Construction/Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
12/01/2023	A	Dudi Edreyi

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will be planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

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

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

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

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

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

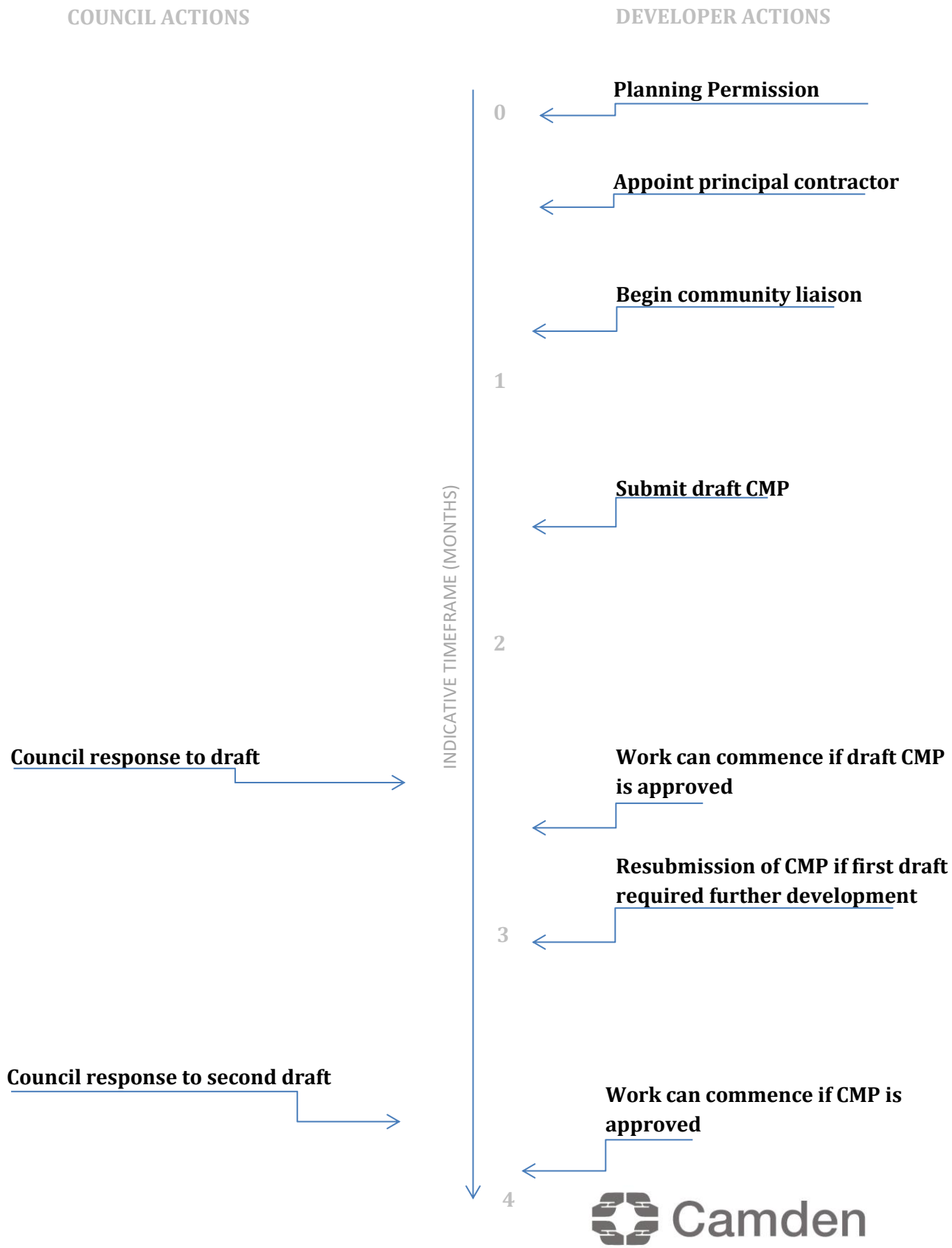
Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (CIA) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

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

Camden

Timeframe


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

Contact

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

Address: 1 Hillfield Road, NW6 1QD

Planning reference number to which the CMP applies: 2019/3109/P

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

Name: **Debbie Edreyi**

Address: **Lower Ground Floor 843 Finchley Road, NW11 8NA**

Email: **info@mandsons.co.uk**

Phone: **020 8905 4104**

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: **Dudi Edreyi**

Address: **Lower Ground Floor, 843 Finchley Road, NW11 8NA**

Email: **management@mandsons.co.uk**

Phone**: 020-8905-4104**

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

Name: As per question 3

Address:

Email:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: **M & Sons Ltd**

Address: **Lower Ground Floor, 843 Finchley Road, NW11 8NA**

Email: **info@mandsons.co.uk**

Phone: **020 8905 4104**

Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies. Please fill up Cumulative Impact Area (CIA) checklist form if site fall within the CIA zone (Central London)

1 - The site is located in a residential street in West Hampstead North West London with residential homes on either side of the property.

2. Site - Location Plan

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

The works to be undertaken are for the excavation of the basement including a new front bay window and front garden area. Erection of single-storey rear extension and green roof above, installation of two roof lights to front roof slope, and replacement dormer window to rear roof slope in the creation of one additional residential unit. Erection of bin and bike store to the rear

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

Works to commence Mid to late-February 2023 for approx. 6 Monts

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

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

This is Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out, and the proposed working hours will be considered on a case-by-case basis.

If the site is within the Cumulative Impact Area (CIA), then Saturday working is not permitted, unless agreed with Camden.

We can confirm that works will be undertaken Monday to Friday 8am – 6pm.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The building is a terrace so the neighbours to the right and left of the building may be effected.

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highways set up plans in advance with Camden if there is any uncertainty with this.

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

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

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

Attached CMP

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

N/A

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires CCS site registration for the full duration of your project including additional CLOCS visits for the full duration of your project. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

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

Construction Scheme company ref: C3112 –we will register the site in the next few weeks and will update with the site registration number.

14. Neighbouring sites

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

There is a work site across the street. Prior to starting we will notify them that we will start work. The width of the road changes.

Transport

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

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

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

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

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

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

15. Name of Principal contractor:

M & Sons Ltd, Lower Ground Floor, 843 Finchley Road NW11 8NA

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

We have risk assessment and site as per attached RA37.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training.

All vehicles over 3.5t will be fitted with blindspot minimisation equipment and audible left turns

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Confirmed

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

Site Traffic

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

18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

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

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

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

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

Attached in Addendum 1

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

All our suppliers and sub contractors will be informed of the routes via email and of site restrictions for deliveries.

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

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

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

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

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

32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 3 deliveries/day for duration of project

b. Please specify the permitted delivery times.

10:00AM – 4:00PM Monday through Thursday

c. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route

that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

There is a site across the road. M & Sons will reach out to liaise when any deliveries that will take more than 30m waiting time from either party

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

N/A

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

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

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

The short road in Hillfield Road leading into Mill Lane

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

N/A

g. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

Deliveries will be instructed to give 20 minutes notice so that employees on site can prepare to unload the materials efficiently.

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

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

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

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

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

N/A

b. Please describe how the entry and exit arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

One traffic marshal will always be ready on site to direct the delivery drivers. They will be instructed and directed to reverse in due to the road being a dead end road and turning around is not an option.

c. Please provide tracking/swept path drawings for vehicles entering/exiting the site if necessary. If these are attached, use the following space to reference their location in the appendices.

N/A

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

A jet wash will always be on site to clean vans/lorries' wheels and clean the road during and after deliveries are made.

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

This section is only relevant if loading/unloading is due to take on the public highway and it has been agreed with Camden that a dedicated pit lane is not viable/necessary. If loading is taking place on site, or in a dedicated pit lane, please skip this section.

a. Please provide the location where vehicles will stop to unload. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Addendum 2.

Should any vehciles witsh to depart from the parking bays during a delivery, the delivery will immediately delay and move to allow for the exit of the departing private vehicle.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process. Please note that deliveries should pause where possible to allow passage to pedestrians.

This is a dead-end road so this is a minimal requirement. In any case, a traffic marshal will be aware of any pedestrians or cyclists whilst deliveries are taking place.

Site set up

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

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

Please note that there is a four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

If the site is on or adjacent to the TLRN (red route), please provide details of preliminary discussions with Transport for London (TfL) in the relevant sections below. Please note that TfL are the highways authority for such routes and all permits will be issued by them.

Consultation with TfL will be necessary if the site requires the use of temporary signals on the Strategic Road Network (SRN), or impacts on bus movement, then TfL will need to be consulted.

Consultation with TfL will be necessary if the site directly conflicts with a bus lane or bus stop.

22. Site set-up and occupation of the public highway

Please provide detail drawings of the site up on the public highway. This should be presented as a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays, hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised.

Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

N/A

b. Please provide details and associated drawings/diagrams showing any temporary traffic management measures needed as part of the above site set up. Alternatively this can be shown as part of the above drawings if preferred. Please note that this must conform to the Safety at Street Works and Road Works Code of Practice.

N/A

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are allowed for a maximum period of 6 months only. Information regarding parking suspensions can be found here. For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a Temporary Traffic Restriction (TTR) will be required for which there is a separate cost. Please note that any temporary changes to parking and loading to be delivered using a TTR need to be consulted upon as part of our legal obligations as a highways authority. Camden may require separate consultation to take place specifically around such changes if these have not been adequately reflected in any prior consultation as part of the CMP process.

A space cannot be suspended for convenience parking, a trade permit is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

Please provide details of any proposed such changes on the public highway which are necessary to facilitate the construction works. Where these changes apply to parking bays, please specify the type of bays that are to be impacted and the anticipated timeframes.

A trade permit will be applied for.

24. Motor vehicle/cyclist diversions/pedestrian diversions

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

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar temporary facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

N/A

25. Services

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility

companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

N/A

Environment

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

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

Digging, drilling, banging. Noisy works will commence through 9:00AM – 5:00PM

29. Please confirm when the most recent pre-construction noise survey was carried out and provide a copy. If a noise survey has not taken place, and it has been requested by the local authority, please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

N/A

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

N/A

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

The main source of noise will be in the first 4-6 weeks of the project when the digging takes place. This will be largely shielded by the substantial walls and external doors will be kept closed as far as possible when noisy works are undertaken. This will be complimented by having acoustic panels located around fixed tools, such as a bench chop- saw and pillar drill. There will be some drilling required for wall fixings and whenever possible this will be planned towards the middle of weekdays when possible to reduce inconvenience to neighbours.

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

This will be available on site.

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

The majority of the proposed works are internal and thus any dust generated within the premises will not affect the surrounding properties, or general air quality. Any temporary generation of dust from the rear yard will be largely contained within the yard by the hoarding, with the yard regularly swept to minimise any release of dust to the surrounding area in windy conditions.
Generation of exhaust emission from delivery vehicles will be minimal, given the low volume of deliveries and waste collections that are anticipated, and vehicle drivers will be instructed to shut off engines when not required.
An inspection for visible dust emissions in the vicinity of the site boundary (internal and external) would be conducted at least once every working day, with the results of this inspection clearly recorded.
Where operations will create a significant amount of dust, appropriate actions will be taken to keep it to a minimum. Operations to be controlled in this way include:
1) Rubbish dumping in skips – sheeting shall be used to prevent the escape of dust, particularly during transportation.
2) Demolition of rear extension and digging out of strip foundations – To mitigate the effect, a water suppressant or vacuum device will be used.

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

All vehicles will be checked for cleanliness before leaving the site, where necessary the wheels will be cleaned to minimise debris on the highway.
All existing highways used by vehicles entering and exiting from the site shall be kept clean and clear of all dust and debris. All dust, mud spreading onto these highways shall be immediately cleared.

35. For medium or high impact risk level sites, please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

These works will be planned in advance and communicated to neighbouring residents and businesses in advance via the email and website posting of schedules.
All work will be undertaken with regard to best practice and in accordance with British Standards BS 5228-1 2009+A1: 2014.

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at planning application stage in line with the GLA policy The Control of Dust and Emissions During Demolition and Construction 2014 (SPG) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

Confirmed

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

Confirmed

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

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

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

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

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

Noted.

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

N/A

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

Addendum C

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

Confirmed. Designated smoking areas. No bad language culture.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

From 1st September 2015

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

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

From 1st September 2020

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

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

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

a) Construction time period (03/23 - 09/23):

b) Is the development within the CAZ? (Y):

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

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Confirmed. 1 Hillfield Rd, NW6 1QD

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

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

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/business/

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

Washing down plant and machinery, hosing down concrete truck mixers and degreasing engines can potentially lead to a serious pollution incident if not properly controlled. The resulting wastewater should not be allowed to enter surface water drains or road gullies, which will generally discharge into a steam, river or soak away.
None of these activities should be undertaken on site without express permission and supervision by the site manager.

Mental Health Training

44. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the "Building Mental Health" charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining Mates In Mind, which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

Confirmed.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: …Dudi Edreyi……

Date: ……25/01/2023……..

Print Name: …DOVID EDREYI……..

Position: …Site Liaison……

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9

M & Sons Ltd.
building & renovation specialists

Demolition and Construction Management & Logistic Plan

1 Hillfield Road London NW6 1QD

Addendum 1

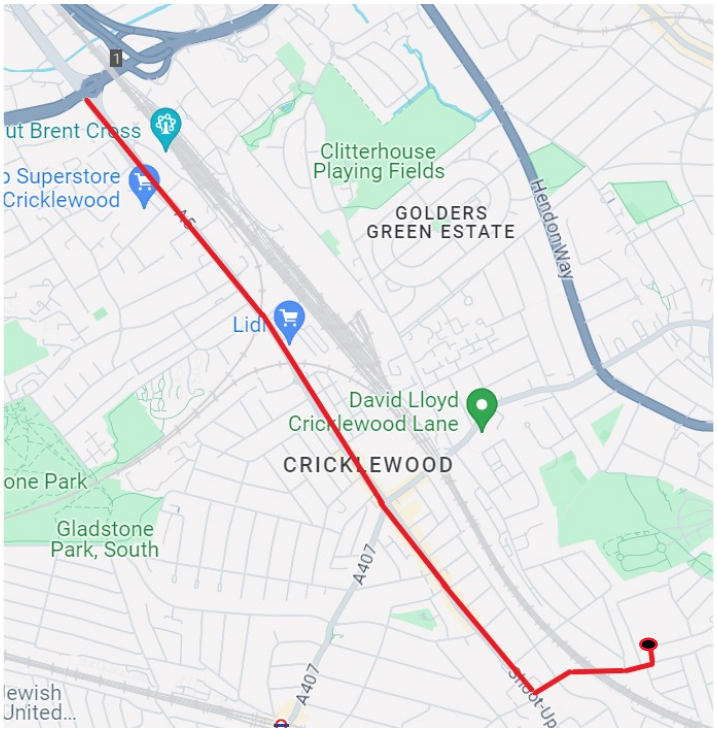
Company Reg. No. 4555461 VAT No. 802 0362 84

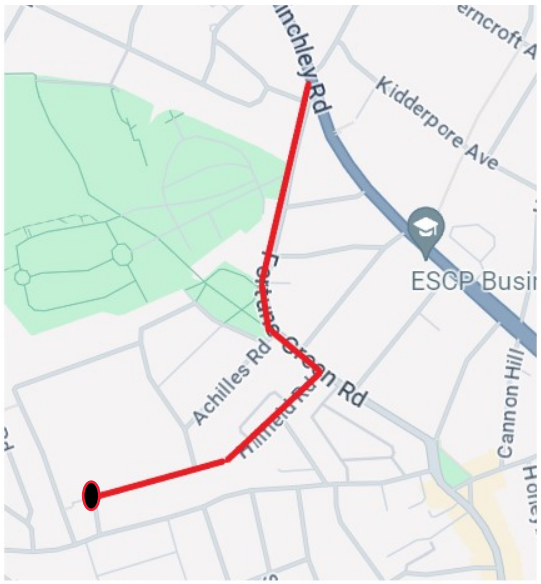
22 Campbell Croft, Edgware, Middlesex, HA8 8DS
T 020 8905 4104 F 020 8958 6060 E info@mandsons.co.uk
w w w . m a n d s o n s . c o . u k

M & Sons Ltd.
building & renovation specialists

Routing of construction vehicles to site

Please see below recommended routes provided to suppliers for the materials ordered and for construction vehicles to site from From Finchley Road





Company Reg. No. 4555461 VAT No. 802 0362 84
22 Campbell Croft, Edgware, Middlesex, HA8 8DS
T 020 8905 4104 F 020 8958 6060 E info@mandsons.co.uk
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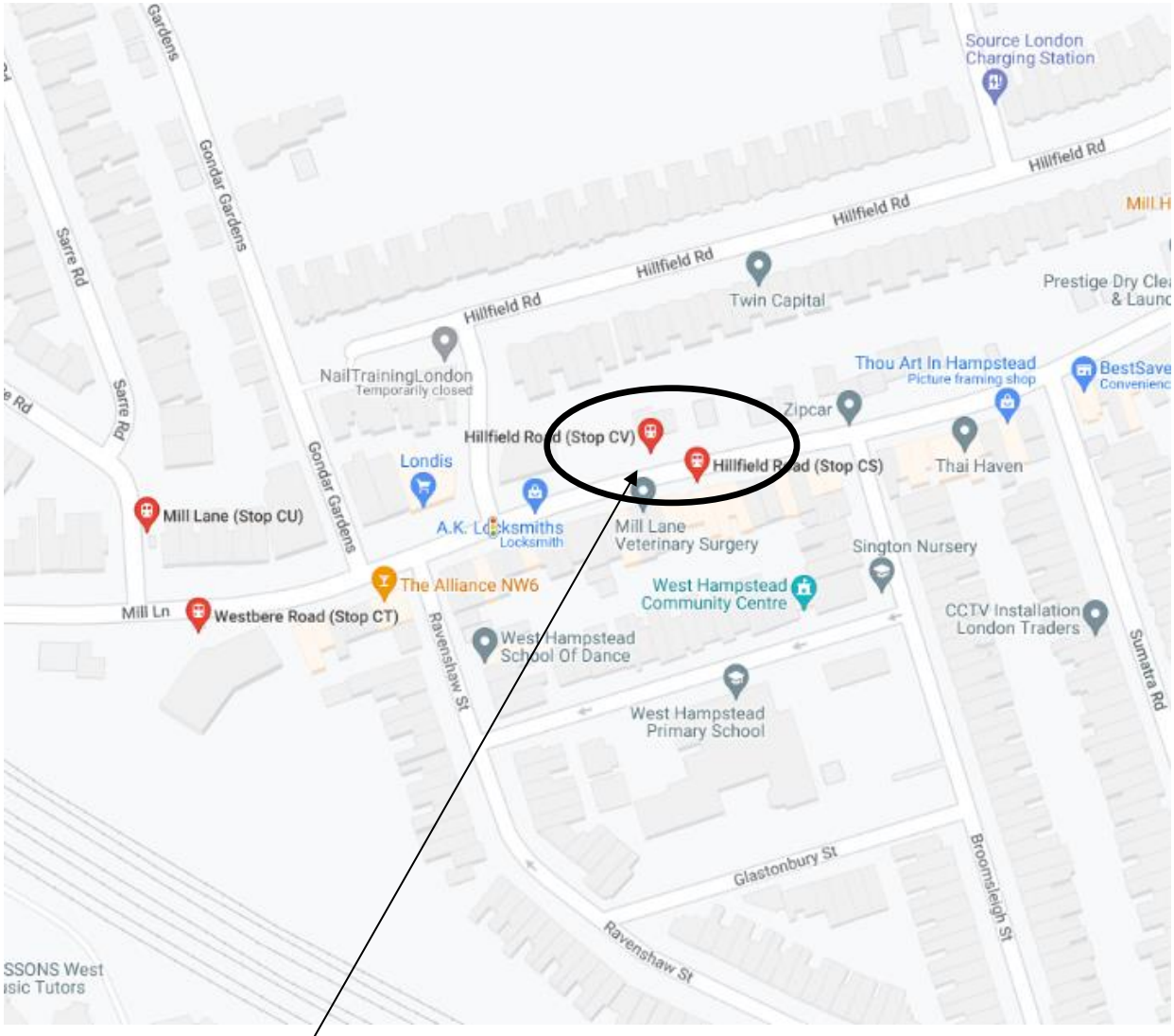
building & renovation specialists

Travel to site for construction staff

The staff working on site have been encouraged and advised to arrive by bus or tube as the location of the project is very accessible using these methods. Bus Routes 13, 102 or 460.

Bus routes to 1 Hillfield Road : - 139 / 16 / 189 / 316 / 32 /98



Closest Bus Stop:

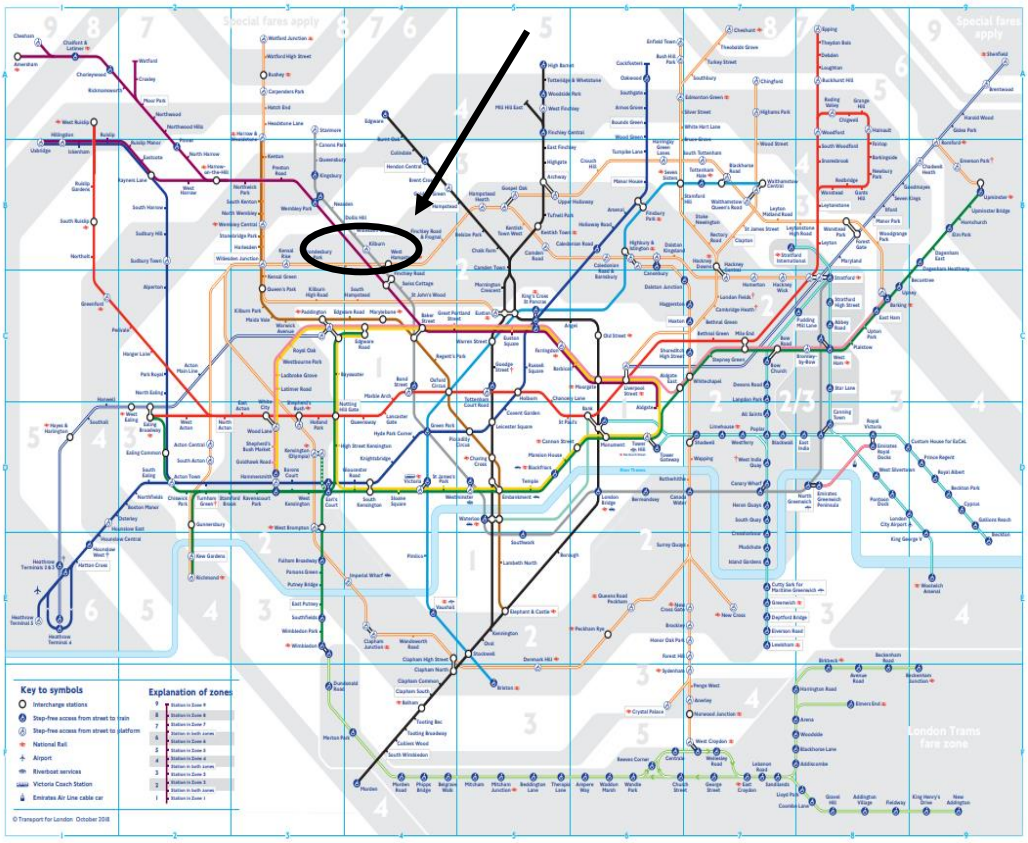
Company Reg. No. 4555461 VAT No. 802 0362 84
22 Campbell Croft, Edgware, Middlesex, HA8 8DS
T 020 8905 4104 F 020 8958 6060 E info@mandsons.co.uk
w w w . m a n d s o n s . c o . u k

M & Sons Ltd.
building & renovation specialists

FMB
The sign of building quality

Tube route to

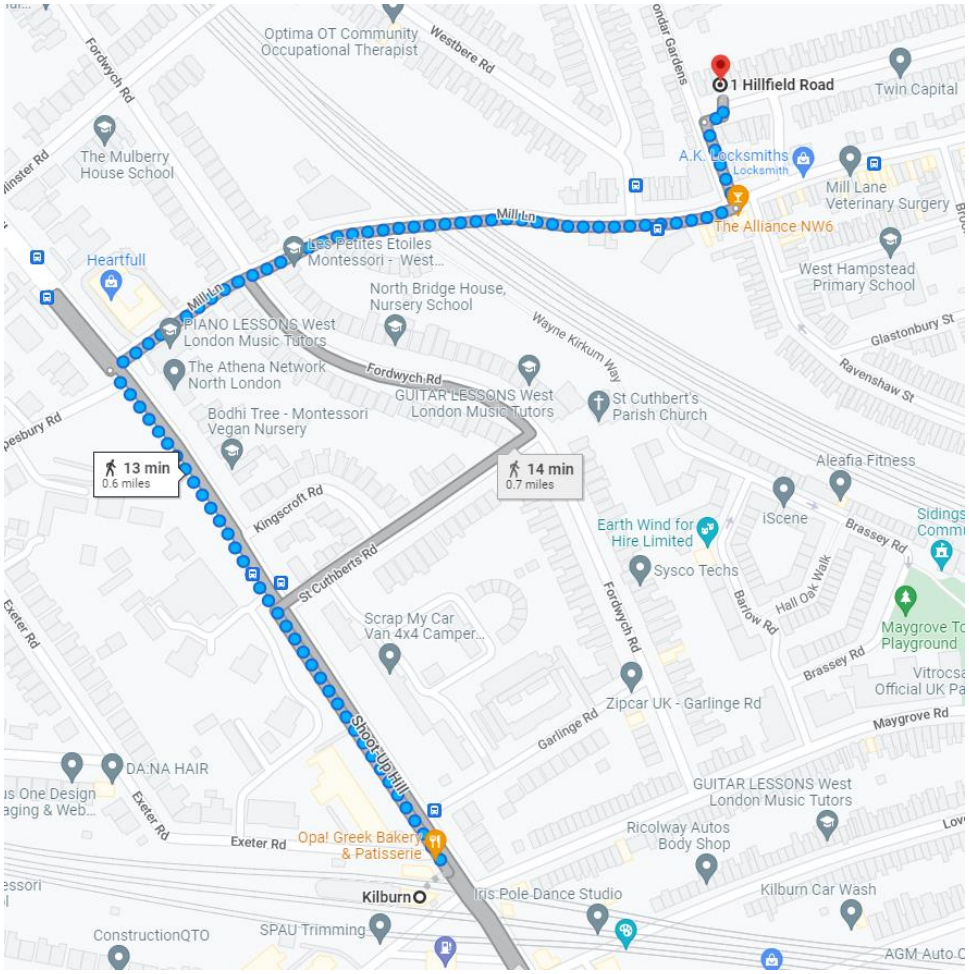
Kilburn Station on Jubilee line



Company Reg. No. 4555461 VAT No. 802 0362 84

22 Campbell Croft, Edgware, Middlesex, HA8 8DS
T 020 8905 4104 F 020 8958 6060 E info@mandsons.co.uk
w w w . m a n d s o n s . c o . u k

Walking Directions from Kilburn Underground Tube Station



Parking

All Workers will be told to travel via Public Transport where possible. Vehicles from M & Sons will park on site inside the boundary where possible.

Please note the below points.

- Log book on site for complaints is located in the site office and accessible to all person.

Company Reg. No. 4555461 VAT No. 802 0362 84

22 Campbell Croft, Edgware, Middlesex, HA8 8DS
T 020 8905 4104 F 020 8958 6060 E info@mandsons.co.uk
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1 Hillfield Road

Asbestos Refurbishment Report

1 Hillfield Road London NW6 1QD

Issued on: 18 Oct 2022

Our Ref: 1 Hillfield Road

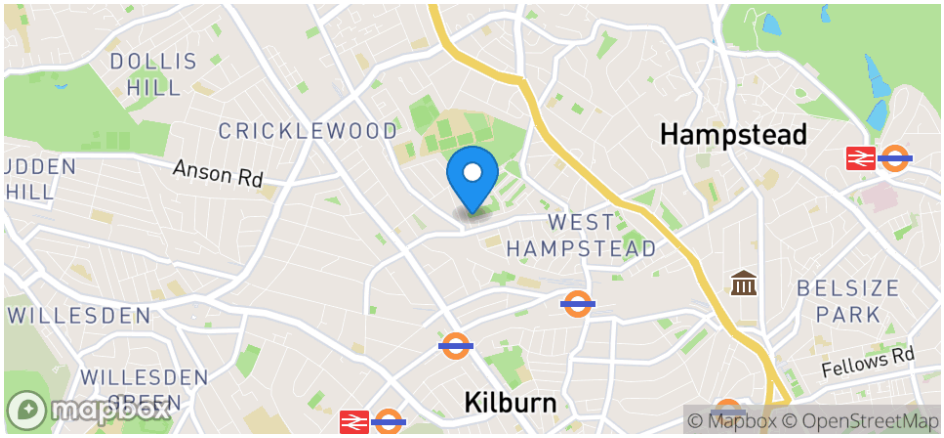
Job Id: 311

Track Safety
01634 505033
robert@tracksafety.uk

TrackSafety

Table of Contents

Report Details

Report By	Track Safety
Client	Elite Building and Developments Ltd
Project	1 Hillfield Road
Site Address	1 Hillfield Road London NW6 1QD
Site Location	
Site Description	End terraced traditionally brick built house.
Scope of Work	This survey is limited to the main house only.
Purpose of Survey	To ensure as far as reasonable prctinle that no ACM's are present
Other Notes	No asbestos detected
Surveyors	Robert Ryce
Survey Dates	14 Oct 2022
QC Date	18 Oct 2022
Issue Date	18 Oct 2022

Totals

An overview of the data collected on site, during the survey

Total Records	Suspect ACM	NAD	Very Low	Low	Medium	High
44	1	0	1	0	0	0

Introduction

This survey was conducted in accordance with **HSG 264 (Asbestos: The Survey Guide)**. Track Safety cannot accept any liability for loss, injury, damage or penalty issues that arise for reasons of survey scope limitations. Track Safety cannot be held responsible for asbestos potentially present in areas of the building not explicitly specified within the client instruction, not indicated on provided site plans or not physically possible to access. Track Safety cannot be held responsible for any damage caused as part of this survey carried out on your behalf. Due to the nature and necessity of sampling for asbestos some damage is unavoidable and will be limited to that necessary for taking of the samples.

Executive Summary

Variations to Scope

Where necessary, the surveyor may deviate from the defined scope - see below for additional information.

Notes	Photo
n/a	

Summary of Asbestos-Containing Materials

These suspected materials were assessed as **asbestos-containing**.

Building / Level / Location	Item	Material	Material Score	Recommendation	Page
Main Building / External / Roofing	Roof tiles	Slate	2 Very Low	Sample when safe to do so	51

Summary of Non-Asbestos-Containing Materials

These suspected materials were assessed as **non-asbestos-containing**.

Building / Level / Location	Item	Material	Page
n/a			

Summary of Areas or Items of Limited Access or No Access

These areas or items could not be fully accessed during survey. Asbestos should be presumed to be present until a further assessment can be undertaken. Note that the survey scope may exclude other areas - see **Report Details (p. 3)** and **Variations to Scope (p. 4)**.

Building / Level / Location	Item	Access / Notes	Photo 1	Photo 2	Page
Main Building / External / Roofing	Roof tiles	No Access / Reasons Of Height			51

Register

The register contains priority scoring, please see **Priority Assessment Scores (p. 58)** and **Risk Assessment Scores (p. 60)** for further information.

Building / Level / Location	Item	Material	Strategy / Sample Id	Extent	Fibre Type	Product Type	Extent of Damage	Surface Treatment	Material Score	Priority Score	Recommendation	Page
Main Building / External / Roofing	Roof tiles	Slate	Presume	Full roof area	Chrysotile	1	0	0	2 Very Low		Sample when safe to do so	51

Survey Inspection Detail

A summary of all items and materials inspected during the survey, including ACMs, non-ACMs, items and areas that could not be fully accessed.

Building / Level / Location	Item	Material	Access / Notes	Material Score	Priority Score	Recommendation	Page
Main Building / -1 / Basement	Ceilings	Timber					
Main Building / -1 / Basement	Floors	Earth					
Main Building / -1 / Basement	Internal walls	Cement					
Main Building / -1 / Basement	Walls	Brick					
Main Building / 0 / From room	Partitions	Lath and Plaster					
Main Building / 0 / Front room	Chimney breast	Brick					
Main Building / 0 / Front room	Floors	Timber					
Main Building / 0 / Front room	Partitions	Plasterboard					
Main Building / 0 / Front room	Walls external	Brick					
Main Building / 0 / Hallway	External walls	Plaster on Masonry					
Main Building / 0 / Hallway	Partitions	Plasterboard					
Main Building / 0 / Rear kitchen	Floors	Concrete					
Main Building / 0 / Rear kitchen	Walls	Brick and plaster					
Main Building / 0 / Rear room	External walls	Brick and plaster					
Main Building / 0 / Rear room	Floors	Timber					
Main Building / 0 / Rear room	Partitions	Lathe in plaster					
Main Building / 0 / Rear room extension	Floors	Concrete					
Main Building / 0 / Rear toilet	Floors	Concrete					
Main Building / 0 / Rear toilet	Partitions	Breeze Block					

table continued from previous page...

Building / Level / Location	Item	Material	Access / Notes	Material Score	Priority Score	Recommendation	Page
Main Building / 1 / Hallway	Floors	Timber					
Main Building / 2 / Bathroom	Floors	Timber					
Main Building / 2 / Bathroom	Partitions	Lath and Plaster					
Main Building / 2 / Bathroom	Partitions	Plasterboard					
Main Building / 2 / Front bedroom	Chimney breast	Solid					
Main Building / 2 / Front bedroom	Partitions	Fibreboard					
Main Building / 2 / Front bedroom	Walls	Brick					
Main Building / 2 / Front bedroom and side	Floors	Timber					
Main Building / 2 / Rear bedroom	Floors	Timber					
Main Building / 2 / Rear bedroom	Walls	Brick and lathe in plaster					
Main Building / 3 / Rear bedroom	Chimney breast	Timber					
Main Building / 3 / Rear bedroom	Floors	Timber					
Main Building / 3 / Rear bedroom	Walls	Brick					
Main Building / 3 / Small room (side room)	Walls	Brick					
Main Building / 3 / Small room (side room)	Walls	Lath and Plaster					
Main Building / 4 / Attic space	All materials and surfaces	--					
Main Building / 4 / Front bedroom	Floors	Timber					
Main Building / 4 / Front bedroom	Walls	Plasterboard					
Main Building / All levels / All levels	Ceilings	Lathe in plaster					
Main Building / All levels / All levels	Ceilings	Lathe in plaster					

table continued from previous page...

Building / Level / Location	Item	Material	Access / Notes	Material Score	Priority Score	Recommendation	Page
Main Building / Between level 4 and 3 / Small room (side room)	Floors	Timber					
Main Building / Between level 4 and 3 / Walls	Walls	Plasterboard					
Main Building / External / Roofing	Roof tiles	Slate	No Access / Reasons Of Height	2 Very Low		Sample when safe to do so	51
Main Building / Hall and stairs /	Floors	Timber					
Main Building / / Between levels 1 and 2	Walls	Brick					

Material and Priority Assessments

Building	Main Building	**Level**	-1
Location	Basement	**Item**	Ceilings
Material	Timber	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	-1
Location	Basement	**Item**	Floors
Material	Earth	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	-1
Location	Basement	**Item**	Internal walls
Material	Cement	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	-1
Location	Basement	**Item**	Walls
Material	Brick	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	From room	**Item**	Partitions
Material	Lath and Plaster	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Front room	**Item**	Chimney breast
Material	Brick	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Front room	**Item**	Floors
Material	Timber	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Front room	**Item**	Partitions
Material	Plasterboard	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Front room	**Item**	Walls external
Material	Brick	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Hallway	**Item**	External walls
Material	Plaster on Masonry	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Hallway	**Item**	Partitions
Material	Plasterboard	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Rear kitchen	**Item**	Floors
Material	Concrete	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Rear kitchen	**Item**	Walls
Material	Brick and plaster	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Rear room	**Item**	External walls
Material	Brick and plaster	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Rear room	**Item**	Floors
Material	Timber	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Rear room	**Item**	Partitions
Material	Lathe in plaster	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Rear room extension	**Item**	Floors
Material	Concrete	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Rear toilet	**Item**	Floors
Material	Concrete	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	0
Location	Rear toilet	**Item**	Partitions
Material	Breeze Block	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	1
Location	Hallway	**Item**	Floors
Material	Timber	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	2
Location	Bathroom	**Item**	Floors
Material	Timber	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	2
Location	Bathroom	**Item**	Partitions
Material	Lath and Plaster	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	2
Location	Bathroom	**Item**	Partitions
Material	Plasterboard	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	2
Location	Front bedroom	**Item**	Chimney breast
Material	Solid	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	2
Location	Front bedroom	**Item**	Partitions
Material	Fibreboard	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	2
Location	Front bedroom	**Item**	Walls
Material	Brick	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	2
Location	Front bedroom and side	**Item**	Floors
Material	Timber	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	2
Location	Rear bedroom	**Item**	Floors
Material	Timber	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	2
Location	Rear bedroom	**Item**	Walls
Material	Brick and lathe in plaster	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	3
Location	Rear bedroom	**Item**	Chimney breast
Material	Timber	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	3
Location	Rear bedroom	**Item**	Floors
Material	Timber	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	3
Location	Rear bedroom	**Item**	Walls
Material	Brick	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	3
Location	Small room (side room)	**Item**	Walls
Material	Brick	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	3
Location	Small room (side room)	**Item**	Walls
Material	Lath and Plaster	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	Level	4
Location	Attic space	Item	All materials and surfaces
Material		Extent	
			
Strategy / Sample Id		Fibre Type	

Building	Main Building	**Level**	4
Location	Front bedroom	**Item**	Floors
Material	Timber	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	4
Location	Front bedroom	**Item**	Walls
Material	Plasterboard	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	All levels
Location	All levels	**Item**	Ceilings
Material	Lathe in plaster	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	All levels
Location	All levels	**Item**	Ceilings
Material	Lathe in plaster	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	Between level 4 and 3
Location	Small room (side room)	**Item**	Floors
Material	Timber	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	Between level 4 and 3
Location	Walls	**Item**	Walls
Material	Plasterboard	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Building	Main Building	**Level**	External
Location	Roofing	**Item**	Roof tiles
Material	Slate	**Extent**	Full roof area
			
Access / Notes	No Access / Reasons Of Height		
Strategy / Sample Id	Presume	**Presumed Fibre Type**	Chrysotile
Recommendation	Sample when safe to do so		

Material Assessment

Product Type (or Debris from Product)	1	**Extent of Damage / Deterioration**	0
Surface Type / Treatment	0	**Asbestos Type**	1
Material Score / Category		2 / Very Low	

Building	Main Building	Level	Hall and stairs
Location		Item	Floors
Material	Timber	Extent	
			
Strategy / Sample Id		Fibre Type	

Building	Main Building	**Level**	
Location	Between levels 1 and 2	**Item**	Walls
Material	Brick	**Extent**	
			
Strategy / Sample Id		**Fibre Type**	

Appendices

Floor Plans

See following pages...

Lab Results, Certificates & Evidence

See following pages...

Types of Asbestos Survey

HSG 264 (Asbestos: The Survey Guide) describes two types of survey:

Management Surveys

A management survey is the standard survey. Its purpose is to locate, as far as reasonably practicable, the presence and extent of any suspect ACMs in the building which could be damaged or disturbed during normal occupancy, including foreseeable maintenance and installation, and to assess their condition. Management surveys can involve a combination of sampling to confirm asbestos is present or presuming asbestos to be present.

Refurbishment and Demolition Surveys

A refurbishment and demolition survey is needed before any refurbishment or demolition work is carried out. This type of survey is used to locate and describe, as far as reasonably practicable, all ACMs in the area where the refurbishment work will take place or in the whole building if demolition is planned. The survey will be fully intrusive and involve destructive inspection, as necessary, to gain access to all areas, including those that may be difficult to reach. A refurbishment and demolition survey may also be required in other circumstances, eg when more intrusive maintenance and repair work will be carried out or for plant removal or dismantling.

Material Assessment Scores

Where ACMs have been identified or presumed, a material score is calculated in accordance with HSG 264 (Asbestos: The Survey Guide). The value assigned to each of the four sample variables is added together to give a total material score between 2 and 12.

Sample Variable	Score	Examples of Score
Product Type (or Debris from Product)	1	Asbestos reinforced composites (plastics, resins, mastics, roofing felts, vinyl floor tiles, semi-rigid paints or decorative finishes, asbestos cement etc)
	2	Asbestos insulating board, mill boards, other low density insulation boards, asbestos textiles, gaskets, ropes and woven textiles, asbestos paper and felt
	3	Thermal insulation (eg pipe and boiler lagging), sprayed asbestos, loose asbestos, asbestos mattresses and packing
Extent of Damage / Deterioration	0	Good condition: no visible damage
	1	Low damage: a few scratches or surface marks; broken edges on board, tiles etc.
	2	Medium damage: significant breakage of materials or several small areas where material has been damaged revealing loose asbestos fibres
	3	High damage or delamination of materials, sprays and thermal insulation. Visible asbestos debris.
Surface Treatment	0	Composite materials containing asbestos: reinforced plastics, resins, vinyl tiles
	1	Enclosed sprays and lagging, asbestos insulating board (with exposed face painted or encapsulated), asbestos cement sheets etc.
	2	Unsealed asbestos insulating board, or encapsulated lagging and sprays
	3	Unsealed laggings and sprays
Asbestos Type	1	Chrysotile
	2	Amphibole asbestos excluding crocidolite
	3	Crocidolite

The material score determines the potential for a material to release asbestos fibres when disturbed. This score is then categorised to describe the potential:

Material Score	2	3	4	5	6	7	8	9	10	11	12
Category	Very Low			Low		Medium			High		

Priority Assessment Scores

The priority assessment is determined by carrying out an assessment of the likelihood of the ACM being disturbed through: **Normal Occupant Activity**, **Likelihood of Disturbance**, **Human Exposure Potential** and **Maintenance Activity**. Guidance on Priority Assessments is provided in HSG 227 (A Comprehensive Guide to Managing Asbestos in Premises) and HSG 264 (Asbestos: The Survey Guide).

The surveyor has carried out a priority risk assessment on your behalf. This is based on the activities witnessed by the surveyor on the day of the survey. This information can contribute to the risk assessment, however **it is the duty holder's responsibility under CAR 2012 to complete the Risk Assessments using the Survey report and his / her own detailed knowledge of the activities carried out within the premises**.

Assessment Parameter	Score	Examples of Score
Normal Occupant Activity		
Main Type of Activity in Area	0	Rare disturbance activity (eg little used store room)
	1	Low disturbance activities (eg office type activity)
	2	Periodic disturbance (eg industrial or vehicular activity which may cause contact with ACMs)
	3	High levels of disturbance, (eg fire door with asbestos insulating board sheet in constant use)
Likelihood of Disturbance		
Location	0	Outdoors
	1	Large Rooms or well-ventilated areas
	2	Rooms up to 100 sq metres in area
	3	Restricted or confined areas
Accessibility	0	Usually inaccessible or unlikely to be disturbed
	1	Occasionally likely to be disturbed
	2	Easily disturbed
	3	Routinely disturbed
Extent / Amount	0	Small amounts or single items (eg strings, gaskets)
	1	Less than 10 sq metres area, or 10 metre pipe run
	2	10 to 50 sq metres area or 10 to 50 metres pipe run
	3	More than 50 sq metres, or 50 metres pipe run
Average Score		Average of scores for **Location**, **Accessibility** and **Extent / Amount** *Maximum score of 3*
Human Exposure Potential		
Number of Occupants	0	None
	1	1 to 3
	2	4 to 10
	3	More than 10
Frequency of Use of Area	0	Infrequent
	1	Monthly
	2	Weekly

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Assessment Parameter	Score	Examples of Score
	3	Daily
Average Time Area is in Use	0	Less than 1 hour
	1	1 to less than 3 hours
	2	3 to less than 6 hours
	3	More than 6 hours
Average Score		Average of scores for **Number of Occupants**, **Frequency of Use of Area**, and **Average Time Area is in Use** *Maximum score of 3*
Maintenance Activity		
Type of Maintenance Activity	0	Minor disturbance (eg possibility of contact when gaining access)
	1	Low disturbance (eg changing light bulbs in asbestos insulating board ceiling)
	2	Medium disturbance (eg lifting one or two asbestos insulating board ceiling tiles to access a valve)
	3	High levels of disturbance (eg removing a number of asbestos insulating board ceiling tiles to replace a valve or for recabling)
Frequency of Maintenance Activity	0	Unlikely - almost never
	1	Less than once a year
	2	Less than once a month
	3	More often than once a month
Average Score		Average of scores for **Type of Maintenance Activity** and **Frequency of Maintenance Activity** *Maximum score of 3*
Total Score		

Risk Assessment Scores

The material score is added to priority assessment score to give a total risk assessment score between 2 and 24. This score can be used to determine the items that require the most immediate attention.

Material Assessment Score + Priority Assessment Score = **Risk Assessment Score**

2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Lowest Risk																						Highest Risk

Asbestos Materials

Asbestos is a naturally occurring mineral composed of soft and flexible fibers that are resistant to heat, electricity and corrosion. These qualities make the mineral useful, but they also make asbestos exposure highly toxic.

Asbestos is a group of six naturally occurring fibrous minerals composed of thin, needle-like fibers. Exposure to asbestos causes several cancers and diseases, including mesothelioma and asbestosis.

Asbestos Morphology

Mineral Group	Fibre Type	Common Name
Serpentine	Chrysotile	White
Amphibole	Amosite	Brown
	Crocidolite	Blue
	Anthophyllite	n/a
	Tremolite	n/a
	Actinolite	n/a

Note: *Anthophyllite was used in limited quantities for insulation products and construction materials. It also occurs as a contaminant in chrysotile asbestos, vermiculite and talc. Tremolite and actinolite are not used commercially, but they can be found as contaminants in chrysotile asbestos, vermiculite and talc.*