

HORNSEY POLICE STATION

DEMOLITION ENVIRONMENTAL MANAGEMENT PLAN

November 2023

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1 INTRODUCTION

Archanaeum have been commissioned by Rosguill Developments Limited (Rosguill Dev) to undertake a Demolition and Environmental Management Plan (DEMP/DMP) likewise referred to as a Demolition Method Statement (DMS). This document is for the proposed development located at Hornsey Police Station, London, N8 7EJ.

The development is described as:

“Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works.”

This report is written in three key parts, being:

- 1) Demolition and Environmental Management Plan;
- 2) Construction Logistics Plan;
- 3) Air Quality and dust Management Plan.

For the purpose of this report in relation to the condition below, this concerns Demoli

tion only. These three parts have been made to address Condition 12, which

states:

“Condition 12 (Demolition/Construction Environmental Management Plans)

a. Demolition work shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority

b. Developments shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following apply to both Parts a and b above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

b) The DEMP/CEMP shall provide detail of how demolition/construction works are to be undertaken respectively and shall include:

i. A construction method statement which identifies the stages and detail how work will be undertaken;

ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to

08.00 to 17.00 Monday to Friday and 08.00 to 13.00 on Saturdays;

iii. Details of plant and machinery to be used during demolition/construction works;

iv. Details of an Unexploded Ordnance Survey;

v. Details of the waste management strategy;

vi. Details of community engagement arrangements;

vii. Details of any acoustic hoarding;

viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);

ix. Details of external lighting; and,

x. Details of any other standard environmental management and control measures to be implemented

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

i. Monitoring and joint working arrangements, where appropriate;

ii. Site access and car parking arrangements;

iii. Delivery booking systems;

iv. Agreed routes to/from the Plot;

v. Timing of deliveries to and removals from the Plot, 08.00 to 17.00 and

vi. Travel plans for staff/personnel involved in demolition/construction work to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and

vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;

ii. Details confirming the Plot has been registered at <http://nrmm.london>;

iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registrations shall be available on site in the event of Local Authority Inspection;

iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);

v. A Dust Risk Assessment for the works; and

vi. Lorry Parking, in joint arrangement where appropriate.

The developments shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out."

2. SITE DETAILS & INFORMATION

2.1 The Site

The proposed development involves the construction of 29 new homes consisting of both houses and apartments with a mixture of bedrooms and wheelchair accessible rooms. Associated works will include;

- Installation of paving, lighting, and landscaping work
- Cycle storage facilities
- Private gardens and landscaping areas
- New enclosed refuse stores and relocation of existing bins into new enclosed refuse stores

2.2 Existing Site Description

The current site is located on Hornsey Police Station which dates from 1884 and was originally part of a suite of civic buildings which included a fire station and library. The site is located on the corner of Glebe Road, Harold Road and Tottenham Lane in Hornsey and to the west side of Tottenham Lane/north side Harold Road/east side of Glebe Road. The existing building occupying the site is 'L' shaped in form and comprises a part two storey, part three storey building known as Hornsey Police Station, primarily fronting Tottenham Lane, with a long lower wing fronting Harold Road. There are a number of ad-hoc single-storey structures contained within the service yard/car park which is accessed off Harold Road.

Immediately north of the site is a row of large two/three storey terrace houses fronting Church Lane. A two/three storey flat block known as Firemans Flats, faces Glebe Road and backs onto the north-west corner of the site, with flank walls and garden walls forming both the site's northern and part of its western boundary. Tottenham Lane Local Centre is located immediately east of the site and comprises of a shopping parade with commercial units on the ground floor and residential flats on the upper floors.

2.3 Working Hours

Haringey permitted construction noise and working hours are as below:

- Monday to Friday 8:00am – 6:00pm;
- Saturday 8:00am – 1:00pm;
- No work on Sundays or Bank Holidays.

Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, will be further restricted to avoid the times below:

- Monday to Friday 7:00am – 9:00am and 4:00pm to 6:00pm, where possible, and;
- Saturday 7:00am – 9:00am, where possible.

Any alterations to these working hours, or requests to work outside of these hours above, will

be made to and agreed upon by appropriate officials at Haringey Council prior to any of these works taking place.

2.4 Plant and Machinery

Various plant and machinery will be utilised on site throughout demolition. The heavy plant and machinery to be used for the sole purpose of demolition can be seen below via an indicative list:

- Muck Away Tipper (found: <https://www.muckawaycompany.co.uk/>)
- Excavator

As such this is the vehicle used for the Swept Path Analysis (SPA) present in Section 7.

2.5 Demolition Method and Protocol

The demolition programme is expected to take 4-5 weeks to complete. This programme includes soft-stripping of the structure which will be 2 weeks. Structure demolition is expected to take 4 weeks.

The existing buildings are traditional construction with brick walls and timber and concrete floors, at a maximum height of 11m (three storeys). Most of the parts of the building to be demolished are single storey. Generally, these are described as a basic construction type, and therefore their demolition will not take an extended period of time.

The building will be stripped of all items such as doors and frames, roof beams, and roof coverings using hand demolition techniques, using 16V powered tools, mattocks, sledgehammers, crow / nail-bars and the like. Work at height for this activity is generally limited to underside of slab above usually requiring access to less than 4 meters. Access is achieved from small scaffold towers, tagged, and erected by a competent person, or from "Podium" steps effectively a cross between a ladder and a scaffold, having the ease of use of a ladder but with the stability of a tower.

All employees prior to commencement of work on site will undergo manual handling training as part of the induction training. Mechanical lifting aids will be provided, where reasonably practicable and training of the lifting aids will be documented as previously described.

Using 360-degree excavator fitted with demolition attachments the ground floor slab will be broken out and the footings removed, the materials will be stockpiled ready for crushing. All excavations will be backfilled with site spoil.

Site housekeeping will receive high priority, with emphasis placed on maintaining good access to and egress from the workplace. Daily site inspections will be carried out by Site Supervisor in accordance with our health and safety procedures ensuring walkways are kept clear at the end of each shift. All vehicles leaving the site with the

molition arising's will be adequately sheeted to prevent dust being emitted from the load. Entry / exit gates will be kept clean at all times.

2.6 Unexploded Ordnance Survey

An unexploded ordnance survey was undertaken by Brimstone Limited (17th August 2023). The following information is sourced by this survey.

The Site is situated in Hornsey within London Borough of Haringey, approximately 280m west of Hornsey railway station. The Site was bound to the north by residential properties, to the east by Tottenham Lane, to the south by Harold Road, whilst Glebe Road and a further residential property lies to the west of the Site.

London bomb census mapping records eight bombing incidents, including two incendiary showers, within an approximate 300m radius of the site; the closest High Explosive (HE) strike was recorded approximately 100m south of the site, whilst the closest incendiary shower was recorded immediately west of the site.

No damage is recorded to the structure on site within Middlesex County Council (MCC) war damage mapping. 'Total damage' is recorded on structures approximately 80m northeast and 50m east of the site, whilst 'some repairs possible' is recorded on structures approximately 90m south of the site. However, historic aerial photography do not show any immediately obvious signs of bomb damage on site, such as roof repairs or cratering in the open ground.

During WW2 (and to a lesser extent WW1) numerous British anti-aircraft (AA) artillery guns deployed within firing range of the Site engaged enemy aircraft over London on numerous occasions. A very large quantity of AA ammunition was expended and consequently, there is an elevated likelihood of unexploded AA shells striking the Site. Indeed, the Tottenham Logbook describes numerous AA shell strikes in the borough. For the same reasons as above, any such UXO strike could have gone unnoticed on Site.

It appears that the structures and yards in the south and west have remained present on site, with no evidence of significant alterations occurring post-WWII. Minor maintenance / modernisation may have occurred, although this cannot be confirmed. However, by 2018 the structure in the north has been cleared and the ground was subsequently laid to a hard standing carpark.

No evidence of significant historic military activity on Site has been located and none is likely to have occurred. Consequently, there is a low likelihood of associated EO contamination.

The risk associated with (any) very shallow buried EO will almost certainly have been mitigated on Site.

2.7 Waste Management Strategy

The Project team will manage the waste on site and record the waste details. Waste Reports will be provided by the Waste Carriers on a monthly basis which will include:

- European Waste Code (EWC)

- Wastedescription
- Weightintonnes
- Percentageofwasterecycled

The details of waste carrier hired to transport non-hazardous waste and hazardous waste will be included and presented in this document once known. Their associated Waste Management License number and/or Pollution Prevention and Control Permit Number will also be presented here.

Details of the project waste management performance will be reported to the client at project meetings, where required. The SWMP will include targets for re-use, recycling and disposal of waste expressed as percentage. The client waste monthly report will include as a minimum:

- Comparison of waste management targets and actual performance.
- Analysis of waste produced on site per month.

The Project Manager is fully responsible for ensuring compliance with the current waste management legislation. All documents are to be retained for a minimum of 3 years.

In order to comply with current legislation, the Project Manager will:

- Identify the types and quantities of waste that the project will produce.
- Ensure that the recording of waste is updated as necessary, as a minimum monthly, to reference all waste that has been produced at site and removed from site.
- Nominate a member of the team on site as a "waste champion", e.g. site manager, site supervisor.
- Ensure that the waste management strategy is communicated to everyone working on site.
- Ensure that waste management companies responsible for removing the waste provide copies of their carrier licences and environmental permits.
- Ensure that copies of all relevant hazardous waste consignments notes, and duty of care waste transfer notes are readily available on site for reference and review.

The Waste Hierarchy

Rosguill Devre recognises that sustainable waste management starts with resource efficiency, using the raw goods purchased wisely. Their waste management incorporates *The Waste Hierarchy* and prioritises all such measures to:

- Minimise the generation of waste and target Zero Waste to Landfill.
- Increase the use of recycled and recovered materials.
- Reuse materials on site, where possible.

- Segregate non-hazardous waste for recycling, wherever possible.
- Segregate hazardous waste.
- Ensure the waste collected on site is efficiently managed to enable recycling, recovery or the best disposal option.

In order to manage waste effectively on site Rosguill Dev will also:

- Implement just in time delivery
- Ensure that materials delivered to site are not damaged or unusable.
- Reduce the amount of packaging, wherever possible.
- Ensure that waste is handled and stored correctly.

Segregation on site

Where possible, the Project team will segregate non-

hazardous waste material into separate waste streams. When segregating waste, the Project

Team will

- Use appropriate containers.
- Label containers clearly using appropriate signage.
- Allocate designated areas for container in suitable locations.
- Empty containers regularly to prevent lack of space and possible contamination.
- Monitor waste containers to ensure that contamination of segregated waste does not occur.
- Train site personnel via toolbox talks and the site induction programme.
- Enforce these segregation schemes using appropriate personnel, waste champion.

2.8 Community Engagement Arrangements

Prior to the demolition phase, Rosguill Dev will undertake a letter drop to nearby residents. This letter drop will contain primarily demolition information. Furthermore, this will include Rosguill Dev details (contact, phone number, email, titles, and names), and any other information pertaining to the relevant scope of the works including hours of work.

2.9 Hoarding

The following will be completed prior to the commencement of works on site:

- Obtain appropriate hoarding licences.
- Site will be set up and hoarding erected.

- All relevant services will be disconnected.
- Site to arrange mains power connection in advance of site works with no diesel generator on site
- Materials will be stockpiled for processing and removed from site.

Hoarding will be constructed in accordance with the terms of the Temporary Structure License to be obtained by Rosguill Dev. Hoarding will be erected and dismantled in a safe manner in conjunction with the current legislation (Section 172 of the Highways Act 1980 and Chapter 8 of the Traffic Signs Manual under the New Roads and Street Works Act 1991) and Health and Safety Executive guidelines.

All site boundaries will be totally enclosed by clean, safe and well-maintained hoardings. These hoardings will be designed to allow the displaying of relevant signage and notice boards to ensure good communication with the neighbouring residents and local businesses. 110v bulkhead lights will be installed as part of the hoardings to ensure footpaths, signage and notice boards are well lit. A 2.4m high solid painted timber hoarding and gates will be erected around the site as appropriate. The hoardings will, on completion of the works to an appropriate degree, be dismantled.

A Site Safety Notice Board will be located in a prominent position and will be regularly updated. Hoarding and H&S notice boards will be clearly erected with the relevant information displayed.

2.10 Drainage on Site

There is limited water present on site. Furthermore, there is limited water expected to be on site, or as a result from demolition operations. Any excess water will drain to mains.

3. EXTERNAL LIGHTING

Lighting

Lighting will be sited to minimise visual intrusion and light spillage/pollution at nearby residential units, in so far as is consistent with the site safety requirements.

Rosguill Dev will comply with the Institute of Lighting Engineers document 'Guidance notes on reduction of light pollution' (2000) to a degree that is practicable.

Adequate security shall be implemented to prevent unauthorised entry or exit from the site. Site gates will be closed and locked when there is no site activity, whilst accesses will be manned during work periods.

Hoarding Lighting

Lighting will be present on this hoarding line. Lighting will be spaced out along the hoarding line

to ensure that it is visible to nearby pedestrians, cyclists, and any other nearby residents.

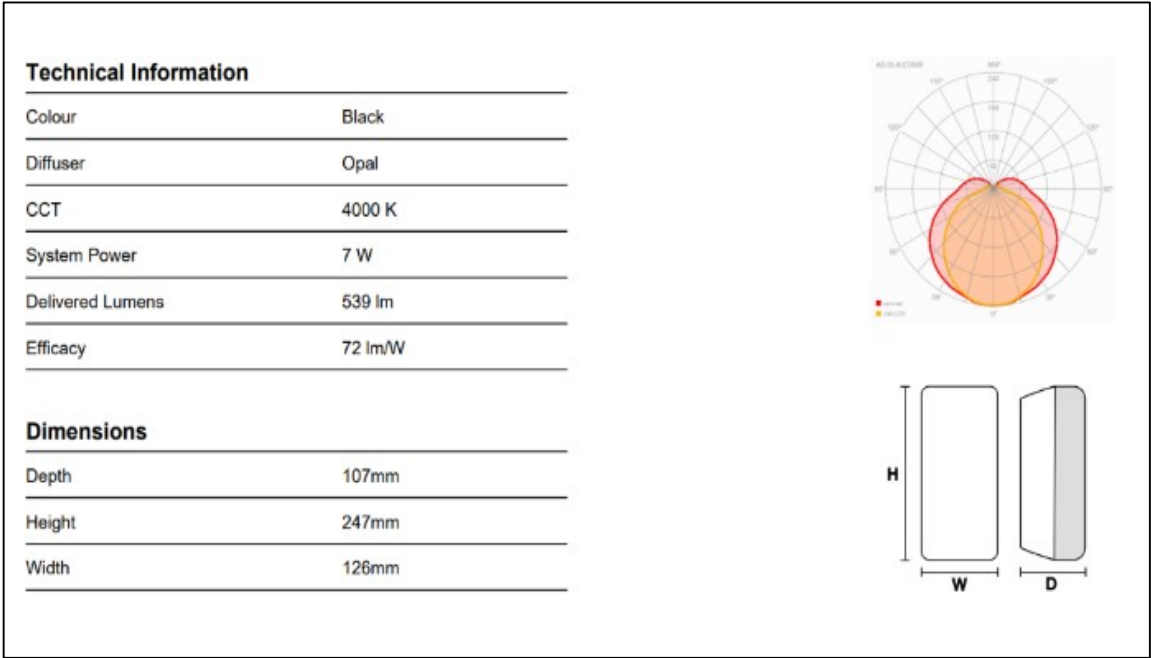


Figure3.1:ExternalLightingSpecification(Anti-VandalASD).

4. ENVIRONMENTAL MANAGEMENT PRACTICES & CONTROL MEASURES

Rosguill

Dev will undertake the following monitoring activities to ensure the environmental issues and related standards noted above are followed on site:

- Carry out monitoring in order to demonstrate compliance with occupational exposure standards for their employees as detailed in the COSHH Regulations 2002, as amended. Copies of the monitoring results will be made available to the LBH the Health and Safety Executive (HSE) upon request.

Dust

- Carry out visual dust monitoring daily at pre-determined air quality monitoring locations, to manage the generation of dust. If elevated levels of dust are measured during demolition, site activity will be halted, and any issue resolved or sufficiently mitigated

Vibration

- No vibration issues are anticipated during the demolition phase due to the short demolition period and lightweight nature of the existing building.

Water

- Control limits will be set in accordance with discharge consents to foul sewers or controlled waters. Contractors discharging liquids will ensure that appropriate monitoring is undertaken to demonstrate compliance with all applicable consent limits.

Site Inspection

- Site manager will undertake routine monitoring of storage and working areas to ensure safety measures are in place and the correct safety procedures are maintained.
- The provisions and requirements will be subject to regular inspection and recording by the site manager in a manner and at a frequency to be agreed with the LBH and/or the Contractor.

Furthermore, Rosguill Dev's Environmental Policy is read as below.

"Rosguill Dev Ltd recognizes that their operational activities have environmental implications and

assuch, respects our duty to conduct operational activities in the best possible environmental manner. Our goal is to protect the environment during a project and to provide a building that will keep protecting it long after the project is complete.

Rosguill Dev Ltd applies the waste management hierarchy when producing waste, making all such arrangements on our premises to:

- Minimise the generation of waste and achieve Zero Waste to Landfill.
- Increasing the use of recycled and recovered materials.
- Promote reusing, recycling, and recovering of materials.
- Ensure waste carriers selected manage waste correctly to enable recovery or disposal without harming the environment.

Our management system is maintained in accordance with the requirements of ISO

14001. Our commitment is to:

- Prevent environmental pollution.
- Comply with applicable legal and other requirements that relate to our business.
- Identify opportunities to improve our environmental performance and guarantee continuous improvement.
- Set a framework for establishing and monitoring our environmental objectives.
- Assess the environmental impacts of our operational activities.
- Select construction methods to minimise the use of natural resources and promote the procurement of sustainable materials.
- Work with clients, suppliers, subcontractors, regulators, professional bodies and the community at large to raise the environmental standards of the projects in which we play a part.
- Communicate and display this policy to all members of staff and our stakeholders.
- Periodically review our policies, processes and working practices to determine their suitability and effectiveness.

The implementation and monitoring of this policy, together with raising general awareness to our employees is the responsibility of Company Directors and management. The success of this policy rests with the commitment of all employees to ensure our environmental management procedures are effectively carried out."

5. CLPINTRODUCTION

Developmentname:	Hornsey Police Station
Landowner:	Dixon8 Limited
Site address:	98 Tottenham Lane
Site postcode:	N8 7EJ
Existingsiteuse:	Sui Generis
Summaryofworks:	<i>"Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works."</i>

ConstructionLogisticsManager:	Mark Bouchat
Phonenumber:	0208 366 5535
Email:	Mark.bouchat@rosguilldev.com

5.1 Development Proposal

The outline of the proposed development consists of:

- Demolition of parts of existing properties
- Site Clearance and Site Set-up
- Erection of 29 new homes
- Creation of amenity spaces
- Provision of secure cycle parking and facilities
- Establishment of refuse and recycling storage
- Associated works, including hard and soft landscaping

Working Hours

Haringey permitted construction noise and working hours are as below:

- Monday to Friday 8:00am – 5:00pm;
- Saturday 8:00am – 1:00pm;
- No work on Sundays or Bank Holidays.

Timing of deliveries to and removals from the development

- Monday to Friday 8:00am – 5:00pm, where possible, and;
- Saturday 8:00am – 1:00pm, where possible.

Any alterations to these working hours, or requests to work outside of these hours above, will be made to and agreed upon by appropriate officials at Haringey Council prior to any of these works taking place.

5.1 Local Policy

There is no specific *Code of Construction Practice* document published by Haringey Council.

5.2 CLP Structure

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6. VEHICLE ROUTING AND ACCESS

The expected volume and type of demolition traffic will not lead to the requirement for diversion or restrictions of traffic on the public highway. Vehicle routes have been chosen to:

- Maximise length along dual carriageways and motorways
- Avoid roads with width/height restrictions
- Avoid nearby community considerations (schools, hospitals, town centres)
- Avoid popular bus routes
- Avoid popular cyclist routes

6.1 Regional Routes

Regional routes are concerned with vehicles that would originate from outside of London. All vehicles from outside of London will use the M25 onto other major junctions to approach the local area to site. Vehicles from Northern / Western origins will:

- Connect to the A10 or A406 by major national routes.
- Continue on the A406 or A10 towards Tottenham.
- Continue (or take an exit) onto the A10
- Turn right onto the Roundway/A10.
- Take right onto A109.
- Take 1st exit left onto Westbury Avenue towards Turnpike Lane.
- Continue on Turnpike Lane.
- Turn left onto A103.
- Turn right onto Harold Road and continue onto Hornsey Police Station.

Vehicles from Southern / Eastern origins will approach the site by the following:

- Connect to the A406 via the M25 onto the A12, and then following the same route as above which is.
- Continue on the A406 or A10 towards Tottenham.
- Continue (or take an exit) onto the A10
- Turn right onto the Roundway/A10.
- Take right onto A109.
- Take 1st exit left onto Westbury Avenue towards Turnpike Lane.
- Continue on Turnpike Lane.
- Turn left onto A103.
- Turn right onto Harold Road and continue onto Hornsey Police Station.

The site will not have private car parking for operatives.

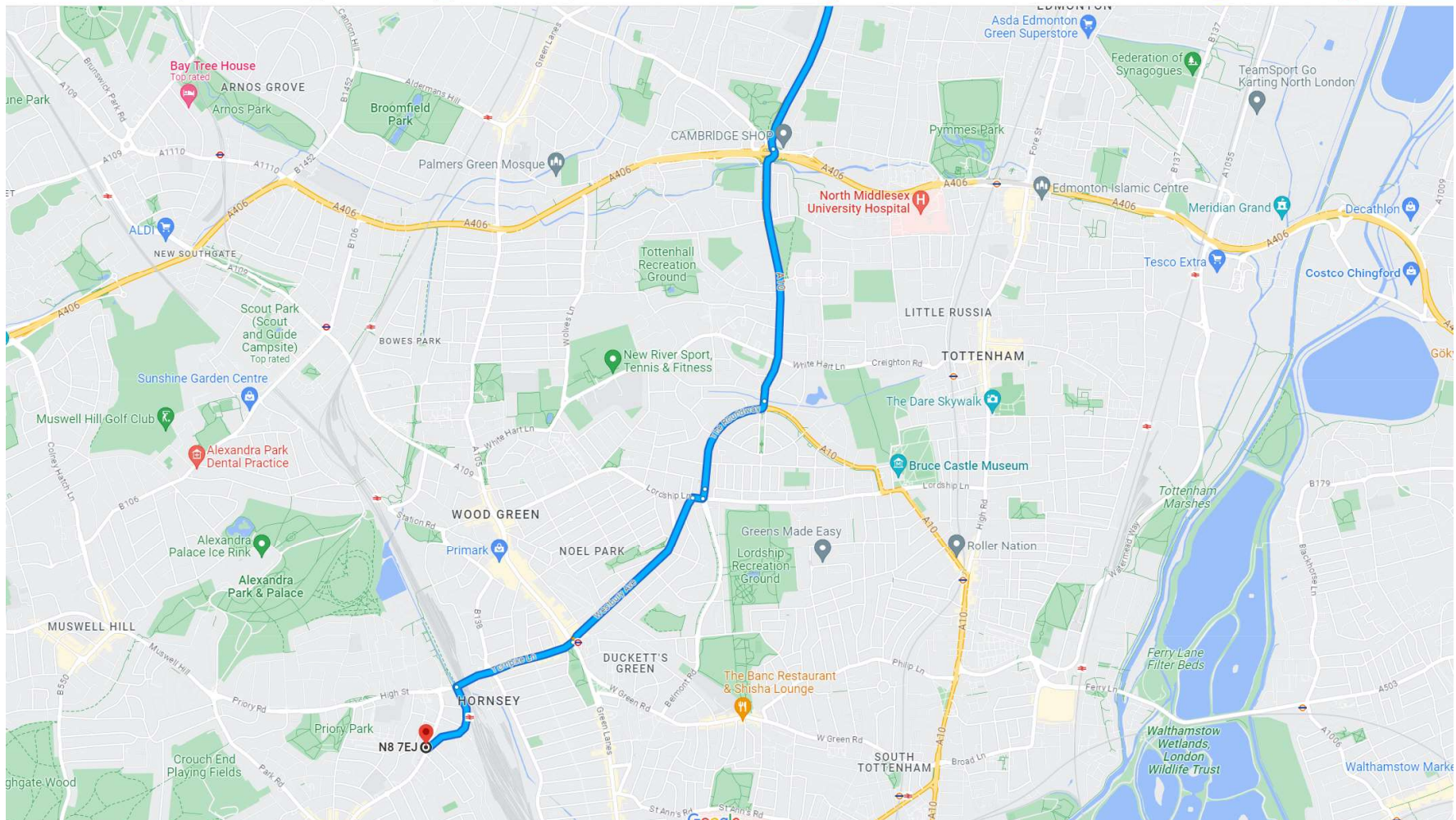


Figure6.1:RegionalRoute(Northand South)

6.2 Site Layout

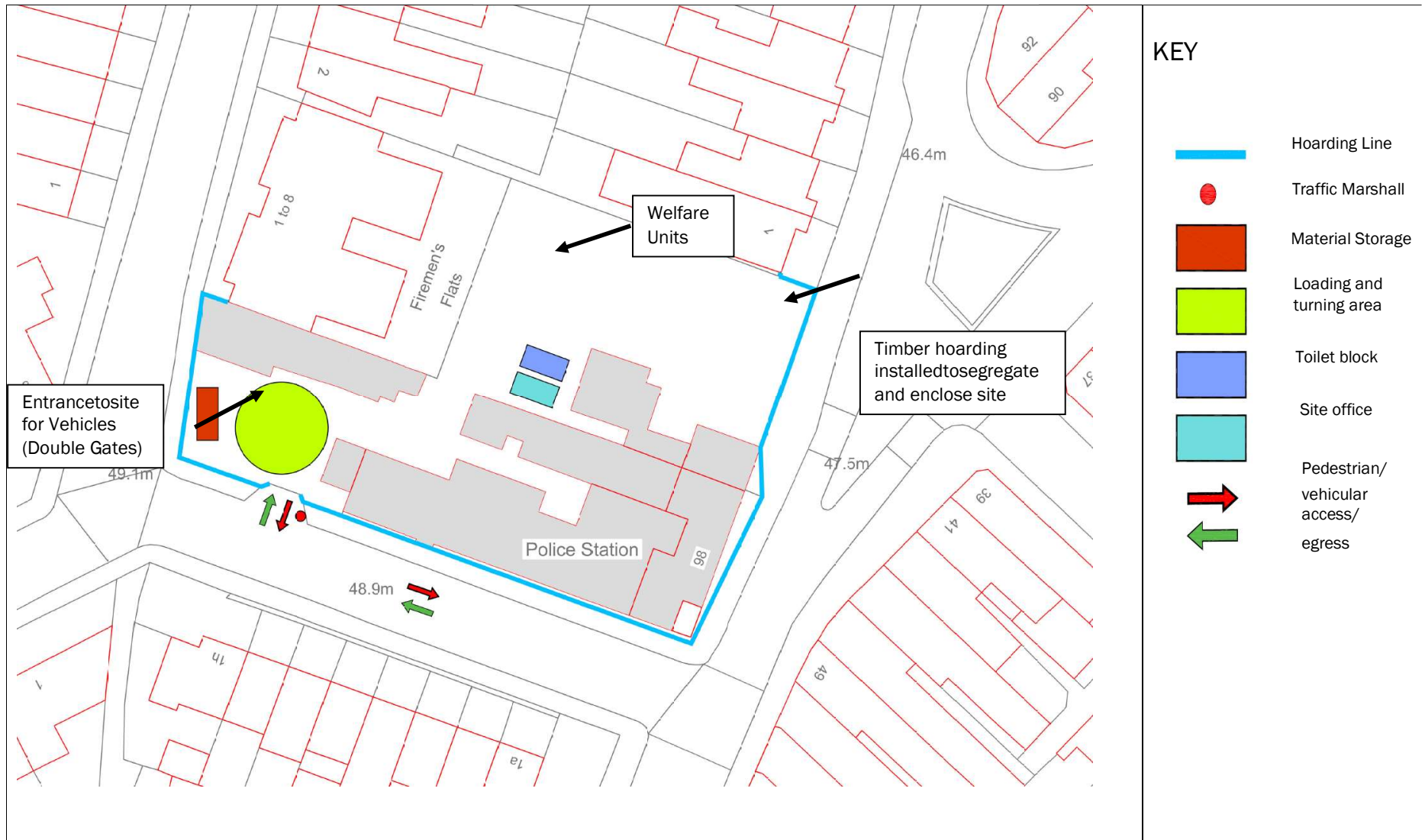


Figure 6.2: Site Map with Access Points (Demolition)

7. SWEPT PATH ANALYSIS (DEMOLITION)

For the purposes of demolition, a 3AXLE tipper (Muck Away vehicle) has been projected on the local road layout. The SPAs below demonstrate that this vehicle can reverse into site via a left-hand reverse turn. It also shows that the vehicle can egress heading left.



Figure 7.1: Demolition Vehicle Access

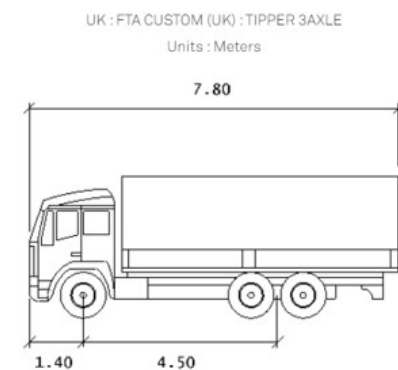




Figure7.2:DemolitionVehicleEgress

8. AIR QUALITY AND DUST RISK

The following sections have been written to address the final element of Condition 12 for the associated development. This section of this report will otherwise be known as an Air Quality and Dust Risk Assessment (AQDRA) and/or Dust Management Plan (DMP). This section of this report has been written specifically to address the control measures and outcomes (dust and air quality) focusing on demolition.

Demolition activities have the potential to cause dust nuisance and health impacts if appropriate mitigation measures are not applied. The GLA has released Supplementary Planning Guidance on the Control of Dust and Emissions from Construction and Demolition (GLA, 2014). The SPG outlines a risk assessment approach for demolition dust assessments and helps determine the mitigation measures that will need to be applied. This report describes the potential risk of dust impacts associated with demolition activities required as part of the proposed development.

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

- Every 3 months (minimum).
- As instructed by Project Manager.
- Following any changes to the scope of the works that have had an impact on environmental requirements.

9. POLLUTION AND DUST CONTROL MEASURES

An inventory and timetable of all dust and PM₁₀ generating activities are described in Table 9.1 below:

Table 9.1: Dust and Emissions Generating Activities

Phase of Works	Activities Generating Dust	Level of Risk
Demolition	<u>Demolition</u>	<u>Demolition</u>
	Structural demolition (10 week duration)	Medium Risk
	Soft-strip of structure.	
	Breaking of hard standing surface at ground level.	<u>Trackout</u>
	<u>Trackout</u>	Low Risk
	Removal of potentially dusty material (demolished building material, demolished hard standing material) from site to the main road and away from local area (<50m trackout length).	

9.1 General Activities

There are numerous activities on development projects that if unmitigated can give rise to elevated levels of dust. This can be the movement and placing of granular materials and the excavation of foundations, poor stockpile management, site traffic movements, etc.

Dusty emissions escaping the work area may cause nuisance through, for example, surface soiling, loss of visibility due to deposition and effects on local people. Since it is difficult to suppress dust once it is airborne it is preferable, where possible, to prevent dust from being generated in the first place.

9.2 Mitigation Measures and Management Controls

The GLASPG Dust and Emissions Control, and Institute of Air Quality Management (IAQM) guidance, will be adhered to throughout the works on-site. The measures adopted will be consistent with this Guidance and proportionate to the risk of dust nuisance in individual cases and will therefore, be more stringent where activities are closer to sensitive receptors.

Contractors will implement all necessary management and Best Practicable Means (BPM) to reduce levels of dust emissions from the Site both internally (*in situ*) and externally (off-site). Site specific control measures extend beyond those required for a negligible dusty site but will be implemented as a minimum in order to reduce the likelihood of dust nuisance from dusty operations from demolition and these will include the measures outlined below in Table 9.2.

Table 9.2: Sitespecific control measures

	Mitigation measure – Throughout Development	Implemented on site
Site Management		
1	A stakeholder communications plan, including community engagement, will be developed and implemented prior to work beginning on site	✓
2	This AQDMP will be implemented and adhered to on-site	✓
3	The name and contact details of the individual accountable for air quality emissions and dust generated from the site will be displayed on the site boundary, along with the head of regional office contact information	✓
4	This display will also include the head of regional office contact information	
5	A site log will be maintained to record complaints and outcomes of the site inspections in the forms in Appendix 1, 2, 3 will be issued to the council upon request	✓
6	Record and respond to all dust and air quality pollutant emissions complaints	✓
7	A complaints log will be created and will be made available to the LBH Environmental Team if requested (Appendix 1)	✓
8	Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and create an inspection log available to the local authority when asked (Appendix 2 and 3).	✓
9	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.	✓
10	Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the logbook (Appendix 1)	✓
Preparing and maintaining the site		
11	The site layout will be planned so that NRM plant and dust-causing activities are located as far as possible from the off-site residential receptors around the development's area.	✓
12	Erect solid screens or barriers around dust-generating activities, at least, as high as any stockpiles on site	✓
13	Keep site fencing, barriers and scaffolding clean using wet methods.	✓

14	Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	✓
15	+ Prevents site runoff of water or mud.	✓
16	Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.	✓
17	Remove materials from site as soon as possible.	✓
18	Cover, seed, or fence stockpiles to prevent wind whipping.	
19	Agree dust gauge monitoring locations with the LBH Environmental Team	✓
Operating vehicle/machinery and sustainable travel		
20	Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.	✓
21	Ensure all vehicles switch off engines when stationary – no idling vehicles	✓
22	Impose and signpost a maximum speed limit of 10mph on site at Hornsey Police Station and any adjacent hardstanding areas or inside the site.	✓
23	Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	✓
24	Prohibit bonfires and burning of waste materials.	✓
25	Reuse and recycle waste to reduce dust from waste materials	✓

	Mitigation measure – Specific to Demolition	Implemented on site
1	Ensure water suppression is used during demolition operations	✓
2	Avoid explosive blasting, using appropriate manual or mechanical alternatives.	✓
3	Bag and remove any biological debris or damp down such material before demolition.	✓

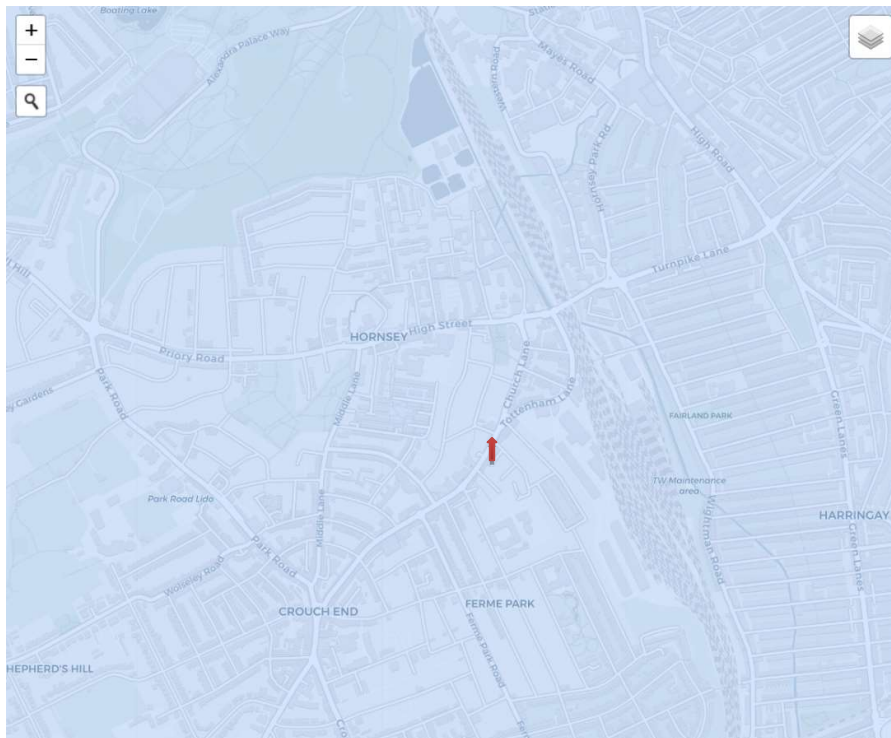
	Mitigation measure – Specific to Trackout	Implemented on site
1	Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	✓
2	Avoid dry sweeping of large areas.	✓
3	Ensure vehicles entering and leaving the site are securely covered to prevent escape of materials during transport.	✓
4	Implement a wheel washing system (with rumble grid to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	✓
5	Ensure that the hard surfaced road between the wheel wash facility and the site exit is	✓

	maintained, where site size and layout permits.	
6	Access gates to be located at least 10m from receptors where possible.	✓
7	Apply dust suppressant to locations where a large volume of vehicles enter and exit the site	✓
8	Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.	✓
9	Ensure all vehicles switch off engines when stationary – no idling vehicles	✓
10	Record all inspections of haul routes and any subsequent action in a site logbook.	✓

10. NRMM AND NRMM REGISTRATION

Rosguill Dev will ensure all on-road vehicles will comply with the requirements of the London Low Emission Zone. The use of Ultra-Low Emission Vehicles (ULEV) (e.g. Euro VI (HGV), Electric, Hybrid (Electric-Petrol)) will be prioritised and Rosguill Dev will work with suppliers that can provide Euro VI vehicles, and preferably electric or hybrid vehicles.

Due to the location of the site, highlighted below, emissions from non-road mobile machinery (NRMM) with net power between 37kW and 560kW used on site will meet the Stage IIIB of the EU Directive 97/68/EC and its subsequent amendments as a minimum. This will apply to both variable and constant speed engines for both NO_x and PM.



All eligible NRMM will meet the standards above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit to meet both PM and NO_x emission standards is not feasible. The full exemption and retrofit procedure document for NRMM can be found here - https://www.london.gov.uk/sites/default/files/nrmm_lez_exemption_and_retrofit_policy_-_covid-19_update_final_0.pdf

The details of all proposed NRMM to be used on the site for the demolition phases of the development will be registered on the NRMM register (<https://nrmm.london/user/register>). Rosguill Dev will keep an inventory of NRMM currently on site and upload this to the NRMM platform.

A NRMM compliance log (including inventory) will be created, updated, and maintained by Rosguill Dev. This will be issued to Haringey Council on request (Local Authority Inspection) via e-

mail and will be also online utilising the NRMM portal found at: <http://nrmm.london> as mentioned above.

Rosguill

Dev will engage with their supply chain and subcontractors to identify areas where emissions could be reduced for on-site machinery or vehicles entering site.

11. DUST RISK ASSESSMENT

The following Dust Risk Assessment has been carried out in accordance with the Mayor of London SPG 'The Control of Dust and Emissions during Construction and Demolition' July 2014 and the Institute of Air Quality Management (IAQM) Guidance on the assessment of dust from demolition (January 2014), to allow for the classification of the risk of dust impacts from the site. This will then allow mitigation measures appropriate with that risk to be identified and implemented on site.

This Dust Risk Assessment focuses on Demolition and Track out only.

The dust risk assessment considers the potential for dust soiling (nuisance) and PM₁₀ (human health) impacts within 350 m of the site boundary; or within 50 m of roads used by vehicles. Receptors that may be affected by the generation of dust and vehicle emissions because of the demolition works can include but are not limited to:

- Local residents in the immediate surrounding area
- Workers;
- Visual amenity; and
- External surfaces and materials (through surface soiling).

Work sites are classified into one of three tiers according to dust risk and are assessed based on site activities and the sensitivity of nearby receptors. The Dust Emission Magnitude (DEM) is based on the scale of the anticipated works and the site will be classified as defined by the IAQM and the London SPG.

The sensitivity of the area considers several factors. These sensitivities are determined using GLA Tables. These are defined by:

- The specific sensitivities of receptors in the area;
- The proximity and number of those receptors;
- In the case of PM₁₀, the local background concentration
- Site specific factors, i.e. whether there are natural shelters such as trees, to reduce the risk of wind-blown dust.

11.1 Dust Soiling

Descriptors	Result
Density	10-100
Distance from Source	< 20 m
Receptor Sensitivity	High
Overall Risk Classification	High

Site specific factors:

- Users can reasonably expect an enjoyment of a high level of amenity (primarily resident

- ial around Harold Road and Hornsey Police Station);
- the appearance, aesthetics or value of their property would be diminished by soiling;
- The people or property would reasonably be expected to be present continuously, or at least regularly for extended periods as part of the normal pattern of use of the land (dwellings primarily).

11.2 Human Health

Descriptors	Result
Density	10-100
Distance from Source	< 20 m
Receptor Sensitivity	High
PM10 Annual Average	Less than 24
Overall Risk Classification	Low

PM10 annual classification:

In the case of the 24-hour objectives, a relevant location would be one where individuals may be exposed for eight hours or more in a day (e.g. residential properties, Schools)

The predicted baseline 2022 PM₁₀ annual mean concentration for the 1 km grid square that covers the site at Hornsey Police Station is 17.44 µg/m³ (DEFRA UK-AIR GIS Tool). This gives an indication of the annual mean concentrations at receptors in the vicinity of the development site. Therefore, using GLA guidance, the area surrounding the on-site works is of 'Low' sensitivity to human health effects.

11.3 Ecological Effects

Overall Risk Classification	Low
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The SPG's guidance to assess the impacts of demolition on ecological receptors has been followed. The guidance suggests that where a receptor is located within 350m of a site boundary it should be considered.

There are no designations that would be defined as ecological within 350m of the site boundary. These have been examined using DEFRA's MAGIC database¹, these include:

- Special Conservation Areas
- National Nature Reserves
- Areas of Outstanding Natural Beauty
- RAMSAR Sites
- Local Nature Reserves
- Sites of Special Scientific Interest
- Special Protection Areas

¹<https://magic.defra.gov.uk/MagicMap.aspx>

11.4 Other Factors

The following additional factors have been considered when determining the sensitivity of the area.

- Any history of dust generating activities in the area;
- The likelihood of concurrent dust generating activities on nearby sites;
- The season during which the work will take place;
- Duration of the potential impact, as a receptor, may become more sensitive over time.
- Locations with a local designation where features may be affected by dust deposition.

Activity	Dust Emission Magnitude
Demolition	SMALL
Trackout	SMALL

Dust Soiling Sensitivity	Human Health Sensitivity	Ecological Sensitivity
High	Low	Low

Therefore, the following section outlines these combined sensitivities and magnitudes.

Table 22.1: Summary of Risk of Impacts Without Mitigation

Potential Impact	Dust Risk	
	Demolition	Track-out
Dust Soiling	Medium Risk	Low Risk
Human Health	Negligible	Low Risk
Ecological	Negligible	Negligible

The site manager will ensure that site personnel always follow best practice to control and limit emissions of gaseous and particulate pollutants into the atmosphere from demolition activities, including from vehicles and plant.

These measures as seen above (The relevant dust-controlled measures for medium risk contained within Appendix 7 of the Mayor's SPG) are allocated according to the demolition stage and site risk.

The measures will be implemented on site in full and will result in the impact of dust emissions during

demolition of the development being negligible. Both desirable and highly recommended control measures as part of Appendix 7 of the Mayors SPG are highlighted below and will be adhered to by the site.

APPENDIX1:Pro-FormaComplaintandPM10triggeralertNotificationForm

Reference Number:		Date:		Time:	
Monitoring Location					
Levelofdust emission					

ComplaintNotification (Yes/No)					
Date:		Time:		Receivedby :	
Complainants Name:					
Telephone Number:					
Address:					
WeatherDetails:					
Descriptionof complaint/incident:					
Investigativeactiontaken:					

Detailsofbestpracticemitigationinplace:			
Remedialactiontaken:			
Preventativemeasuresimplementedtopreventfurther complaints/incidents/exceedance:			
Is the complaint considered	Justified	Unsubstantiated	Unfounded
Signed:			
Printname:			
Position:			
Date:			

APPENDIX2:DailyInspectionChecklist

Date	Time	Monitoring Location	Weather conditions	Investigative action taken (toincludeon-site and off-site Observations)	Dust Mitigation in place	Additional Remedial measures undertaken to ensure compliance with the DMP	Preventative measures implemented to prevent further dust exceedances	Nameand positionof assessor	Signed by

APPENDIX3:WeeklyInspectionChecklist

WeekCommencing:								
InspectedItems	Frequency	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Personcompletingthechecklist	Initials							
Dustbeingcontrolledcorrectlybypersonnel	Daily							
Visualinspectionofmud/debrisonhaulroutes	Daily							
Visualinspectionofdustsoilingonlocal streets, cars and window sills	Daily							
Visualobservationofdustgenerationfrom demolition	Daily							
Winddirection	Daily							
Windspeed	Daily							
Weatherforecast	Daily							

