Construction/ Demolition Management Plan

Camden

Contents

Camden

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
11/03/2024	1	Advanced Demolition Ltd
15/04/2024	2	Advanced Demolition Ltd

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

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

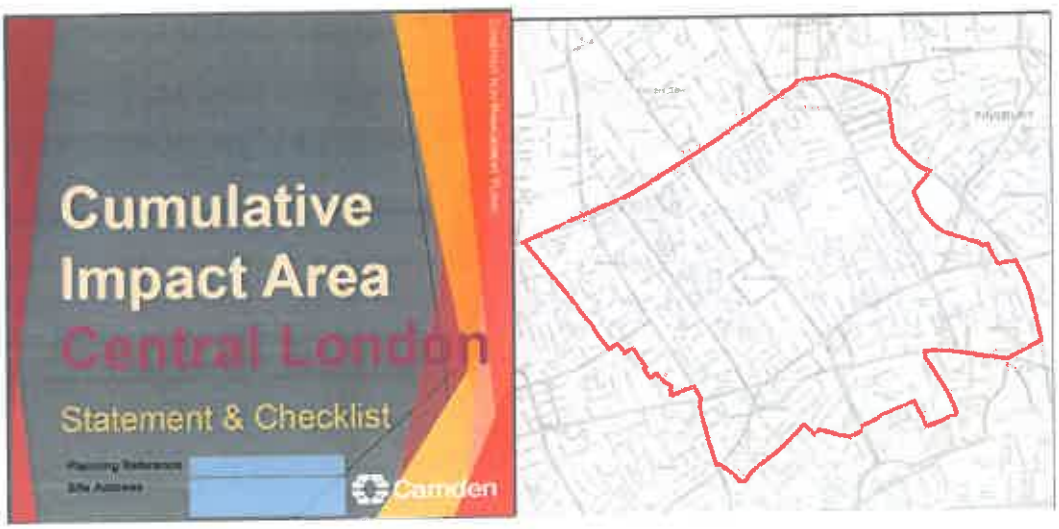
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

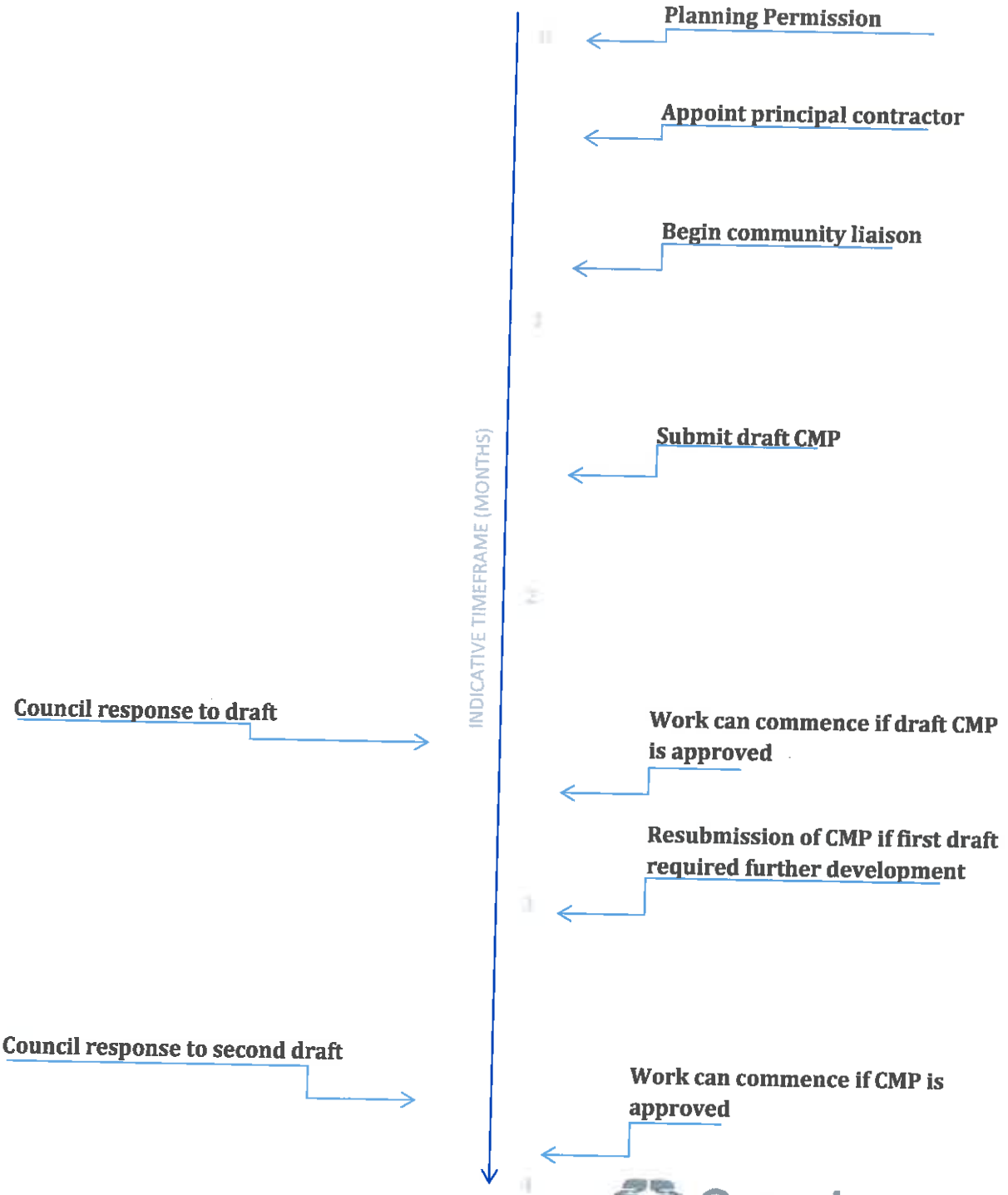
Revisions to this document may take place periodically.

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

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



Timeframe


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

Contact

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

Address: No.4 Oak, Hill Park, London NW3 7LG

Planning reference number to which the CMP applies: 2022/4791/P

(Pre-Planning Application reference 2021/6160/PRE March 2022)

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

Name: Massimo Fanin - BLDA Architects

Address: 211 Design Centre East, Chelsea Harbour, London SW10 0XF

Email: massimo.fanin@blda.co.uk

Phone: 02078385555

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: Amir Rei

Address: Unit 3 London Business Park, 715 North Circular Road, London, NW2 7AH

Email: amir@amirilan.com

Phone: 0208 452 9400

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: Amir Rei

Address: Unit 3 London Business Park, 715 North Circular Road, London, NW2 7AH

Email: amir@amirilan.com

Phone: 0208 452 9400

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: Amirilan Contractors Ltd

Address: Unit 3 London Business Park, 715 North Circular Road, London, NW2 7AH

Email: info@amirilan.com

Phone: 0208 452 9400

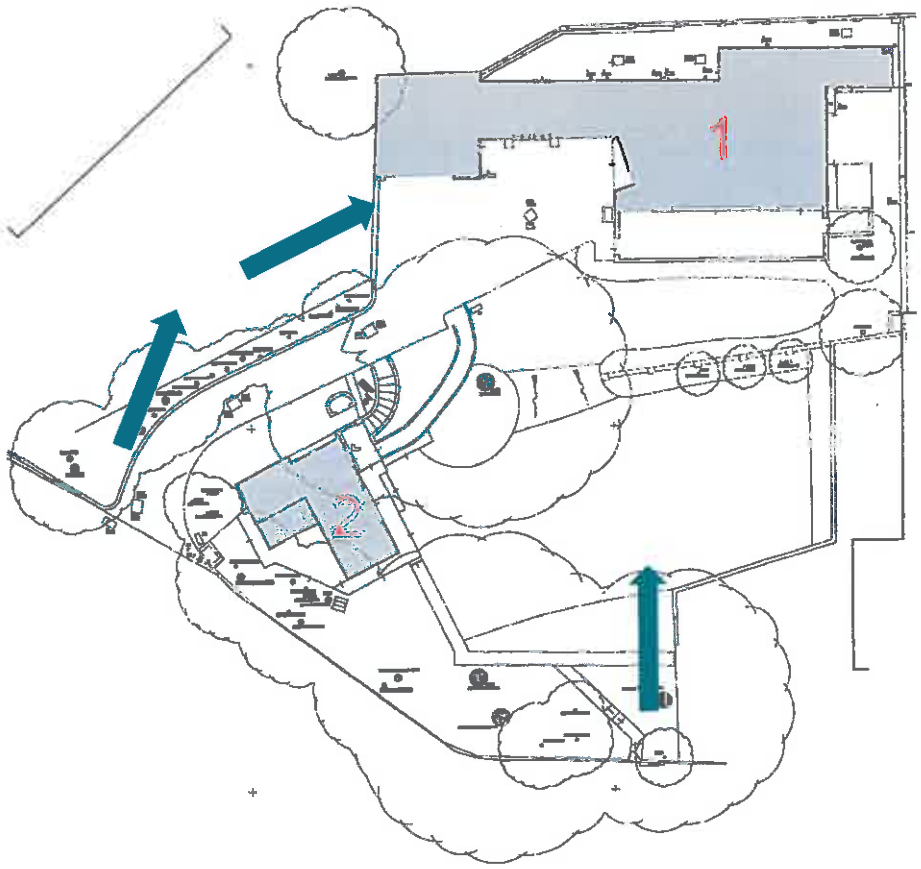
Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The proposed site is located within Oak Hill Park, which is part of the Sub Conservation Area Six: (called `Branch Hill / Pak Hill`) within the borough of Camden (Fig.1). The area is principally woodland on the western slopes of Hampstead in which building play a subordinate role. It is designated a borough Site of Nature Conservation Importance by London Ecology Unit.

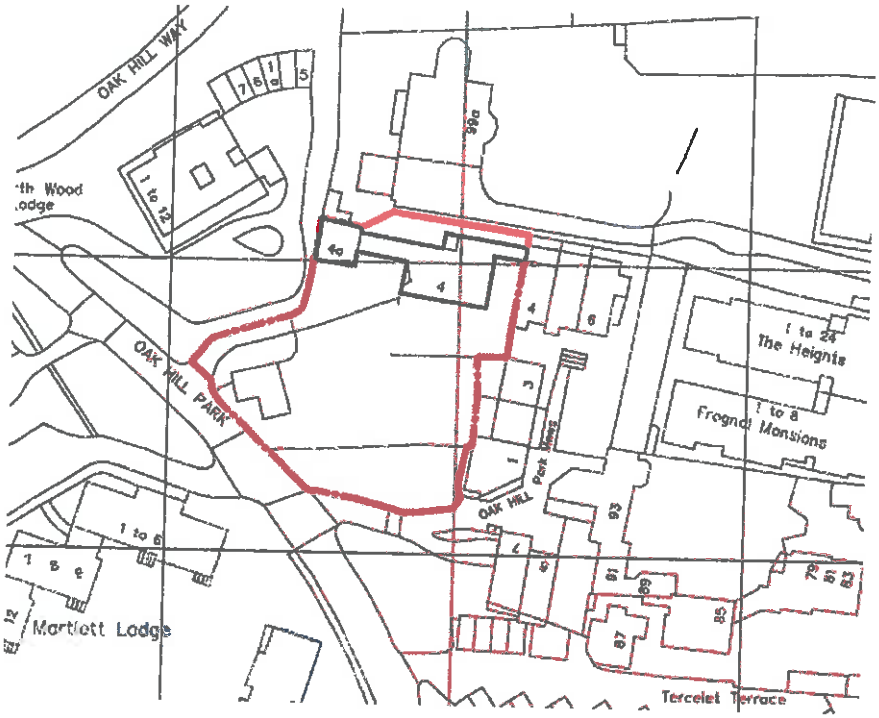
The site is accessed via Oak Hill Park, which is a private road owned by Dawlin Property Management Limited which they have access rights over. There are no rights to park on the road.

Access within the site boundary can be obtained from the private driveway and via an existing garden gate at the south side of the property.



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

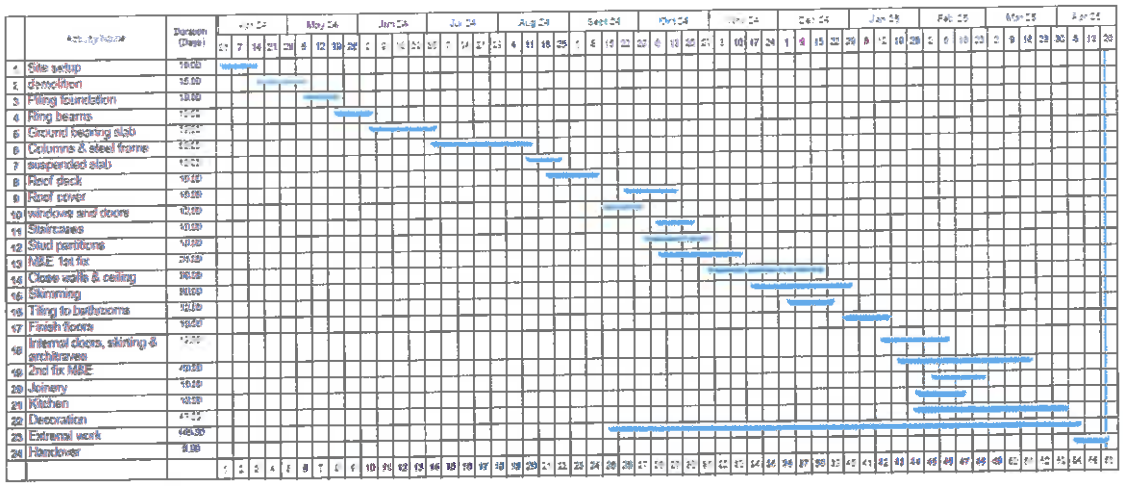
The construction works include the demolition of the existing structure, and subsequent erection of a two-storey detached dwelling to replace the existing dwelling and re-landscaping of the south facing existing garden. Access would be retained via the existing private driveway and via the existing access gate at the south end of the garden along Oak Hill Park.



We are aware of the proposed Healthy School Street zone scheme which may be implemented shortly and would restrict traffic from 8am – 9am and again 3pm – 4pm Monday to Friday during term time. If this does come to fruition during the project, then we will ensure that all operatives and deliveries adhere to the guidelines and those set out by Dawlin Property Management Limited.

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

Camden



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

We confirm that the standard working hours for this site are accepted as the above in accordance with Camden Council and will not be exceeded.

All construction vehicles and staff will be off site by 6pm at the latest. There will therefore be no deliveries taking place as late as 6pm. Any delivery would need to be earlier than this, to allow the vehicle/ contractors to leave by 6pm.

As the application site is close to a number of schools, deliveries will be restricted to between 09:30 and 15:00 Monday to Friday during term times to avoid clashing with pupil & staff arriving/leaving schools.

In consideration for the neighbours and local residents we will not be undertaking "work" on Saturdays in order to give them a "break" from any construction noise, Saturdays will be restricted to tidying and preparing for the planned activities the following week.

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.

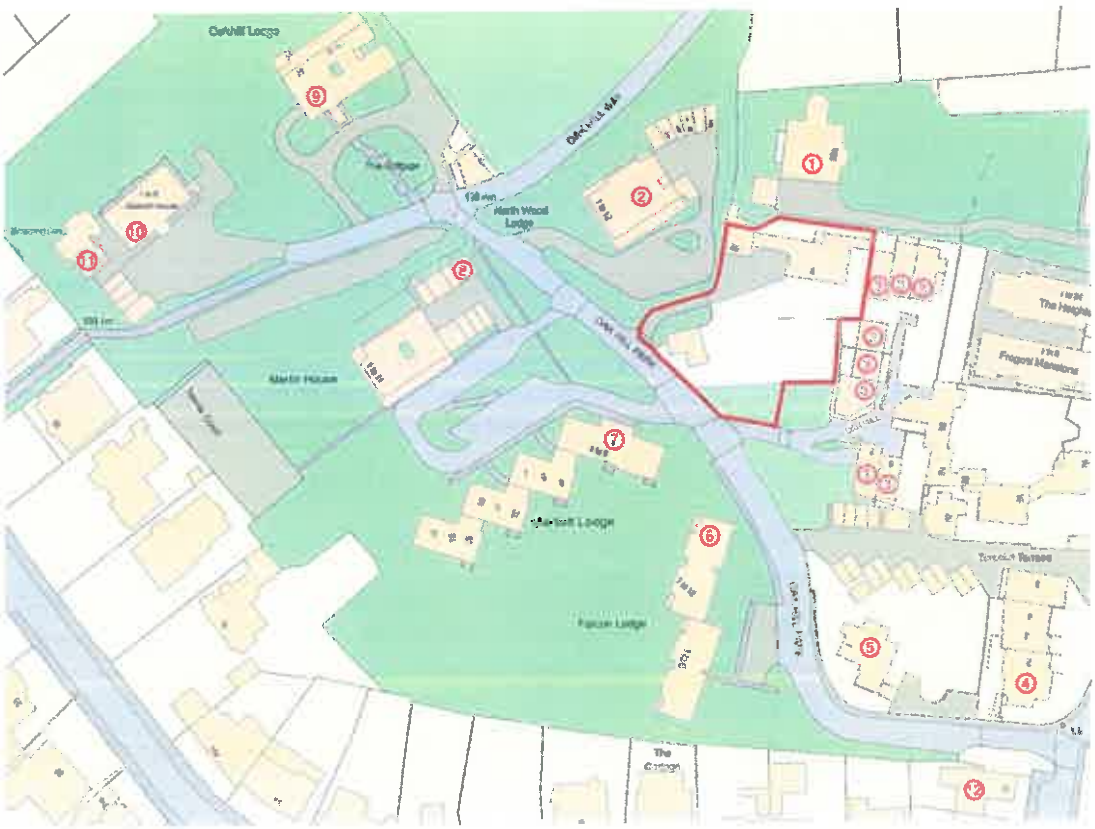
10. Sensitive/affected receptors

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 nearest properties likely to be affected by activities on site are the following:

Please see the below map for sites located within the immediate vicinity of the property.

1 – 99A Frognal
2 – North Wood Lodge
3 – Nos. 1 – 8 Oak Hill Park Mews
4 – Tercelet Terrace
5 – 1 Oak Hill Park
6 – Falcon Lodge
7 – Martlett Lodge
8 – Merlin House
9 – Oakhill Lodge
10 – 1-8 Oakhill House & Kebony House
11 – Weeping Ash
12 – 71 Frognal



11. Consultation

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

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

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

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

Contact with various property owners, residents, local representatives and the emergency services will be maintained throughout the project informing them of the construction process. The site's construction team will deal with any queries and provide immediate response to any issues raised.

The Redington Frognal Association is believed to be the closest residents association to the development and will made aware of all construction activity during the development.

All residents that use Oak Hill Park to access their property will be consulted with, given this road will be the access/ exit route for all construction vehicles.

Therefore, a letter notifying the occupiers about the potential development and offering to either post or email a copy of the CMP will be sent to all the listed properties in close proximity to the development site and all properties that use Oak Hill Park to access their property. This includes the below:

- 99A Frognal
- Nos. 1-6 Oak Hill Park Mews
- Northwood Lodge
- Tercelet Terrace
- 70 Reddington Road
- 1 Oak Hill Park
- Falcon Lodge
- Martlett Lodge
- Merlin House
- Oak Hill Lodge
- Oak Hill House
- Kebony House
- Whispering Ash

The letter that will be sent will describe the development proposals and contact details to submit any queries.

Consultation has taken place and will continue with Dawlin Property Management Limited on the evolution of this plan as detail design is developed and demolition / construction methodology is defined, details will be brokered with the aim to secure jointly agreed initiatives prior to submission of the final CMP to Camden.

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.

Residents will be provided with the opportunity to share their email address and receive email newsletter updates, as part of the letter that will be issued to residents (see Section 11 above).

Amirilan Contractors Ltd will set up communal email newsletter, informing residents of updates and planned works. The newsletter will contain contact information for the site manager and main community liaison point of contact for residents, should any issues or complaints arise.

The contractor will have a Complaints Handling Procedure in place and any resident will be able to request a copy of this, on request.

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. Please provide the CCS site ID number that is specific to the above site.

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

Amirilan Contractors Ltd have registered with Considerate Constructors Scheme with their reference number being C2991

They have reviewed the "Guide for Contractors Working in Camden" available on your website and will comply with

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 are currently works being carried out in Oak Hill Park Mews and planned works at Oak Hill House (planning permission ref. 2022/4200/P), Amirilan Contractors Ltd will assess any impacts and update the Construction Management Plan if & when advised of any new works within the local area.

Transport

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

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

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

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

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

15. Name of Principal contractor:

Amirilan Contractors Ltd

Unit 3 London Business Park

715 North Ciruclar Road

London NW3 7AH

Tel. 0208 450 9400

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

To ensure that the site is compliant to the CLOCS Standard throughout the construction period, the Principle Contractor has committed to undertake the following activities:

- To make it a contractual requirement for all contractors and subcontractors who will undertake construction vehicle movements to have:
  - FORS Bronze accreditation as a minimum. FORS Silver or Gold operators will be appointed where possible.
  - Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (eg. SUD, e-learning, Van Smart, on-cycle training etc).
- Checks of FORS ID numbers will form part of the standard site checks and will be carried out as per an appropriate risk scale.
- Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. Results from these checks will be logged and retained, and, if appropriate, enforced upon accordingly.
- Collision reporting data will be requested from operators and acted upon where necessary

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:

I can confirm that Advanced Demolition have read and understood the CLOCS Standard. The appointed main contractor will have to include the requirement to abide by the CLOCS Standard in all orders to their supply chain.

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

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

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

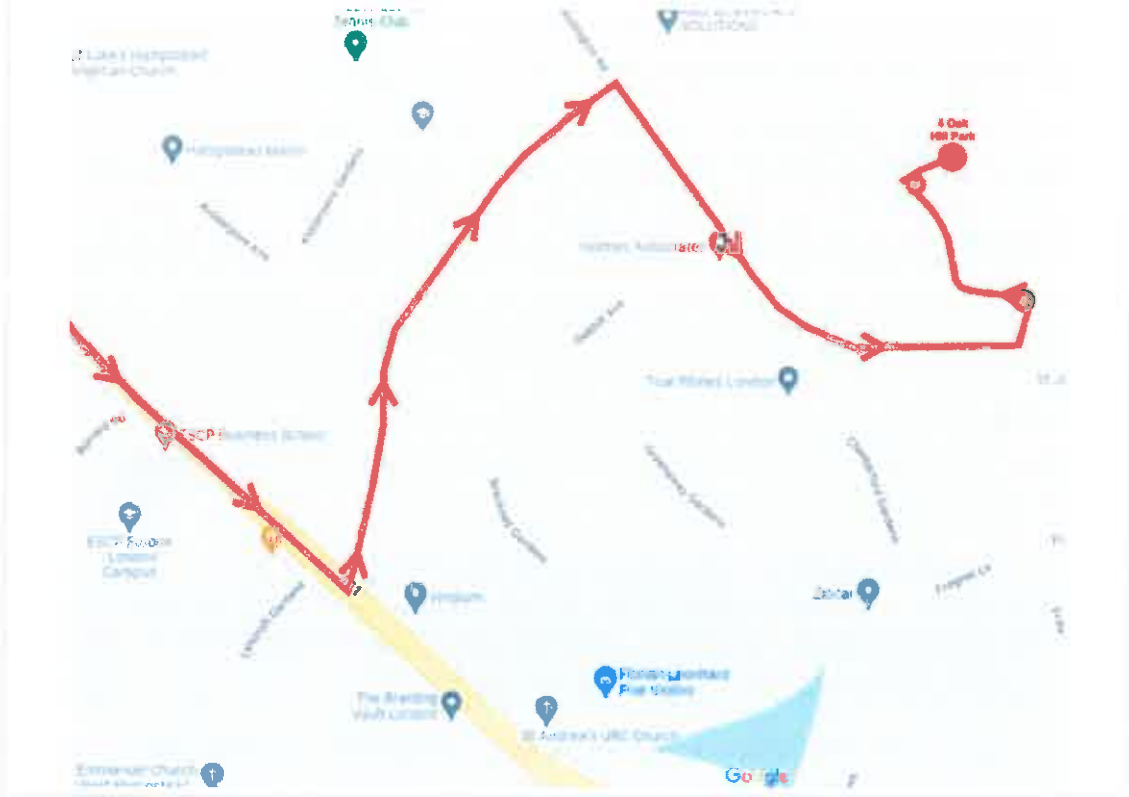
Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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

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

The proposed route is:
- Vehicles will approach the site via Finchley Road, turning onto Heath Drive.
- They will then travel past Bracknell Gardens and turn right onto Reddington Road.
- Upon reaching the end of Redington Road, they will turn left onto Frognal.
- Finally they will take the next left hand turn into Oak Hill Park.

The proposed route will also be used in reverse to exit the property.



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.

Suppliers will be informed of site restrictions and provided with a brief containing the access route to the property. It will be made clear that access via other routes will not be permitted. Once an order is placed and a delivery slot is confirmed, contact details for site will be provided and site manager is to be informed when the delivery is enroute. Failure to adhere to the site arrangements will result in delivery vehicles being turned away by the banksmen located at the entrance to Oak Hill Park via Frognal. If a delivery is proposed to arrive earlier than planned, if this cannot be accommodated or would risk conflict with another delivery, they will be notified that they will not be permitted access to Oak Hill Park and nor will they be permitted to park on Frognal, whilst waiting.

Lastly, site banksmen will be awaiting delivery at the entrance to both Oak Hill Park via Frognal and the 4 Oak Hill Park site, they will guide vehicle into the site, and assist in turning the vehicle around and leaving once the delivery has been made. The position of banksmen is denoted on the above plan with the orange dot.

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

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

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

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

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

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

3.5t van: 2 deliveries/day for duration of project

Demolition Phase
Hook loader Lorries - 10no @ 2/day for 5 days
Tipper Lorries - 30no @ 3/day for 10 days
Construction Phase
12 yard skip - 1/week for 30 weeks
Concrete Lorry - 1/day for piling stage 20 days
- 5 in a single day during foundation works
- 10 in a single day during ground bearing slab pour
- 5 in a single day for columns
- 5 in a single day for the suspended slab
7.2m max flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

There are currently works being carried out in Oak Hill Park Mew, which should be completed by the time works will start on site. As access to the site is via a private driveway it is unlikely there will be an impact on the general traffic in the area. Amirilan Contractors Ltd will update the CMP form if & when new works start in the local area.

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

See Appendix A – Site Layout & Swept Path Plan on Arcadia submission

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

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

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

A parking bay suspension may be required on the Oak Hill Park estate directly outside the property, in the event this is required permissions will be sought. The contractors will liaise with the head porter of the Oak Hill Park estate to arrange this. The parking bay will only be suspended temporarily and for the period of time necessary to complete the specific construction works on site, that it is needed to facilitate/ support.

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

Material orders and waste collections will be consolidated into single larger deliveries/pickups where possible to reduce the number of visits required on site.

Where required, smaller orders will be consolidated at either the suppliers yards, or the at Amirilan offices and sent out together.

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

All hire plant and equipment will be NRMM registered and have an associated certificate.

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

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

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

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

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

See Appendix A – Site Layout & Swept Path Plan

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

We will have 2 traffic marshals present on site, one at the entrance to the site as per Appendix A – Site Layout & Swept Path Plan, another will be placed at the entrance to Oak Hill Park via Frognal, to receive incoming vehicles into the street when expected.

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

See Appendix A – Site Layout & Swept Path Plan

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.

There will be a Jet wash to wash any mud brought be delivering vehicles which may have been on a different site that day. Care will be taken to ensure that no debris is transferred to the lane or the public highway, should this occur, it will be removed without delay by the site operatives.

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

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

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

Parking is available on the site premises for 2no vans as per the Appendix A – Site Layout & Swept Path Plan, along with loading/offloading facilities. No other operatives will be allowed to park in the area. All Advanced Demolition Ltd personnel will be travelling to site in their own transport.

All materials will all be stored within the boundary of the site. All delivery vehicles will move on to the site to deliver/ collect and no deliveries/ collections will take place on the street as the roadway is too narrow and it would obstruct the access to properties on the estate.

For the avoidance of doubt, it is also confirmed that no deliveries will be made using Northwood Drive over the wall into 4 Oak Hill Park. Pedestrians will also be able to continue to use the pavement outside the site entrance, other than at times when a delivery vehicle is entering/ exiting the site. At these times a traffic marshall will be at the site entrance and will be able to direct any pedestrian, to ensure that they can safely pass the site.

The construction gate leading from Oak Hill Park will be closed when not in use/ no delivery is being made.

The pavement surrounding the site will be patrolled daily, to ensure that no material/ debris has strayed off site. In the event that it has, it will be dealt with immediately.

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

A suitably qualified (Lantra or similar) Traffic Marshall will be present at all times to ensure the free flow of pedestrian movement and to prevent injury to the public and workers. Materials will only be carried across the pavement when it is safe to do so and pedestrians will be given full priority.

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

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

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

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

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

22. Site set-up

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

See attached appendix A – Site Layout & Swept Path Plan, and Appendix B – Street Layout Plan.

23. Parking bay suspensions and temporary traffic orders

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

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

Information regarding parking suspensions can be found here.

Temporary parking suspensions may be required on the private estate, if this is the case permissions will be sought.

24. Occupation of the public highway

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

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

It is not necessary to occupy the public highway to facilitate this development.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

It is not necessary to undertake any highway works to facilitate this development.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

It is not required to close the footway. As detailed above, materials will be carried to site from the loading/unloading area in site boundary, vehicles will be under the supervision of suitably qualified (Lantra or similar) Traffic Marshalls who will ensure the safety of all other road users.

26. Scaffolding, hoarding, and associated pedestrian diversions

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

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

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

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

Existing fencing will be retained, any required hoarding will be located within the site boundary itself, no items are required that would occupy the public highway. Site will be completely enclosed.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

No items are required that would overhang the public highway.

27. Services

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

The new dwelling will need to be linked to existing services.

Utility companies have been contacted, once various details have been confirmed, this CMP will be updated with the information.

We have currently received a proposal from UK Power Networks, permissions for required trenching work will be requested and obtained prior to any works taking place.

Wayleave/ easement agreement with Dawlin Property Management Limited to be entered into, to facilitate above works.

Environment

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

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

The construction methodology will aim to keep all noise to a minimum. All machinery will be the quietest available to the contractor and will be fitted with effective exhaust silencers.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

Noisy activities:

- Breakout of hard material
- Digging of foundations

These noisy works will only take place between the hours of: 8am – 5pm Monday to Friday

Hydraulic breakers will be used in place of percussion breakers whenever possible

However, where possible these works will take place towards the middle of these periods.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A noise survey has taken place at the site.

The Applicant (Amirilan) commits to undertaking such a survey post approval and prior to works starting on site. This report will be updated to include the results and a copy provided to the Council.

Noise levels from construction during the working day will be monitored against indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area.

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

It is not anticipated that noise levels will exceed indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. Monitoring will be undertaken to ensure compliance with this recommendation.

Where the measured noise levels are more than 3 dB (A) above the maximum indicative 75dB action level or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so.

Vibration is not predicted to be an issue in light of the nature of the proposed works.

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 recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors. Vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{1-} PPV for potential disturbance in residential)

The following methods of mitigation will take place:

- All hand operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated.
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
- The hoarding erected around site will also help to reduce noise transmission.
- All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per 855228-1: 2009.
- The compressors will be positioned to reduce noise transfer to neighbouring properties.
- Pneumatic tools will be fitted with silencers or mufflers.
- Electrically powered tools will be used where possible.
- No personal audio equipment will be allowed on site e.g. radio.
- Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary.
- Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

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

All senior staff employed by Advanced Demolition Ltd are familiar with the BS 5228:2009 Code of Practice and will take all necessary steps to ensure that the works are conducted in accordance with the requirements.

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.

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

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

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

- Ensuring that all materials transported to and from site are in enclosed containers or fully sheeted;
- Avoidance of stock piles of material etc. are with debris removed as and when required;
- All vehicles removing dust generating materials or waste are to be completely sheeted with tarpaulin/ netting;
- Controlling dust and debris on the highway through prevention; i.e. provision of hard stand areas for vehicle paths;
- Ensuring all insulation and similar lightweight materials are directly deposited into a 40 yard bin and contained ;
- Ensuring all vehicles leaving the site have access to a pressure washer or similar.
- Keeping the loading drop heights of soil/rubble into lorries as low as possible;
- Establish air quality procedures to minimise dust generation and control plant and vehicle dust emissions;
- Dampening the site

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

It is not anticipated that significant amounts of dirt or dust will be spread on to the public highway. All spoil will be removed from the driveway. However, the Applicant is committed to ensuring that it is kept clean and tidy and any spoil that does make its way onto the road, will be removed immediately.

A clean-up, removing all debris and visible litter, will be undertaken at regular intervals throughout the day and at the end of day in order to ensure the outside of the site and highway remains in good order.

A Road Sweeper will be hired and used daily to maintain the highway, as well as a jet wash station at the edge of site to wash away any mud left by vehicles when delivering.

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

Noise, dust & vibration monitoring will be undertaken three times a day at various points along the site boundary by the site manager.

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**.

Refer to Demolition Dust Risk Assessment in Appendix C - Dust Risk Assessment.

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.)

We confirm all highly recommended measures from the SPG document have been addressed and the GLA mitigation measures checklist is incorporated in Appendix C - Dust Risk Assessment.

No biological debris expected to be present.

No explosive blasting will be used.

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.

The use of control measures as detailed in the dust risk assessment ensures the site is not high or medium risk, so this is not applicable.

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).

As demolition works commence control measures will be

implemented if required. Control measures would include:

- Capping of drainage systems will be carried out where appropriate to isolate old redundant sewers
/drains.

- Redundant drains and sewers will be grubbed out and the connection with the sewer effectively sealed.
- Live sewer connections will be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers.
- To prevent rat egress from live drains and sewers to new systems, the live systems will be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed.
- Pest monitoring and baiting programmes will be, including a proactive surface monitoring baiting programme during the demolition / construction process. Exposure of construction staff to risks associated with a rodent infestation may contravene the Health and Safety at Work Act 1974.
- Sewers and drains will be cleared of any remaining building debris.
- While carrying out the connection of new drains to the existing system, any exposed drain shall not be left overnight without capping with a drain stopper to prevent any rodents using the drain runs.
- Contractors will ensure that the construction site is kept as clear and tidy as possible.
- Accumulations of surplus or damaged building materials can act as harbourage for pests, and should be removed and disposed of promptly and safely.
- Construction staff will not leave food debris on site as this will encourage pests to become established.

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

Refurbishment and demolition survey has been carried out by the client and all asbestos containing materials have been removed prior to demolition works starting on site.

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.

The principle contractor will provide a smoking area that is on site but located away from the site entry to ensure limited health risks to local residents. Interaction can take place with non-construction personnel. Site personnel will not be permitted to loiter outside the main gate.

Operatives will not be allowed to loiter around the perimeter of the site during breaktimes. There will be designated smoking areas and welfare facilities on site and waste will be removed daily. Waste will be removed from the site by the contractor and disposed of appropriately. Waste will not be disposed of via the domestic collections to the street.

The principle contractor is responsible for ensuring that 'No personnel shall indulge in fighting, horseplay, tomfoolery or practical jokes including wolf whistling etc.'

As part of the site induction the main contractor will include a section on expected behaviour and a set of site rules.

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 (mm/yy - mm/yy): 04/23 – 04/24

b) Is the development within the CAZ? (Y/N): Yes

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

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

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

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

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.

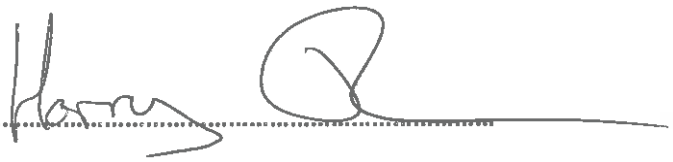
- All appropriate personnel entering site will be instructed that no vehicles or plant are to be left idling unnecessarily.
- Documentation will be displayed on site, both the policy and a poster in the site office and a no idling sign at the site entrance.
- The engines off Toolbox talk will be included in the list of toolbox talks to place during site meetings.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: 

Date: 15/04/2024

Print Name: Harry Jackson

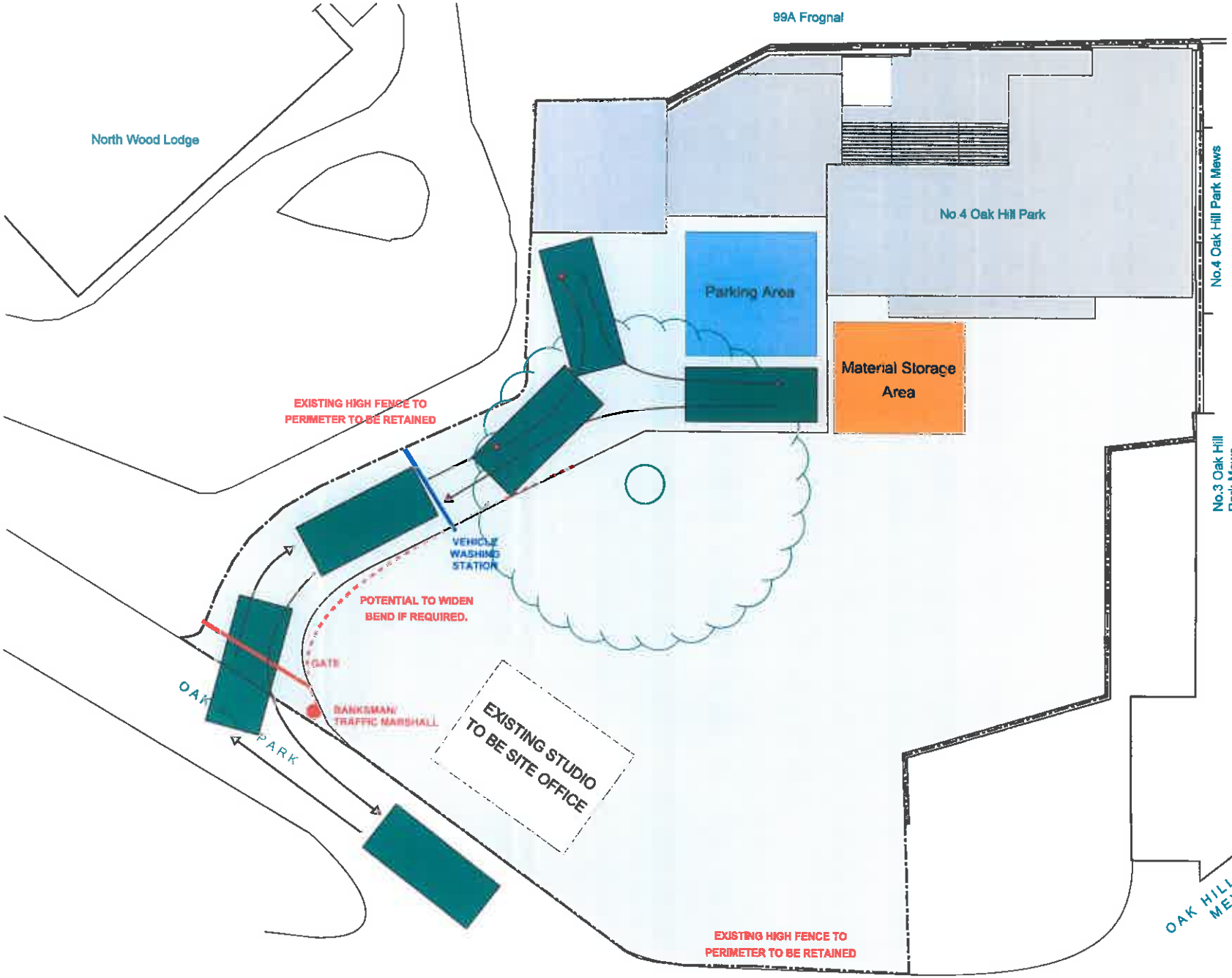
Position: Contracts Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.8

APPENDIX A - SITE LAYOUT & SWEPT PATH PLAN



No. Notes

1. Dimensions to be verified on site. Only figured dimensions to be used and any discrepancies or dimensions are to be reported to the architect. No dimensions are to be scaled from printed drawings. Any areas indicated on this drawing are for guidance only. No responsibility is taken for their accuracy.
2. There is a risk of injury or death in construction if the works are not properly planned and supervised. The contractor must not undertake any element of the work without first having carried out the necessary risk assessments and prepared detailed method statements.

Delivery Vehicle Dimensions

Initial Release

no. revision date

BLDA ARCHITECTS

RIBA

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Job: 4 Oak Hill Park

Title: Proposed Site Plan

Type: 200 Planning

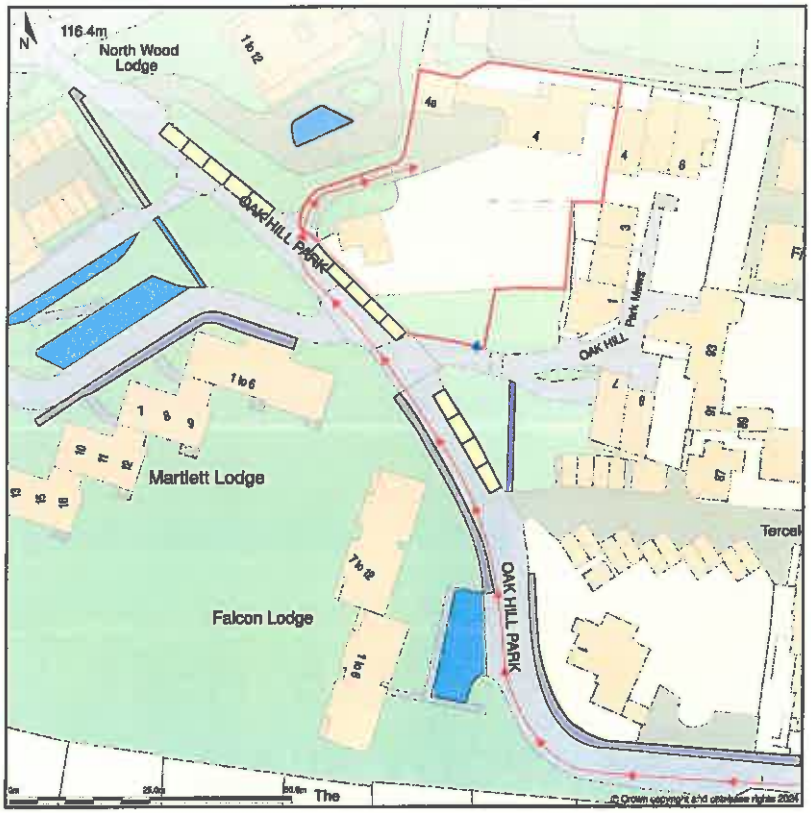
Status: —

drawn by MF	checked by —	approved by —	
scale 1:100 @ A1	suite A1	date	29/06/22
job number 3081	drawing number P (4) 02	revision *	

APPENDIX B - STREET LAYOUT PLAN

Street Layout Plan

4, Oak Hill Park, London, Camden, NW3 7LG



Legend

- Residential Parking
- On-Street Parking Bays
- Footway
- Site Access
- Existing Pedestrian Access

Notes:

- To be read in conjunction with Appendix A - Site Layout & Swept Path Plan.
- Residential parking is not to be carried out any time.
- If the use of parking bays are required, permission must be sought via site manager.

APPENDIX C - DUST RISK ASSESSMENT

ADVANCED DEMOLITION LTD	DUST RISK ASSESSMENT		ADVANCED DEMOLITION
	Description of Activity:	Demolition of House	
Location:	4 Oak Hill,	Issue: 1	Ref:
Assessed By:	H Jackson	Date: 11/03/24	Review:

Hazard	Likely Harm	Party/receptor Affected	Risk Rating			Existing Controls	Additional Control Measures Required / Comment	By Whom	By When	Residual Risk Rating		
			S	L	R					S	L	R
Dust generated during demolition	Damage to lungs eyes, dermatitis	O, T,Environment	3	3	M	All mitigation measures detailed for construction and demolitiuon in the GLA policy 2014 will be in place prior to demolition works commencing. RPE for the task is issued and used with appropriate filters. Good ventilation (forced if necessary). Dust suppression techniques to be used at all times. Excavator equipped with a sealed cab for operator safety.	Face fit testing of operatives. Ensure that dust-suppressing techniques are adopted, such as damping down of work areas such as the point of demolition and haul routes particularly during dry weather. Forced ventilation or extraction may be required. Monitoring of PPE use. Seek advice from OHP to see if health surveillance is required.	S,O	Ongoing	3	2	L
Dust Generated fromSoft Stripping	Damage to lungs eyes, dermatitis	O,T	3	3	M	RPE supplied for the task, good ventilation in small areas will be made if neccesary. Dampening down to be used where the need arises.	Monitoring of PPE use. Dust will be genrated inside of the building, resulting in minimal dust escaping outside of the site boundary	S,O	Ongoing	3	2	L

KEY:	Party	S - Severity	L - Likelihood	R - Risk = S x L
	M = Management S = Supervisor O = Operative T = Third Party C = Client	1 = Trivial Injuries 2 = Minor Injuries 3 = Major Injuries to one person 4 = Major Injuries to several people 5 = Death	1 = Improbable Occurrence 2 = Remote Occurrence 3 = Possible Occurrence 4 = Probable Occurrence 5 = Likely Occurrence	16 - 25 = High Risk 8 - 12 = Medium Risk 1 - 6 = Low Risk

ADVANCED DEMOLITION LTD	DUST RISK ASSESSMENT		ADVANCED DEMOLITION
	Description of Activity:	Demolition of House	
Location:	4 Oak Hill,	Issue: 1	Ref:
Assessed By:	H Jackson	Date: 11/03/24	Review:

Hazard	Likely Harm	Party/receptor Affected	Risk Rating			Existing Controls	Additional Control Measures Required / Comment	By Whom	By When	Residual Risk Rating		
			S	L	R					S	L	R
Dust generated from other site activities such as driving	Damage to lungs eyes, dermatitis	O,T,Environment	3	3	M	Dampening down of all site haulroads to occur at regular intervals during dry weather periods. Adequate water supply is available	Haul roads may require sweeping if particularly dirty. Some form of wheel wash system in place such as access to a pressure washer for drivers to wash down vehicles before leaving site.	S,O	Ongoing	3		
Dust Migration from site, The site	Impacting sensitive receptors such as schools & nurseries	T/Environment	2	3	L	Existing site fencing to remain, works to be dampened down where necessary.	Dust monitoring throughout the working day during the demolition phase to ensure there is no dust migration from site.	S,O	Ongoing	2	1	L

KEY:	Party M = Management S = Supervisor O = Operative T = Third Party C = Client	S - Severity 1 = Trivial Injuries 2 = Minor Injuries 3 = Major Injuries to one person 4 = Major Injuries to several people 5 = Death	L - Likelihood 1 = Improbable Occurrence 2 = Remote Occurrence 3 = Possible Occurrence 4 = Probable Occurrence 5 = Likely Occurrence	R - Risk = S x L 15 - 25 = High Risk 8 - 12 = Medium Risk 1 - 6 = Low Risk