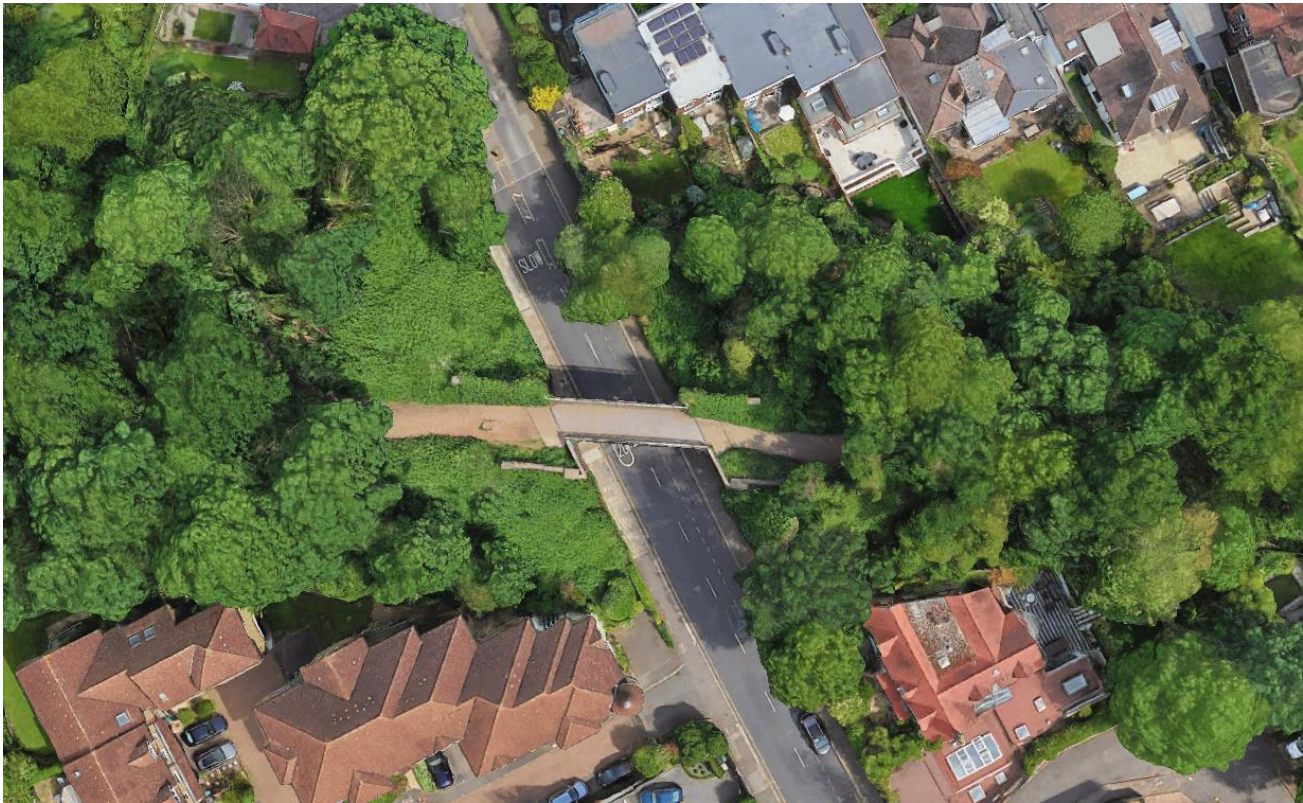




Stanhope Road Bridge

Air Quality and Dust Management Plan

Project Name	Stanhope Road Bridge		
Project Start Date	March 2024		
Project Duration	39 weeks		
Prepared By	Amy Redpath	Sign: 	Date: 08/03/2024
Reviewed By	Angiolina Albertini	Sign: 	Date: 12/03/2024
Approved By (Document holder)	Hassan Sobah	Sign:	Date: 12/03/2024

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Revision Table

Revision	Summary of Changes Made	Revision By	Revision Date:
01	First Revision (shown in blue)	Amy Redpath	09/05/2024

List of Appendices

Appendix	Description	Required Y/N
A	Definitions	Y
B	Emission Monitoring Form	Y
C	NNRM Registration	Y

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1.0 Introduction

This Air Quality and Dust Management Plan (AQDMP) has been prepared in response to the planning condition set out by the London Borough of Haringey in accordance with the Greater London Authority SPG Dust and Emissions Control (2014). Its objective is to ensure emissions are mitigated and minimised for the duration of the project at Stanhope Bridge Road and covers the risk assessment and mitigation measures required for the demolition and construction phases of the project.

2.0 Purpose

This Project is being completed on behalf of London Borough of Haringey (LBH) and was granted planning permission in December 2021 under decision reference HGY/2021/2718. Planning condition 13d requires the submission of a AQDMP to include:

'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 registration 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'*

Milestone Infrastructure was awarded the contract to complete the works at Stanhope Road Bridge in December 2023. Milestone Infrastructure recognises that the construction industry is one of the leading sources of dust complaints made to Local Authorities and therefore, consideration for dust throughout the works is required. Additionally, all environmental documentation shall be approved by LBH prior to works commencing.

3.0 UK Air Quality and Dust Emissions

3.1 Guidance, legislation and policy

For the works being undertaken at Stanhope Road Bridge, the two main pollutants of concern considered within this assessment are particulate matter and dust.

The definition of dust given in the Institute of Air Quality Management (IAQM) "Guidance on the assessment of dust from demolition and construction" is as follows: "solid particles that are suspended in air, or have settled out onto a surface after having been suspended in air." Here, dust includes particles that give rise to soiling and effect human health and ecology. Construction activities can cause higher than normal dust

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deposition levels in the surrounding area. This can be caused by land preparation (e.g., demolition, land clearing, earth movement) or released from site plant and the movement of road vehicles.

Particulate matter suspended in the air can be abbreviated as PM. Airborne particulate matter with an aerodynamic diameter of less than 10 micrometres (μm) is referred to as PM_{10} . Elevated PM_{10} concentrations may arise as a result of dust generating activities on site. The primary sources of PM_{10} particles in the UK are combustion, quarrying and construction, and wind-blown dust. Exposure to particulate matter is associated with ill-effects to respiratory and cardiovascular systems among other health concerns. Exposure to finer particles (with a diameter of less than $2.5\mu\text{m}$, also known as $\text{PM}_{2.5}$ particles) has a significant role in human all-cause mortality. These finer particles make up a significant proportion of PM_{10} . Without effective mitigation, major construction sites can cause an increase in annual mean PM_{10} concentrations and breaches of the short-term 24 objective for PM_{10} .

Legislation, Guidance and Policy

The following legislation, guidance and policy will be considered and adhered to during the preparation of the Air Screening Quality Assessment:

- European Union (EU) Directive 2008/50/EC;
- The NPPF, updated on 20th December 2023);
- The National Planning Practice Guidance (NPPG), relevant chapters produced on 1st November 2019;
- Section 82 of the Environment Act (Part IV), updated 9th November 2021;
- The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, Department for Environment, Food and Rural Affairs (DEFRA), 20072
- The Air Quality Standards (Amendment) Regulations (2016);
- Local Air Quality Management Technical Guidance 2022 LAQM.TG (22), DEFRA, August 2023
- The Control of Dust and Emissions during Construction and Demolition SPG, July 2014
- Land-Use Planning and Development Control: Planning for Air Quality, Environmental Protection UK (EPUK) and IAQM, January 20174
- London Councils Air Quality and Planning Guidance, London Councils, 2007
- The London Plan 2021, Mayor of London, March 20215

UK legislation and Guidance:

The Air Quality Standards (Amendment) Regulations (2016) came into force on 31st December 2016. These Regulations amend the Air Quality Standards Regulations 2010 and transpose the EU Directive 2008/50/EC into UK law. Air Quality Limit Values (AQLVs) were published in these regulations for 7 pollutants, as well as Target Values for an additional 6 pollutants.

Part IV of the Environment Act (2021) requires UK government to produce a national Air Quality Strategy (AQS) which contains standards, objectives and measures for improving ambient air quality. The AQS Framework was produced by the Department for Environment, Food and Rural Affairs (DEFRA) and updated in August 2023.

The AQS sets out Air Quality Objectives (AQOs) that are maximum ambient pollutant concentrations that are not to be exceeded either without exception or with a permitted number of exceedances over a specified timescale. These are generally in line with the AQLVs, although the requirements for compliance vary slightly.

The relevant values in this context for the protection of human health are presented in Table 1 below:

Table 1: Relevant values in this context for the protection of human health

Pollutant	Objective
NO ₂	1 hour mean concentration should not exceed 200µg/m ³ more than 18 times per year. Annual mean concentration should not exceed 40µg/m ³ .
PM ₁₀	24 hour mean concentration should not exceed 50µg/m ³ more than 35 times per year. Annual mean concentration should not exceed 40µg/m ³ .
PM _{2.5}	UK (except Scotland) annual mean should not exceed 25µg/m ³ . Exposure reduction (urban areas): target of 15%

3.2 Local Planning Policy

3.2.1 The London Plan

The Mayor of London formerly adopted The Publication London Plan as the new London Plan in March 2021. The plan outlines the Spatial Development Plan for London and part of the statutory Development Plan for Greater London from 2019 to 2041. London Plan Policy SI1 Improving Air Quality is relevant to this development.

Table 2: Policy SI1 on improving air quality from The London Plan

Policy SI1		
A	Development Plans, through relevant strategic, site-specific and area-based policies, should seek opportunities to identify and deliver further improvements to air quality and should not reduce air quality benefits that result from the Mayor's or boroughs' activities to improve air quality.	
B	To tackle poor air quality, protect health and meet legal obligations the following criteria should be addressed:	1) Development proposals should not: a) lead to further deterioration of existing poor air quality b) create any new areas that exceed air quality limits or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits c) create unacceptable risk of high levels of exposure to poor air quality.

		2) In order to meet the requirements in Part 1, as a minimum: a) development proposals must be at least Air Quality Neutral b) development proposals should use design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air quality in preference to post-design or retro-fitted mitigation measures c) major development proposals must be submitted with an Air Quality Assessment. Air quality assessments should show how the development will meet the requirements of B1 d) development proposals in Air Quality Focus Areas or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people should demonstrate that design measures have been used to minimise exposure.
D	In order to reduce the impact on air quality during the construction and demolition phase development proposals must demonstrate how they plan to comply with the Non-Road Mobile Machinery Low Emission Zone and reduce emissions from the demolition and construction of buildings following best practice guidance	

3.2.2 London Borough of Haringey Air Quality Action Plan (2019 - 2024)

This plan sets out Haringey's goals in working towards the improvement of London's Local Air Quality. The plan has seven topic areas:

Table 3: The seven topic areas set out within the London Borough of Haringey Air Quality Action Plan (2019 - 2024)

1	Monitoring and other core statutory duties:	Maintaining monitoring networks is critical for understanding where pollution is most acute, and what measures are effective to reduce pollution. There are also several other very important statutory duties undertaken by boroughs, which form the basis of action to improve pollution;
2	Emissions from developments and buildings	Emissions from buildings account for about 15% of the Nitrogen Oxides (NO _x) emissions across London so are important in affecting Nitrogen Dioxide (NO ₂) concentrations;
3	Public health and awareness raising	Increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution
4	Delivery servicing and freight	Vehicles delivering goods and services are usually light and heavy-duty diesel-fuelled vehicles with high primary NO ₂ emissions
5	Borough fleet actions	Our fleet includes light and heavy-duty diesel-fuelled vehicles such as minibuses and refuse collection vehicles with high primary NO ₂ emissions. Tackling our own fleet means we will be leading by example
6	Localised solutions	These seek to improve the environment of neighbourhoods through a combination of measures

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7	Cleaner transport	Road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric).
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3.3 Other relevant legislation:

- Health and Safety at Work Act 1974.
- 2002 Control of Substances Hazardous to health Regulations.

Legislation exists to protect the environment and human health, and the regulations are increasingly stringent, with greater penalties for polluters.

4.0 Responsibilities

4.1 General

1. Project Managers/ Site Agents/ Environment Advisors will ensure that this plan is followed at all times.
2. Estimators will make provision for dust management equipment prior to the project commencing. This will include using dust suppression options such as mobile bowser for haul routes and compound area, sheeting on vehicles when necessary, wheel washing facilities, and appropriate material and waste storage.
3. Site Managers are responsible for the on-site implementation of this plan. This includes ensuring the required equipment is in place, all staff are trained, all required permits/ permissions are in place and that reporting requirements are met.

4.2 Site specific

The Environmental Advisor shall complete regular site inspections to ensure this plan is being adhered to. The site team shall also regularly review the live data provided by the dust monitor as discussed in Section 12.3.3.

For further information on site specific responsibilities see the Stanhope Road Bridge Construction Environmental Management Plan (CEMP).

5.0 Site Description

5.1 Description of Works

Stanhope Bridge makes up one of the ten footbridges along the Parkland Walk; a disused railway line between Finsbury Park and Highgate. The existing bridge structure has been deemed unfit for purpose and structural interventions are currently providing additional support to the bridge deck. Initial feasibility studies completed by the client; London Borough of Haringey, determined that it was not commercially viable

to repair the existing structure and therefore this project is to construct a new bridge which shall be used for cyclists and pedestrians. The works shall include:

- Compound establishment (Channing School playing pitch)
- Diversion of pedestrians onto two temporary footways to allow for the Parkland Walk to always remain open
- Protection of all retained trees
- Vegetation clearance
- Management of all surface water by installing new drainage
- Demolition of bridge, including deck removal, and abutment removals down to proposed foundation
- The construction of the new bridge including reinforced earth slopes to link into the existing Parkland Walk
- Replacement of the existing access (steps) on the southeast section of the site with ramp access.
- Creation of a new permanent footway to the southwest of the bridge
- Landscaping across the site including the construction of the pond, dead hedging, and hedge and grassland creation.

5.2 Local conditions

5.2.1 Air Quality Background

The works are located within the Air Quality Management Area (AQMA) as declared by the London Borough of Haringey in 2001 due to exceedances in Nitrogen dioxide (NO₂) and Particulate Matter (PM₁₀). The London Borough of Haringey, Air Quality Action Plan 2019-2024 states that for PM₁₀ within Haringey, 'air quality objectives are now largely being achieved, but there are still widespread exceedances of NO₂, particularly along busy and congested roads. Haringey also has a formal responsibility to work towards the national requirement for reductions of PM_{2.5}.'

In order to determine local air quality, the council produces annual monitoring reports which provides a detailed overview of air quality in London Borough of Haringey. The most recent report was published in May 2023 and contains information for the years up to 2022.

Taken directly from the London Borough of Haringey Annual Air Quality Status Report 2022, the figure below shows the locations of the monitoring stations for air quality within the Borough. The closest Diffusion Tube to the site measuring NO₂ is HR42. This is shown to the southwest of the map located outside of 15 Stanhope Road, N6 5NE (X 529254; Y 188051), approximately 275m northwest of the site. A second monitoring station, HR06, is located ~420m west of the site, however, as this monitoring station is on a main road that is often congested, it is less likely to accurately represent air quality levels within the works area. Therefore, HR42 monitoring station is believed to best represent the air quality level local to the Site.

The map displays the M25 corridor and surrounding areas, including locations like Farnham, Guildford, and Woking. Diffusion tubes are marked with green circles and automatic monitoring tubes with red squares. Each tube is labeled with its ID and a numerical value in parentheses. A key in the bottom right corner explains the symbols: green circles for diffusion tubes with values $< 40 \mu\text{g m}^{-3}$, red circles for diffusion tubes with values $> 40 \mu\text{g m}^{-3}$, green squares for automatic monitoring tubes with values $< 40 \mu\text{g m}^{-3}$, and red squares for automatic monitoring tubes with values $> 40 \mu\text{g m}^{-3}$. A red arrow points to a specific location on the map, labeled 'Site location'.

KEY

- Diffusion Tubes $< 40 \mu\text{g m}^{-3}$
- Diffusion Tubes $> 40 \mu\text{g m}^{-3}$
- Automatic Monitoring Tubes $< 40 \mu\text{g m}^{-3}$
- Automatic Monitoring Tubes $> 40 \mu\text{g m}^{-3}$

Produced by ESCs on May 2023

Site location

Air Quality	Reading ID	Location	Environment	Data capture 2022 (%)	Distance to development (km)	2021	2022
NO ₂ (annual mean, µg m ⁻³)	HR42	– Stanhope Road	Urban traffic	91.7	0.27	21.0	22.7
PM ₁₀ (annual mean, µg m ⁻³)	HG005	- Haringey Wood Green, (14 High Rd Hornsey, London N22 6HH)	Roadside	96.32	2.6	16	19
PM _{2.5} (annual mean, µg m ⁻³)	HG005	- Haringey Wood Green, (14 High Rd Hornsey, London N22 6HH)	Roadside	96.32	2.6	10	12

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east. This includes a number of residential houses which shall be partly shielded by the Parkland Walk trees (see Section 10 for further information).

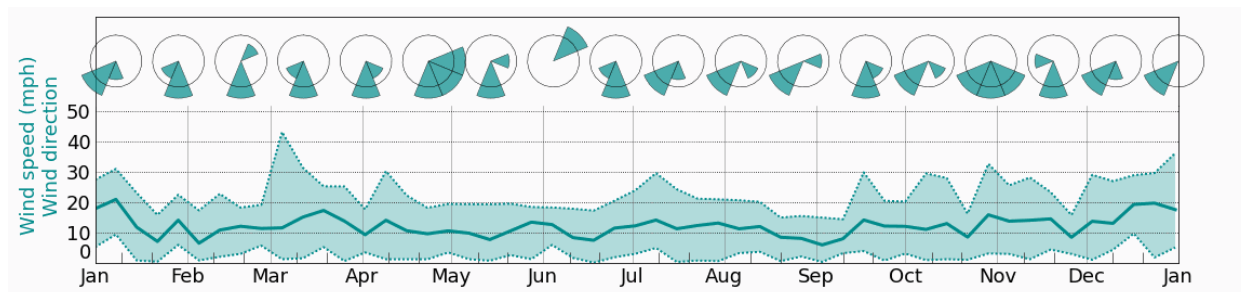


Figure 2: Wind rose based on Highgate readings from Meteoblue website showing average wind direction and speed in 2023.

The local rainfall is greatest between the months of October to January, however significant precipitation occurred between the months of March to May which will be when the initial works commence on site.

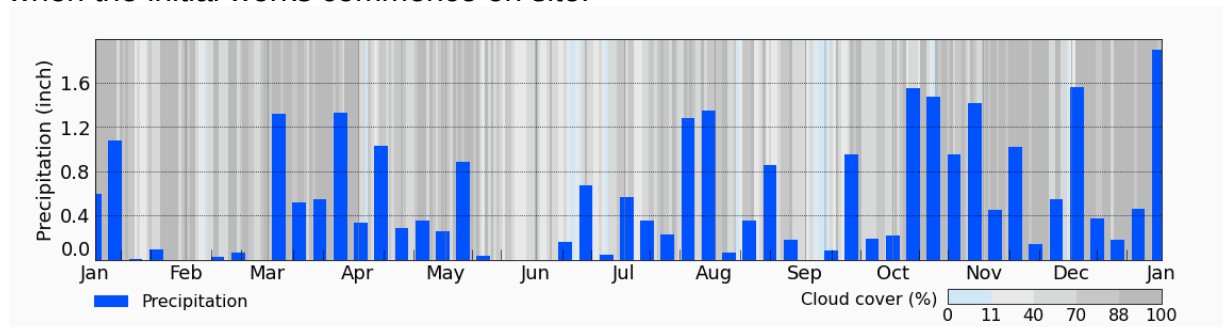


Figure 3: Precipitation based on Highgate readings from Meteoblue website showing average precipitation throughout 2023.

5.2.3 Topography

As a disused railway line, the walk itself is relatively flat with the topography from the footbridge decreasing towards the two parcels of land to the east and west along Parkland Walk. The manmade embankments with side of the bridge are relatively steep, with a fall of up to approximately 5 m towards the north and south. Extensive vegetation, mature trees and shrubs are present on the embankments of the Site.

The existing embankments may cause some urban canyoning along Stanhope Road, however this structure shall remain unimpacted by the works at Stanhope Road Bridge as this scope is to replace the existing structure. Therefore, there shall be no changes to long-term air flow throughout the local landscape as a result of these works.

5.3 Staff, Welfare and Operating Hours

The site will begin operating March 2024 and is due to be completed in November 2024. Works will be completed during the driest months of the year where dust is more easily produced. Hours of operation shall be Monday to Friday 0800-1800 and Saturday 0800-1300.

5.4 Site layout and access

Figure 4 below shows the haul route to and from the site (one-way, location of site equipment, wheel washing station, and location of water bowser.

A General Arrangement drawing can be found in Appendix A of the CEMP.



Figure 4: Haul route and site set up for Stanhope Road Bridge project

5.5 Inventory and timetable

The table below sets out the estimated timings of works and the activities most likely to emit dust.

Table 5: Phasing of works at Stanhope Road Bridge including activities most likely to create dust.

Phase	Duration (weeks)	Brief work description	Dust emitting activities
Phase 1	6 weeks	- Site Establishment - Env. Monitoring Stations to be set out - Surveys completed (Dilap, Demolition, Utility, ecological walkover) - Traffic Management (TM)-Half-road closure - De-vegetation of temporary footways - Temporary walkways - Erect site fencing	No activities are expected to cause significant dust. Where vegetation has been stripped, open ground is to be covered.

Phase 2	6 weeks	• Pedestrian crossing • TM - Close road • Set up wheel-wash facility • Close footbridge • Protection deck & bridge removal • Demolish abutments • Topsoil strip & earthworks excavation • Install piles • Excavate pond area • Construct access ramps	Dust from demolition of abutments, topsoil strip and installation of piles. Use/tracking of a small amount of machinery/plant on site.
Phase 3	10 weeks	• TM - Half-road closure • Install piles & pile cap • Construct abutments • Drainage & backfill • Reinforced earthworks (NW, NE & SW)	Dust earthworks and construction. Use/tracking of a small amount of machinery/plant on site.
Phase 4	10 weeks	• Add bridge bearings • Kingpost wall to be constructed • Drainage • Permanent steps and ramp • Reinforced Earthworks (SE) • Remove temporary access • Landscaping	Dust earthworks and construction. Dust from landscaping and bareground exposure. Use/tracking of a small amount of machinery/plant on site.
Phase 5	2 weeks	• TM - Close road • Install new bridge • Reconstruct footways • Reconstruct raised table • Surfacing • Line-marking & finishes • Demobilise and open road	Dust from re-construction of bridge Use/tracking of a small amount of machinery/plant on site.

Below is an inventory of plant and machinery to be utilised during the works. Where applicable, these shall be registered for London's 'Low Emission Zone' for Non-Road Mobile Machinery (NRMM) (<https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm>):

Table 6: Estimated inventory of plant that shall be used during construction and demolition of Stanhope Road Bridge Project.

Plant	Size	Number
Excavator	5T	1
	34T	1
	22T	1
	14T	1
Dumper	3T	1
	9T	1
	6T	1
Forklift	N/A	1
Roller	TBC	1
Crane	200-300T	1

6.0 Air Quality Dust Risk Assessment

6.1 Overview

This section sets out the risk assessment for each stage of works incorporating magnitude, sensitivity of local receptors and work activity. Both the site and compound

area have been included within this assessment although no detailed modelling of emissions from onsite energy plant or road traffic emissions is required.

The works on Stanhope Bridge are temporary in nature through the replacement of an existing structure, therefore, no permanent air quality changes are expected once the project is complete.

6.2 Assessment of Risk Methodology

In order to reflect the different potential impacts, Mayor of London's 2014 Supplementary Planning Guidance, Control of Dust and Emissions during Construction and Demolition, suggest breaking site activities into four main categories. These include:

- Demolition;
- Earthworks;
- Construction; and
- Trackout.

A risk category shall be assigned to each of the four areas assuming no mitigation is applied, except where legislation requires it. The risk shall be described as 'negligible', 'low risk', 'medium risk' or 'high risk' depending on the nature and scale of the construction activities and the proximity of sensitive receptors to the construction site boundary.

Three separate areas shall be considered during the assessment:

- The risk of health effects from an increase in exposure to PM₁₀ and PM_{2.5},
- Annoyance due to the deposition of dust; and
- Harm to the natural environment.

The steps in which with assessment shall be completed will follow the below steps in line with the Mayor of London's 2014 Supplementary Planning Guidance:

- Step 1: Screen the need for a detailed assessment;
- Step 2: Assess the risk of dust impacts;
- Step 2A: Define the potential dust emission magnitude;
- Step 2B: Define the Sensitivity of the area; and
- Step 2C: Define the risk of Impacts.

7.0 STEP 1: Screening the need for a detailed assessment

Initial mapping of both human and ecological receptors shows there to be a number of local receptors within close proximity to the site. Within 50m of the site the following receptors have been identified:

- Human
 - 35 residential properties
 - School playfield

- Pedestrians and cyclists using the Parkland Walk
- Ecological
 - The Site falls entirely within Parkland Walk Local Nature Reserve (LNR), a nationally designated statutory site, and Parkland Walk, Queen's Wood and Highgate Wood Site of Importance for Nature Conservation (SINC).
 - Potential for bats within trees on site as identified within the Stanhope Road Bridge Preliminary Ecological Appraisal (70077287-WSP-GEN-B-RP-LE-0003 AUGUST 2021)

Beyond 50m there are a further 89 residential properties between 50-100m, three schools within 500m (one of which is within 200m), an outdoor sports facility and two assisted living or care homes within 500m (one is within 200m) of the site.

There are no further ecological receptors within 500m beyond the Parkland Walk LNR.

Human and Ecological receptors highlighted in Figures 5-7 below.

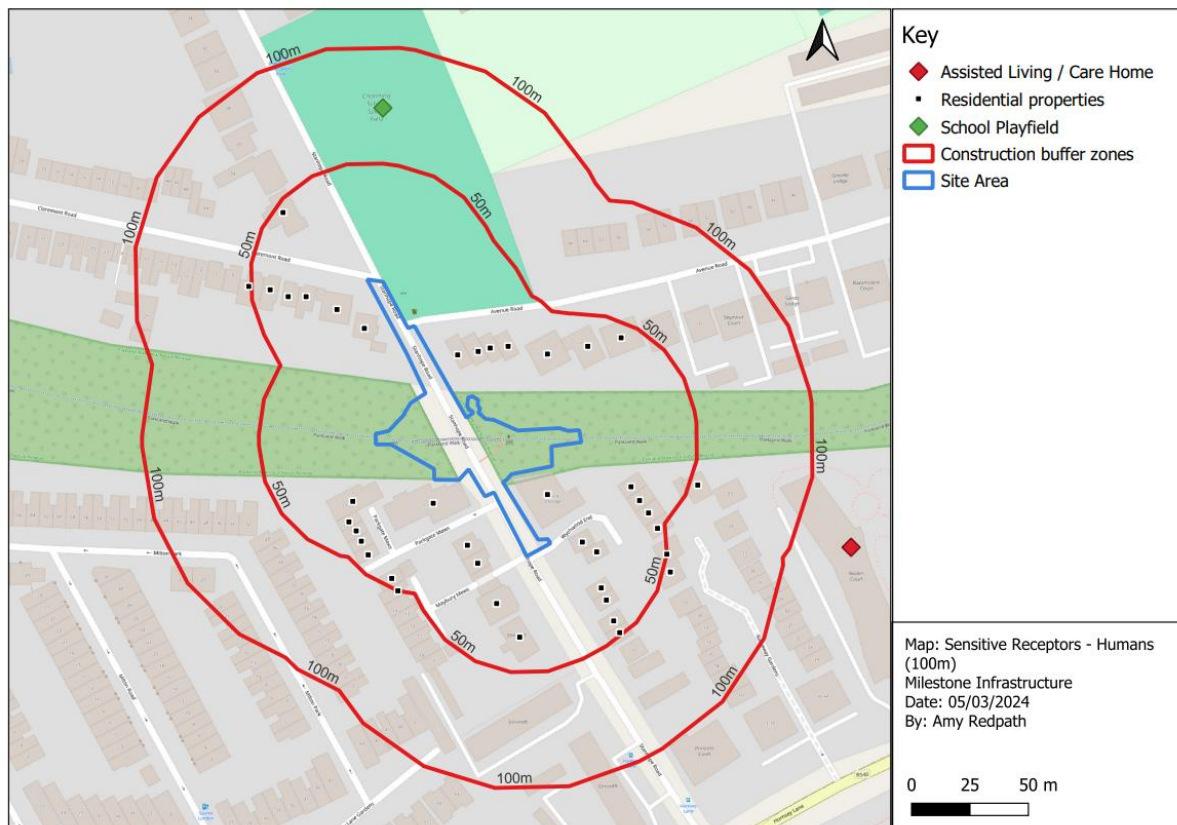


Figure 5: Sensitive human receptors within the 200m of the site.

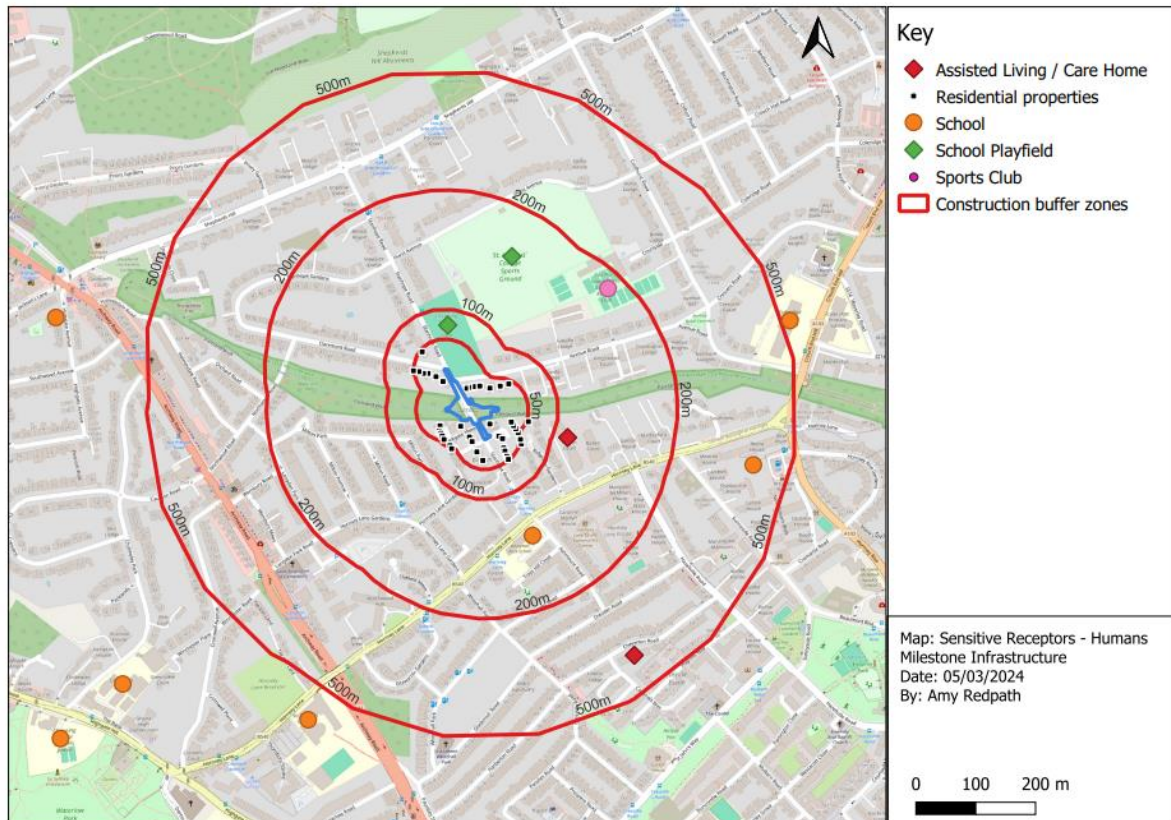


Figure 6: Sensitive human receptors within the local landscape.

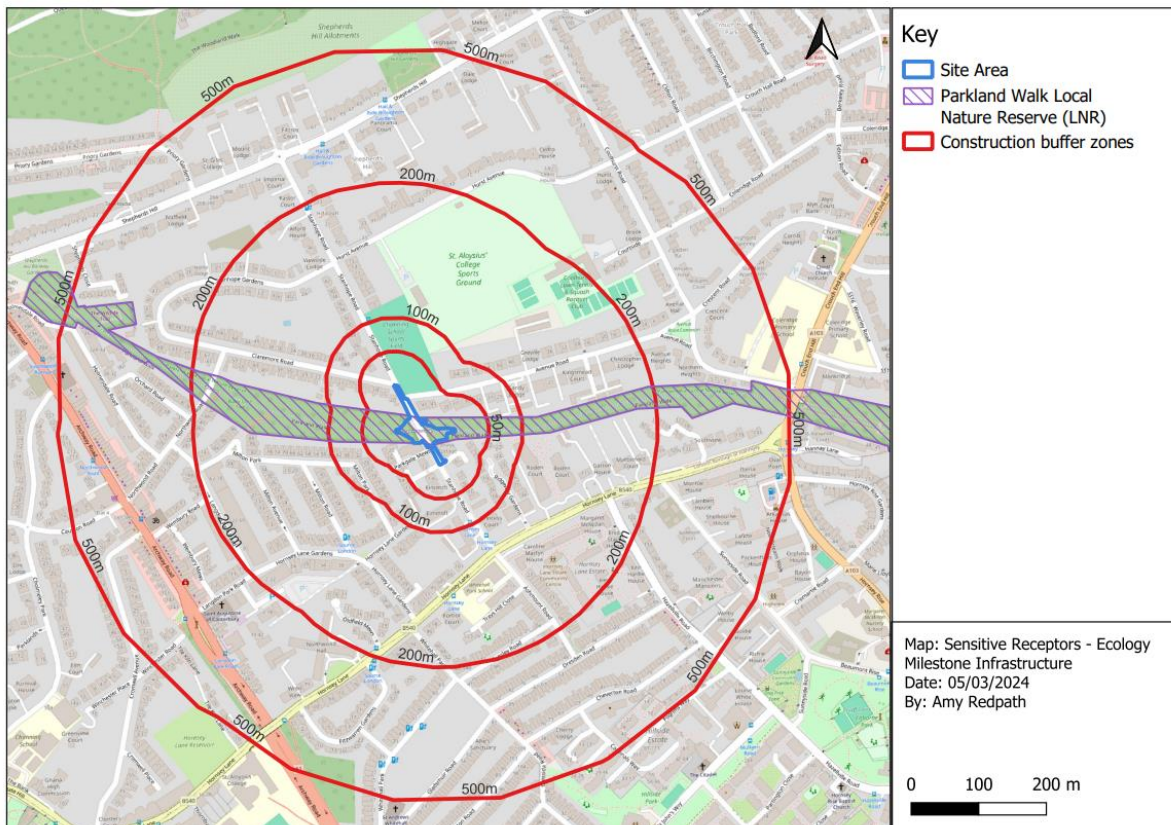


Figure 7: Sensitive ecology receptors within the local landscape.

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Due to the presence of sensitive receptors within with 50m of the site, a detailed assessment is required.

8.0 STEP 2: Assess the Risk of Dust Impacts

The risk of dust arising in sufficient quantities to cause annoyance is determined using four risk categories: negligible, small, medium and high. A Site is allocated to a risk category based on two factors:

- The scale and nature which determines the dust emission magnitude (Step “A); and
- The sensitivity of the area to dust impacts (Step 2B).

Step C shall combine the risk levels of both Step 2A and Step 2B to determine the overall risk category for the four potential activities as outlined in section 6.2 (demolition, earthworks, construction, and trackout).

9.0 STEP 2A: Define the Potential Dust Emission Magnitude

The table below sets out the criteria for dust emission magnitude as described within The Control of Dust and Emissions during Construction and Demolition – Supplementary Planning Guidance (2014).

Table 7: Criteria for dust emission magnitude. Text shown in **bold** are areas most relevant to Stanhope Road Bridge.

Source	Large	Medium	Small
Demolition	• Total volume of building to be demolished >50,000m³, or • Potentially dusty construction material (e.g., Concrete), or on-site crushing and screening, or • Demolition activities >20m above ground level;	• Total volume of building to be demolished 20,000m³ – 50,000m³, or • Potentially dusty construction material, or • Demolition activities 10-20m above ground level	• Total volume of building to be demolished <20,000m³, or • Construction material with low potential for dust release (e.g., Metal cladding or Timber), or • Demolition activities <10m above ground demolition during wetter months.
Earthworks	• Total site area >10,000m² • Potentially dusty soil type (e.g., Clay, which will be prone to suspension when dry to due small particle size), or • >10 heavy earth moving vehicles active at any one time on site, or • Formation of stockpile enclosures • >8m in height; • Total material moved >100,000 tonne (where known).	• Total site area 2,500m² – 10,000m², • Moderately dusty soil type (e.g., Silt), or • 5-10 heavy earth moving vehicles active at any one time, or • Formation of stockpile enclosures 4m – 8m in height, or • Total material moved 20,000 tonnes – 100,000 tonnes (where known).	• Total site area <2,500m², or • Soil type with large grain size (e.g., Sand), or • <5 heavy earth moving vehicles active at any one time, formation of stockpile Enclosures <4m in height, or • Total material moved <10,000 tonnes (where known), or earthworks during wetter months.

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Construction	• Total building volume >100,000m³, or • Piling, or • On site concrete batching; or • Sandblasting	• Total building volume 25,000m³ – 100,000m³, or • Potentially dusty construction material (e.g., concrete), or • On-site concrete batching;	• Total building volume <25,000m³, or • Construction material with low potential for dust release (e.g., metal cladding or timber)
Trackout	• >50 HDV (>3.5t) outward movements in any one day, • Potentially dusty surface material (e.g., high clay/silt content), • Unpaved road length >100 m;	• 10-50 HDV (>3.5t) outward movements in any one day, 29 • Moderately dusty surface material (e.g., high clay content), • Unpaved road length 50 m – 100 m (high clay content);	• <10 HDV (>3.5t) trips in any one day, • Surface material with low potential for dust release, • Unpaved road length <50m

Based on the criteria outlined in the above table, the magnitude of dust emissions generated by the Site are detailed in the table below.

Table 8: Dust emission magnitude from Stanhope Road Bridge works.

Source	Assessment	Potential Sust Emission estimate based on criteria
Demolition	Should the site utilise a crusher on site for the reuse of aggregate, this has the potential to emit dust which shall need to be mitigated for.	Large
Earthworks	The site area is <2500m ² and involves minimal movement of earth or creation of waste. The soil type is largely coarse sand with frequent rootlets.	Small
Construction	The total build is <25,000m ³ however the use of concrete and piling during the rebuild stage has the potential to cause dust.	Large
Trackout	Most plant shall stay within work boundaries as most stockpiles will be kept within the works area to be reused. Only a small amount of waste shall be transported back to the compound and very little waste shall be disposed of offsite. The trackout shall be almost entirely on paved surface with limited open ground at risk of causing dust.	Medium

10.0 STEP 2B: Define the Sensitivity of the Area

The sensitivity of an area to both humans and local ecology takes account of a number of factors including:

- The specific sensitivities of receptors in the area (a);
- The proximity and number of those receptors (b);
- In the case of PM₁₀, the local background concentration (c); and
- Site-specific factors, such as whether there are natural shelters, such as trees or other vegetation, to reduce the risk of wind-blown dust (d).

Examples of Factors Defining Sensitivity of an Area are shown in Table 9 below from the GLA SPG (a & b).

Table 9: Examples of Factors Defining Sensitivity of an Area. Text shown in bold are options areas most relevant to Stanhope Road Bridge.

Receptor sensitivity	Sensitivity of People to Dust Soiling Effects	Sensitivities of People to the Health Effects of PM10	Sensitivities of Receptors to Ecological Effects
High	• Users can reasonably expect an enjoyment of a high level of amenity; or • The appearance, aesthetics or value of their property would be diminished by soiling and 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. • Indicative examples include dwellings, museums and other culturally important collections, medium and long term car parks and car showrooms.	• Locations where members of the public are exposed over a time period relevant to the air quality objective for PM10 (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). • Indicative examples include residential properties. Hospitals, schools and residential care homes should also be considered as having equal sensitivity to residential areas for the purposes of this assessment.	• Locations with an international or national designation and the designated features may be affected by dust soiling; or • Locations where there is a community of a particularly dust sensitive species such as vascular species included in the Red Data List for Great Britain. • Indicative examples include a Special Area of Conservation (SAC) designated for acid heathlands or a local site designated for lichens adjacent to the demolition of a large site containing concrete (alkali) buildings.
Medium	• Users would expect to enjoy a reasonable level of amenity but would not reasonably expect to enjoy the same level of amenity as in their home; or • The appearance, aesthetic or value of their property could be diminished by soiling; or • The people or property would not reasonably be expected to be present here continuously or regularly for extended periods as part of the normal pattern of use of the land; • Indicative examples include parks and places of work	• Locations where the people exposed are workers, and exposure is over a time period relevant to the air quality objective for PM10 (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). • Indicative examples include office and shop workers but will generally not include workers occupationally exposed to PM10, as protection is covered by Health and Safety at Work legislation.	• Locations where there is a particularly important plant species, where its dust sensitivity is uncertain or unknown; or • Locations with a national designation where the features may be affected by dust deposition. • Indicative example is a Site of Special Scientific Interest (SSSI) with dust sensitive features.
Low	• The enjoyment of amenity would not reasonably be expected; or • Property would not reasonably be expected to be diminished in appearance, aesthetics or value by soiling; or • There is transient exposure, where the people or property would reasonably be expected to be present only for limited periods of time as part of the normal pattern of use of the land. • Indicative examples include playing fields, farmland (unless commercially sensitive horticultural),	• Locations where human exposure is transient. • Indicative examples include public footpaths, playing fields, parks and shopping streets	• Locations with a local designation where the features may be affected by dust deposition. • Indicative example is a local Nature Reserve with dust sensitive features

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	footpaths, short-term car parks and roads.		
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As described within Section 7, the type of receptors for this project are largely residential properties, a school playfield, pedestrians and cyclists and ecological receptors such as bats due along the Parkland Walk.

Local background PM₁₀ concentrations (c)

As stated within Section 5.2.1, the local levels for PM₁₀ and PM_{2.5} in 2022 are 19 µg/m³ and 12µg m⁻³ accordingly. These levels fall under UK Air Quality Objective of 40 µg/m³ for PM₁₀ and under 25/m³ for PM_{2.5} at the Haringey location therefore, the annual objective was achieved in 2022.

The largest risk to local receptors from this project is expected to be from dust and not PM₁₀ and PM_{2.5}. In 2022, approximately 18 per cent of total PM_{2.5} emissions and 16 per cent of total PM₁₀ emissions was contributed to road transport in the UK. Road transport emissions are made up of both exhaust emissions and non-exhaust emissions (brake, tyre and road wear). Due to the low number of fuel burning vehicles, plant and generators on site and through the use of HVO fuel instead of diesel where possible, the projects output for PM₁₀ is considered negligible, however, this shall be further reviewed in the Site Sensitivity Analysis below.

Site-specific factors, such as whether there are natural shelters, such as trees or other vegetation, to reduce the risk of wind-blown dust (d)

The majority of works shall be completed during summer where Parkland Walks tree lined footway shall provide a natural barrier to reduce wind-blow dust to both the west and east of the site. The vegetation is largely made up of mature broadleaved trees that with a dense canopy during the warmer months which will provide some protection to residents within close proximity, particularly to the north-east where the prevailing wind is from the southwest. Figure 8 depicts a visual representation of the natural barriers provided by the line of trees in both the compound and site.

Where wind prevails from the north or south, scattered urban trees lining Stanhope Road Bridge provide some additional protection to local residents along the open corridor formed by the road.

The compound area will be reasonably protected from southerly winds by the line of trees to the south, west and east of the compound.



Figure 8 - Annotated aerial image (Google Maps) of the woody vegetated areas providing natural shelters, to reduce the risk of wind-blown dust

Site sensitivity analysis

Based on the site information and the Mayor's guidance criteria, the area sensitivity to dust soil effects on people and property is **Medium**, as seen in the table below.

Table 10: Sensitivity of the area to dust soil effects on people and property taken from Table 4.2 of The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance. **Bold text highlights the relevant sensitivities for Stanhope Road Bridge.**

Receptor Sensitivity	Number of Receptors	Distance from the source (m)			
		<20	<50	<100	<350
High	>100	High	High	Medium	Low
	10-100	High	Medium	Low	Low
	1-10	Medium	Low	Low	Low
Medium	>1	Medium	Low	Low	Low
Low	>1	Low	Low	Low	Low

Based on the site information and the Mayor's guidance criteria, the area sensitivity of the area to human health impacts is **Low**, as seen in the table below.

Table 11: Sensitivity of the area to human health impacts taken from Table 4.3 of The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance. Bold text highlights the relevant sensitivities for Stanhope Road Bridge.

Receptor Sensitivity	Annual Mean PM ₁₀ concentration	Number of Receptors	Distance from the source (m)				
			<20	<50	<100	<200	<350
High	>32µg/m ³	>100	High	High	High	Medium	Low
		10-100	High	High	Medium	Low	Low
		1-10	High	Medium	Low	Low	Low
	28-23µg/m ³	>100	High	Low	Medium	Low	Low
		10-100	High	Medium	Low	Low	Low
		1-10	High	Medium	Low	Low	Low
	24-28µg/m ³	>100	High	Medium	Low	Low	Low
		10-100	High	Medium	Low	Low	Low
		1-10	Medium	Low	Low	Low	Low
	<24µg/m ³	>100	Medium	Low	Low	Low	Low
		10-100	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
Medium		>10	High	Medium	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
Low		1-10	Low	Low	Low	Low	Low

Based on the site information and the Mayor's guidance criteria, the area sensitivity to ecology is **Low**, as seen in the table below.

Table 12: Sensitivity of the area to ecological impacts taken from Table 4.4 of The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance. Bold text highlights the relevant sensitivities for Stanhope Road Bridge.

Receptor Sensitivity	Distance from the source (m)	
	<20	<50
High	High	Medium
Medium	Medium	Low
Low	Low	Low

The overall sensitivity of the area to effects caused by construction activities based on the criteria presented above is summarised in the table below.

Table 13: Stanhope Road Bridge areas of sensitivity

Activity	Dust soiling		Human effects of PM ₁₀		Ecological impact	
	Sensitivity	Comment	Sensitivity	Comment	Sensitivity	Comment
Demolition	Medium	0-10 high sensitivity receptors (residential dwellings) less than 20m from the proposed site	Low	Background annual mean PM ₁₀ concentration on site is less than 24µg/m ³ (a). There are 0-10 high	Low	The site is located within a Local Nature Reserve (within 20m from site)
Earthworks	Medium		Low		Low	

Construction	Medium	boundary	Low	sensitivity receptors (residential dwellings) less than 20m from the proposed site boundary	Low	with dust sensitive features.
Trackout	Medium	10-100 high sensitivity receptors less than 50m from the proposed site Boundary including a school playfield.	Low		Low	

11.0 STEP 2C: Define the Risk of Impacts

Based on the site information and following the GLA SPG document, the overall risk of receptors to dust soiling effects, PM₁₀ effects, and ecological impacts are presented in the table below.

Due to the potential use of a crusher for the reuse of materials and a small amount of piling, there is a high risk of dust during both the demolition and construction phases. These areas shall be mitigated as part of the control measures set out in Section 12.0. All other areas of work are expected to have low or negligible risk for dust, PM₁₀ and ecological impacts.

Table 14: Summary dust risk table to define site-specific using Tables 4.6-4.9 of The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance.

Activity	Dust soiling	Human effects of PM ₁₀	Ecological impact
Demolition	High	Low	Low
Earthworks	Low	Negligible	Negligible
Construction	High	Low	Low
Trackout	Low	Low	Low

12.0 Dust and Emission Control Measures

12.1 General Provisions

Industry best practices shall be implemented at all times to minimise dust emissions. The following general procedures should take place:

- The AQDMP shall be accessible and effectively communicated to all stakeholders on site.
- All relevant stakeholders will undergo appropriate training in line with dust mitigation methods outlines within this document.
- Good housekeeping procedures will be implemented and effectively managed to ensure limitation of dust and air pollution.
- Controls to mitigate dust and air pollution outlined in this document will be adhered to during the entire projects lifespan.

12.2 Site management

12.2.1 Stakeholder Engagement

- A stakeholder meeting organised by LBH prior to construction shall provide an opportunity to communicate the potential risk of dust and mitigations to all relevant parties.
- Signage shall be displayed on public noticeboards describing the progress on site and explaining the reason for any activity that has the potential to cause nuisance for locals including dust. This shall be regularly updated and will include a contact number for the community liaison officer.
- A complaints system shall be available to all members of the public with the number available on the sites boundaries. All complaints shall be responded to and recorded in a central log. These will be made available to the local authority where requested.
- Through the use of signage described above and direct contact with groups such as Friends of the Parkland Walk and Channing School, we aim to mitigate any potential complaints by addressing concerns early on.
- No other local works are expected within the local facility within the same timeframe which could otherwise increase the risk of cumulative effects.

12.2.2 Site Inspections

- The Site Management Team and Environmental Advisor will undertake regular inspections to assess and inspect environmental compliance.
- All inspections will be completed, and findings recorded using the Health Safety Environment Inspection template on Procore.
- Any non-conformances will be shared with the site team and client if requested.
- The Environmental Advisor will complete joint inspections with the client where requested.
- The frequency of site inspections will be increased when activities with a high potential to produce dust and emissions are being carried out, and during prolonged dry or windy conditions.

12.3 Preparing and maintaining the site

12.3.1 Site Layout

- A site layout plan will be developed indicating the locations of the main dust causing activities with regards to the most sensitive receptors identified in Figures 5-7. The plan will be accessible to all contractors.
- The works will be planned so where practicable, works causing the largest amount of dust pollution will be completed away from sensitive receptors.
- The main contractors will also use appropriate methods, such as the erection of barriers along the site boundary, where appropriate, to mitigate the spread of dust to local residents and ecological receptors.

- The compound layout will be designed to mitigate dust as much as possible. This will largely be preventing waste from escaping (see Section 12.7) and keeping the topsoil bund covered or self-seeded to ensure it does not increase the risk of dust to nearby receptors.

12.3.2 Site Maintenance

- Mud tracked onto the highway will be avoided as reasonably practicable it can lead to dust when dry and can also pollute local waterways and sewers.
- All fencing, barriers and scaffolding should be regularly cleaned using wet methods, where possible to prevent re-suspension of particulate matter.

12.3.3 Monitoring

Environmental Monitoring Stations to continuously monitor dust (PM₁₀), noise and vibration, and will be located in two locations within close vicinity to sensitive receptors as shown in Figure 9 below. Dust levels approaching the trigger levels will alert the site team via automatically generated emails.

The monitoring stations will be set out at least one week prior to works beginning establish a base level of dust within the work environment.



Figure 9: Approximate locations of the environmental stations which monitor noise, dust and vibration on Stanhope Road Bridge.

To supplement the particulate monitoring, the Project Manager will ensure that regular visual inspections are made across the site and its perimeter on a daily basis in order to identify any increases in dust.

The Project Manager is responsible for onsite monitoring and recording. However, this can also be completed by trained personnel. The inspections will focus on:

- Monitoring for conditions likely to increase the risk of dust release.
- Visual assessment of any dust release.
- Monitoring of any visible surface soiling.

The results of these inspections shall be recorded in the site diary. This will include both the prevailing conditions at the time of the observation (weather and nature of activity), and location of any visual increases in dust.

Milestone will provide a report to LBH Project Management Team on a monthly basis which will contain the previous months results from the environmental monitors. LBH Project Management Team are to distribute as appropriate to the wider LBH teams for on-going assessment.

If visual dust monitoring around the perimeter of the site indicates a problem or the dust monitors are triggered, the contractor will respond as follows:

1. STOP work and contact Site Agent/Project Manager immediately.
2. Damp down working area before recommencing work.
3. Review working methods to ensure best practicable means are being used.
4. Review weather forecasts to confirm whether additional control measures are required.
5. Record on Optimus reporting system. All incidents are investigated, and appropriate corrective action taken.

Should dust be released to the surrounding environment as a result of a particular activity, control measures would then be reviewed, and corrective measures applied until the dust levels return to normal. The activity will be reviewed in order to prevent re-occurrence.

12.3.4 Dealing with spillages

- All site staff will receive a toolbox talk on the spill response and incident reporting procedure prior to commencing work onsite.
- Any fuels, oils or hazardous materials will be appropriately stored and kept in bunded areas to prevent pollution of surface and ground waters.
- Spill kits will be provided on site for the duration of the works and construction staff trained in their correct application.
- Static plant equipment such as compressors, generators, and tower lights will be equipped with drip trays.
- Management of spillages are set out within the Stanhope Environmental Emergency Response Plan (Appendix F of the CEMP).

12.4 Reducing Emissions from vehicles

- The site is located within the Low Emission Zone (LEZ), Ultra Low Emission Zone (ULEZ) and Direct Vision Standard (DVS) scheme area. All mobile vehicles associated with the demolition / construction will comply with the standards of the London Low Emission Zone. For HGVs, the standard is Euro IV for PM and for heavier vans it is Euro 3.
- All non-road mobile machinery (NRMM) will comply with the standards set within the GLA SPG. Confirmation of the sites registration is provided in Appendix C.
- The Construction Logistic Plan (CLP) details the transport to and from site including delivery schedules, timings and locations for unloading. The Plan aims to minimise queuing traffic.
- A Travel Plan will be created which supports sustainable travel to site during construction which will include walking, cycling and public transport.
- To limit emissions from plant and vehicles on site, the following measures will be implemented:
 - All vehicles and plant will be switched off when not in use
 - To limit emissions from construction equipment such as generators where reasonably practicable the use of diesel or petrol powered generators will be reduced by using mains electricity or battery powered equipment.
 - Construction plant and vehicle exhausts should be directed away from the ground and be positioned at a height to facilitate appropriate dispersal of exhaust emissions.
 - Where suited to the vehicle, all non-road mobile machinery will use HVO fuel where possible.
 - Latest machinery models with suitable aftertreatment systems will be used where appropriate.

12.5 Reducing dust from plant, vehicles, and machinery

- Plant will be operated and maintained in accordance with the manufacturer's written recommendations.
- Vehicle, plant, and equipment maintenance records will be kept on site, and made available when requested.
- The speed limit on site will be set to 10mph. During the drier summer month speed limits may be further reduced to minimise dust accumulation.
- Where reasonable to enable operations to be effectively completed, the movement of plant and on-site vehicles shall be kept to a minimum.
- Construction plant will operate away from sensitive receptors where possible.
- On-site plant will be chosen carefully to avoid plant that are likely to generate excessive quantities of dust. Should this be unavoidable enclosing, shielding or provision of filters will be employed.

12.6 Operations

12.6.1 Mobile crushing plant

Providing the material is suitable to use, the existing bricks and aggregate on site shall be crushed and used as backfill behind the abutment wall. This has yet to be agreed by the Local Authority and a permit would be required and kept on site. Should this occur at Stanhope Road Bridge, work shall be in line with the Process Guidance note PG 3/16 (04)12 at all times and further management details added to this section outlining mitigation to prevent nuisance to local receptors.

12.7 Transportation, storage and handling of materials and wastes

To limit dust pollution through the storage and transportation of material and waste, the following measures will be taken as appropriate:

- Where waste has been produced, this will be removed from site as soon as possible.
- No burning of any material is permitted on-site.
- Vehicles transporting materials within or outside the construction site will not be overloaded.
- Where possible, storage of stockpiles and bunds are to be kept away from sensitive receptors including site boundaries, watercourses and drainage and should take into account the predominant wind direction
- Stockpiles, mounds and bunds will be kept at a suitable angle and shape to avoid material slippage.
- Surfaces of long-term stockpiles, that present a risk of dust or air pollution, will be stabilised or be covered with appropriate sheeting or kept watered down
- Fine dry material will be stored inside buildings or enclosures.
- Mixing of large quantities of concrete or other powered materials and slurries are to be completed within a sheltered area away and from sensitive receptors where possible.
- Mixing powered materials such as concrete will be completed using a process suitable for the prevention of dust emissions.
- Waste skips must sufficiently hold all waste and should remain level with the top of the skip. No waste should overflow the skip.
- Materials will not be accepted, nor should any further exaction be completed under the following circumstances:
 - If there is insufficient storage capacity within the waste storage area.
 - If there are extreme weather conditions, such as site flooding,
 - Abnormal site conditions preventing normal working
- During prolonged dry or excessively windy condition the disposal frequency from site to third party may be increased
- Site perimeter fencing/sheeting will be erected if necessary, behind and/or around the perimeter of stockpiles to capture any airborne debris, dust and particulates prior to it being dispersed off-site.

A Site Waste Management Plan has been created for Stanhope Road Bridge as found within Appendix H of the CEMP.

12.8 Measures specific to demolition

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The demolition phase of works is to the existing bridge structure. Appropriate measures such as the use of tools with fitted dust suppression and/or vacuums will be used by main contractors for any processing, crushing, cutting and grinding activities as required to limit dust pollution.

Dust suppression by spraying with water or using other appropriate measures will be used where required.

12.9 Measures specific to earthworks

To limit dust pollution through excavations and earthworks activities, the following measures will be taken as appropriate:

- To avoid risk of run-off or dust generation topsoil will be stripped as close as reasonably practicable to the period of excavation or other earthworks activities.
- To control dust generation associated with the fall of materials drop heights from excavators to vehicles will be kept to the minimum practicable;
- Dust suppression by spraying with water or using other appropriate measures to be used.
- Reseeding, planting or sealing of completed earthworks will be undertaken as soon as reasonably practicable following completion of the earthworks.

12.10 Measures specific to construction

Cement, sand, fine aggregates and other fine powders will be sealed after use and if necessary, stored in enclosed or bunded containers.

12.11 Measures specific to trackout

12.11.1 Haul routes

Haul routes have been developed in which movement to and from site will be completed to access the works area (Figure 4). These have been developed in line with the following measures:

- The haul route has been designed to avoid main sensitive receptors and control dust emissions as far as reasonably practicable.
- Regular inspection of haul routes will be carried out and will be cleaned as suitable to prevent trackout and suppress dust emissions.
- When required, a sweeper shall be used to ensure the public road remains dust free.

12.11.2 Wheel washing

The wheel-washing facility will be used on site within the carriageway to minimise dust and air pollution. The water from this will be captured and transported off site for disposal to a correctly licenced facility. It will not enter the drainage on site.

12.11.3 Covering vehicles

Material deliveries entering and leaving the construction site will be covered by a fixed cover or appropriate sheeting suitable for the purposes of preventing materials and dust spillage.

12.11.4 Dust suppression

As discussed within Sections 12.8 and 12.9 dust suppression will be utilised where required during all stages of work. The quantity of water required for dust suppression will be monitored by the Project Manager to track the usage required.

12.12 Extreme weather conditions

In extreme weather conditions i.e., extended periods of dry weather, modification and/or stopping of operations will be implemented. The site will be shut down if conditions prevent normal working methods leading to an unacceptable risk, such as an increased risk of pollution from dust emission. Conditions include critical failure of the dust management measures, extreme weather conditions, or emergency situations. The Project manager will be responsible instructing site shutdown in these circumstances.

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Appendix A – Definitions

Document Reference	Definition
Pollution	Pollution is the uncontrolled introduction of substances into the water of that are damaging to the environment.
Annoyance (dust)	Loss of amenity due to dust deposition or visible dust plumes, often related to people making complaints, but not necessarily sufficient to be a legal nuisance.
AQMA	Air Quality Management Area, declared by a local authority where its review and assessment of air quality shows that an air quality objective is likely to be exceeded.
Construction	Any activity involved with the provision of a new structure (or structures), its modification or re-furnishment. A structure will include a residential dwelling, office building, retail outlet, road, etc.
Deposited Dust	Dust that is no longer in the air and which has settled onto a surface. Deposited dust is also sometimes called amenity dust or nuisance dust, with the term nuisance applied in the general sense rather than the specific legal definition.
AQDMP	Air Quality Dust Management Plan; a document that describes the site-specific methods to be used to control dust and air quality emissions.
Dust	Solid particles that are suspended in air or have settled out onto a surface after having been suspended in air. The terms dust and particulate matter (PM) are often used interchangeably, although in some contexts one term tends to be used in preference to the other.
Earthworks	Covers the processes of soil-stripping, ground-levelling, excavation and landscaping.
Effects	The consequences of the changes in airborne concentrations and/or dust deposition for a receptor. These might manifest as annoyance due to soiling, increased morbidity or mortality due to exposure to PM ₁₀ or PM _{2.5} or plant dieback due to reduced photosynthesis. The term 'significant effect' has a specific meaning in EIA regulations. The opposite is an insignificant effect. In the context of construction impacts any effect will usually be adverse, however, professional judgement is required to determine whether this adverse effect is significant based on the evidence presented. There is further discussion of this in Section 10 of this document.
Impacts	The changes in airborne concentrations and/or dust deposition. A scheme can have an 'impact' on airborne dust without having any 'effects', for instance if there are no receptors to experience the impact.
Nuisance	The term nuisance dust is often used in a general sense when describing amenity dust. However, this term also has specific meanings in environmental law: (a) Statutory nuisance, as defined in S79(l) of the Environmental Protection Act 1990 (as amended from time to time). (b) Private nuisance, arising from substantial interference with a person's enjoyment and use of his land. (c) Public nuisance, arising from an act or omission that obstructs, damages or inconveniences the rights of the community.

	Each of these applying in so far as the nuisance relates to the unacceptable effects of emissions. It is recognised that a significant loss of amenity may occur at lower levels of emission than would constitute a statutory nuisance. Note: as nuisance has a specific meaning in environmental law, and to avoid confusion, it is recommended that the term is not used in a more general sense
PM	Abbreviation for particulate matter suspended in the air. PM ₁₀ is airborne particulate matter with an aerodynamic diameter less than 10 microns (um); PM is less than 2.5gm.
Receptor	A location that may be affected by dust emissions during demolition and construction. Human receptors include locations where people spend time and where property may be impacted by dust. Ecological receptors are habitats that might be sensitive to dust.
Risk	The likelihood of an adverse event occurring.
Trackout	The transport of dust and dirt from the construction/demolition site onto the public road network, where it may be deposited and then re-suspended by vehicles using the network. This arises when heavy duty vehicles (HDVs) leave the construction/demolition site with dusty materials, which may then spill onto the road, and/or when HDVs transfer dust and dirt onto the road having travelled over muddy ground on site.

Appendix B – Example Emission Monitoring Form

Investigation Details	
Location of monitoring	
Date & time investigation carried out	
Weather conditions	
Wind direction and speed	
Visual assessment of dust (i.e., negligible, minor not extending beyond boundary, serious dust extending beyond boundary)	
Investigation findings	
Review and Improve	
Improvements needed to prevent a reoccurrence	
Proposed date for completion of the improvements	
Actual date for completion	
If different insert reason for delay -	
Does the dust management plan need to be updated?	
Date that the dust management plan was updated?	
Closure	
Agent review date	
Agent signature to confirm no further action required	

Appendix C – NNRM Registration

Redpath, Amy

From: nrmm@london.gov.uk
Sent: 12 March 2024 13:20
To: Carley, Ryan
Subject: NRMM - Registration of site - Stanhope Road

Dear Ryan

Thank you for registering Stanhope Road. The site is within Greater London

The current emissions requirement on your site is:

All machinery on your site must meet EU Emission Stage IIIB. Because EU Emissions Stages IIIB and IV have not been defined for constant speed engines, this means that all constant speed machinery will effectively be required to meet EU Emission Stage V.

The emissions standards apply to all machinery with an engine power between 37 kW and 560 kW. Please add all in-scope NRMM to the site record as it arrives on your site. You can also use the site to record equipment that does not fall within these power bands. This will assist the enforcement officers to identify machines that they do not need to inspect in detail when they visit the site.

As the site administrator you are expected to ensure that all machinery used over the course of the development is correctly logged, including any retro-fits or other machinery that requires an exemption to operate. You are also expected to ensure that non-compliant machinery, or machinery that has been refused an exemption, is removed promptly. Failure to comply with the NRMM Low Emission Zone can result in formal enforcement action against the site.

Please login to:

Add machinery

Invite machinery administrators to your site

Invite sub-contractors to your site Invite a new site administrator to your site (You should only normally do this if you are handing the site over to a new manager, or to a new company who are taking over a later stage of the development. Please note that if you invite a new site administrator to the site, they will be able to view all existing and previous machinery records for the site.

Machinery administrators can add machinery to the site and view/edit all machinery at that site but will not be able to edit the site details or manage other site users.

Sub-contractors can add machinery to the site and view/edit their own machinery at that site but will not be able to view/edit machinery added by other site users, edit the site details or manage other site users.

Kind Regards

The NRMM Team

