.gov.uk

Phone: 075 2224 9664

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: Mel McMahon (Contracts Manager)

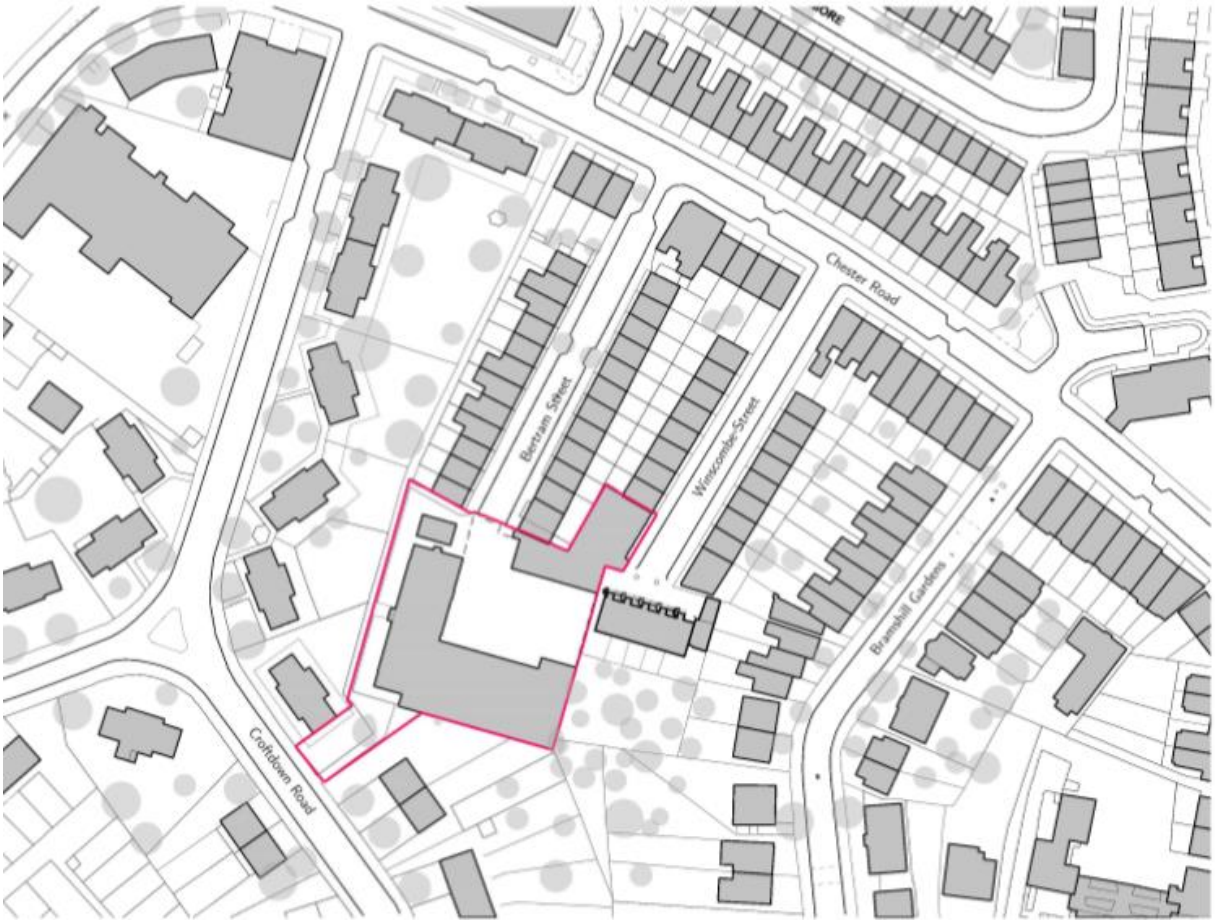
Address: Farrans Construction, 99 Kingsway, Dunmurry, Belfast BT17 9NU

Email: mmcmahon@farrans.com

Phone: 02890551200

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.



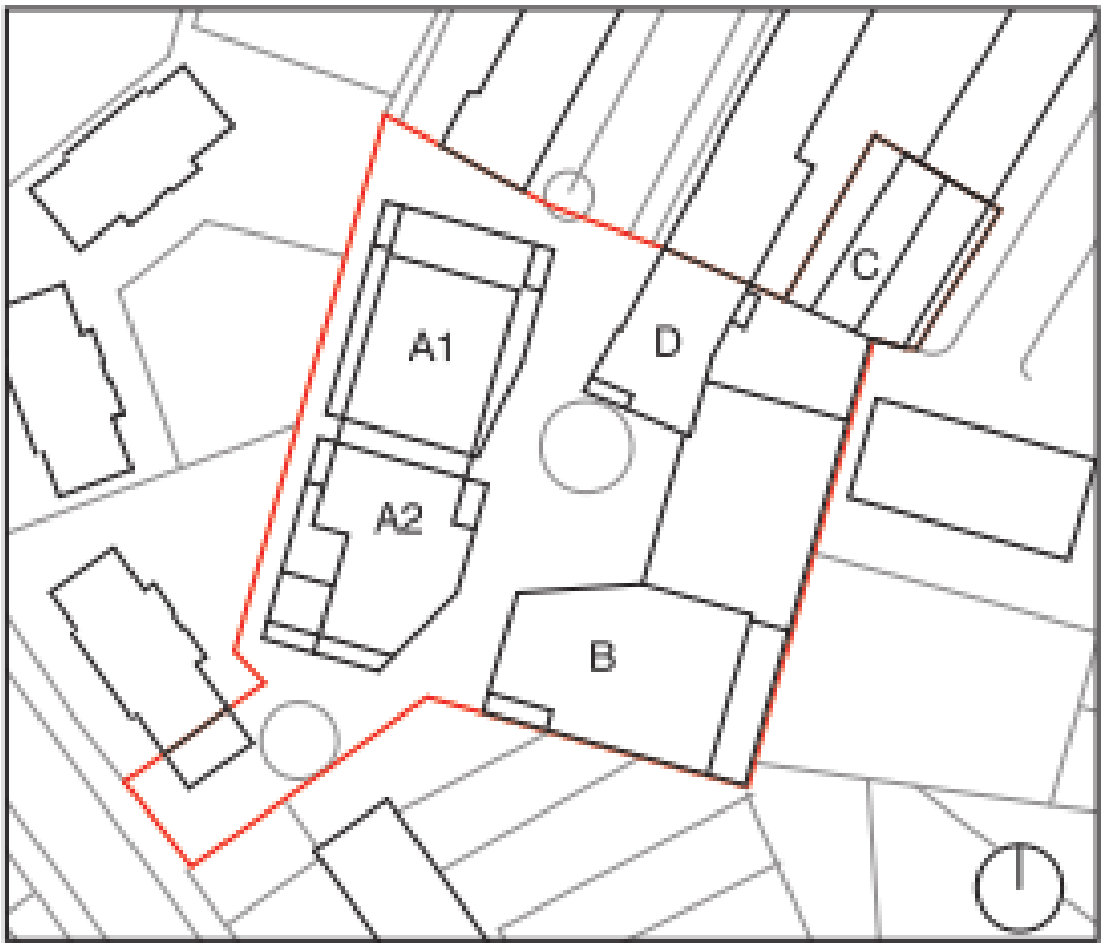
See larger image in Appendix 01

The site is located in the north east of the London Borough of Camden, within the Dartmouth Park conservation area. It is close to the boundary with the London Borough of Islington to the east and Haringey and Barnet to the north. The Dartmouth Park area is mainly residential and is characterised by its proximity to the wide-open spaces at Hampstead Heath, Waterlow Park and Highgate Cemetery.

The site is situated in a neighbourhood of social contrast and rich architectural history. Immediately to the south and west is the Brookfield Estate. To the west are the taller four storey brick mansion blocks of the estate on Croftdown Road. To the north is terraced late Victorian housing and a denser mix of social housing estates developed over the 20th century, including the Whittington Estate. The land rises to the northwest towards Highgate Cemetery and beyond that, and to the north is Waterlow Park.

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

The construction works include the redevelopment of the existing Highgate Newtown Community Centre and Fresh Youth Academy and the change of use of the People's Mission Gospel Hall to provide replacement community facilities (Use Class D1) and 41 residential units (Use Class C3) with associated public open space, landscaping, cycle storage, plant and disabled parking. Primary Community Facilities are situated in Block B. Block A, C and D are predominately residential buildings.



Throughout all works, all vehicle access will be off Bertram Street with a temporary haulage route through the site to egress onto Croftdown Road will also be provided and managed pedestrian access will also be via Bertram Street.

Main issues and challenges in delivering the Construction works.

- Disruption to adjoining neighbours (Noise, vibration & dust)
- Impact on local road network
- Access to site via Chester Road and Bertram Street and egress via Croftdown Road

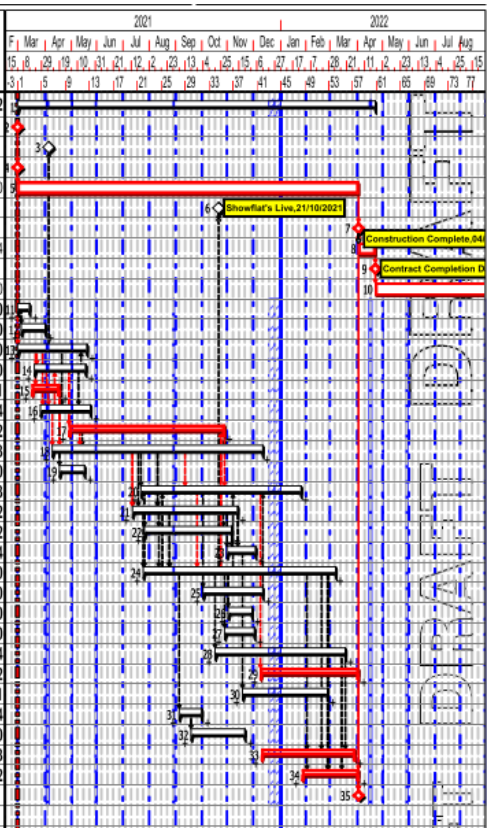
8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Key Construction Dates:

Start on Site: April 2021

Contract Completion Date: May 2022

Line	Name	Start	Finish	Duration
1	**Key Dates**	**01/03/2021**	**22/04/2022**	**56:2**
2	Access Date	01/03/2021	01/03/2021	
3	Thames Build Over Agreement In Place	06/04/2021	06/04/2021	
4	Start On Site	01/03/2021	01/03/2021	
5	Construction Works	01/03/2021	01/04/2022	57:0
6	Showflat's Live	21/10/2021	21/10/2021	
7	Construction Complete	04/04/2022	04/04/2022	
8	Contractor Finishing Works	04/04/2022	21/04/2022	2:4
9	Contract Completion Date	22/04/2022	22/04/2022	
10	Defect Rectification Period	22/04/2022	20/04/2023	52:0
11	**Site Establishment**	**01/03/2021**	**12/03/2021**	**2:0**
12	**Enabling works**	**04/03/2021**	**31/03/2021**	**4:0**
13	**Substructure**	**01/03/2021**	**19/05/2021**	**11:0**
14	**Basement Block B & Substructure**	**19/03/2021**	**18/05/2021**	**8:0**
15	**Utilities & Sevices Ducting**	**17/03/2021**	**16/04/2021**	**4:1**
16	**Drainage**	**26/03/2021**	**24/05/2021**	**7:4**
17	**Crane**	**29/04/2021**	**27/10/2021**	**25:2**
18	**Superstructure**	**09/04/2021**	**10/12/2021**	**34:3**
19	**Substation**	**19/04/2021**	**18/05/2021**	**4:0**
20	**Roofing**	**22/07/2021**	**25/01/2022**	**24:3**
21	**Elevations**	**13/07/2021**	**11/11/2021**	**17:2**
22	**Scaffold**	**27/07/2021**	**04/11/2021**	**14:2**
23	**Strike Scaffold**	**01/11/2021**	**02/12/2021**	**4:4**
24	**Internals**	**26/07/2021**	**07/03/2022**	**30:0**
25	**Roof Services**	**04/10/2021**	**10/12/2021**	**10:0**
26	**Lift Installations**	**02/11/2021**	**29/11/2021**	**4:0**
27	**Roof Services**	**28/10/2021**	**01/12/2021**	**5:0**
28	**Block C**	**18/10/2021**	**17/03/2022**	**19:4**
29	**HAll (Post Crane Removal)**	**09/12/2021**	**01/04/2022**	**14:2**
30	**External works**	**18/11/2021**	**24/02/2022**	**12:1**
31	**Main Electrical HV/LV Site Works**	**06/09/2021**	**01/10/2021**	**3:4**
32	**Installation Incoming Services**	**20/09/2021**	**22/11/2021**	**9:0**
33	**Commissioning of Services**	**10/12/2021**	**29/03/2022**	**13:3**
34	**Preparation for Handover**	**27/01/2022**	**01/04/2022**	**9:2**
35	Construction Complete	04/04/2022	04/04/2022	



A full programme is attached in Appendix 02

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

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

The following working hours on-site during construction works will be adhered to:

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

These hours are in line with Planning Conditions and Camden's Standard working hours. Due to the current Covid 19 Pandemic the Government has also permitted sites to open until 21.00 however we have opted not to exercise our right to utilise these hours due to the sensitive nature of the site and as per previous discussions with the Construction Working Group.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

Residents on:

- Bertram Street;
- Croftdown Road;
- Chester Road;
- Winscombe Street – specifically the residents of Pentad

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

Construction Working Group 01 Thursday 28/05/2020 via Microsoft Teams 18.30 – 19.30

A Meeting was held with local residents, stakeholders and councilors to discuss the creation of the construction working group, the demolition management plan and the future programme for the redevelopment works.

Construction Working Group 02 Wednesday 29/07/2020 via Microsoft Teams 18.30 – 19.30

A meeting was held with the CWG discussing the upcoming demolition works.

Construction Working Group 03 Wednesday 30/09/2020 via Microsoft Teams 18.30 – 19.30

A meeting was held with the CWG discussing the consultation webpage 'wearecamden' where all documents relevant to the project would be shared and meeting notes would be uploaded for public view. In addition to this, the meeting discussed the works having commenced for demolition on 24 August 2020. The CMP was also discussed, noting the impending appointment of a main contractor and the consultation to follow.

Wednesday 28/10/2020 via Microsoft Teams 18.30 – 19.15

A Meeting was held on with the 5 residents of the Pentad Houses to discuss the party wall and the provisions put in place for the CMP.

Construction Working Group 04 25/11/2020 via Microsoft Teams 18.30 – 19.30

A meeting was held with the CWG to review the CMP and an introductory Meeting of Farrans Construction. This was following the issuance of the CMP and a mail drop notifying local residents of it being available for review. There was a 2 week consultation period with local residents which commenced 18 November. The plan could be found via the contractor's link: https://bit.ly/highgatenewtowncommunitycentreCMP or on the consultations.wearecamden.org webpage by searching for Highgate Newtown. Comments were provided to Farrans at camden@farrans.com All feedback was collated and can be viewed within Appendix 03. Within this appendix there is commentary on the individual items raised.

A newsletter showing the extent of parking bays to be suspended / impacted by a Temporary Traffic Management Order to the local neighbour's in the areas which will be impacted. See attached Appendix 04 for a copy of the Newsletter.

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.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community,

and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

A Construction Working Group has been set up for the project, following on from the previous 'Community Impact Group' that was set up following the grant of planning permission to the original planning application in June 2017.

The initial meeting for the Construction Working Group had invited the HNCC trustees, local residents, Tenants and Residents Associations from the Brookfield Estate and Pentad, as well as local ward councillors. Invitations were also extended to the Friends of Highgate Library, the Local Neighbourhood Community Safety Officer (Police) and Brookfield School.

Due to the ongoing COVID-19 situation, it was not possible to arrange face to face meetings at this time, meaning that the working group shall operate online for the short term, with meetings then convened when government restrictions are lifted. The initial meeting was held online via Microsoft Teams, with attendees able to connect via the internet or dial into the meeting from their phones.

All communication with the working group is coordinated between the Farrans Construction and London Borough of Camden and includes the provision of quarterly newsletters highlighting key start dates, site managers details and also details of our community engagement team. This will include photo, email and telephone details of each member of staff involved for this aspect of the project. The newsletter will be updated and distributed on quarterly basis informing the local residents, as well as any community groups such as Dartmouth Park Neighbourhood Forum of any upcoming key activities and the timeframe in which they expected to last. If, however, there is significant changes being made between newsletters, an interim newsletter will be issued. Further to this, communications will be direct to the community groups on a monthly basis of general progress on site. This will be issued in the form of an email. LBC will be issuing the contractor a combined list of residents and local community and amenity groups for issue of all publications.

The notes from the first meeting have been made available publicly and can be viewed here:

https://consultations.wearecamden.org/children-schools-families/highgate-newtown-cc-redevelopment/

At the site entrance a notice board with, the site managers details including name and phone number will also be erected for the duration of the Construction works.

Our Community Engagement Officer will also liaise with Highgate Newtown Community Centre to co-ordinate notices on their designated Community Notices Board which is situated at the corner of Croftdown Road and Chester Road.

13. Schemes

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

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

Farrans will enrol the main development works in the CCS and measures will be put in place to follow the initiatives set out by this scheme. Farrans are currently an 'Associate Member' of the Considerate Constructors Scheme with other schemes achieving beyond compliance.

Currently Farrans Construction do not have a signed contract for the main development works and therefore the site cannot be registered and no CCS regeneration number can be issued at this time. CCS to be issued upon commencement of main development works.

14. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

Chester Road Hostel Project (Chester Road Hostel 2 Chester Road London N19 5BP) – We will be working collaboratively with the appointed contractor for the Chester Rd Hostel development and hold regular meetings to ensure that both projects can operate in a

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Farrans Construction trading as a division of Northstone (NI) Ltd.

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

Requirement to abide by the CLOCS Standard will be a pre-requisite for all sub-contractors and suppliers. Farrans will appoint a CLOCS champion and will responsible for setting up and monitoring the CLOCS standard via the use of the CLOCS manager tool for this site. Audits will be carried out by the CLOCS champion to demonstrate compliance as per the guidelines set in the CLOCS guide managing driver training and licensing. FORS accredited operators will be used during the works, where these are accredited to Bronze level drivers will have additional Safe Urban Driver training (or equivalent) and that vehicles will be fitted with additional safety equipment (nearside CCTV/Fresnel lens, audible left turn alert for example).

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:

Yes - Confirmed

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

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall*

make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur." (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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

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

The intention is a one way system through the site accessing from Bertram Street and egressing onto Croftdown Road. This is subject to permission from London Borough of Camden for the removal of the tree at Croftdown Road (T1). This tree will be replaced with an Ulmus Lutece 'Nanguen', of a mature size (35cm girth, 6-7m height at purchase, 2m clear stem length). Some deliveries to the latter end of the project will have to access and egress via Bertram Street however these will be kept to a minimum as the one way system through the site will not be feasible due to the completion works of the building.

Construction vehicle movements will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. Due to the close vicinity of Brookfield Primary School the proposed access and/or egress routes deliveries will be suspended during the hours of 08.30 t0 09.30 and 15.00 to 16.00 on weekdays during term time.

The disabled parking bay along Croftdown Road, located to the left-hand side of the site egress route will need to be relocated to the right hand side of the site egress route to allow suitable space for construction vehicles to exit site. Refer to appendix 05 showing currently and proposed new location of this.

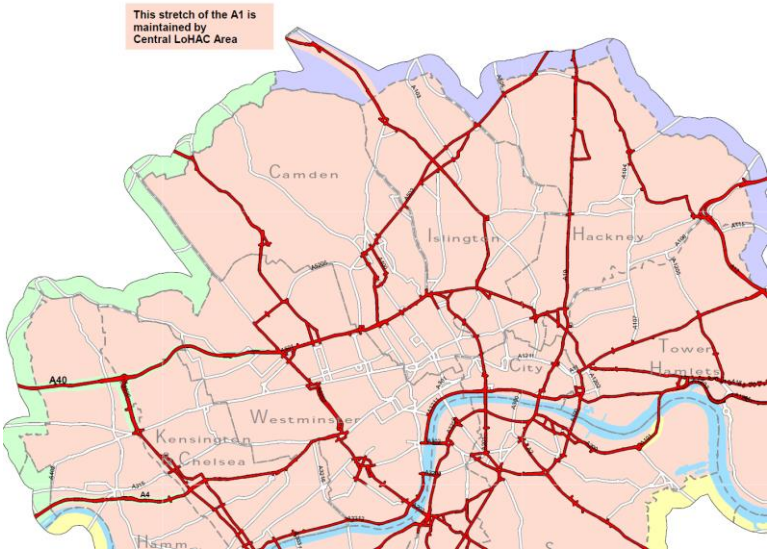
Site Location Plan

Please see Appendix 06 for a larger image

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 major deliveries will be managed and co-ordinated by our designated Logistics Manager of our site team. Weekly Delivery Schedules will be agreed with Supply Chain to ensure main routes do not become congested with 'waiting' vehicles. The delivery schedules will take account of peak traffic times. Traffic marshals will control the movement of lorries in and around the site Delivery restrictions will be implemented to account for rush hour.

All deliveries will be given prior notification of the time restrictions when an order/delivery is scheduled and a copy of the traffic management plan highlighting how to enter and exit the site. During our market test, this has also been highlighted in all packages sent out for pricing along with the London 'red route' as per the image below.



We will also ensure, for far as reasonably practicable, that smaller vehicles are utilised for deliveries however it is not possible to avoid the use of articulated lorries for the delivery of some key plant and materials. When these are required traffic marshals will be deployed to ensure the safety of pedestrians and cyclists with a minimum of one at the rear of the vehicle

19. Control of site traffic, particularly at peak hours: "*Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries*" (P20, 3.4.6)

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

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

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

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

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

It is anticipated that the following construction vehicles would be utilised during the works:

- Small skip lorry – anticipated 120 nr visits over the duration of the project – 6.26m in length;
- Concrete mixer – anticipated 65 nr visits over the duration of the project – 8.36m in length;
- Rigid truck – anticipated 600 nr visits over the duration of the project – 13.5m in length;
- Large tipper – anticipated 100 nr visits over the duration of the project – 10.2m in length;
- Articulated Truck – anticipated 40 nr visits over the duration of the project – 15.4m in length;
- Low Loader (piling rig delivery) – 17.9m in length; - anticipated 16 nr visits over the duration of the project
- Mobile Crane – anticipated 8 nr visits over the duration of the project – 19.0m in length.

It is reasonably assumed that the maximum number of heavy vehicles would not exceed 15 HGVs per day during the peak periods of the construction phase. These vehicles would include tipper type vehicles, delivery and concrete mixer trucks. The number of heavy vehicles accessing the site is expected to be considerably less during the fit out phases. As such, the estimate of 15 HGV's per day is considered to be a suitably robust or worst-case scenario.

Additional parking bays will be required to be suspended when low loaders are accessing site. These will be kept to a minimum throughout the project. When the additional parking bays are required to be suspended to allow access for a low loader, Farrans will distribute a specific newsletter in advance to the local neighbours. Refer to appendix 07 of location of parking suspensions.

Construction vehicle movements will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. Due to the close vicinity of Brookfield Primary School the proposed access and/or egress routes deliveries will be suspended during the hours of 08.30 t0 09.30 and 15.00 to 16.00 on weekdays during term time.

The disabled parking bay along Croftdown Road, located to the left-hand side of the site egress route will need to be relocated to the right hand side of the site egress route to allow suitable space for construction vehicles to exit site. Refer to appendix 05 showing currently and proposed new location of this.

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.

Chester Road Hostel Project (Chester Road Hostel 2 Chester Road London N19 5BP) – We will be working collaboratively with the appointed contractor for the Chester Rd Hostel development and hold regular meetings to ensure that both projects can operate in a conducive manner.

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

See attached apprendices 5 for Swept Path Analysis

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

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

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

There will be no off-site holding areas for the duration of the works. The site will liaise with other nearby construction sites to ensure that the impact on the public highway of multiple construction schemes is kept to a minimum. There will be no waiting allowed on Chester Road or Bertram Street. This will be reinforced though daily liaison meetings with all contractors on site.

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

The use of rail or waterways to transport site material is not considered to be appropriate for this site.

We have, however, ensured a number of components of the project which will be Designed and Manufactured off site in order to reduce installation time on site, materials wastage and number of deliveries to site.

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).

Farrans will exercise an anti-idling policy, whereby drivers, particularly when working in public areas, will always remove the keys from the ignition when they park and leave their vehicles.

20. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

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

The site compound will be established off site in Winscombe Street, the building formally used as the Peoples Mission Gospel Hall. All pedestrian access onto site will be through the Gospel Hall. A number of small deliveries will be required to access Winscombe Street to deliver office supplies only. No site deliveries will be permitted onto Winscombe street. Vehicular access will be off Bertram Street and egress from Croftdown Road.

Access gates will be established with clear visibility splays for pedestrians and traffic/directional signage for the site will be agreed the London Borough of Camden. All gates will be closely monitored and managed with only designated key-holders authorised to operate them.

Please refer to Appendix 06 for an image on this

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where

applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

The site will be accessed from Bertram Street and egress site from Croftdown Road. There will be 4 traffic marshals in 2 way radio contact, one positioned at the site vehicle entrance on Bertram Street, one positioned on the junction of Chester Road and Bertram Street and two positioned on Croftdown Road Exit. Should a vehicle be required to hold it will be held within the site.

Please refer to Appendix 06 for an image on this

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.

As detailed in Question 19C see attached drawings in Appendix 08.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

A wheel washing facility will, in accordance with good practice, be provided at the site for use throughout the construction period through a drip though and rumble grid. Further to this, any mud or debris that might find their way onto the public highways will be removed by a dedicated member of the Contractor's staff as well as deploying a road sweeper. Liquid or spoil run-off will be controlled on site via regular inspections and protecting mats. The site will also contain a store for diesel generator oil, fuel and other similar liquids. This will be managed through our daily third-party check sheets which is completed by a member of the

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

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

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Vehicle Call Up Procedure/ Vehicle Holding Areas

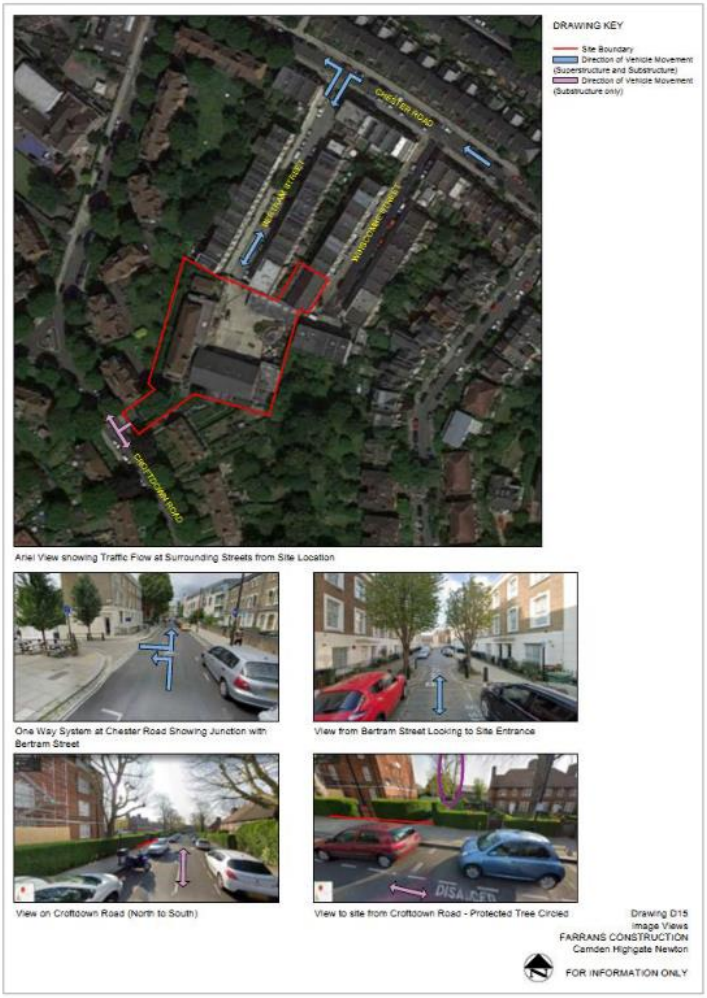
Pre-arranged delivery times will be set by the logistics manager and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any one time. The above requirement will form part of all contract documentation with suppliers. In view of the above procedure, no 'wider' off-site vehicle holding areas are proposed in association with the proposed works.

Site Parking

There will be no site parking permitted on site and operatives will be asked to utilize public transport. They can drop off and collect tools and materials however, on site parking will not be available. Operatives are prohibited from parking in streets in the vicinity of the site which will be reinforced during site inductions and when orders are let

Parking Suspensions

Parking suspensions will be required as per Section 24 below.



Please refer to Appendix 09 for an image on this

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

The site will be accessed from Bertram Street and egress site from Croftdown Road. There will be 4 traffic marshals in 2 way radio contact, one positioned at the site vehicle entrance on Bertram Street, one positioned on the junction of Chester Road and Bertram Street and two positioned on Croftdown Road Exit.

Should a vehicle be required to hold it will be held within the site.

Please refer to Appendix 06 for an image on this

Street Works

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

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

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

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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

22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Site Location Plan

Bertram Street / Chester Road Junction

Cycle Parking and Bus Shelter on Chester Road

DRAWING KEY

- Site Boundary
- Direction of travel to site
- Direction of travel from site
- Welfare & Office
- Parking Bays
- Cycle Storage
- Bus Shelter
- First Aid
- Muster Point

Site Location and Highway Arrangement

FARRANS CONSTRUCTION
Camden Highgate Newton

Scale: NTS

FOR INFORMATION ONLY

See Appendix 10

23. Parking bay suspensions and temporary traffic orders

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

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

Information regarding parking suspensions can be found here.

The parking suspensions as noted on the swept path analysis' will be carried out under a Temporary Traffic Management Order for safe access onto site for the duration of the project.

Parking suspension required on Croftdown Road, Bertram Street and Chester Road are to facilitate the one-way system through the site and will be required for the duration of the contract (60 Weeks).

The disabled parking bay along Croftdown Road, located to the left-hand side of the site egress route will need to be relocated to the right hand side of the site egress route to allow suitable space for construction vehicles to exit site. Refer to appendix 05 showing currently and proposed new location of this.

Additional parking bays will be required to be suspended when low loaders are accessing site. These will be kept to a minimum throughout the project. When the additional parking bays are required to be suspended to allow access for a low loader, Farrans will distribute a specific newsletter in advance to the local neighbours. Refer to appendix 07 of location of parking suspensions.

Rigid vehicles will be able to drive from Chester Road onto Raydon Street. Parking suspensions 7 - 18 will be kept under review and revised if necessary – should large rigids be unable to depart via Raydon Street, then they will do so via Chester Rd / Swains Lane.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

We do not foresee any closures of footpaths for our works. Were we need to relocate street furniture at the junction of Chester Road and Bartram Street this will be positioned closer to the bus stop on Chester Road. We will cover any services in this area by installing 10mm thick steel road plates, topped with tarmac and ensure compliances with the relevant regulations.

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.

At present, and subject to agreement from London Borough of Camden the fencing to the right hand side of the image below along with the tree will be required to be removed at the junction of Chester Road and Bertram Street.

In respect of the tree at the entrance to Bertram Street, this will be replaced with a tree of the same species and of an equivalent size to the tree removed.

See appendix 11 for larger image

A temporary crossover will be required to exit the site on Croftdown Road. This will involve the widening of the drop kerbs already in place, installing a carriageway spec crossover, and the removal of white lining to facilitate the safe egress of vehicles exiting the site. Vehicles exiting the site will be escorted by traffic marshalls to ensure the safety of oncoming traffic and pedestrians crossing the footpath.

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.

The Ancient Right of Way that runs parallel to Bertram Street off Croftdown Road has been closed off by previous demolitions contractor so will not be able to be used by pedestrians. There is an alternative pedestrian footpath available.

26. Scaffolding, hoarding, and associated pedestrian diversions

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

All works will be undertaken within the confines of the site boundary so we do not expect any pedestrian footway diversion will be required owing to the limited traffic entering the site and Bertram Street is a Dead End. Due to the existing entrance we do not foresee the existing condition being increased greatly.

Site Location Plan

See Appendix 06 for a larger image

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.

N/A

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.

The following Utility companies are involved and have been contacted by the Client Team currently on behalf of the LBC;

- UKPN electrical supplies
- Thames Water - New water supplies
- Squire - New Gas supplies

Openreach and Virgin Media are required on site but currently there are no quotations within the current documentation. Once payment has been made to the utility providers we will be able to liaise with them in relation to programme and networking.

Environment

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

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

Having considered the issue of Noise Pollution on the HNCC Project we have identified the main sources of noise on the project as:

- Sheet Piling – these will be one of the first operations undertaken on site and should take around 1 week to complete
- Groundworks – this will involve the use of machinery and will take approximately 12 weeks to complete, however idling machinery will be turned off
- Structural Steel Install – this will involve the use of impact wrenches and will take approximately 1 week to install
- Site Vehicles and Site Plant operating on the site

All works will be undertaken within the normal construction hours as outlined in Section 9

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.

Acoustic Survey was completed on November 2018 as per the attached in Appendix 12. However within Section 4 of the Report outlines the Noise Survey. This is currently taking place during the Demolition Works.

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

Farrans will comply with British Standard 5228 'Code of practice for noise and vibration control on construction and open sites'. Frequent Noise Monitoring will be undertaken and reviewed with Camden officers.

Average noise on the site boundary is estimated to be in the region of 70 – 80dB there will be peaks or spikes but these will not be continuous. It is anticipated the maximum noise level to be 90dB at 10m from the site boundary. This noise will not be continuous. We will endeavour to keep within the permitted levels which will be monitored throughout the Project to ensure compliance.

31. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

The measures we will take to reduce noise pollution will be as follows:

- We will work closely and cooperate fully in terms of working in normal site hours, as set out by London Borough of Camden which also takes into account the planning condition that has been stipulated regarding working hours;
- Well maintained, sound attenuated plant will be used to carry out all operations;
- Reducing plant noise to acceptable levels;
- Solid hoarding will be used along the boundary to the residential properties. This will reflect sound back into the site to a significant extent. This will be supplemented locally to machinery with movable sound reflecting/absorbing barriers as required;
- Noise arising from Site Vehicles and plant will be managed first of all by rigorously implementing the site hours;
- Coordinated delivery times and efficient traffic management to prevent queuing of traffic accessing the site;
- Positioning plant away from properties;
- Cutting operations will be kept off site as much as possible by prefabrication;
- Localised shrouding of plant in accordance with BS5228;
- Toolbox talks to site operatives.

Careful selection of plant and vehicles is essential. All plant used on this site will be sound attenuated and will be regularly serviced/maintained to ensure it is operating correctly. The site induction for plant operators will cover the issue of noise specifically and they will be warned against over revving of plant and the operation of horns in all but necessary situations. Machine operatives will be advised to isolate plant/ equipment during idle periods reducing not only noise levels but encouraging efficient running of equipment and reduced fumes.

In terms of misbehaviour of operatives and staff on the site this will be guarded against by strict rules being out in place that will form part of Supply Chain method statements and will be covered in site induction and tool box talks. Any operative found in contravention of the required standards will be warned for a first offence and removed from the site should there be a reoccurrence.

All the measures mentioned above, and others will be captured and monitored in our proposals under the Considerate Contractors scheme.

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

Staff will be briefed on site with toolbox talks on this British Standard.

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

In relation to dust, groundworks is likely to be the main source of disruption. Prior to starting daily operations wind speed and direction will be assessed and method/ sequence of works adjusted if necessary. Water spraying techniques will be utilised throughout the project to suppress dust.

Apart from groundwork activities dust is likely to present a problem during long dry spells and in these periods damping down across the site will be employed to avoid windborne dust crossing the site boundary and causing inconvenience. Further to this, any localised cutting or drilling water-based dust suppression will be utilised at all time and will adhere to agreed Risk Assessments.

Further measures to reduce dust pollution and other airborne debris which will be implemented are:

- Ensuring that all materials transported to and from site are in enclosed containers or fully sheeted;
- Avoidance of stock piles of topsoil etc. are with materials being brought in as and when required;
- All vehicles removing dust generating materials or waste are to be completely sheeted with tarpaulin/ netting;
- Ensuring materials have a minimum of packaging;
- Ensuring all polystyrene and similar lightweight materials are weighted down;
- Making sure all dust generating materials are adequately packaged;
- Ensuring all vehicles leaving the site have been through the wheel wash and that loads are covered where spoil or demolition material is being removed;
- Keeping the loading drop heights of soil into lorries as low as possible;
- Establish air quality procedures to minimise dust generation and control plant and vehicle dust emissions;
- Dampening the site with use of mechanical aid such as utilising the waterjets on a road sweeper but not engaging the suction;

In addition to the above provisions, the following measures will be taken to reduce any further negative effects on the environment:

- Ensuring all contaminants on site are safely stored with the necessary procedures put in place for leaks and spillages etc.
- A waste management system will be implemented on site.
- Further provisions are included in Appendix 13

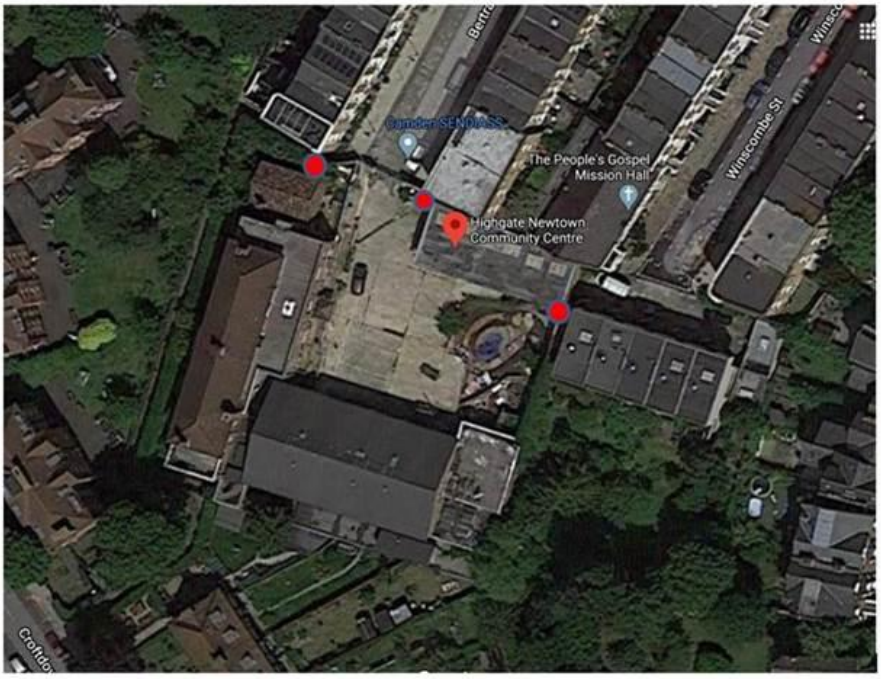
34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

With regard to the risk of mud being spread to adjacent highways, Farrans will maintain wheel washing facilities on site, through a drip though and rumble grid, and carefully maintain clean hardstanding's across the site to ensure the surrounding highways remain in a clean acceptable condition and are not impacted on by our work. Any mud or debris that might find their way onto the public highways will be removed by a dedicated member of the Contractor's staff.

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

Dust, Noise and Vibration monitors will be used throughout the project. The results will be logged and analysed on a monthly basis. The trigger levels will be issued to current British Standards with automatic confirmation to the site team if there is a breach as all monitoring will be done in real time. 3 nr monitors will be installed with their locations noted in the drawing below. Should a breach be triggered works within that area will stop and we will ascertain a proactive solution to move forward with to ensure works can commence but the disruption is minimised.

The baseline dust monitors which were installed prior to Demolition Works commencing to the fences on Winscombe Street and the ancient Walkway Elevation have the baseline levels as per the London Borough of Camden's agreed Requirement.



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 Control of Dust and Emissions During Demolition and Construction 2014 (SPG), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

An Air Quality Assessment was undertaken by the Client in November 2018. Please see attached in Appendix 14. The method has been agreed with the Council air quality representatives.

The air quality impact of the vehicles using the development is negligible as the development is traffic neutral. Similarly, the use of a small gas fired CHP and low NOx domestic boilers means that the point source emissions are unlikely to be worse than for the existing site.

An air quality neutral assessment has been completed, which is aimed at meeting the requirements for such an assessment as detailed in The Mayor of London Supplementary Planning Guidance on Sustainable Design and Construction. Consistent with the extant scheme approved in 2017, the proposed S73 scheme is anticipated to generate similar or fewer car journeys to and from the existing site and the residential development will be 'car free'. The air quality impacts of the proposed scheme in relation to traffic are therefore negligible and therefore below benchmarks. A gas fuelled CHP unit will meet the energy needs of the development. Emissions will be significantly lower than benchmarks for heat and electricity generation for a scheme of this improvement on the existing scheme and significantly site. Overall emissions are therefore an lower than relevant emission benchmarks. The scheme is therefore compliant with the requirements of The Mayor of London Supplementary Planning Guidance on Sustainable Design and Construction.

The construction dust impact will also be acceptable once basic mitigation measures are applied in line with best practice. These mitigation measures must be agreed with the Council and would be subject to a planning condition and will need to be appropriate for a 'medium' impact risk.

On this basis, the predicted air quality / dust impacts are within acceptable limits for purposes of determining the S73 planning application.

An Air Quality Report was also carried out by the Client in September 2020. Please see attached in Appendix 13. A summary of the results is:

- There were no exceedances of the 15-minute 'Warning' level at Monitor 1 and also no exceedances of the 15-minute PM10 'Action' trigger levels at either monitor during the monitoring period.
- Overall, there is good agreement in the trend line for both monitors and there were no exceedances of the 1-hour mean 'Action' trigger level during the monitoring period.
- During this monitoring period, demolition works commenced on site. As such, the results presented for September 2020 relate to the first construction phase monitoring period.

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 by completing the GLA mitigation measures checklist.

Yes can confirm the highly recommended measures will be implemented on site as per Appendix 15.

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

Note: real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

There is a total of 3 dust monitors on site as per the image within Question 35. These will be in place for the duration of the contract and will only be removed following a request to LBC. These will take real time dust monitoring and will produce monthly dust reports to that effect.

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).

Prior to works commencing the site, including the Gospel Hall will be assessed to check for evidence of rodents with relevant site inspections being issued to LBC. Pending the outcome of this, a Specialist Contractor will be approached to lay strategically placed traps around the perimeter of the site. These traps will be monitored and emptied as required.

During the site induction we will make operatives aware of the risk the presence of rodents can cause a health hazard to workers. Leptospirosis is a disease that is closely linked to rats. This will include

- Gloves are to be worn at all times whilst on site;
- Strict hygiene must be adopted by everyone on site with hands being thoroughly washed prior to eating, drinking and smoking;
- Only eating within designated areas;
- All canteen waste to be disposed off inside closed skips.

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

OC Consulting t/a Manestream have conducted 2 x R&D Asbestos Surveys on 12-06-2019 for the Highgate Newtown Academy during which a substantial amount of ACM's were identified, these have now been removed and air test reports issued. The other R&D Asbestos Survey undertaken on 12-06-2019 for the Fresh Youth Academy there were no ACM's identified.

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.

In terms of misbehaviour of operatives and staff on the site this will be guarded against by strict rules being out in place that will form part of Supply Chain method statements and will be covered in site induction and tool box talks. Any operative found in contravention of the required standards will be warned for a first offence and removed from the site should there be a re-occurrence.

All the measures mentioned above and others will be captured and monitored in our proposals under the Considerate Contractors scheme.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

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

a) Construction time period (01/20 - 03/21):

b) Is the development within the CAZ? No

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

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: Yes.

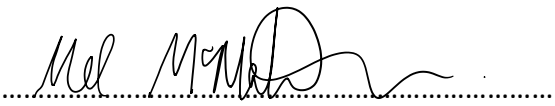
f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes.

SYMBOL IS FOR INTERNAL USE

Agreement

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

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed: 

Date: 15.04.2021

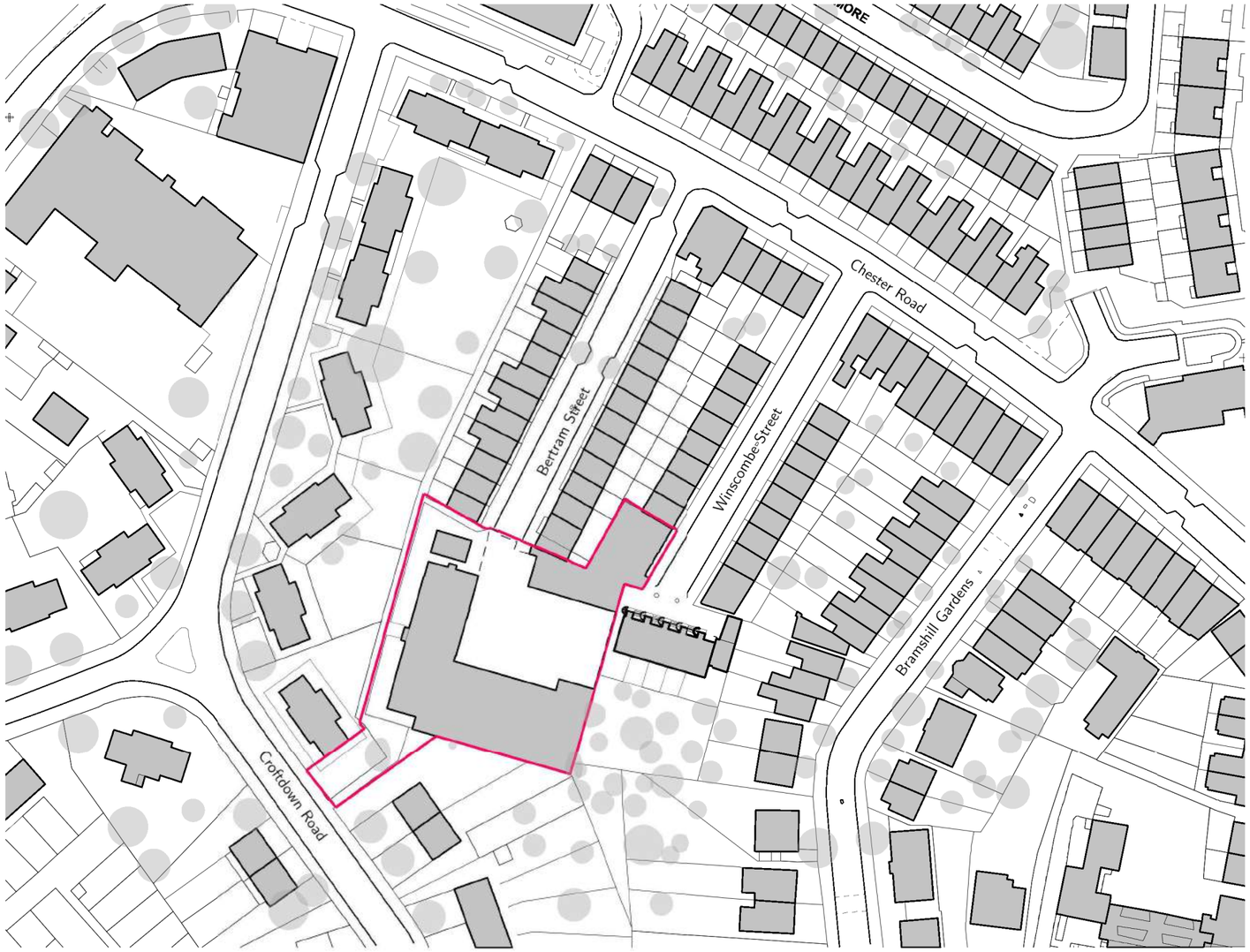
Print Name: Mel McMahon

Position: Contracts Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5



Scale 1:1250

0 10m 25m 50m 75m 125m

Revision description	Date	Init	Rev
Additional Info	25.05.16	AB	A

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Title
Location Plan
-
-

Project	Client
Camden HNCC	Camden Council

Date	Drawn by	Checked	Scale
02.12.2015	AB	DK	1:1250@A3

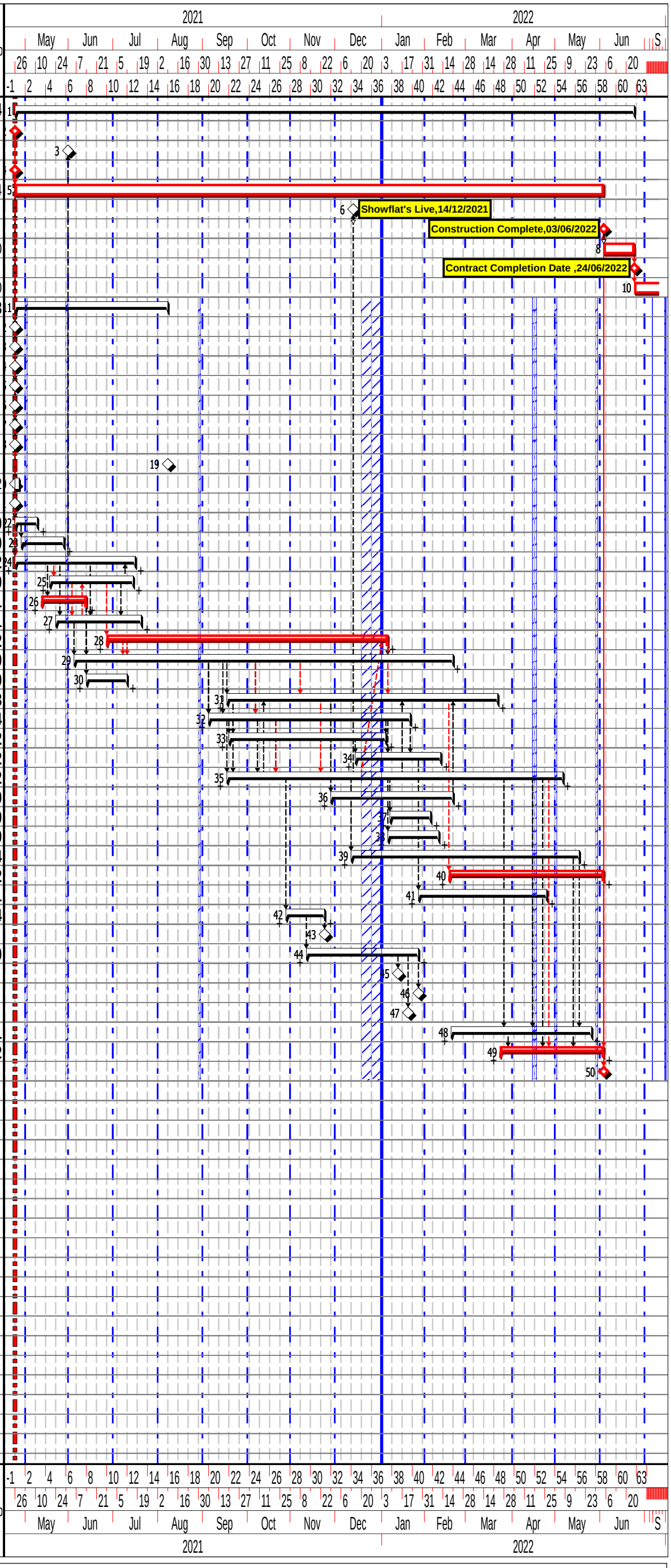
Job No	Drwg No	Revision
1415	PL-ST-001	B

FARRANS
A CRH COMPANY

Camden Highgate Newtown
Contractors Proposals (rev3)

Programme No: **CP03 : PR**
Revision No: **00 :**
Date of Issue: **19/04/2021**

Line	Name	Start	Finish	Duratio
1	**Key Dates**	**26/04/21**	**24/06/22**	**60:4**
2	Access Date	26/04/21	26/04/21	
3	Thames Build Over Agreement In Place	01/06/21	01/06/21	
4	Start On Site	26/04/21	26/04/21	
5	Construction Works	26/04/21	02/06/22	57:4
6	Showflat's Live	14/12/21	14/12/21	
7	Construction Complete	03/06/22	03/06/22	
8	Contractor Finishing Works	03/06/22	23/06/22	3:0
9	Contract Completion Date	24/06/22	24/06/22	
10	Defect Rectification Period	24/06/22	22/06/23	52:0
11	**Provisional Sums**	**26/04/21**	**09/08/21**	**14:3**
12	Gas	26/04/21	26/04/21	
13	Water	26/04/21	26/04/21	
14	Virgin Media	26/04/21	26/04/21	
15	Electrical	26/04/21	26/04/21	
16	Underpinning	26/04/21	26/04/21	
17	BT	26/04/21	26/04/21	
18	Party Wall	26/04/21	26/04/21	
19	Internal Timber Screens (Block B)	09/08/21	09/08/21	
20	Local Authority Charges, Permits etc	26/04/21	27/04/21	0:2
21	CMP to Include Parking Suspensions	26/04/21	26/04/21	
22	**Site Establishment**	**26/04/21**	**10/05/21**	**2:0**
23	**Enabling works**	**29/04/21**	**27/05/21**	**4:0**
24	**Substructure**	**26/04/21**	**15/07/21**	**11:2**
25	**Basement Block B & Substructure**	**19/05/21**	**14/07/21**	**8:0**
26	**Utilities & Sevices Ducting**	**13/05/21**	**11/06/21**	**4:1**
27	**Drainage**	**24/05/21**	**20/07/21**	**8:1**
28	**Crane**	**28/06/21**	**05/01/22**	**25:2**
29	**Superstructure**	**04/06/21**	**18/02/22**	**35:0**
30	**Substation**	**14/06/21**	**12/07/21**	**4:0**
31	**Roofing**	**17/09/21**	**22/03/22**	**24:3**
32	**Elevations**	**06/09/21**	**20/01/22**	**17:4**
33	**Scaffold**	**20/09/21**	**04/01/22**	**13:2**
34	**Strike Scaffold**	**15/12/21**	**10/02/22**	**6:2**
35	**Internals**	**17/09/21**	**05/05/22**	**30:2**
36	**Roof Services**	**29/11/21**	**18/02/22**	**10:0**
37	**Lift Installations**	**07/01/22**	**03/02/22**	**4:0**
38	**Roof Services**	**06/01/22**	**09/02/22**	**5:0**
39	**Block C**	**13/12/21**	**17/05/22**	**19:4**
40	**Hall (Post Crane Removal)**	**17/02/22**	**02/06/22**	**14:2**
41	**External works**	**27/01/22**	**25/04/22**	**12:1**
42	**Main Electrical HV/LV Site Works**	**28/10/21**	**23/11/21**	**3:4**
43	Power On	24/11/21	24/11/21	
44	**Installation Incoming Services**	**11/11/21**	**26/01/22**	**9:0**
45	Fibreoptic On	13/01/22	13/01/22	
46	Water On	27/01/22	27/01/22	
47	Gas On	20/01/22	20/01/22	
48	**Commissioning of Services**	**18/02/22**	**25/05/22**	**13:1**
49	**Preparation for Handover**	**24/03/22**	**02/06/22**	**9:2**
50	Construction Complete	03/06/22	03/06/22	



HNCC - CMP Collated Feedback

Item Nr	Feedback	Achievable	Added to CMP
1	COVID-19 Implications As a general point, the CMP does not address how the operations will be carried out while complying with social distancing and other requirements as a result of the COVID-19 pandemic. The CMP should be updated to specify how those requirements will be satisfied.	YES	There is nowhere explicity within the CMP where this can be added into however we are complying with all current Government Imposed Restrictions as well as latest CLC Guidance. Farrans also have their own
2	The Sustainability Statement for the project (in paragraph 4.15) requires the production of a Site Waste Management Strategy for all on-site activities to optimise materials resource efficiency. The CMP does not address this requirement.	YES	We will be producing a site Specific Site Waste Management Plan as well as an Environment Management Plan. These are 'live documents' which was audited on a monthly basis. Farrans has also ISO 14001 Environmental
3	This paragraph states that access will be via Bertram Street. As discussed at length at the Construction Working Group meeting on 25 November, Bertram Street is a narrow, cobbled residential road and totally inappropriate as the access for such a significant development, especially for heavy goods vehicle traffic. The recent severe damage to the road surface with attendant flooding underlines this point. See paragraph 18 below.	NO Access is required via Bertram Street to complete the project	It has been added in throughout the CMP we are utilising a one way system throughout the site. Refer to answer 18 within the CMP
4	In addition, we understand that the site compound will be located in the Gospel Hall in Winscombe Street and pedestrian access will be via Winscombe Street (see CMP paragraph 20a). This paragraph should explicitly state that vehicle access down Winscombe Street to the Gospel Hall will not be allowed.	YES However smaller vans will be required to deliver office supplies	Noted within answer 20 of CMP however a small number of office deliveries will be required

5	The proposed working hours are too extensive for such a sensitive site and especially when lockdown (to a greater or lesser degree) is likely to be continuing or older or vulnerable residents may be isolating in the area. During demolition the hours were 8 am to 5 pm and working on weekends was exceptional; the hours for the construction phase should not be longer.	NO	Noted within answer 9 of the CMP but all site hours are complying with planning and Camden's standard working hours
6	In addition, it is not clear how these hours relate to the restrictions during school times. Having a significant number of trucks in motion during the hours when schools are opening or closing for the day would be highly dangerous to the numerous children, families and young people walking, cycling, or getting out of vehicles in the area. The increase in traffic in peak hours would be intrusive in these narrow streets and there is an inevitable tension between buses and trucks on Chester Road and Raydon Street.	YES	Noted within answer 19 of the CMP to take in the hours as approved by LBC

7	In addition to residents, the consultation should include local community and amenity groups. The DPNF, for example, would expect to receive any consultation documents directly from the contractor or Camden. A list of such consultees should be set out.	YES	Noted within answer 12 A combined list of consultees to be issued by LBC
8	The DPNF should be included in the Construction Working Group (info@DPNF.org.uk). The frequency of newsletters should be specified. This should be no less frequently than monthly and whenever there is a material change in timings or activities. The reference to the first meeting of the CWG is unclear; this appears to be a reference to the first meeting held with the Demolition Contractor. As far as we are aware the first meeting of the CWG with the Construction Contractor is the one held on 25 November 2020. Consultation over the DMP is not a substitute for consultation on the CMP.	NO	Noted in answer 12 of CMP Communications will be direct to the community groups on a monthly basis however the Newsletters will be issued quarterly
9	The plan should show a wider area, to include the route to/from the Strategic Road Network.	NO	We are following Compliance within the CMP and routes to and from the Strategic Road
10	We understand that the only access is planned to be via Chester Road and Bertram Street, with departing traffic turning left into Chester Road and then right into Raydon Street. We have serious concerns about the use of Bertram Street as the main access route. It is clear that Bertram Street is totally unsuited to the heavy vehicular traffic that will be necessary for the construction. As noted above, the recent severe damage to the cobbled road surface with attendant flooding underlines this point.	NO	Bertram Street will be the main access onto site however egress will be through Croftdown Road subject to the tree removal

11	We understand that information submitted in support of the planning application indicated that temporary access would be made available from Croftdown Road during construction of the development, and a one way system would operate, with access from Bertram Street and exit onto Croftdown Road. We understand that the reason this was not implemented during demolition was that the existing buildings needed to be demolished first to make this route accessible, and it should now be possible to use this route. We have now been advised that Camden made a mistake in providing for this route at the planning stage. While an apology is welcome, it is not a substitute for sorting out this access issue. The alternative one way route would have the significant benefit of minimising the number of construction vehicles travelling to and from the site via Bertram Street. Given the constraints created by the Chester Road-Bertram Street-Raydon Street route (see below), the fragility of the Bertram Street road surface, and the requirement to widen the entrance to Bertram Street (see CMP paragraph 23), the CMP should explain in much greater detail why this route has not been and cannot be adopted. The CMP simply asserts that 'the location of an existing tree and the location of the proposed substation . . . would mean this location is not feasible', with no explanation of why that is the case. The existence of the tree certainly has been known throughout the development of this project. Moreover, Drawing D12 shows an exit onto Croftdown Road during Substructure Works, together with parking suspensions on Croftdown Road. It is not clear why a temporary exit throughout the works should be inhibited by the tree if a temporary exit during substructure works would not. Planning should also have taken the route into account in locating the substation. The contractor must work harder to find solutions to these issues, including the protection of the tree. We would welcome any of the possible solutions proposed by the contractor at the 25 November meeting, including adaptation of the scaffolding to allow vehicles through, use of a larger tower crane and use of a telehandler to move deliveries from Croftdown Road.	As per item 3 above	Bertram Street will be the main access onto site however egress will be through Croftdown Road subject to the tree removal

12	More widely, the route proposed presents a number of issues. Chester Road is a busy narrow one way (up to the library) bus route. Bertram Street is an even narrower residential two-way street, while Raydon Street is also a narrow busy bus route. Given the constraints created by Chester Road, Bertram Street and Raydon Street and given the anticipated number of vehicle movements per day (up to 15 HGV movements), there is the potential for significant disruption and delay to local traffic. This will be exacerbated if, as seems possible, there will be construction at the 2 Chester Road site at the same time. There have been many instances when badly parked cars, wider vans, or large trucks (especially in the pull in area by the NISA shop) have caused the bus to stop and call the emergency number. In some cases this hold up lasts for hours. It is also important to take into account that the residents of Bertram St require refuse collection and perhaps emergency services or disabled vehicle access, while the 20 plus extra- large refuse bins for the Whittington Estate are collected by Veolia trucks which can also block Raydon St. The CMP should set out in detail how these constraints would be managed if this route were used, and in particular how the site traffic would interact with buses on the route and with construction traffic at the 2 Chester Road site.	NO	This was monitored during the Demolition Phase and was found to be negatable. The traffic movements will not be impacted and no additional traffic marshals will be required at the junction of Raydon Street
13	In addition, we understand from the plan in this paragraph (red arrow) and further plans provided that it is intended that larger vehicles will back down Bertram Street. The manoeuvring required to carry out such an operation would be extremely disruptive to traffic and dangerous for pedestrians and cyclists. Rather, the CMP pro forma requires the routes to be suitable for the size of vehicles that are to be used. If necessary, the contractor should use smaller vehicles appropriate for this constrained access route. In making that determination, regard should also be had to the necessity to avoid damage to the cobbles and trees in Bertram St; the cobbles have already suffered serious damage as a result of the demolition activities. The contractor should specify how that damage will be mitigated and additional damage prevented.	YES	Noted within answer 18 of the CMP. With the one way system through the site this will minimise this however larger vehicles may have to reverse down Bertram Street. If and when this is the case we will have a number of banksmen who will manage this along with our Logistics Manager

14	There should also be provision here for frequent reminders to Suppliers of the route. In addition to sending away Suppliers not using the approved route, those routinely breaching the requirement should not be allowed to supply the site. This paragraph should also expressly prohibit the waiting of vehicles in Chester Road or Bertram Street.	YES	Noted in answer 19d of the CMP which will be outlined further within supplier and subcontractor documentation
15	This paragraph also refers to the 'above hours' when vehicles will be sent away during school hours, but does not specify what those hours are.	YES	Noted within answer 19 of the CMP to take in the hours as approved by LBC
16	As noted above, HGVs reversing down Bertram Street is dangerous and disruptive. Vehicles suited to the constraints of the site should be used, and every effort should be made to minimise the use of larger HGVs. Use of larger HGVs may be acceptable if they are required for a very limited number of movements (for example, for steel units that are too large for any other vehicle), but in this case there should be a greater number of traffic marshals (including one walking with the vehicle) to ensure safety of pedestrians and cyclists and to minimise disruption to traffic. The estimated number, timing and duration of any such movements should be specified and updated regularly. In addition, the estimated number, location, timing and duration of parking bay suspensions should be specified.	YES	Noted within answer 18 of the CMP.

17	Again it should be specified that no waiting will be allowed in Chester Road or Bertram Street.	YES	Noted within answer 19d of the CMP.
18	We suggest that traffic marshals are also provided at the corner of Chester Road and Raydon Street and at the top of Chester Road; this is essential when movements of larger HGVs are taking place. There have in the past been significant issues with large vehicles turning into Chester Road and causing difficulties for other vehicles and pedestrians.	YES	Noted within answer 20b of the CMP.
19	Site Parking: This paragraph should prohibit operatives from parking in streets in the vicinity of the site.	YES	Noted in answer 21a of the CMP. We will reinforce this during site inductions and periodically remind operatives
20	21b Please see paragraph 20b.	YES	Noted in answer 21b of the CMP
21	Greater detail should be provided of the location, timing and duration of the parking suspensions anticipated for Chester Road and, in particular, Bertram Street. Drawing D12 shows parking suspensions in Croftdown Road during Substructure Works but no explanation is provided of when or why these are required or their duration. Details should also be provided of how the trees at the entrance to Bertram Street will be protected, especially in relation to the widening of the entrance. It appears from the swept path analysis for Large Articulated Lorries that they will travel over the area where the northern tree is located. How will the tree be protected? How will the widening be done? Is it limited to removal of the fencing, as referred to in CMP paragraph 24b? How and when will the entrance be reinstated?	YES	Noted in answer 23 and 24b of the CMP. The tree will be required to be removed and replaced once works are complete subject to agreement with LBC
22	Details should be provided of how the trees at the entrance to Bertram Street will be protected if it is necessary to remove the fencing. See paragraph 23 above.	N/A	Noted in 24b of th CMP. The tree will be required to be removed and replaced once works are complete subject

23	The paragraph should specify the maximum noise levels anticipated, not just the average.	YES	Noted in answer 30 of the CMP. Maximum noise to be 90 dB at 10m from the
24	Detail should be provided on how noise, vibration and dust on site will be monitored: number, location and specification of monitors; maximum acceptable noise and dust levels; whether monitoring is real time; if not, how frequently the output from monitors will be checked; by whom; by whom and when breaches of the maximum acceptable noise and dust levels will be identified; how and by whom activities on site will be suspended; how the incident will be investigated. Activity on site should be suspended until the incident has been investigated and appropriate remedial measures put in place.	YES	Noted in answer 35 of the CMP
25	38 See paragraph 35 above.	YES	N/A
26	18. **Traffic Routing** We are very disappointed that a decision has been taken for construction vehicles to enter **and** exit via Bertram Street. This conflicts which the reassurances given to residents during the Planning Application process that a temporary one-way system would be instituted during the construction. I participated in the recent on-line community consultation meeting and understood the technical constraints of a complete one way system and welcomed the council's apology for getting the original consultation wrong. I was also reassured that Farrans would review the proposal to consider whether smaller vehicles could use a one way system and exit into Croftdown Road. Also, to what extent the weight of construction vehicles could be reduced in light of 19 below. Please include this commitment in the revised CMP. Also, please provide an explanation to residents of the reasons why the change has been made and the mitigation you will be providing.	YES	It has been added in throughout the CMP we are utilising a one way system throughout the site. Refer to answer 18 of the CMP

27	19. **Control of site traffic** This proposes up to 15 HGVs per day. In practice this is potentially 30 HGV trips daily up and down Bertram Street. You are now aware of the serious damage to Bertram Street during the demolition phase. The cobbled street has sunk in various places and a major water leak and pavement damage occurred which may well have been caused by the heavy trucks. In light of this, a thorough survey should be undertaken by Farrans and the council's Highways Department on the capacity of Bertram Street to withstand further heavy vehicles. Further, that specific proposals and reassurances on this issue be submitted as part of the Planning Application process. Also, that a formal commitment is made to restore any damage to the pavement, trees and cobbled street.	YES	As per the previous Construction Working Group, LBC has committed to repair the street to what it was prior to the demolition works commencing. A condition survey will be completed prior to the works commencing. Bertram Street has been assessed by LBC and the street has been found to be adequate for these type of vehicle movements
28	20d - **Site access and egress** Reference is made here that 'any mud or debris that might find their way onto the public highways will be removed by a dedicated member of the Contractor's staff.' This should be supplemented by a commitment to power wash the street and pavements wherever necessary.	YES	Noted in answer 20d oof the CMP. We will minimise all excess debris entering onto the main roads and is captured daily through our third party check sheets
29	Drawing **D12** Mention is made here of 'widening the junction of Bertram Street and Chester Road. Details should be provided in the text and a guarantee given that there will be no damage to the trees and the junction fully reinstated.	NO	Noted in 24b of th CMP. The tree will be required to be removed and replaced once works are complete subject
30	Piling and groundworks will produce considerable noise and vibration and will have to be monitored during the works.	YES	All works undertaken on site will require a site Specific Method Statement and Risk Assesment (RAMS). Once the piling subcontractor is appointed we will carry out a review of the RAMS. The monitors will be in

31	Noise predictions should be submitted as part of the final CMP for the piling and groundworks operations in line with the guidance of BS 5228 to ensure noise and vibration emissions from the site are controlled	NO	The design of these elements have not been fully designed as yet therefore we cannot supply the noise predictions. They will however be within BS 5228 and as noted within answer
32	An adequate piling method statement should be stated within the CMP to ensure BMP is being employed	NO	As specified in Item 30 above. All works undertaken on site will require a site Specific Method Statement and Risk Assesment (RAMS). Once the piling subcontractor is appointed we will carry out a review of the RAMS. The monitors will be in
33	Use a one way in/other way out route for all vehicles small enough to pass	YES	This has been noted within the document throughout
34	Minimise the use of larger vehicles that cannot exit via Croftdown Rd using a range of strategies including redistribution of large loads onto smaller vehicles wherever possible	NO	Not noted within the CMP has this would not be possible
35	Use S106 commitment to repair Bertram Street to the condition prior to demolition activity including retention and repair of original cobbles (NO replacement with modern cobble equivalents)	YES	As per item 27 above LBC has committed to repair the street to what it was prior to the demolition works commencing. A condition survey will be completed prior to
36	Assessment of condition of Bertram Street and of properties along Bertram Street prior to commencement of construction work to provide accurate record of pre-construction condition and share these assessments with residents	YES	A condition survey will be undertaken prior to the main works commencing
37	Rectify problems identified around access to consultation survey documents etc (link on Camden website etc) so that all residents have easy options to submit their views before the close date	N/A	Confirmed with residents following the previous CWG there were no access issues

38	All roads in Camden are rated to the maximum for a road vehicle in the UK unless there is a weight limit Imposed. I can't say the same for utility plant beneath the surface. However it is not within highways remit to ensure that the plant is suitable for the heaviest vehicles. That responsibility rests with the utilities. Camden does not own the plant and therefore does not maintain it. If the utility concerned considers that the plant is fit for purpose and it breaks then it will be a matter between them and whoever they find has caused damage.	YES	We are currently liaising with all utility suppliers to ascertain the extent of their infrastructure.
39	Some of the tracking drawings are incomplete – these need to show the manoeuvre from the Chester/Bertram St junction. It's apparent that some of the vehicles will not be able to undertake this, particularly artics. As discussed, there needs to be some discussion around the sizes of vehicles that need to service the site, and whether there is any potential for materials/plant to be transferred to the site if the vehicle stops away from the site. It would also be good to explore the possibility of the Croftdown entrance, or at least using this as a possible route to transfer materials into the site if the vehicles remain on the carriageway.	YES	As per item 3 above we will be implementing a one way system through the site
40	This is generally OK but we would expect to see preventative dust suppression at all times, i.e. spraying/misting/dampening down throughout the year and not just when it's hot and dry. We'd also want to see the avoidance of large stockpiles altogether, and these should be dampened or covered at all times, not just when hot and dry. Please can you also confirm whether and how you will ensure you'll be able to maintain a sufficient water supply and pressure such that all areas of the site can be dampened as necessary? Finally, if you will be undertaking any crushing, sawing, drilling or other abrasive work (either at large scale or with hand tools) we'd expect to see directional water-based dust suppression or the use of vacuum dust extraction.	YES	Noted in answer 33 of the CMP with further information

41	Please provide more detail of the wheel washing facilities you'll use – will these be operatives with pressure washers (minimum expectation) or will you be using a dip trough and rumble grid (preferable)?	YES	Noted in answer 34 of the CMP
42	This section relates to the site's Air Quality Dust Risk Assessment, not the monthly dust monitoring reports. Please append the AQDRA produced for the site works and refer to this in responding to Q36.	YES	An Air Quality Assessment has now been appended to the document and noted in answer 36 of the
43	Currently the CMP references the monthly dust monitoring report for September. Please review the GLA mitigation measures checklist (Appendix 7 in the SPG document) and confirm that all highly recommended measures will be utilised – you may wish to refer to these in responding to Q33.	YES	Clarified in answer 37 of CMP
44	Again, the current response just refers to the September monthly dust monitoring report. Please confirm the arrangements for the continuation of the existing real-time dust monitoring regime. You will need to continue to produce monthly dust monitoring reports like those produced to-date for the duration of the project, until practical completion. Failure to do so, or failure to adequately manage the air quality or dust impacts from activities on site (as indicated by the dust monitoring data) will lead to enforcement action.	YES	Clarified in answer 38 of the CMP
45	The site is not actually in the Central Activity Zone for construction machinery, how if you do utilise the higher standard of non-road mobile machinery (NRMM) mandated inside the CAZ then that would be commended and would certainly benefit air quality.	YES	Noted in answer 42 of the CMP as this was a typing error
46	The remaining answers to Q42 are acceptable.	N/A	N/A
47	I know it is a difficult site to access and there has been much local opposition from residents. I did ask that the Plane tree be preserved if possible and also that the cobbles in Bertram Street be protected during the works.	NO	Following on from the CWG guidance on traffic movements and further reviews, it was determined that the tree removal would be necessary to allow a one way path for construction

48	I have read and commented upon the Arboricultural Report for the site and have contacted Nick Bell, the senior tree officer. I asked that the root protection area plans be followed during construction, as I am sure you will. I do appreciate your landscaping and tree work at the Parly/Wm Ellis site. I now live within 100 yards of the tree and have known it and the old community centre for over 50 years!	N/A	Due to the pending application for the tree removal, this feedback is no longer relevant.
49	I asked that if the tree cannot be saved, then its replacement planting should be part of a Community led project, involving local residents in particular, as well as stakeholders.	YES	concerned has subsequently been consulted with directly and a recommendation provided by the resident for a suitable replacement tree will be discussed with the councils tree officer. The replacement will also be discussed during the CWG meeting where all nearby residents and

BETTERING THE FUTURE OF CAMDEN

Welcoming redevelopment of the Highgate Newtown Community Centre

Welcome to the first edition of the Highgate Newtown Community Centre newsletter, keeping you up to date on the exciting new project being delivered by Camden Council.

Farrans Construction is delighted to be appointed as the main contractor and will begin a redevelopment of the existing Highgate Newtown Community Centre and Fresh Youth Academy. This project will include the change of use of the People's Mission Gospel Hall to provide replacement community facilities and 41 residential units with associated public open space, landscaping, cycle storage and disabled parking.

Construction works will commence from end of April 2021 until Summer 2022. Farrans will keep you informed of key activities throughout our build programme.

Contact us:

If you have any questions about the works, employment opportunities or our new virtual work experience programme please feel free to contact the project helpline on 01483 717 321 or Camden@farrans.com

FARRANS
A CRH COMPANY

Camden

CONSIDERATE CONSTRUCTORS PARTNER

Operating hours

Monday- Friday
08:00-18:00

Saturday
08:00-13:00

We endeavour to ensure disruption is kept to a minimum via close monitoring of operations.

Deliveries within our supply chain will be scheduled to reduce traffic flow to and from site.

Construction vehicle movements will be restricted to accommodate the Brookfield Primary School pick up and drop off times.

Site plan

There will be a one way system implemented through the site for smaller vehicles accessing Bertram Street and egressing onto Croftdown Road. Some larger vehicles which need to deliver plant and materials onto site will not be able to utilise the one way system. These vehicles will have to access and egress from Bertram Street.

About Farrans

Farrans Construction is a leading building and civil engineering contractor with over 75 years' experience of delivering world-class projects across the UK and Ireland.

We employ more than 500 people and have offices in Belfast, London,Cambridge and Edinburgh.

As a partner member of the Considerate Constructors Scheme (CCS), Farrans abide by a Code of Considerate Practice when building which is designed to encourage best practice in construction beyond statutory requirements.

Farrans have recently developed an all inclusive virtual work experience programme- Step Towards Employment (STEP). This involves a series of interactive workshops for students aged 14+ to help enhance their career prospects.

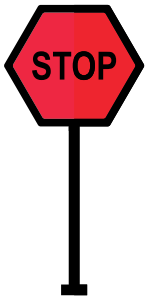
Any schools/colleges interested, please contact our project helpline.

Farrans comply with COVID-19 restrictions, affirming the measures in place through our daily site specific risk assessments and workforce communications.

FARRANS
A CRH COMPANY

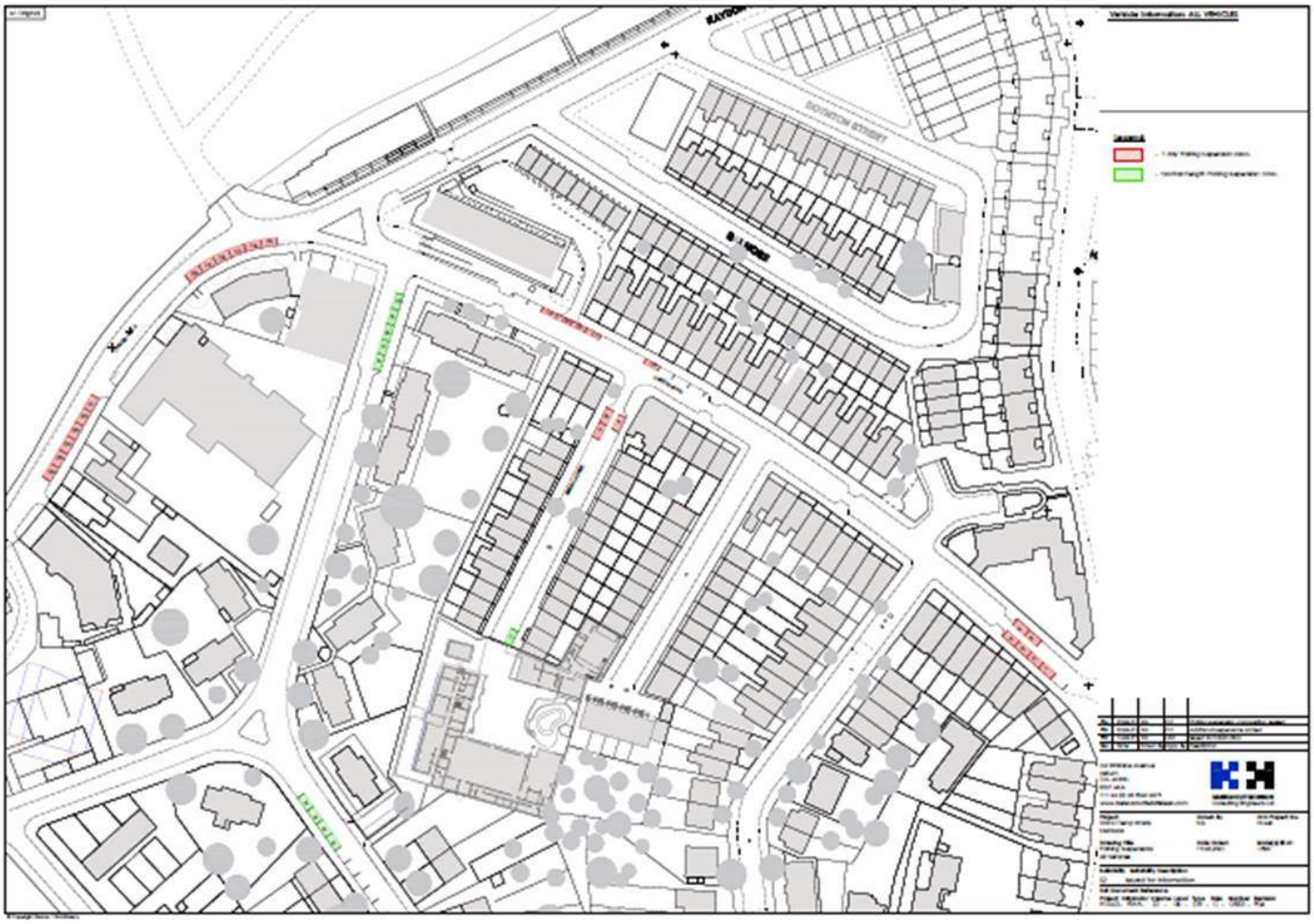
Camden

CONSIDERATE CONSTRUCTORS
PARTNER



Traffic Management Plan Information

- 10 parking spaces suspended for the duration of the project highlighted in green
- 26 Parking spaces suspended for 1 day throughout the course of the project highlighted in red (approx. 56nr of days throughout the project)



Construction vehicle movements will be restricted between the hours of 08.30 and 09.30 and 15.30 to 16.30 on weekdays during term time due to Brookfield Primary School on Croftdown Road.

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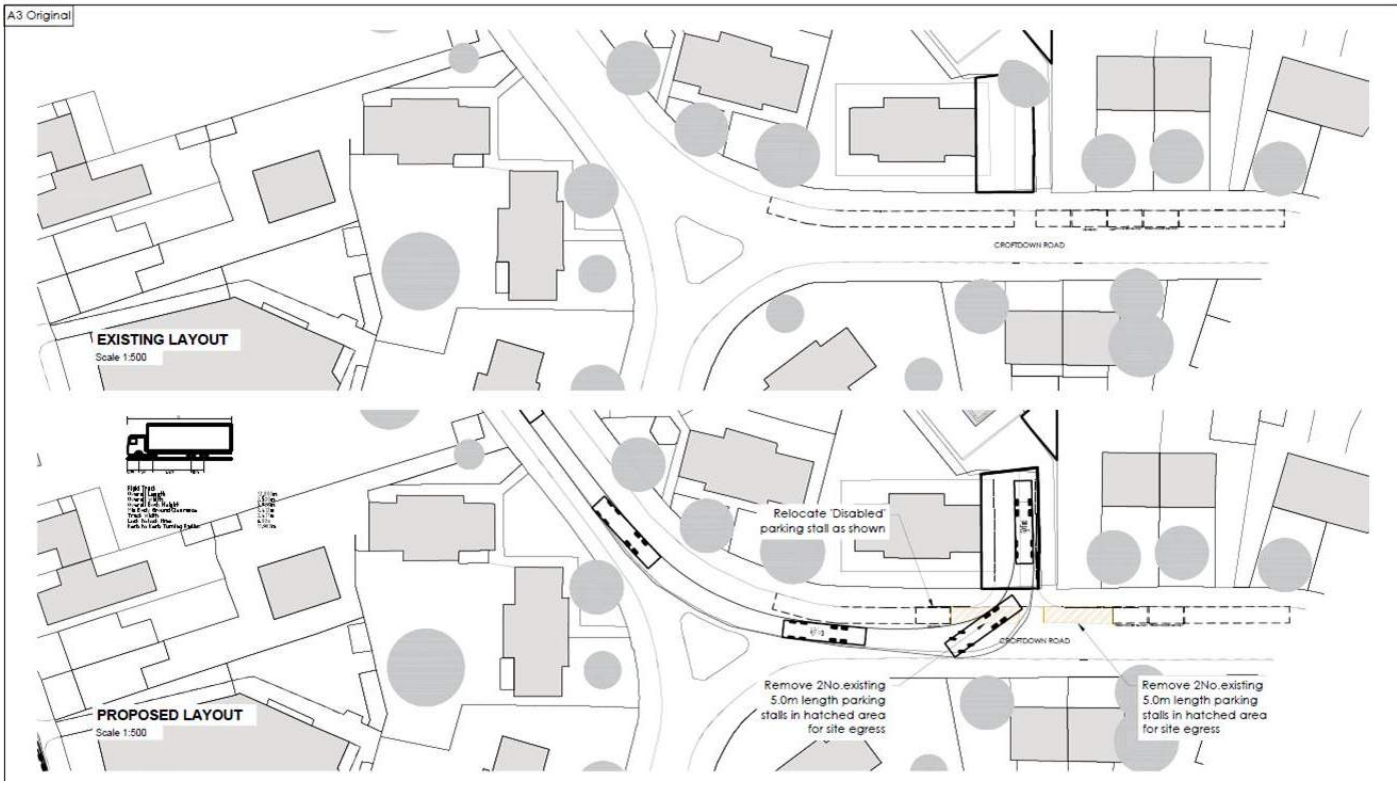
Camden

CONSIDERATE CONSTRUCTORS PARTNER



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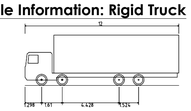
Camden

CONSIDERATE CONSTRUCTORS PARTNER

A1 Original

Vehicle Information: Rigid Truck



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.470m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Legend:

- '1 day' Parking Suspension: NONE
- 'Contract length' Parking Suspension: 9No.

Rev	Date	Drawn By	Appr. By	Description

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Project	**Drawn By**	**H+H Project No.**
HNCC Temp Works	SG	H1663
Drawing Title	**Date Drawn**	**Scale(s) @ A1**
Site Egress - Croftdown Road Rigid Truck Vehicle Tracking	19.03.2021	1:500

Suitability	**Suitability Description**
S2	Issued for Information

Full Document Reference

Project	Originator	Volume	Level	Type	Role	Number	Revision
H1663 -	HAH -	ZZ -	00 -	DR -	C -	0544 -	P01

DRAWING KEY

- Site Boundary
- Direction of travel to site
- Direction of travel from site
- Traffic Marshall

Site Location Plan

Direction of Travel to and from site
FARRANS CONSTRUCTION
Camden Highgate Newton
Scale: NTS
Date: 20.01.21

FOR INFORMATION ONLY

A1 Original

Vehicle Information: ALL VEHICLES

Legend:

- '1 day' Parking Suspension: 26No.
- 'Contract length' Parking Suspension: 14No.

Rev	Date	Drawn By	Appr. By	Description
P05	23.04.21	SG	CC	Parking suspensions added on Croftdown Road
P04	22.04.21	SG	CC	Parking suspension composition revised
P03	22.04.21	SG	CC	Addtional suspensions added
P02	16.04.21	SG	JAH	Issued for Information

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Project
HNCC Temp Works
FARRANS

Drawn By
SG

H+H Project No.
H1663

Drawing Title
Parking Suspensions
All Vehicles

Date Drawn
19.03.2021

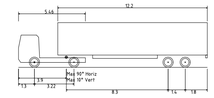
Scale(s) @ A1
1:500

Suitability **Suitability Description**
S2 Issued for Information

Full Document Reference
Project Originator Volume Level Type Role Number Revision
H1663 - HAH - ZZ - 00 - DR - C - 0553 - P05

A1 Original

Vehicle Information: Articulated with Twin Steering



Large Articulated Vehicle	
Overall Length	15.400m
Overall Width	2.590m
Overall Body Height	3.652m
Min Body Ground Clearance	0.408m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

Legend:

- '1 day' Parking Suspension: 14No.
- 'Contract length' Parking Suspension: 1No.

Rev	Date	Drawn By	Appr. By	Description
P06	16.04.21	SG	CC	Permanent & temporary parking segregated
P05	15.04.21	SG	CC	Additional parking suspended Bertram St.
P04	14.04.21	SG	CC	Parking stalls - no's added
P03	31.03.21	SG	JAH	Issued for Information
P02	30.03.21	SG	JAH	Issued for Information
P01	26.03.21	SG	JAH	Issued for Information

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Project
HNCC Temp Works

Drawn By
SG

H+H Project No.
H1663

Drawing Title
Site Access - Bertram Street
Articulated Vehicle Tracking

Date Drawn
19.03.2021

Scale(s) @ A1
1:500

Suitability **Suitability Description**
S2 Issued for Information

Full Document Reference

Project	Originator	Volume	Level	Type	Role	Number	Revision
H1663 -	HAH -	ZZ -	00 -	DR -	C -	0532 -	P06

A1 Original

DOYNTON STREET

BALMORE

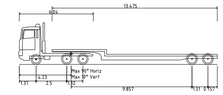
HARGRAVE PARK

BICKERTON ROAD

CHESTER ROAD

BERTRAM STREET

Vehicle Information: Low Loader



Low Loader	
Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

Legend:

- '1 day' Parking Suspension: 14No.
- 'Contract length' Parking Suspension: 1No.

Rev	Date	Drawn By	Appr. By	Description
P06	16.04.21	SG	CC	Permament & temporary suspensions segregated
P05	15.04.21	SG	CC	Additional parking suspended Bertram St.
P04	14.04.21	SG	CC	Parking stalls - no's added
P03	31.03.21	SG	JAH	Issued for Information
P02	30.03.21	SG	JAH	Issued for Information
P01	26.03.21	SG	JAH	Issued for Information

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Project
HNCC Temp Works

Drawn By
SG

H+H Project No.
H1663

Drawing Title
Site Access - Bertram Street
Low Loader Vehicle Tracking

Date Drawn
19.03.2021

Scale(s) @ A1
1:500

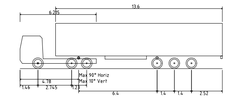
Suitability **Suitability Description**
S2 Issued for Information

Full Document Reference

Project	Originator	Volume	Level	Type	Role	Number	Revision
H1663 -	HAH -	ZZ -	00 -	DR -	C -	0531 -	P06

A1 Original

Vehicle Information: Articulated with Twin Steering



Articulated Vehicle with Twin Steered Tractor

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.692m
Min Body Ground Clearance	0.429m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

Legend:

- '1 day' Parking Suspension: 6No.
- 'Contract length' Parking Suspension: 13No.

Rev	Date	Drawn By	Appr. By	Description
P06	16.04.21	SG	CC	Permanent & temporary suspensions segregated
P05	15.04.21	SG	CC	Additional parking suspended Bertram St.
P04	14.04.21	SG	CC	Track amended / parking stalls - no's added
P03	31.03.21	SG	JAH	Issued for Information
P02	30.03.21	SG	JAH	Issued for Information
P01	26.03.21	SG	JAH	Issued for Information

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Project
HNCC Temp Works

Drawn By
SG

H+H Project No.
H1663

Drawing Title
Site Egress - Bertram Street
Articulated Vehicle Tracking

Date Drawn
19.03.2021

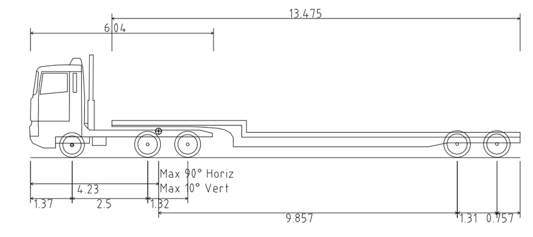
Scale(s) @ A1
1:500

Suitability **Suitability Description**
S2 Issued for Information

Full Document Reference
Project Originator Volume Level Type Role Number Revision
H1663 - HAH - ZZ - 00 - DR - C - 0522 - P06

A1 Original

Vehicle Information: Low Loader



Low Loader	
Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

Legend:

- '1 day' Parking Suspension: 6No.
- 'Contract length' Parking Suspension: 13No.

Rev	Date	Drawn By	Appr. By	Description
P06	16.04.21	SG	CC	Permanent & temporary suspensions segregated
P05	15.04.21	SG	CC	Additional parking suspended Bertram St.
P04	14.04.21	SG	CC	Track amended / parking stalls - no's added
P03	31.03.21	SG	JAH	Issued for Information
P02	30.03.21	SG	JAH	Issued for Information
P01	26.03.21	SG	JAH	Issued for Information

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Consulting Engineers Ltd

Project
HNCC Temp Works

Drawn By
SG

H+H Project No.
H1663

Drawing Title
Site Egress - Bertram Street
Low Loader Vehicle Tracking

Date Drawn
19.03.2021

Scale(s) @ A1
1:500

Suitability	Suitability Description
S2	Issued for Information

Full Document Reference

Project	Originator	Volume	Level	Type	Role	Number	Revision
H1663	HAH	ZZ	00	DR	C	0521	P06

A1 Original

RAYDON STREET

DOYNTON STREET

BALMORE

BREDGAR ROAD

HARGRAVE PARK

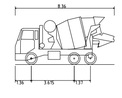
CHESTER ROAD

CHESTER ROAD

BERTRAM STREET

BICKERTON ROAD

Vehicle Information: Concrete Mixer



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

Legend:

- '1 day' Parking Suspension: NONE
- 'Contract length' Parking Suspension: NONE

Rev	Date	Drawn By	Appr. By	Description
P05	14.04.21	SG	CC	Legend Updated
P04	14.04.21	SG	CC	Tracking updated for exiting site
P03	31.03.21	SG	JAH	Issued for Information
P02	30.03.21	SG	JAH	Issued for Information
P01	26.03.21	SG	JAH	Issued for Information

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Project
HNCC Temp Works

Drawn By
SG

H+H Project No.
H1663

Drawing Title
Site Egress - Croftdown Road
Concrete Mixer Vehicle Tracking

Date Drawn
19.03.2021

Scale(s) @ A1
1:500

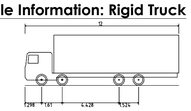
Suitability **Suitability Description**
S2 Issued for Information

Full Document Reference

Project	Originator	Volume	Level	Type	Role	Number	Revision
H1663 -	HAH -	ZZ -	00 -	DR -	C -	0542 -	P05

A1 Original

Vehicle Information: Rigid Truck



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.470m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Legend:

- '1 day' Parking Suspension: NONE
- 'Contract length' Parking Suspension: 9No.

Rev	Date	Drawn By	Appr. By	Description

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Project	**Drawn By**	**H+H Project No.**
HNCC Temp Works	SG	H1663
Drawing Title	**Date Drawn**	**Scale(s) @ A1**
Site Egress - Croftdown Road Rigid Truck Vehicle Tracking	19.03.2021	1:500

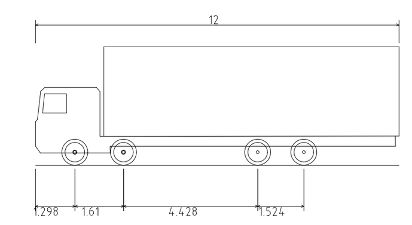
Suitability	**Suitability Description**
S2	Issued for Information

Full Document Reference

Project	Originator	Volume	Level	Type	Role	Number	Revision
H1663 -	HAH -	ZZ -	00 -	DR -	C -	0544 -	P01

A1 Original

Vehicle Information: Rigid Truck



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Legend:

- '1 day' Parking Suspension: NONE
- 'Contract length' Parking Suspension: 17No.

Rev	Date	Drawn By	Appr. By	Description
P05	16.04.21	SG	CC	Legend Updated
P04	14.04.21	SG	CC	Tracking updated for exiting site
P03	31.03.21	SG	JAH	Issued for Information
P02	30.03.21	SG	JAH	Issued for Information
P01	26.03.21	SG	JAH	Issued for Information

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Project
HNCC Temp Works

Drawn By
SG

H+H Project No.
H1663

Drawing Title
Site Egress - Croftdown Road
Rigid Truck Vehicle Tracking

Date Drawn
19.03.2021

Scale(s) @ A1
1:500

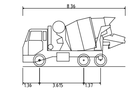
Suitability **Suitability Description**
S2 Issued for Information

Full Document Reference

Project	Originator	Volume	Level	Type	Role	Number	Revision
H1663 -	HAH -	ZZ -	00 -	DR -	C -	0543 -	P05

A1 Original

Vehicle Information: Concrete Mixer



Concrete Mixer	
Overall Length	8.360m
Overall width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.418m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

Legend:

- '1 day' Parking Suspension: NONE
- 'Contract length' Parking Suspension: 12No.

Rev	Date	Drawn By	Appr. By	Description
P05	14.04.21	SG	CC	Legend Updated
P04	14.04.21	SG	CC	Tracking updated for exiting site
P03	31.03.21	SG	JAH	Issued for Information
P02	30.03.21	SG	JAH	Issued for Information
P01	26.03.21	SG	JAH	Issued for Information

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Project
HNCC Temp Works

Drawn By
SG

H+H Project No.
H1663

Drawing Title
Site Egress - Croftdown Road
Concrete Mixer Vehicle Tracking

Date Drawn
19.03.2021

Scale(s) @ A1
1:500

Suitability **Suitability Description**
S2 Issued for Information

Full Document Reference

Project	Originator	Volume	Level	Type	Role	Number	Revision
H1663 -	HAH -	ZZ -	00 -	DR -	C -	0552 -	P05

DRAWING KEY

Site Boundary
Direction of Vehicle Movement (Superstructure and Substructure)
Direction of Vehicle Movement (Substructure only)

Ariel View showing Traffic Flow at Surrounding Streets from Site Location

One Way System at Chester Road Showing Junction with Bertram Street

View from Bertram Street Looking to Site Entrance

View on Croftdown Road (North to South)

View to site from Croftdown Road - Protected Tree Circled

Drawing D15
Image Views
FARRANS CONSTRUCTION
Camden Highgate Newton

FOR INFORMATION ONLY

Site Location Plan

Bertram Street / Chester Road Junction

Cycle Parking and Bus Shelter on Chester Road

DRAWING KEY

- Site Boundary
- Direction of travel to site
- Direction of travel from site
- Welfare & Office
- Parking Bays
- Cycle Storage
- Bus Shelter
- First Aid
- Muster Point

Site Location and Highway Arrangement

FARRANS CONSTRUCTION
Camden Highgate Newton

Scale: NTS

FOR INFORMATION ONLY


Bertram

Highgate Newtown Community Centre and Fresh Youth Academy

Acoustic Report

NOVEMBER 2018

Community Investment Programme

Camden

HIGHGATE NEWTOWN COMMUNITY CENTRE

ACOUSTICS REPORT FOR PLANNING

Acoustics Report A973 R03B

20th November 2018

Report for:

RCKa Architects
29-31 Cowper Street
London
EC2A 4AT

Attention: Alan Beveridge

McBains
26 Finsbury Square,
London
EC2A 1DS

Attention: Carlos Gonzalez

Prepared by:
Gavin Irvine BSc MIOA

Checked by:
David O'Neill BEng MSc CEng MIOA

Issue/Revision number:
A973 R03 1st Draft
A973 R03A
A973 R03B Drawing Updated

Date:
22/10/2018
26/10/2018
20/11/2018

The Wool Hall
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Bristol
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Contents

1 Introduction

Ion Acoustics is appointed to advise RCKa Architects, McBains and the applicant, London Borough of Camden Development Division on the redevelopment of the existing Highgate and Newtown Community Centre (HNCC). This report describes the noise impact of the scheme in relation to a Section 73 application which is being made to modify the extant consent following proposed revisions to an earlier redevelopment scheme, which was consented under application reference 2016/6088/P.

The proposed scheme will involve the demolition of the existing community centre facilities and will provide a replacement community centre and 41 residential units on the site. The scheme will be close to nearby existing housing on Bertram and Winscombe Streets. This report provides an addendum to the previously submitted report A973 R01A from 2016 and describes:

- The 2016 noise survey made to determine existing noise levels in the area
- Planning conditions and noise limits imposed by Camden Council
- Discussion of music noise emissions
- Discussion of plant noise emissions.

2 The Site and its Surroundings

The site and the development proposals are shown below in Figure 1.

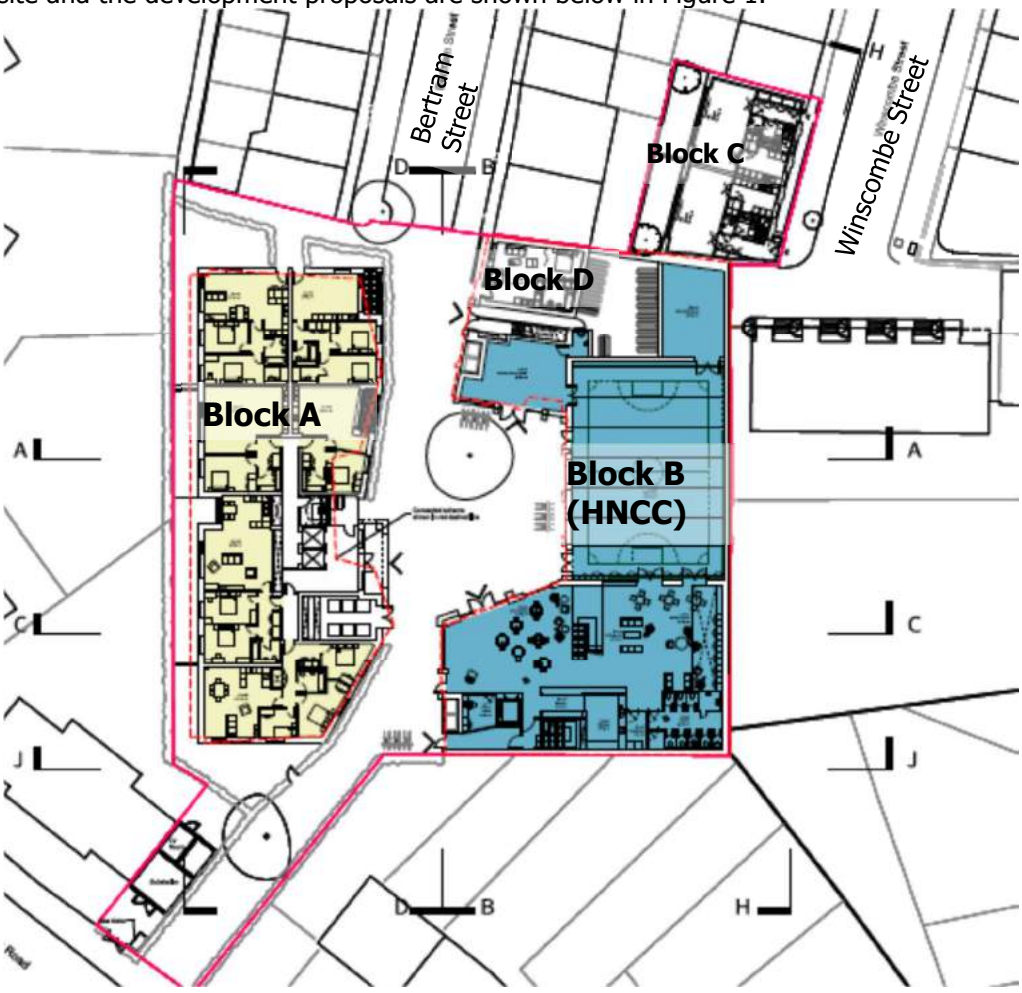

Figure 1 – Proposed Site Layout (Ground Floor)

The existing building is a community centre located in several rather dilapidated buildings and includes two residential units. The proposed development has new residential accommodation in three blocks: Block A; in Block C, a conversion of the former Peoples' Mission Gospel Hall; and, in Block D which adjoins the community and which is likely to feature a gym with a studio flat at ground floor level and six one-bedroom flats above. The community centre facilities occupy Block B and part of Block D and include:

- A café, activity area and a double-height multi-use hall at ground floor of Block B.
- A gym in the ground floor of Block D
- Activity rooms, meeting rooms and offices on the first and second floors;
- Further facilities for the Fresh Youth Academy (FYA) on the third floor including a small recording studio;

The proposed uses of the community centre generally replicate the wide range of activities already taking place at the existing centre. This includes football, basketball, keep-fit and yoga etc in the existing sports hall and various painting, pottery and wood-working activities in the art room and studios. There are also occasional community outdoor events which generally take place in the daytime; these would also continue in a similar form to currently. Therefore, the general use and activities of the centre will not change significantly from the existing baseline condition.

In respect of the consented scheme, similar facilities are being provided within Block B. However, the roof terrace, which was part of the consented development, is no longer part of the proposals. This will reduce the potential for outdoor noise.

The proposed main spaces within Block B are naturally ventilated however there will be some mechanical services plant in a basement plant room including CHP boilers. Above ground there are various small extract fans for the kitchen and toilet etc.

3 Planning Conditions

Planning conditions for the development are set out in the decision notice dated 30th June 2018. Those relevant to noise are Conditions 23 identified below.

23 Sound insulation

Prior to commencement of the above ground construction works, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value DnT,w and L'nT,w of at least 5dB above the Building Regulations value, for:

i) the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling].

ii) the floor/ceiling/wall structures separating the residential and community centre uses

Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise.

24 Amplified music/voices

Neither music nor amplified loud voices emitted from the non-residential parts of the built development shall result in more than a 5dB increase from existing ambient noise levels to nearby residential properties.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise in accordance with policy DP28.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise.

25 Noise levels

The noise level in rooms in the residential development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise and vibration.

26 Plant and equipment

The external noise level emitted from proposed plant, machinery or equipment at the development hereby approved shall be lower than the typical existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with machinery operating at maximum capacity.
Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment.

The intention is for the current design to comply with the same planning conditions such that there is no significant change in the noise impact compared with the consented scheme. The planning conditions are now discussed in turn.

3.1 Condition 23 – Sound Insulation

Internal sound insulation in and between dwellings is usually a matter for building control but in this case the planning condition requires standards which are 5dB higher than those set out in Approved Document E. The condition applies to both residential block (A) and a section of wall

between the sports hall and the 1st floor of Block D where there is a living space of a flat. The required standards are set out in Table 1 below.

Table 1 – Sound Insulation Standards

Element	Sound Insulation Requirements	
	Approved Document E Requirement (New Build)	**Planning Condition 23 (5dB better than Building Regulations)**
New Build Separating walls	≥45 dB $D_{nT,w}+C_{tr}$ airborne	≥50 dB $D_{nT,w}+C_{tr}$ airborne
New-Build Separating floors	≥45dB $D_{nT,w}+C_{tr}$ airborne ≤62dB $L'_{nT,w}$ impact	≥50dB $D_{nT,w}+C_{tr}$ airborne ≤ 57dB $L'_{nT,w}$ impact
Walls in Converted Properties	≥43 dB $D_{nT,w}+C_{tr}$ airborne	≥48 dB $D_{nT,w}+C_{tr}$ airborne

Airborne sound describes sounds which travel through the air before entering the structure such as voices and televisions. Impact sound describes sounds which occur as a result of a direct impact on the structure such as footsteps. For airborne sound, the higher the $D_{nT,w}+C_{tr}$ value, the better the sound insulation whereas for impact sound insulation, the converse is true; the lower the $L'_{nT,w}$ value the better the impact sound insulation.

To discharge the planning condition, it is sufficient to submit a report demonstrating that the proposed construction should comply with the planning requirements (a commissioning test report is not required). However, for Building Regulations compliance pre-completion testing would be required unless "Robust Details" are used.

To achieve the planning condition, it would be possible to adopt certain Robust Detail constructions. Robust Details are constructions which have been devised and tested extensively to achieve a performance which is at least 5 dB better than the Approved Document E values *on average*, and with every individual result at least 2dB better. If Robust Details are used then pre-completion testing is not necessary. However the exact Robust Detail must be followed with the correct flanking conditions, proprietary products where relevant and junction details. There is also compliance procedure to be followed with a plot registration fee payable and a system of check-lists etc.

Although Robust Details can achieve a +5dB improvement *on average*, it is permissible for individual tests to be only 2dB better. Therefore the adoption of Robust Detail constructions will not necessarily ensure compliance with the planning condition. However the Robust Details website, also lists certain combinations of constructions which achieved +5dB improvement in all cases[1]. This is effectively the same numerical standard as the planning condition requires. Therefore one way to ensure compliance with the planning condition is to build Robust Detail constructions which comply (in combination of floors and walls) with a +5dB improvement. Again if the constructions and associated details are followed exactly and the plot is registered with Robust Details then pre-completion testing for Building Regulations would not be necessary.

[1] Robust Details Combinations for Credits under CfSH http://www.robustdetails.com/the-handbook/loadbearing-masonry-combinations

An enhanced separating wall will also be required between the converted houses in Block C and for the 1st floor interface between Block B and Block D.

3.2 Condition 24 Entertainment Noise

The noise limits for music and voices are set in relation to the existing ambient noise level dB L_{Aeq}. The wording of the limit "shall not increase by more than 5 dB" implies that existing ambient plus the additional music noise are compared to the noise with no music noise. By decibel addition, this required the music noise during the daytime and evening to be no greater than 4 dB over the existing ambient noise. We do not recommended that the centre operates after 23.00 at night although the planning condition does not indicate any time period.

It is proposed to interpret that the planning limit applies to all internal entertainment related activity with amplified music. However, occasional daytime outdoor events taking place at the community centre would not be required to meet this limit. Outdoor community events are currently held at the centre occasionally during the daytime and this is expected to continue in the future. These would take place in the courtyard as per the existing use. The roof terrace, which was part of the consented redevelopment, is no longer part of the proposals.

The existing ambient noise levels were determined from a noise survey. This is discussed in Section 4 below together with derived noise limits.

3.3 Condition 25 Noise Levels

Condition 25 requires noise levels in the residential part of the development to meet BS 8233: 2014 noise standards. There are set out in Table 2.

Table 2 –Ambient Noise Levels from BS 8233: 2014

Location	Activity / Condition	Day (07:00 to 23:00)	Night (23:00 to 07:00)
Living rooms	Resting	35 dB $L_{Aeq,\ 16\ hour}$	--
Dining room/area	Dining	40 dB $L_{Aeq,\ 16\ hour}$	--
Bedrooms	Sleeping - night Resting - day	35 dB $L_{Aeq,\ 16\ hour}$	30 dB $L_{Aeq,\ 8\ hour}$
Outside	Daytime Desirable Limit	50 $L_{Aeq,\ 16\ hour}$	--
Outside	Daytime Upper Guideline Value	55 dB $L_{Aeq,\ 16\ hour}$	--

In this case, the residential accommodation is set back from busy roads and the apartments are being provided with an MVHR system which would enable windows to be kept closed. Therefore there will be no difficulty with achieving the internal noise levels from BS 8233: 2014. Note that noise from the MVHR system must also meet these limits. We would recommended specifying the MVHR system noise some 3 dB below the Table 2 noise limits (that is 27 dB L_{Aeq} in bedrooms and 32 dB L_{Aeq} in living rooms) to ensure that the combined level (MVHR noise + environmental noise transmitted from the exterior) meets the BS 8233: 2014 noise limits.

Based on the noise survey (discussed below), noise levels in a residential garden were 52 dB L_{Aeq} over a 16-hour day. Therefore noise levels in most external areas are likely to be within the upper guideline value of BS 8233.

3.4 Condition 26 Plant Noise Limits

According to the planning condition, the plant noise emissions limits are set in relation to the existing background noise (dB L_{A90}). For normal plant noise with no specific character corrections, the limit is 5dB below the typical background noise. Following the principles of BS 4142 this would apply to the period of operation and separate assessments are required for the day and night. It is likely that some of the plant including kitchen extract fans etc would not operate at night. Therefore different noise limits will be set for different time periods.

4 Noise Survey

A baseline external measurement survey was undertaken at the site on 10th and 11th March 2016. The survey included measurements of the background noise in the communal garden of Nos 24 to 32 Winscombe Street. It is not thought that there have been any significant changes to the area that would change the baseline noise levels since this time. Therefore the noise survey is still valid.

A noise meter was set up in the communal gardens of Nos 24 to 32 Winscombe Street to determine the existing background noise levels. The microphone was located to the west of the gardens, approximately 4m from the wall separating the gardens from the HNCC. Photos of the measurement position are provided in Appendix A.

A Larson-Davis LD820 sound level meter with 01 dB BAP 21 weatherproof wind shield was used for the survey and calibrated with a Brüel & Kjær Type 4231 calibrator. The sound level meter was set to log various noise indices in consecutive 15-minute periods including the ambient noise level dB L_{Aeq} and the background noise dB L_{A90}. The monitoring procedure followed the principles of BS 4142:2014.

4.1 Background Noise Results

The results are shown in Figure 2 below and reported in Table 3 for the daytime, evening and night-time periods.

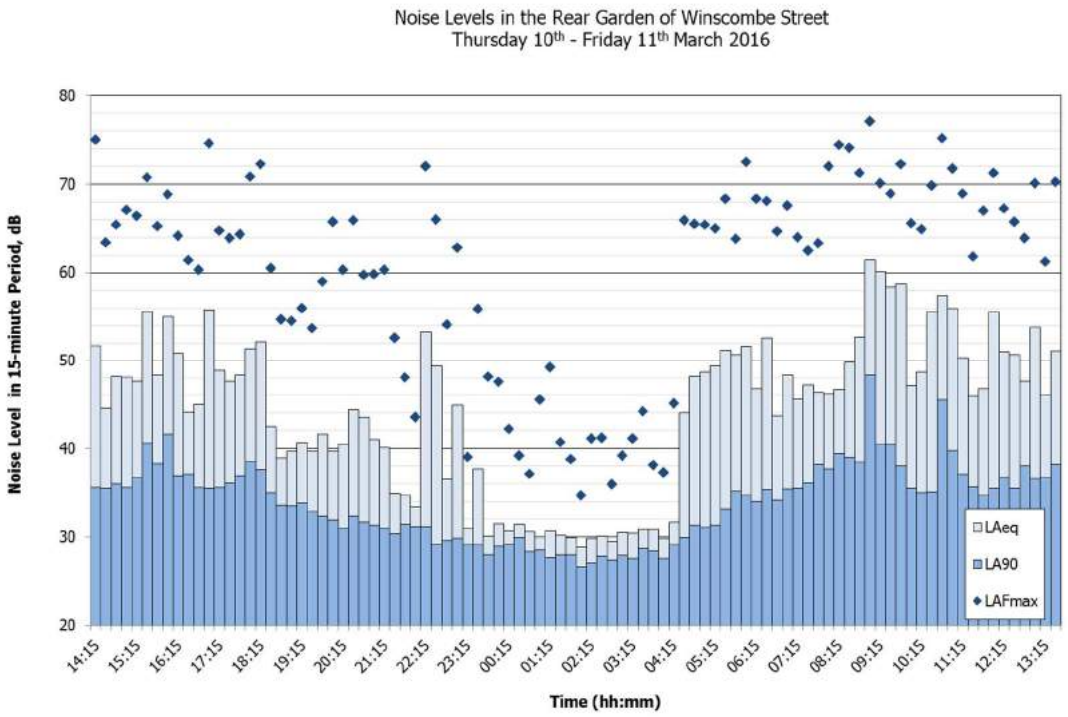

Figure 2 – Time History Showing Noise Levels in the Rear Garden of Winscombe Street

Table 3 – Measured Noise Levels at 24 to 32 Winscombe Street

Period	Average[1] Ambient $L_{Aeq,T}$, dB	Minimum Ambient $L_{Aeq,15min}$ dB	Maximum $L_{AMax,\ F}$ dB	Average[1] Background Noise L_{A90}, dB
Day	53	39	77.1	37
Evening 19:00 to 23:00	45	33	72.0	32
Night-time 23:00 to 07:00	45	29	72.5	30
Note 1: The ambient noise level is reported as the logarithmic average, whereas the background noise is reported as the arithmetic average. The maximum level is simply the maximum instantaneous level during the time period.				

Noise levels are relatively low for an urban location. Ambient and maximum noise levels during the night include the effect of the dawn chorus.

4.2 Plant Noise Limits

At this stage in the project, the plant required to service the building has not been selected, However based on the noise survey and planning condition No 26, the plant limits at the nearest housing can be determined. Table 4 shows the limits at the nearby housing; these would apply at 1m outside the windows of noise sensitive rooms. Note these limits will also apply at the new residential accommodation provided as part of this development

Table 4 – Proposed Plant Noise Limits

Period	Average Background Noise L_{A90}, dB	Noise Limit dB L_{Ar}
Day 07:00 to 19:00	37	32
Evening 19:00 to 23:00	32	27
Night-time 23:00 to 07:00	30	25

The proposed noise limits are very low and will provide a good standard of amenity as noise levels inside dwellings will be significantly below upper guidance noise levels from BS8233:2014. In addition complying with these limits will also enable a BREEAM credit to be achieved under Pol05 which concerns plant noise emissions.

For these limits to apply, the plant must not exhibit tonal characteristics; according to the planning condition, tonal plant noise would have noise limits 5 dB below these. Standard mechanical plant as is expected to be proposed here has noise levels that are typically broadband in nature and the lower limits would not be expected to apply.

4.3 Noise Survey – Internal Activity Measurements

During the survey, noise measurements were made within the sports hall of the existing HNCC during what is typically considered one of the noisier activities, football practice. There were two consecutive football sessions; the first catering for 16 children, around 5 years of age between 16:00hrs and 17:00hrs, the second was approximately 30 children up to 11 years of age between 17:00hrs and 18:00hrs. It is noted that the one of the external doors of the sports hall was open during the activity; all windows were closed for the duration of the survey.

The measurements were made in consecutive 5 minute periods in terms of the L_{Aeq}, L_{A90}, L_{Amax} parameters and frequency data. A Norsonic 140 Sound Level Meter was used, calibrated with a Brüel & Kjær Type 4231 calibrator. The meter was set up in a corner of the room where it was out of the way of the activity. The noise levels of the two football sessions are presented separately in Table 5 to identify the difference between the noise level generated by the number / age of the participants. Noise levels have been reduced by 3dB as the corner location would have increased noise levels relative to a location in the centre of the room.

Table 5: Internal Noise Measurement Summary

Session	Time	Noise Description	Average L_{Aeq}, dB	Max L_{Amax}, dB	Mean L_{A90}, dB
1st Session Up to 5yrs	16:00 to 17:00	Identified noise sources include shouting by the coach, whistles and occasional 'yells' from children. Not much in the way of impact noise of footballs against the walls etc.	72.6	97.5	57.3
2nd Session Up to 11yrs	17:00 to 18:00	Similar to the preceding session though the children were more 'boisterous' and were subjectively considered louder. Activity included a number of events where balls were kicked against walls.	73.8	99.8	62.6

Table 5 above indicates a small increase in the ambient noise level between the 1st and 2nd sessions with the second, older age group slightly louder than their younger counterparts in this particular instance, although only a 1dB difference is not significant.

5 Compliance with Planning Conditions

5.1 Condition 23 – Sound Insulation

As discussed above, the strategy for complying with this condition will be to use those Robust Details that can achieve a 5 dB improvement over the Approved Document E standards. A report will be submitted to the Council to discharge this condition when the design details are finalised.

5.2 Music / Activity Noise

In general most of the activity of the building is relatively quiet and will be similar to existing activities that take place. However, there are some areas where higher music-type noise levels will occur at times. These are the main hall, the gym and the recording studio.

The recording studio is a small enclosed space with mechanical ventilation provided with no openings in the facade and no windows. Part of the principle of the design for this space is to provide good sound insulation to control noise from other parts of the centre being heard inside the studio. This will also provide good sound insulation and noise emissions can therefore be contained.

Similarly, the gym will be mechanically ventilated and is located away from existing residents. This space could therefore be used for moderate levels of amplified music. Amplified music however would not be permitted in activity rooms which are ventilated with openable windows. Most of these activity rooms appear to have a dedicated function such as pottery and woodworking and therefore amplified music is unlikely to be a part of the activity. Some background music may however be permissible.

The Main Hall activities will include sports activities and potentially some third party lettings which could include some music use such as aerobics (although not parties, weddings, DJs, live bands etc). This main hall music use is the most significant music source and calculations will be necessary to determine the sound insulation required of the building envelope, especially the roof. This is likely to feature a relatively light-weight construction with sky lights. It will also be

necessary to investigate how some form of attenuated natural ventilation can be accommodated within the building envelope. This will be developed with the design team.

It is recommended that the main hall be fitted with a noise limiter to control music noise levels. For best results an in-house sound system could be installed with its own dedicated compression / limiter.

In addition, it is recommended that an absorptive ceiling is provided in the hall. This would typical comprise slatted or perforated timber treatments with mineral fibre behind. This should typically provide quite high absorption (ideally Sound Absorption Class C or better).

5.3 Noise Levels incident on the residential parts.

As stated above, in Section 3.3, existing ambient noise levels are not particularly high and an MVHR system is to be provided such that noise levels in the rooms can meet the BS 8233: 2014 noise limits. There is no additional work required to meet the planning condition.

5.4 Plant Noise

To meet the planning condition plant noise levels should meet the limits set out in Section 4.2. Calculations can be carried out to determine compliance and specify noise control treatment once details of the plant are known. Alternatively, these limits could be specified in tender documents so that the contractor and their M&E subcontractor is made responsible for meeting the limits.

6 Summary

This report describes noise issues relating to the Section 73 application for the revised HNCC proposal. It will be possible to meet the four existing planning conditions relating to noise.

- Condition 23 requires enhanced sound insulation and a report to be submitted to the Council when construction details are finalised.
- The building is in a quiet area such that existing external environmental noise does not require any special mitigation to meet Condition 24 for in respect of the new housing especially as an MVHR system will be provided such that windows can be kept closed.
- Noise from amplified music and voices generated internally can also be controlled by the provision of appropriate sound insulation to the building envelope. Further calculations will be required to determine the sound insulation required, especially for the hall.
- Planning condition No 26 in respect of plant noise can be addressed by setting plant noise limits which have been derived from the noise survey. Noise control treatment can be specified when plant selections are available to ensure these limits are met.

Appendix A – Noise Monitoring Location

External Monitoring Location

Monitoring Location Looking West

Monitoring Location Looking North

Appendix A – Noise Monitoring Location

Monitoring Location Looking East

Monitoring Location Looking South West

PM_{10} Monitoring Report

(September 2020)

Highgate Newtown Community Centre

www.phlorum.com

PM_{10} Monitoring Report (September 2020)

Highgate Newtown Community Centre

London Borough of Camden

5 Pancras Square
London
N1C 4AG

Document Control:

Project no.	Project
9556.S	Highgate Newtown Community Centre

Report No.	Written By:	Checked by:	Authorised by:	Date
9556 PM10 Report (September 2020)	J. Mills	R. Boakes	N. Jenkins	13/10/2020

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Contents

Figures

Graphs

1. Monitoring Programme

Introduction

1.1 Phlorum Ltd has been commissioned by the London Borough of Camden (LBC) to undertake PM_{10} dust monitoring at Highgate Newtown Community Centre, 25 Bertram St, Highgate, London N19 5DQ.

1.2 Dust monitoring is required for the demolition of existing buildings on site and a mixed-use re-development of the site incorporating new blocks for residential and community use (planning ref **2018/5774/P**).

1.3 PM_{10} dust monitoring is required throughout the circa 98 week build programme, including a period of baseline monitoring. Monthly reports are required throughout this phase to be supplied to the LBC air quality team.

1.4 This report provides details of the monitoring programme and associated results and covers the monitoring period:

- 1st September 2020 to the 30th September 2020, inclusive.

Guidance and consultation

1.5 The dust monitoring programme follows guidance set out in the Greater London Authority (GLA) Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance (SPG)[1], as well as the Institute of Air Quality Management (IAQM) Guidance on Monitoring in the Vicinity of the Demolition and Construction Sites[2].

1.6 The approach to the monitoring programme, as outlined below, was agreed with the air quality officer at LBC in advance of the installation.

Dust monitoring units

1.7 As requested during consultation with LBC, two 'MCERTS' indicative real-time PM_{10} monitors were installed on site on Friday 28th February 2020 and were connected to power and began transmitting data on 2nd March 2020.

1.8 Full details of the dust monitoring units, including service history, calibration and installation dates, are provided below in Table 1.1.

1 GLA Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance, 2014: Https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Dust%20and%20Emissions%20SPG%208%20July%202014.pdf
2 IAQM Guidance on Monitoring in the Vicinity of the Demolition and Construction Sites, 2018: https://iaqm.co.uk/text/guidance/guidance_monitoring_dust_2018.pdf

Table 1.1: Dust monitor details

Item	Monitor 1 – SW Residential	Monitor 2 – NE Courtyard
	ID: s/n 447 #08 MP2	ID: s/n 203 #03 MP1
Dust Monitor	Aeroqual Dust Sentry (MCERTS certified)	Aeroqual Dust Sentry (MCERTS certified)
Serial Number	DS 25102016-447	DS 26062015-203
Location (lat, long)	51.5626°N, -0.1439°E	51.5629°N, -0.1429°E *
Inlet Height	c. 1.5m	c. 3m *
Last Calibrated	July 1st 2019	January 30th 2019
Calibration Due	June 30th 2021	January 29th 2021
Installation	28th February 2020 / 2nd March 2020	28th February 2020 / 2nd March 2020

** On the 25th August, Monitor 2 was relocated and allocated a different power source, as the wall the unit fixed to was to be demolished.*

1.9 An updated map of the dust monitoring locations is provided in Figure 1, with new photographs of the units installed on site provided in Figures 2 and 3.

Trigger Levels

1.10 The following trigger levels were set at the request of LBC's air quality officer:

- 'Warning' level: 150µg.m^{-3} (15-minute average);
- 'Action' level: 250µg.m^{-3} (15-minute average);
- 'Action' level: 190µg.m^{-3} (1-hour average).

2. Monitoring Results

Monitoring period

2.1 The results presented in this section of the dust monitoring report relate to the monitoring period 1st September to 30th September 2020, inclusive.

Details of works during monitoring period

2.2 Demolition works commenced at the site during this monitoring period. Details of the demolition works that took place during this monitoring period are listed below:

- The main hall was levelled to the base floor;
- Caretakers cottage was demolished;
- The community centre main building was demolished;
- Crushing of foundations; and
- Removal of demolished materials

Summary data during monitoring period

2.3 The data in Table 2.1, below, provides a summary of exceedances of the trigger levels, as well as average concentrations and valid data capture.

Table 2.1: Summary table of exceedances of trigger levels

Item	Monitor 1 – SW Residential	Monitor 2 – NE Courtyard	Explanation
	ID: s/n 447 #08 MP2	ID: s/n 203 #03 MP1	
Data Capture	91.7%	98.6%	A connectivity issue occurred at Monitor 1 between 26th September at 06:42 and 28th September at 13:15.
Average Daily Mean PM_{10} Concentration ($\mu g.m^3$)	5.99	5.93	-
15-Minute mean Trigger Level Exceedances	0	0	There were no exceedances of the 15-Minute mean trigger level at either monitor during September 2020.

1-Hour mean Trigger Level Exceedances	0	0	There were no exceedances of the 1-Hour mean trigger level at either monitor during September 2020.

2.4 Graph 1 provides the 15-minute average PM_{10} time-series for the monitoring period. It shows that there were no exceedances of the 15-minute 'Warning' level or the 15-minute 'Action' trigger level at either Monitor 1 or Monitor 2. Overall, there is good agreement in the trend lines for both monitors which suggest that there are few significant localised dust sources in close proximity to either monitor.

2.5 Graph 2 provides the 1-hour average PM_{10} time-series for the monitoring period. It shows that there are no exceedances of the 'Action' trigger level and there is good agreement in the trend line for both monitors. A brief localised dust source was present at Monitor 1 between 16:16 and 17:16 on September 3rd.

Summary of results

2.6 There were no exceedances of the 15-minute 'Warning' level at Monitor 1 and also no exceedances of the 15-minute PM_{10} 'Action' trigger levels at either monitor during the monitoring period.

2.7 Overall, there is good agreement in the trend line for both monitors and there were no exceedances of the 1-hour mean 'Action' trigger level during the monitoring period.

2.8 During this monitoring period, demolition works commenced on site. As such, the results presented for September 2020 relate to the first construction phase monitoring period.

Figure 1: Map of monitoring locations


NE Courtyard
Highgate Newtown Community Centre
SW Residential
© 2020 Google
51°33'45.49" N
Legend
Site Boundary
Dust Monitors

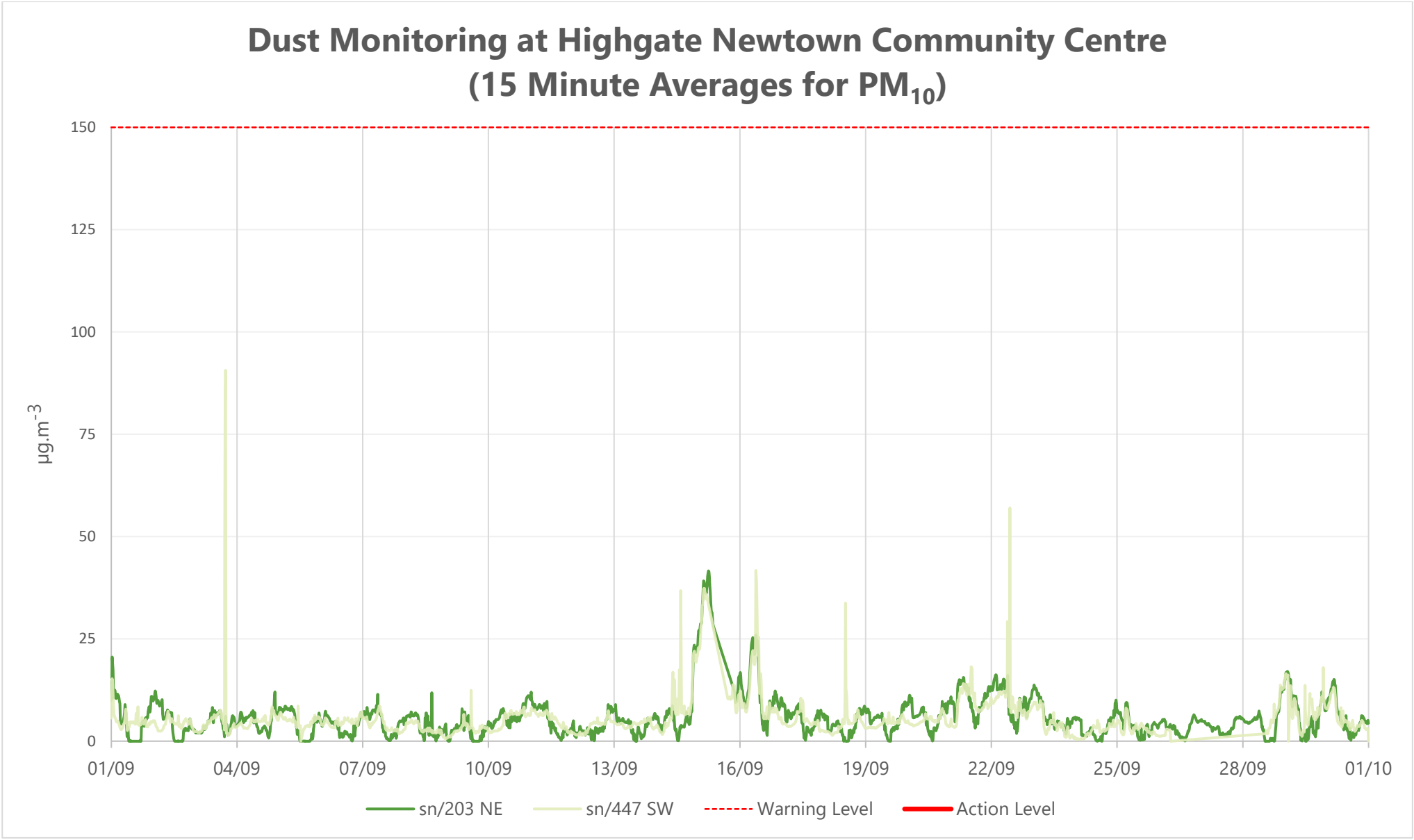
Figure 2: Monitor 1 – SW Residential


aeroqual
DUST
SENTRY

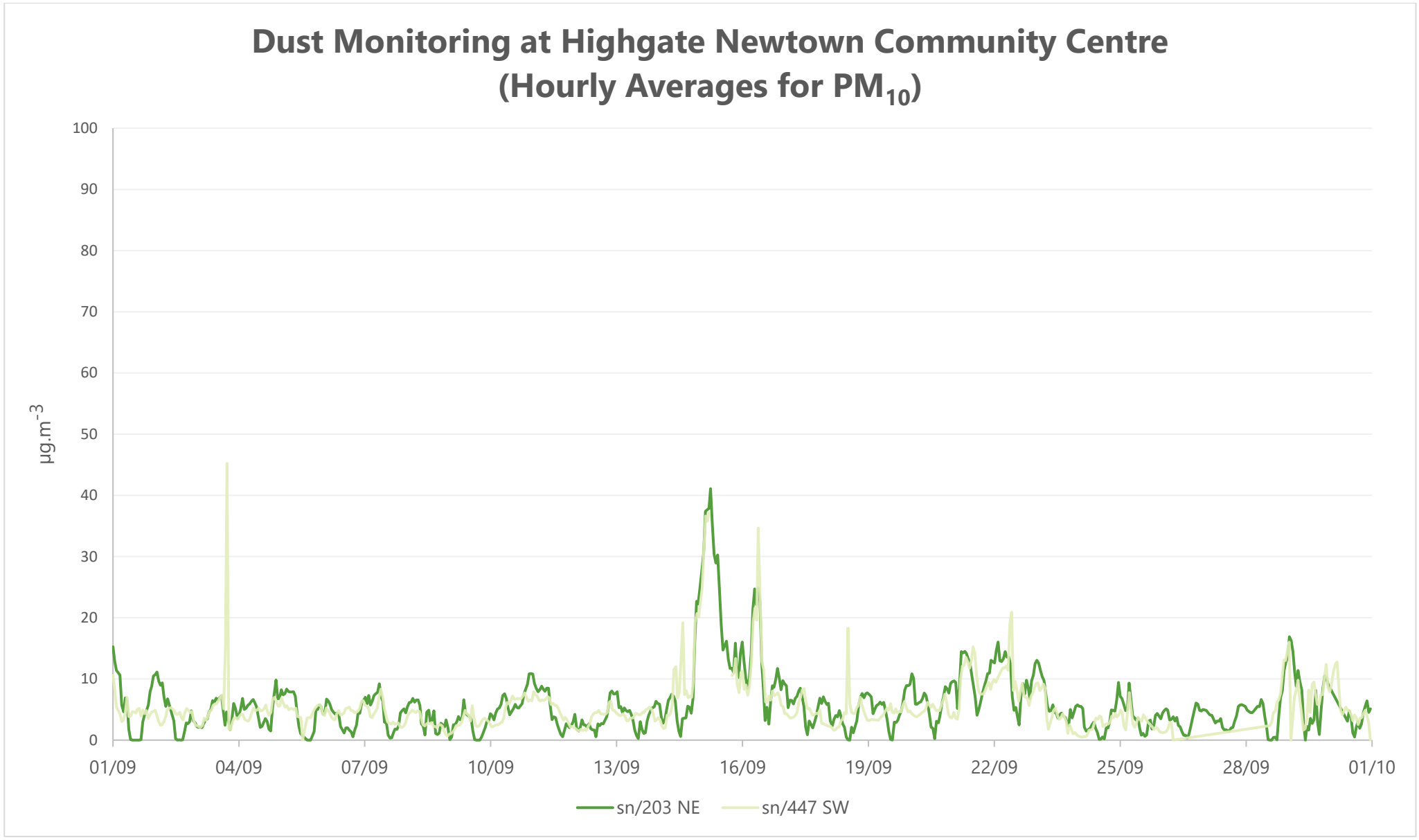
Figure 3: Monitor 2 – NE Courtyard

Note: This monitor was moved on 25th August 2020.

Graph 1: 15-minute mean time-series


Dust Monitoring at Highgate Newtown Community Centre
(15 Minute Averages for PM10)
150
125
100
75
50
25
0
µg.m-3
01/09
04/09
07/09
10/09
13/09
16/09
19/09
22/09
25/09
28/09
01/10
sn/203 NE
sn/447 SW
Warning Level
Action Level

Graph 2: 1-hour mean time-series


Dust Monitoring at Highgate Newtown Community Centre
(Hourly Averages for PM10)
µg.m-3
100
90
80
70
60
50
40
30
20
10
0
01/09
04/09
07/09
10/09
13/09
16/09
19/09
22/09
25/09
28/09
01/10
sn/203 NE
sn/447 SW

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Registered in England & Wales. Reg No. 4967256

Highgate Newtown Community Centre and Fresh Youth Academy

Air Quality Assessment

NOVEMBER 2018

Community Investment Programme

Camden

LONDON BOROUGH OF CAMDEN DEVELOPMENT DIVISION

HIGHGATE NEWTOWN COMMUNITY CENTRE (HNCC) AND FRESH YOUTH ACADEMY (FYA), BERTRAM STREET, LONDON

AIR QUALITY ASSESSMENT

November 2018

Report Ref: 01.0129.001/AQ v2

Isopleth Ltd.
Registered in England and Wales No. 9150373

CONTENTS

1.0 INTRODUCTION

London Borough of Camden Development Division has proposed the redevelopment of the Highgate Newtown Community Centre, 25 Bertram Street, London N19 5DQ. The proposals include redevelopment of the site for community facilities (Use Class D1) and residential housing (Use Class C3) and permission for a similar scheme was Granted Subject to a Section 106 Legal Agreement on 30th June 2017. An application, made under section 73 of the Town and Country Planning Act 1990, is now required in order that minor changes to the approved scheme may be approved.

The site is located with the administrative area of Camden Council, with the Islington Council boundary located less than 200m to the east.

This air quality assessment is aimed at predicting the potential air quality impact of this proposed redevelopment and has been prepared following a planning application consultation response from Ms Ana Ventura, Senior Sustainability Officer (Air Quality) and Gabriel Berry-Khan Senior Sustainability Officer (Planning) at Camden Council.

1.1 Site Location

The 0.27 hectare site is located at the southern end of Bertram Street in the London Borough of Camden and is currently occupied by:

- Highgate Newtown Community Centre (HNCC);
- Main Hall;
- Nursery;
- Fresh Youth Academy (FYA)
- Gospel Hall; and
- Cottage.

The location of the development site can be seen in drawing AQ1.

The site is surrounded by residences, along Bertram Street, Winscombe Street and Croftdown Road. However, the development site is some distance (>150m) from the main roads in the area (A5200 Dartmouth Park Hill to the East and B518 Highgate Road to the West)

1.2 Planning Background

As described above, planning application 2016/6088/P was Granted Subject to a Section 106 Legal Agreement on 30th June 2017:

> *Redevelopment of the existing Highgate Newtown Community Centre and Fresh Youth Academy and the change of use of the People's Mission Gospel Hall to provide replacement community facilities (Use Class D1) and 31 residential units (Use Class C3) with associated public open space, landscaping, cycle storage, plant and disabled parking.*

The report of the planning officer for application 2016/6088/P included the following comments relating to air quality:

> *'17.2 An Air Quality Assessment (AQA) has been submitted as part of this application. The air quality impacts associated with the construction are complaint with policy. The proposed development would not produce any worse emissions than the existing buildings on site. The Council's Air Quality officer has been consulted and has no concerns. A final Construction Management Plan would be secured via section 106 agreement.'*

As such, the air quality impacts of the approved scheme were considered and regarded as acceptable at that time.

1.3 Proposed Development

The revised proposals also include demolition of the existing buildings (with the exception of Gospel Hall) and construction of a new HNCC, FYA however these would now be alongside a maximum of 41 No. residential units (apartments). The Section 73 application therefore seeks to modify the scheme that was granted planning permission on 30 June 2017 for the comprehensive redevelopment of the site to provide replacement community facilities (Use Class D1), new residential units (Use Class C3) and improvements to the public realm.

These changes will result in improved community facilities, an improved public realm and open space, new homes, including family-sized homes and affordable Camden Living units, and a shorter overall construction programme.

The changes include:

- A higher quality and more usable community centre that better meets the needs of HNCC and FYA, including providing the sports hall at ground floor level;
- The delivery of 41 residential units, an increase of 10 units, with 7 of these units being affordable rented units;
- A revised unit mix that better responds to local needs. This unit mix would result in a minor increase in overall residential floorspace of 67 sqm;
- The removal of most of the basement level from the development, reducing overall construction programme;
- The height of scheme has been increased slightly in areas; and
- A revised public open space and courtyard area.

The revised description of development is as follows:

> *Redevelopment of the existing Highgate Newtown Community Centre and Fresh Youth Academy and the change of use of the People's Mission Gospel Hall to provide replacement community facilities (Use Class D1) and 41 residential units (Use Class C3) together with associated public open space, landscaping, cycle storage, plant and other associated infrastructure.*

1.4 Scope and Limitations

The scope of this air quality assessment is limited to the prediction of impacts related to the development on local sensitive receptors and is based on supplied design information and information relating to traffic movements.

1.5 Aims and Objectives

The objectives of the assessment are as follows:

- To estimate air pollution emissions from the proposed development in comparison with the extant scheme;
- To quantify impacts on sensitive receptors based upon the emission values;
- To quantify impacts of the existing baseline environment on new occupiers within the development; and
- To assess the significance of these impacts in comparison with the extant scheme.

2.0 ASSESSMENT METHODOLOGY

2.1 Consultation

The assessment method below was agreed with Ms Ana Ventura, Senior Sustainability Officer (Air Quality) and Gabriel Berry-Khan Senior Sustainability Officer (Planning) at Camden Council.

2.2 Planning Policies and Relevant Guidance

The following Policies were quoted as being relevant to the approved scheme (ref: 2016/6088/P)

- LDF Development Policies *DP32 Air quality and Camden's Clear Zone*;
- Camden Local Plan Policy *CC4 Air quality*; and
- LDF Core Strategy 2010 *CS16 Improving Camden's health and wellbeing*.

The Local Plan was adopted by Council on 3 July 2017 and has replaced the Core Strategy and Camden Development Policies documents as the basis for planning decisions and future development in the borough.

Policy CC4 is as follows:

> *'The Council will ensure that the impact of development on air quality is mitigated and ensure that exposure to poor air quality is reduced in the borough.*
>
> *The Council will take into account the impact of air quality when assessing development proposals, through the consideration of both the exposure of occupants to air pollution and the effect of the development on air quality. Consideration must be taken to the actions identified in the Council's Air Quality Action Plan.*
>
> *Air Quality Assessments (AQAs) are required where development is likely to expose residents to high levels of air pollution. Where the AQA shows that a development would cause harm to air quality, the Council will not grant planning permission unless measures are adopted to mitigate the impact. Similarly, developments that introduce sensitive receptors (i.e. housing, schools) in locations of poor air quality will not be acceptable unless designed to mitigate the impact.*
>
> *Development that involves significant demolition, construction or earthworks will also be required to assess the risk of dust and emissions impacts in an AQA and include appropriate mitigation measures to be secured in a Construction Management Plan.'*

2.3 Approach

The air quality screening assessment has been completed in accordance with IAQM / EPUK Guidance (*Guidance on land-use planning and development control: Planning for air quality 2017*).

An assessment of construction dust impacts has been completed using the method described in the IAQM (2014) document *Assessment of dust from demolition and construction 2014*.

The assessment is also consistent with:

- The London Plan (in particular Section 7.14);
- The London Councils Air Quality Planning Guidance (2007);
- Camden Council – air quality planning checklist; and
- The London Councils *Control of Dust and Emissions during Construction and Demolition SPG* (2015).

The pre-application consultation confirmed that officers were satisfied with proposing a planning condition for detailed assessment of the combined heat and power system subject to emissions from the unit being below 40 mg/KWH NOx and therefore compliant with the requirements of the London Plan. This is consistent with the approach taken for the previous application.

3.0 ASSESSMENT: AIR QUALITY

3.1 Traffic Generation

Information supplied by the appointed highways and transport consultants for the applicant (SYSTRA Ltd) indicates that the development trips will not exceed those associated with the existing site under the extant permission. On this basis, the proposed development remains 'traffic neutral' and levels of traffic related pollutants (such as nitrogen dioxide and particulate matter) will not significantly increase.

3.2 Baseline Air Quality

Baseline levels of air pollutants are significant when considering the suitability for a new site for residential development. Where levels exceed statutory limits, it may not be appropriate to introduce new residential occupiers.

3.2.1 Camden Council Monitoring

The London Borough of Camden has declared the whole borough an Air Quality Management Area (AQMA) on the basis of high levels of road transport pollution.

The pollutants declared are:

- Nitrogen dioxide (NO_2) - Annual Mean; and
- Particulate Matter (PM_{10}) - 24-Hour Mean

The annual average limit for both of these pollutants is 40 µg/m^3, as stated in the Air Quality Standards Regulations.

The London Borough of Camden Air Quality Annual Status Report for 2017 (published 31st May 18) reports that Camden Council undertakes nitrogen dioxide diffusion tube monitoring at a number of sites in the Borough, however the closest is Tube CA24 (Chetwynd Road), a roadside tube 580m south of the development site. The results from this monitoring site are not comparable to the development site.

3.2.2 DEFRA Background Values

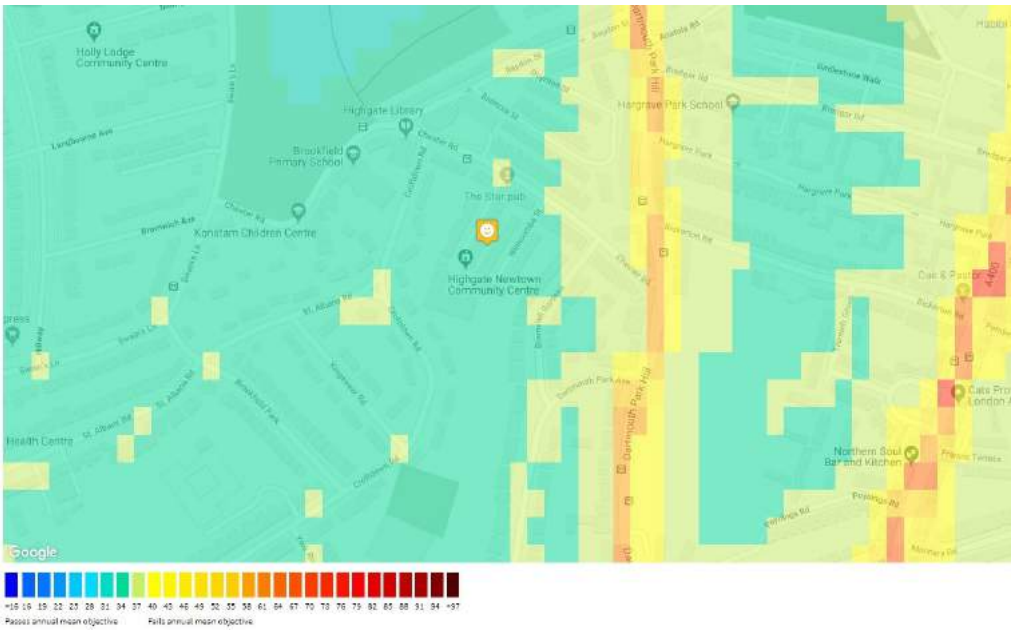
The background NO_2 and PM_{10} concentrations for the current year (2018), predicted by DEFRA from 2015 figures (for the location OS GR 528500, 186500), are 23.0 µg/m^3 for NO_2 and 16.3 µg/m^3 for PM_{10}. The DEFRA background concentration is therefore 'well below' (at less than 75% of) the limits for these pollutants.

3.2.3 Londonair: Annual Pollution Map

Measurements from monitoring stations across London are only able to report air quality at that particular location. The Londonair Annual Pollution Map uses a detailed model to show a prediction of what air quality was like across the whole of Greater London in 2013. This map is produced by The Greater London Authority and Transport for London, who fund, develop and maintain the London Atmospheric Emissions Inventory (LAEI). The Londonair Annual

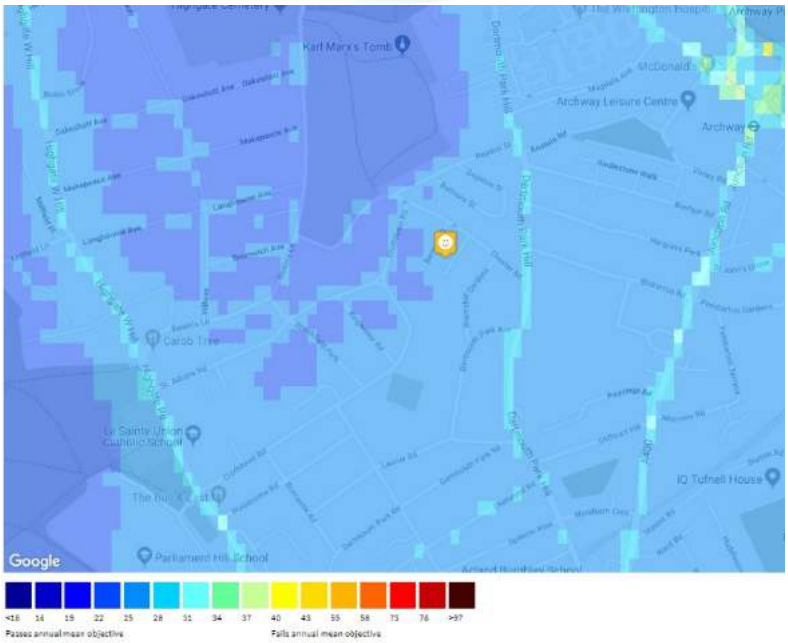
Pollution Map for the development site and surrounding area is shown for NO_2 and PM_{10} in Figures 1 and 2 respectively.

Figure 1



It can be seen that the levels immediately adjacent to Dartmouth Park Hill to the east are predicted by the modelling to be above the limit for NO_2. However, around the development site, the levels are predicted to be in the range 34-37µg/m^3 NO_2 as an annual average in 2013. The data within the LAEI indicates that the annual average NO_2 concentration at the closest point to the HNCC (OS GR 528800, 186500) is 36.69µg/m^3 in 2013 and 29.75µg/m^3 in 2020.

Figure 2



It can be seen that the levels of PM_{10} immediately adjacent to Dartmouth Park Hill to the east are elevated, however are 'well below' the annual average limit for this pollutant. Around the development site, the levels are predicted to be in the range 25-28µg/m^3 PM_{10} as an annual average in 2013. The data within the LAEI indicates that the annual average PM_{10} concentration at the closest point to the HNCC (OS GR 528800, 186500) is 25.02µg/m^3 in 2013 and 23.21µg/m^3 in 2020.

The Londonair Annual Pollution Map therefore predicts that existing levels at the development site, when localised traffic pollution is considered, is below the annual average limits for both NO_2 and PM_{10}. Furthermore, indications are that the concentration of air pollutants will decrease with height (as the receptor is further away from traffic sources and dispersion is improved).

3.3 Development Impacts: Stage 1 Assessment

Chapter 6 of IAQM / EPUK Guidance on land-use planning and development control: Planning for air quality 2017 describes how an air quality assessment should be undertaken, and provides screening thresholds for assessment.

Criteria to Proceed to Stage 2
A. If any of the following apply:
• 10 or more residential units or a site area of more than 0.5ha
• more than 1,000 m^2 of floor space for all other uses or a site area greater than 1ha
B. Coupled with any of the following:
• the development has more than 10 parking spaces
• the development will have a centralised energy facility or other centralised combustion process

The development consists of a maximum of 41 residential units and includes a centralised energy facility, hence there is the requirement to proceed to a 'stage 2' screening assessment.

The relevant Stage 2 assessment criteria are as follows:

The development will:	Indicative Criteria to Proceed to an Air Quality Assessment [a]
1. Cause a significant change in Light Duty Vehicle (LDV) traffic flows on local roads with relevant receptors. (LDV = cars and small vans <3.5t gross vehicle weight)	A change of LDV flows of: - more than 100 AADT within or adjacent to an AQMA - more than 500 AADT elsewhere
2. Cause a significant change in Heavy Duty Vehicle (HDV) flows on local roads with relevant receptors. (HDV = goods vehicles + buses >3.5t gross vehicle weight)	A change of HDV flows of - more than 25 AADT within or adjacent to an AQMA - more than 100 AADT elsewhere

As the development is traffic neutral, there is no requirement in this case to proceed to a more detailed assessment, despite the site being within an AQMA. The EPUK Guidance states:

> *'If none of the criteria are met, then there should be no requirement to carry out an air quality assessment for the impact of the development on the local area, and the impacts can be considered as having an insignificant effect.'*

On the basis of this Stage 2 EPUK screening assessment therefore, the impacts of the proposed development are considered as having an insignificant effect in relation to potential emissions of traffic pollutants.

3.4 Baseline Constraints

In relation to the existing air quality environment, the occupiers of the proposed development would not be exposed to levels of Air Quality Strategy pollutants above the limits for the protection of human health according to the available information:

- Camden Council Monitoring;
- DEFRA Background Values; and
- Londonair Annual Pollution Map.

This finding remains consistent with that for application 2016/6088/P which was accepted at that time.

3.5 Assessment: On-site Power Generation.

The development will make use of a community heating scheme which will comprise a small scale combined heat and power unit (CHP) backed up and topped up with gas fired boilers. Heat will be distributed to the community centre and dwellings and be privately sub metered via heat interface units (HIUs); one HIU per dwelling and one for each community centre building. The electricity from the CHP will be utilised on site by the community centre and any surplus can be exported onto the electrical network.

All boilers will be of the low NOX emission type and of a suitable efficiency to comply with Building Regulations Part L2. The supplier for the CHP unit will be chosen at a future point based on the results of a tendering process, however it is likely that the unit will be a EC Power XRGI® 20 or equivalent and this assessment is based on such a unit being installed.

Combustion products from the boilers and CHP will be discharged at roof level. The flues will be designed and constructed in accordance with relevant BS standards and Clean Air Act. The CHP and boilers will have NOx emission levels less than 40mg/kWh to comply with the requirements of the London Plan, with the EC Power XRGI® 20 stating an emission performance of 19mg/kWh as shown in the technical data sheet accompanying this report.

The existing site relies on a number of standard (localised) boilers and the proposed development will therefore represent an improvement over the existing situation in terms of point source emissions to air through the use of heat and power, and low NOx units.

The impact of the on-site power generation must therefore be regarded as a minor benefit in significance terms (or at worst, a neutral impact). If Camden Council require further (quantitative) assessment, the Camden Council Air Quality Planning Checklist indicates that this may be supplied as a condition of the approval, as it was for application 2016/6088/P where one of the obligations secured through the shadow s106 agreement was a CHP Air Quality Assessment to be prepared as part of the final Energy Efficiency and Renewable Energy Plan.

3.6 Assessment: Construction Dust

Construction phase effects have been assessed in line with the latest IAQM Guidance, which divides construction activities into the following four categories:

- demolition;
- earthworks;
- construction; and
- trackout.

The assessment of the Site's risk category is primarily based on the following factors:

- the scale and nature of the works;
- the proximity of receptors; and
- professional judgement.

Drawing AQ1 shows that the nearest receptors are located at Bertram Street to the north of the site and these are immediately adjacent to the proposed demolition / construction activities.

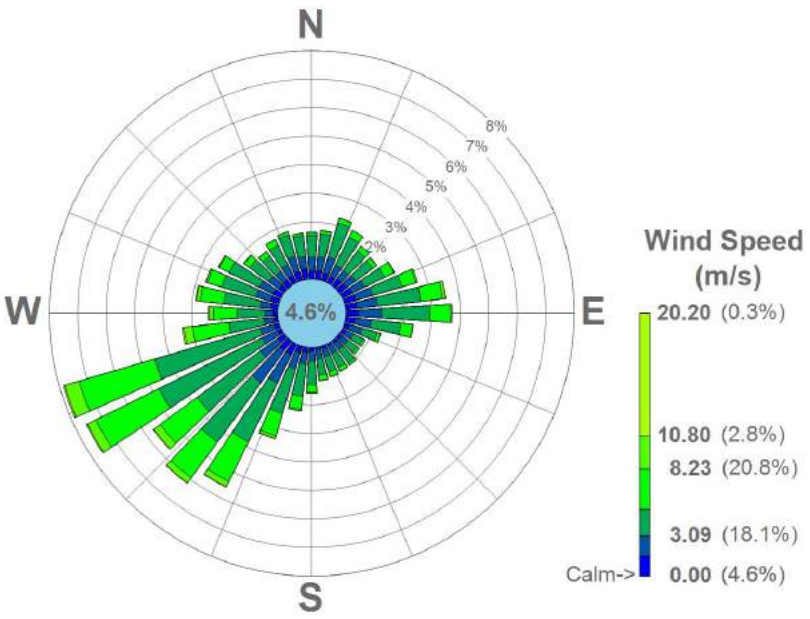
As there are 10-100 residential receptors located within 50m of the site boundary, the sensitivity of the area to dust soiling effects is 'medium' for these receptors. It is regarded as 'low' for less sensitive receptors such as commercial / industrial receptors.

The precise behaviour of the dust, its residence time in the atmosphere, and the distance it may travel before being deposited will depend upon a number of factors. These include wind direction and strength, local topography and the presence of intervening structures (buildings, etc.) that may intercept dust before it reaches sensitive locations. Furthermore, dust would be naturally suppressed by rainfall.

The current proposals (subject to planning approval and satisfaction of any subsequent conditions) includes for construction work to commence Summer 2019 and completion 18-24 months thereafter.

A 7 year windrose for the London City Airport meteorological station is shown on Drawing AQ1 and also in Figure 3, below.

Figure 3



Winds above 5.14 m/s (11.5 mph) which would be more relevant for windblown dust occur from all directions for 67.9% of the year. The predominant wind direction is from the south west, indicating that the location at greatest risk of windblown dust would be the properties to the north east of the site (such as those on Winscombe Street and Bramshill Gardens). Winds above 5.14 m/s blowing from 200° to 260° towards these houses would occur for than 32.6% of the year.

Met Office data for the climate period 1981-2010 for the closest location to the site (at Arsenal F.C.) indicates that, on average, rainfall over 1mm falls for 120 days (33.7%) of the year. On these days, construction dust would be natural supressed.

3.6.1 Demolition

All of the existing structures on the site, with the exception of Gospel Hall, will require demolition prior to construction.

The existing buildings are of red brick construction although none are higher than 2 floors. The potential dust emission magnitude is considered to be **'medium'** in relation to demolition.

There are approximately 10 residential receptors within 20m of the source and 10-100 within 50m of the source. Therefore, the sensitivity of the area with respect to dust soiling effects on people and property would be regarded as **'medium' – 'high'**.

The overall risk of dust impacts from demolition is therefore classed as **'medium**'.

3.6.2 Earthworks

Earthworks will primarily involve excavating material, haulage, tipping and stockpiling. This may also involve levelling of the Site and landscaping.

The site is not large and there is no significant requirement for creation of high (>4m) bunds. Unlike the scheme approved under application ref: 2016/6088/P the new scheme does not include excavation below ground to form basement levels, which would have involved the movement of a significant volume of material.

The potential dust emission magnitude is therefore considered to be **'small'** in relation to earthworks.

As described above, the sensitivity of the area with respect to dust soiling effects on people and property would be regarded as **'medium' – 'high'**.

The overall risk of dust impacts from earthworks is therefore classed as **'low**' whereas for the extant scheme this was regarded as 'medium'.

3.6.3 Construction

Dust emissions during construction will depend on the scale of the works, method of construction, construction materials and duration of build.

The new buildings will be constructed from potentially dusty materials (brick and concrete), however the total building volume will be <100,000m^3 (the housing, for example equates to 2539m^2 of floor space). The potential dust emission magnitude is therefore considered to be **'small'** to **'medium'** in relation to construction.

Therefore, the sensitivity of the area with respect to dust soiling effects on people and property would be regarded as **'medium' – 'high'**.

As with demolition and earthworks, the overall risk of dust impacts from construction is therefore classed as **'medium**'.

3.6.4 Trackout

Factors influencing the degree of trackout and associated magnitude of effect include vehicle size, vehicle speed, vehicle numbers, geology and duration.

The number of vehicles in operation at the site will mean that it is unlikely that >50 HDV will leave the site on any one day. The unpaved road length will be <100m. The potential dust emission magnitude is therefore considered to be **'medium'** in relation to trackout.

The sensitivity of the area with respect to dust soiling effects on people and property would be regarded as **'medium' – 'high'**.

The overall risk of dust impacts as a result of trackout is therefore classed as **'low**'.

3.6.5 Construction Dust: Health Impacts

Assuming that the Londonair map is accurate and that levels at the development site are predicted to be in the range 25-28µg/m^3 PM_{10} as an annual average, the sensitivity of the area with respect to human health impacts would be regarded as **'medium' – 'high'** given the proximity of residential receptors. The dust effects for each of the four categories would therefore be consistent with those for nuisance dust.

3.6.6 Summary of Dust Risk Effects

A summary of the potential dust risk effects prior to mitigation are presented below:

Table 3-1
Potential Dust Risk Effects

Source/ Receptor	Ecological Receptors	Industrial / Commercial Users	Residential
Distance from Site	**>200m**	**<100 m**	**<20 m**
Demolition	Negligible Risk	Low Risk	Medium Risk
Earthworks	Negligible Risk	Low Risk	Medium Risk
Construction	Negligible Risk	Low Risk	Medium Risk
Trackout	Negligible Risk	Low Risk	Low Risk

The construction dust mitigation measures adopted during this phase of development must therefore be relevant for a 'medium risk' site. Such measures are detailed in Section 8 of the IAQM Construction Dust Guidance.

The Camden Council air quality planning checklist states that these measures should be agreed with the Local Authority through a planning condition as was the case for the extant scheme.

4.0 AIR QUALITY NEUTRAL ASSESSMENT

The Mayor of London has published Supplementary Planning Guidance on Sustainable Design and Construction:

> *Sustainable Design and Construction. Supplementary Planning Guidance. London Plan 2011 Implementation Framework. April 2014.*

This includes a requirement that new developments in London are air quality neutral.

All major new developments, taken to be 10 or more dwellings or 1,000m^2 or more floor space for all other developments, must therefore include a calculation of building and transport emissions and compare these with a benchmark for development. The calculations cover the emissions of NO_2 and PM_{10}.

Further guidance on the application of the guidance is provided in:

> *Air Quality Neutral Planning Support Update: GLA 80371 April 2014*

4.1 Design Information

This assessment draws on information provided in the following documents submitted with the S73 Application:

- Area and Land Use Schedule;
- Site Location Plan, Existing, Consented and Proposed Plans, Sections and Elevations, prepared by RCKa Architects;
- Addendum Design and Access Statement, prepared by RCKa Architects;
- Statement of Community Involvement, prepared by RCKa Architects;
- Energy Strategy, prepared by McBains;
- Sustainability Statement, prepared by Iceni Projects;
- Transport Technical Note (including Swept Path Analysis), prepared by Systra; and
- Viability Assessment Report, prepared by Savills.

4.2 Relevant Development Details

The proposed change in floor areas between the existing site, extant scheme and revised S73 scheme are given in the Planning Statement as shown in the table below. The revised S73 scheme includes additional apartments when compared with the extant scheme, however less community space which is largely unchanged from the existing provision.

In terms of housing, 41 residential units will be provided by the scheme, totalling an area of 3610m^2 GIA. The mix of units includes 34 No. private sale and 7 No. affordable rent units.

Table 4-1
Floor Areas: GIA (m^2)

Use	Existing	Extant	S73 Scheme
C3 Residential	154	3258	3610
D1 Community Centre	1701	2161	1754

The transport statement for the extant scheme described that an average of 55 vehicles per day currently use the site. The highways and transportation statement noted that future trip generation of the community centre will be very similar to the existing one and that this will remain the case for the S73 scheme. The conclusions of the assessment for the extant scheme and also the updated 2018 statement are that, at worst, the proposed development will be traffic neutral and the development is described as 'car free'. The non-essential informal parking which is currently taking place within the courtyard will be reduced as a result of the proposals encouraging non-car modes in this accessible location.

The development will include on site power generation in the form of a gas fired CHP unit (such as a EC Power XRGI® 20). It is envisaged that the CHP scheme will modulate electrically and thermally and will meet the energy needs of the proposed development. As the CHP will be connected to the Community Centre it will offset a large proportion of the Community Centre electricity and will not be exporting any electricity.

4.3 Potential Sources

The Highgate Newtown Community Centre and Fresh Youth Academy replaces existing buildings and the 'air quality neutral' calculations below must therefore be considered against the existing emissions (trips and buildings) at the site and the information accepted for the extant scheme. Notwithstanding this (and as described above) the development will include on site power generation (EC Power XRGI® 20) and domestic low NOx boilers and these will be the primary source of NO_x and PM_{10} from the site as it is 'car free' and any 'essential' trips will be significantly fewer in number that the informal parking which is currently taking place within the courtyard.

4.4 Traffic

The 'average' number of trips for C3 uses are shown below.

Table 7: Average Number of Trips per Annum for Different Development Categories

Land use	Number of Trips (trips/m^2/annum)		
	CAZ	Inner	Outer
Retail (A1)	43	100	131
Office (B1)*	1	4	18
	Number of Trips (trips/dwelling/annum)		
Residential (C3)	129	407	386

[Source: Air Quality Neutral Planning Support Update: GLA 80371 April 2014]

As described above, this scheme will be 'car free'.

The emission factors from the Air Quality Neutral Planning Support Update are as follows:

- NO_x: 0.353 g/vehicle-km
- PM_{10}: 0.0606 g/vehicle-km

For residential (C3) the Transport Emissions Benchmarks (TEBs) are:

- NO_x: TEB 1553 g/dwelling/annum; and
- PM_{10}: TEB 267 g/dwelling/annum.

The saving in transport emissions is therefore significant in comparison with the 'average' development as a result of the access and transport priorities at this site and the scheme is beneficial in terms of air quality impacts.

4.5 Buildings

A gas fired CHP (assumed to be a EC Power XRGI® 20 unit) is proposed at the site, the details of which are provided in the energy statements for the development. The total volume flow at the exhaust of this CHP is approximately 85.1m^3/hr (0.0236 m^3/s) with negligible PM_{10} emission and a maximum NO_x emission of <20mg/Nm^3. The total NO_x emission from the unit would therefore be negligible, at 0.000473 g/s emitted (at roof level) for the predicted 4400 hours of operation per year.

The total heating loads, gas consumption, NOx emissions and annual energy consumption for the development are expected to be no worse than for the extant scheme approved under Application reference 2016/6088/P, as shown below:

- Heat Generated: 150453 kWh/yr;
- Electric Generated: 109980 kWh/yr;
- Annual energy consumption: 360718 kWh/year; and
- NOx emissions: 0.000473 g/s (**1702 mg/hr**).

The LAEI NOx Emission Factors indicate an average NOx emission factor of 78.5mg NOx / kWhr for residential development, which when multiplied by the Annual energy consumption of 360718 kWh/year would result in a benchmark emission rate of **3232 mg/hr**, nearly double that of the proposed CHP unit. This is the same as for the extant scheme.

It can be seen that the development NOx emissions are significantly below the benchmark for this development type as a result of the use of the low NO_x CHP unit.

The LAEI NOx Emission Factors indicate an average PM_{10} emission factor of 3.14 mg PM_{10}/kWhr for residential development. The CHP unit, with burner control and natural gas fuel will not emit significant PM_{10} (in the way that an oil or biomass fuelled unit may, for example) and the use of the proposed CHP unit means that there is a significant benefit when compared with the emissions benchmark. This is the same as for the extant scheme.

5.0 CONCLUSIONS

An air quality screening assessment has been completed in line with the requirements of the Camden Council. The method has been agreed with the Council air quality representatives.

The air quality impact of the vehicles using the development is negligible as the development is traffic neutral. Similarly, the use of a small gas fired CHP and low NOx domestic boilers means that the point source emissions are unlikely to be worse than for the existing site.

An air quality neutral assessment has been completed, which is aimed at meeting the requirements for such an assessment as detailed in The Mayor of London Supplementary Planning Guidance on Sustainable Design and Construction. Consistent with the extant scheme approved in 2017, the proposed S73 scheme is anticipated to generate similar or fewer car journeys to and from the existing site and the residential development will be 'car free'. The air quality impacts of the proposed scheme in relation to traffic are therefore negligible and therefore below benchmarks. A gas fuelled CHP unit will meet the energy needs of the development. Emissions will be significantly lower than benchmarks for heat and electricity generation for a scheme of this site. Overall emissions are therefore an improvement on the existing scheme and significantly lower than relevant emission benchmarks. The scheme is therefore compliant with the requirements of The Mayor of London Supplementary Planning Guidance on Sustainable Design and Construction.

The construction dust impact will also be acceptable once basic mitigation measures are applied in line with best practice. These mitigation measures must be agreed with the Council and would be subject to a planning condition and will need to be appropriate for a 'medium' impact risk.

On this basis, the predicted air quality / dust impacts are within acceptable limits for purposes of determining the S73 planning application.

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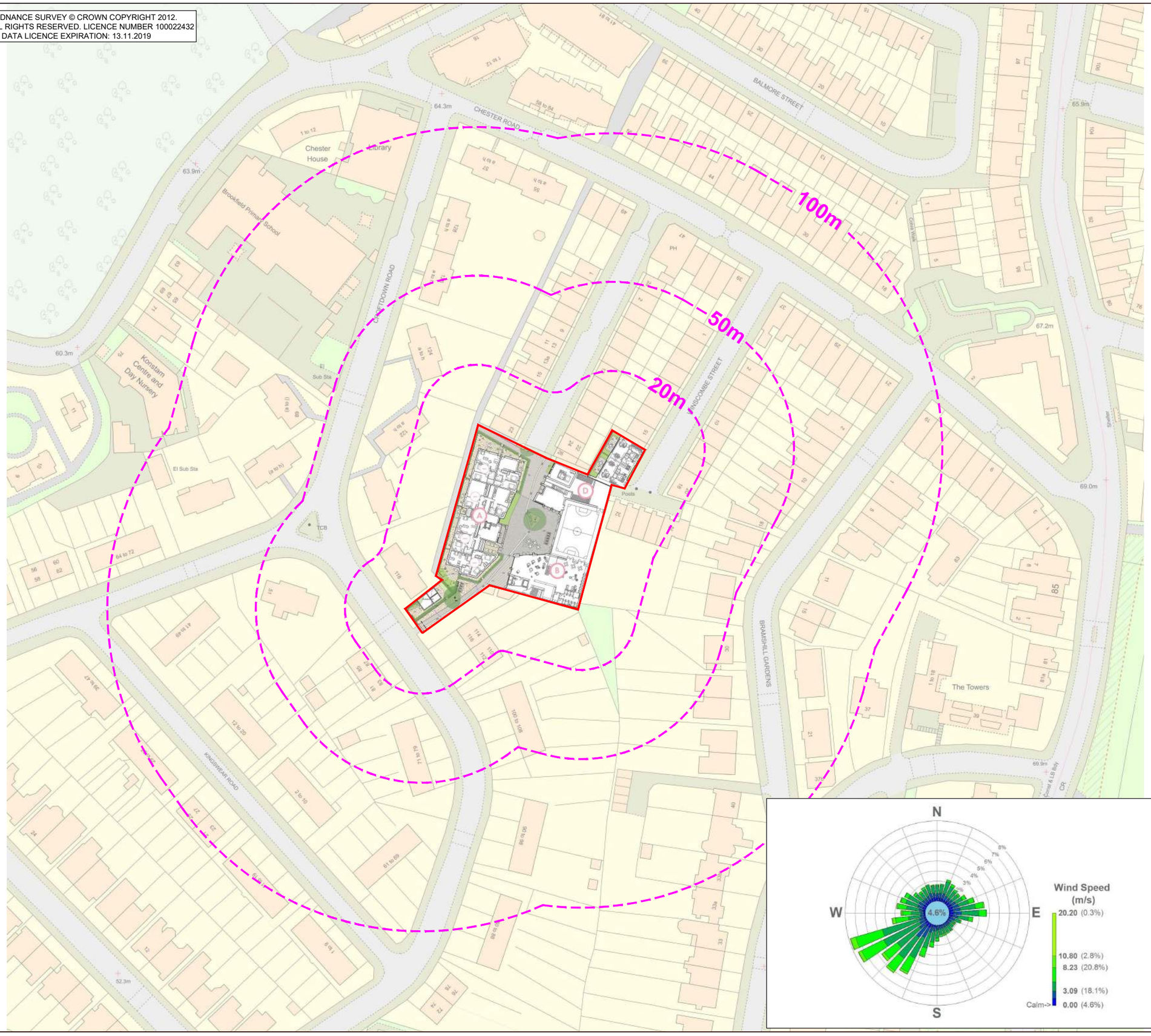

NOTES

LEGEND

SITE BOUNDARY

DISTANCE FROM SITE BOUNDARY

N
W E
S

Camden

SITE
Highgate Newtown Community Centre (HNCC)

PROJECT
01.0129.001 Air Quality Assessment

DRAWING TITLE
Site Setting

DRAWING NUMBER	REVISION
AQ1	0
SCALE	DATE
1:1250 @ A3	13.11.2018

ISOPLETH

APPENDIX 7 AIR QUALITY CONTROL

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACK-OUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Site management			
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX
Develop a Dust Management Plan.		XX	XX
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX
Display the head or regional office contact information.	XX	XX	XX
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX
Make a complaints log available to the local authority when asked.	XX	XX	XX
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	XX	XX	XX
Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.	XX	XX	XX
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	XX

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.			XX
Preparing and maintaining the site			
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X
Avoid site runoff of water or mud.	XX	XX	XX
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX
Remove materials from site as soon as possible.	X	XX	XX
Cover, seed or fence stockpiles to prevent wind whipping.		XX	XX
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.			X
Agree monitoring locations with the Local Authority.		XX	XX
Where possible, commence baseline monitoring at least three months before phase begins.		XX	XX

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.		XX	XX
Operating vehicle/machinery and sustainable travel			
Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.	XX	XX	XX
Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.	XX	XX	XX
Ensure all vehicles switch off engines when stationary – no idling vehicles.	XX	XX	XX
Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.	XX	XX	XX
Impose and signpost a maximum-speed-limit of 10mph on surfaced haul routes and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).	X	X	XX
Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.		XX	XX
Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).	XX	XX	XX
Operations			
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	XX	XX	XX

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	XX	XX	XX
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX
Waste management			
Reuse and recycle waste to reduce dust from waste materials	XX	XX	XX
Avoid bonfires and burning of waste materials.	XX	XX	XX

MEASURES SPECIFIC TO DEMOLITION

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

MEASURES SPECIFIC TO EARTHWORKS

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

MEASURES SPECIFIC TO CONSTRUCTION

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

MEASURES SPECIFIC TO TRACKOUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
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
Avoid dry sweeping of large areas.	X	XX	XX
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX
Record all inspections of haul routes and any subsequent action in a site log book.		XX	XX
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.		XX	XX
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;		XX	XX
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	X	XX	XX
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.		XX	XX
Access gates to be located at least 10m from receptors where possible.		XX	XX
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site		X	XX

XX Highly Recommended X Desirable

DUST SUPPRESSANT INFORMATION	SITE DETAILS
Dust Suppressant Name	Ice and Dust Away 25
Risk Assessment Information	Risk Assessment kept in site offices – safety files.
Storage Location	By storage cabin (with or without bunding as recommended by manufacturer's instructions)
Key Site Operative responsible for dust suppressant applications	P Jones
Cover Site Operatives responsible for dust suppressant applications when key site operative is absent	S Smith
Safety Equipment	Safety glasses, gloves, high visibility clothing
Application Equipment	Backpack sprayer.
Treatment Areas	Skip storage area
Treatment Frequencies	Skip unloading area
Treatment Amounts	Entrance area
Treatment Durations	Start of day and end of day
Application Procedure	And in response to elevated monitoring
Treatment Amounts	Skip storage area 10 litres undiluted
Skip unloading area 12 litres undiluted	Skip unloading area 12 litres undiluted
Entrance area 15 litres undiluted	Entrance area 15 litres undiluted
Treatment Durations	Skip storage area 15 minutes
Skip unloading area 20 minutes	Skip unloading area 20 minutes
Entrance area 25 minutes	Entrance area 25 minutes
Application Procedure	Laminated copy of 'Guidance for Site Personnel' kept in site diary and in storage cabin