

**OAK LAWN, COMPTON AVENUE
LONDON, N6 4LB**

LONDON BOROUGH OF HARINGEY

**DEMOLITION AND REPLACEMENT OF THE
EXISTING HOUSE**



**CONSTRUCTION MANAGEMENT PLAN
(INCLUDING CONSTRUCTION LOGISTICS PLAN)**

JUNE 2026

**BY CONSTRUCTION (LONDON) LTD
108 HEATH STREET
HAMPSTEAD
LONDON, NW3 1DR**

Please list all iterations here:

Date	Version	Produced by
June 2019	Discharge of Planning Condition 4 Ref HGY/2016/1930 (Pre-construction)	Charlton Brown Architects & Interiors
June 2026	Rev A Discharge of Planning Condition 8 Ref HGY/2023/3351 (Pre-construction)	Cunningham Consultancy Limited

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APPENDIX A : Site Waste Management Plan

The site is located on the eastern side of Compton Avenue and is known as Oak Lawn, a 2.5-storey red brick detached dwelling set back approximately 18m from the street. Highgate Golf Club is situated within close proximity to the north of the site. The subject property reflects the character of Compton Avenue and the Bishops sub-area of the Highgate Conservation Area. The proposal is for the demolition and replacement of the existing house on site. Planning permission HGY/2023/3351 was granted on 22 March 2024 for the :

HEATHVIEW

POOL

2 OAK

PROPOSED BASEMENT PLAN

PROPOSED GROUND FLOOR PLAN

SHRUBS

SHRUBS

9 WILLOW

10 LIQUID AMBER

12 OAK

13 OAK

14 YUCCA & 4

15 OAK

16 OAK

17 PEAR

18 OAK

6 SILVER BIRCH

7 SILVER BIRCH

5 WILLOW

8 CASPIA

11 WILLOW

BLANKSONS

OAK LAWN

OFFICE

KITCHEN

DINING ROOM

LOUNGE

LIBRARY

BATH

GARAGE

COMPTON AVENUE

Prior to the commencement of development, a Construction Management Plan (including a Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:

- Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to main traffic safety.

Planning Condition 9 states:

No development shall be carried out until such time as the person carrying out the work is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: In the interests of residential amenity.

This Construction Management Plan (including a Construction Logistics Plan) has been prepared to address key construction traffic management and other construction issues and to seek the discharge of Planning Conditions 8 and 9.

By Construction (London) Limited have been appointed as the principal contractor and have substantial experience in delivering this type of project and also in working in similar central London locations.

We acknowledge that this CMP will be a live document throughout the construction. We are committed to having No Complaints during the build. If any complaints were to be received, these would be reviewed by By Construction (London) Limited and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

We further acknowledge that as developers we are expected to:

- Coordinate deliveries and noisy works with other sites to reduce the impact on residents and other premises that are sensitive to noise
- Monitor the level and impacts of traffic to and from a site
- Keep neighbours informed – for instance via newsletters or site meetings
- Avoid noisy works in residential areas at inconvenient times
- Prepare a site environmental management plan

We acknowledge that the site location is particularly sensitive being situated in a residential area and within the Highgate Conservation Area.

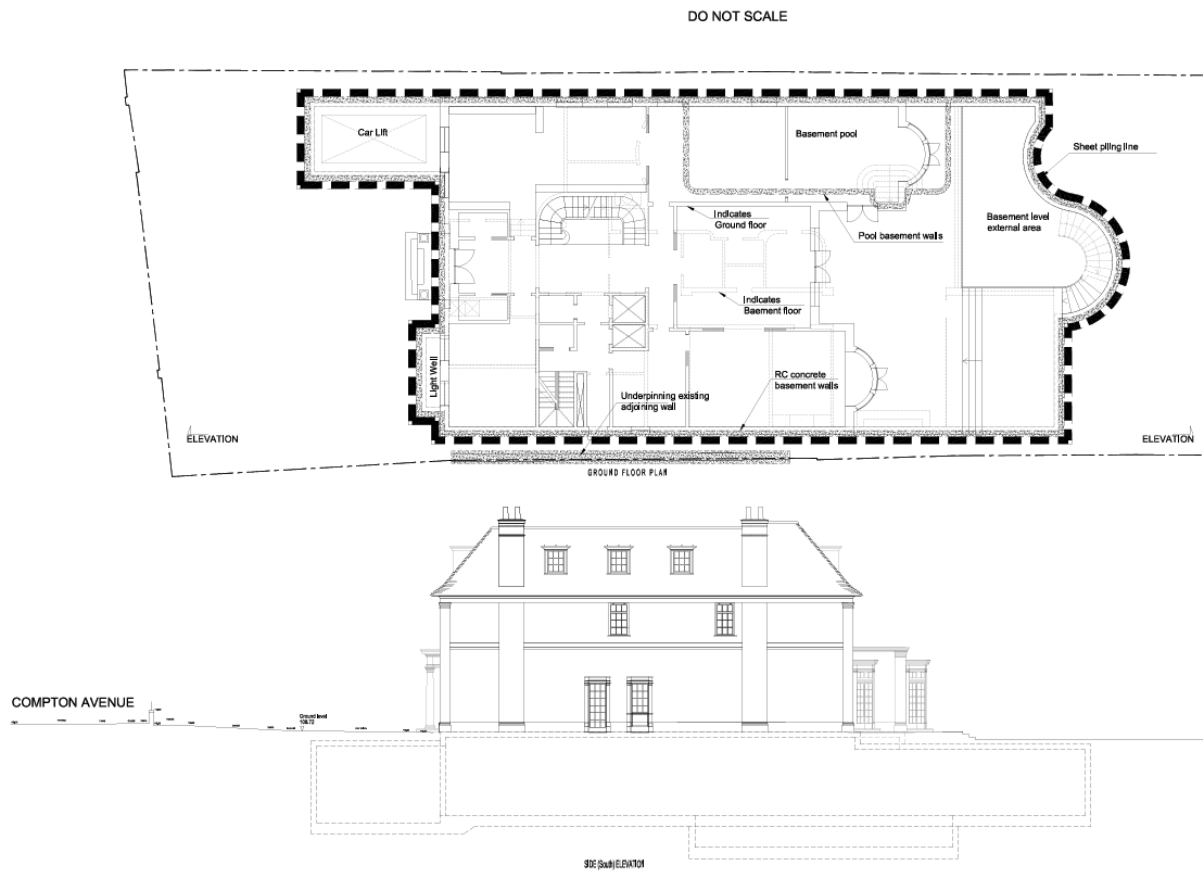
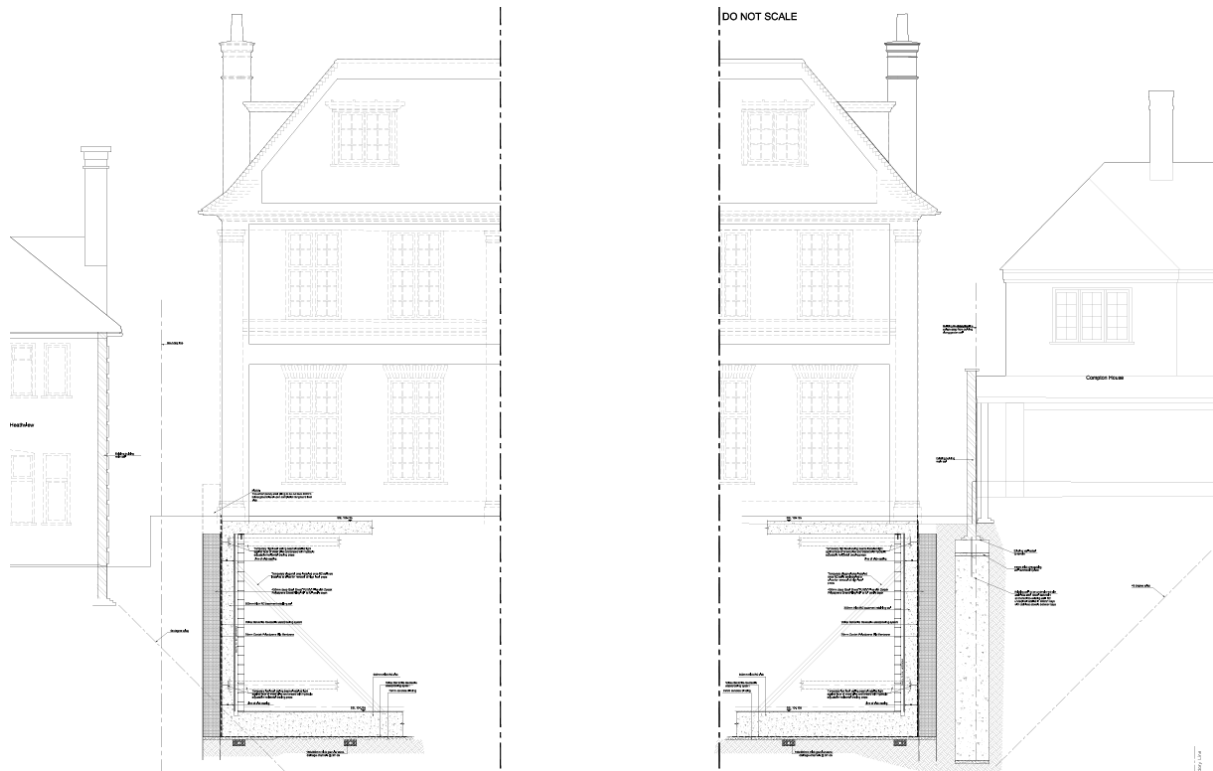
The agreed contents of the Construction Management Plan will be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised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

The Red Line Plan of the site is shown below.



2.0 A brief description of the site, surrounding area and development proposals

As stated above, the proposed work consists of the Demolition and replacement of the existing house (including a new basement) Oak Lawn, Compton Avenue, Highgate. This is on the eastern side of Compton Avenue, extending to 0.2ha with a standard frontage of 21m onto Compton Avenue. It is occupied by Oak Lawn, the 2.5-storey red brick detached dwelling set back about 18m from the road shown above.



There are no listed buildings or locally listed buildings in Compton Avenue. The Council's Conservation Area Character Appraisal (CACA) identifies houses that make a positive contribution to the Conservation Area. Compton Avenue is a gated private

road with large detached houses originally developed in the 1920s - 1930s on large plots, though not as large as The Bishops Avenue to the west - but larger than Stormont Road to the east.



There are two existing vehicle crossovers to the Compton Avenue frontage. While there would be a significant amount of construction works including works to provide a basement, the Transportation Officer was satisfied that details of these works can be adequately provided through a Construction Management/Logistics Plan and secured through a condition.

Compton Avenue and the surrounding area and streets are predominantly residential in nature. Compton Avenue is a cul de sac, bounded to the North by the Highgate Golf Club and is around 13m in width. The access from Hampstead Lane (B519) on to Compton Avenue is gated.

3.0 Proposed start and end dates for each phase of construction.

The overall programme of works is 24 months. This can be split into four main phases:

Work Phase	Proposed Start	Proposed End	Duration
Site set up, internal strip and preparation	May 26	June 26	2 months
Demolition	July 26	Aug 26	2 months
Excavation and structural work	Sept 26	April 27	8 months

1 st /2 nd fix and fit out	March 27	April 28	12 months
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The 24 contact will be Andrew Selby. Tel : 020 7435 5559

Detail of the 24 hour emergency contact details will be displayed at the site.

4.0 The proposed working hours within which vehicles will arrive and depart

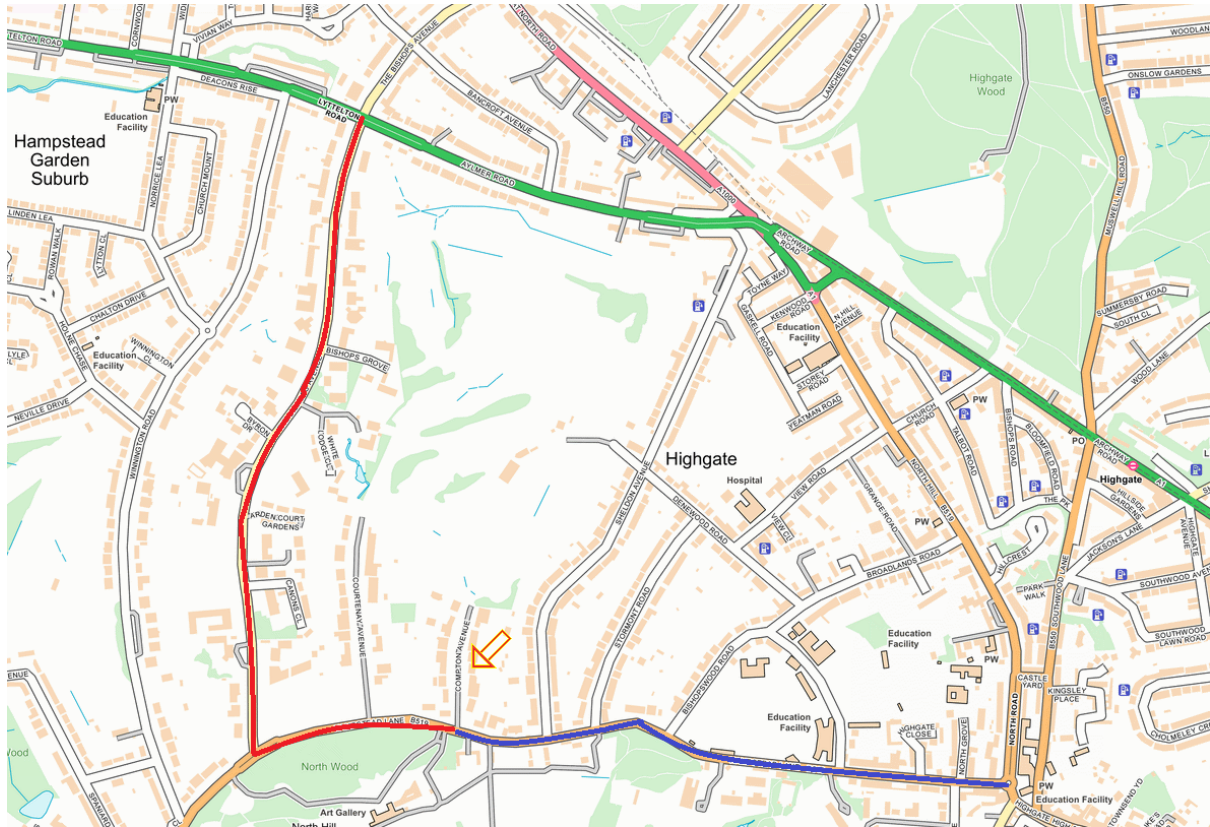
The proposed working hours during which vehicles will arrive and depart will be 08.00am to 18.00pm Monday to Friday and between 08.00 and 13.00 hours on Saturdays. Only in exceptional circumstances will vehicles arrive or depart outside these hours.

5.0 The access arrangements for vehicles

Vehicles will reverse into the site with banksmen for deliveries, to pick skips and for spoil removal during the excavation stage. A hard standing will be used for all vehicles entering the site so that no wheel washing facilities will be required.

6.0 Proposed routes for vehicles between the site and the Transport for London Road Network (TLRN)

Access to the Transport for London Road Network will mainly be directly from B519 (blue route shown on the plan below) or from the B519 and Bishops Avenue red route shown on the plan below).



7.0 Typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site

It is likely a number of varying types of vehicles will be required to undertake deliveries to and from site. These will include:

Skip Lorries (approx. size 7.5m long and 2.4m wide)

Muck away/grab Lorries (approx. size 8.25m long and 2.45m wide)

Ready Mix Concrete Lorries (approx. size 8.25m long and 2.45m wide)

Flatbed delivery lorries, for items such as steelwork/timber/windows/doors etc (approx. size 8.5m long and 2.4m wide)

It is not anticipated that this scheme will require any more than 4-5 deliveries a day on average. It is envisaged that this level of delivery will be fairly constant throughout all four construction phases.

8.0 Swept path drawings

Due to the width of Compton Avenue there will not be any tight manoeuvres required for the site access or servicing. As such no Autotrack swept path analysis has been undertaken.

9.0 Details of any highway works

No highway works are required to enable construction to take place. It is noted that Compton Avenue is a Private Road.

10.0 Parking and loading arrangement of vehicles and delivery of materials and plant

A strict delivery procedure will be followed for all loading arrangements. A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrians) is kept to a minimum. The impact on other road users will be limited as Compton Avenue is private and gated.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. Deliveries will be allocated time slots to ensure good control and coordination and to minimise the chance of any disruption to other road users.

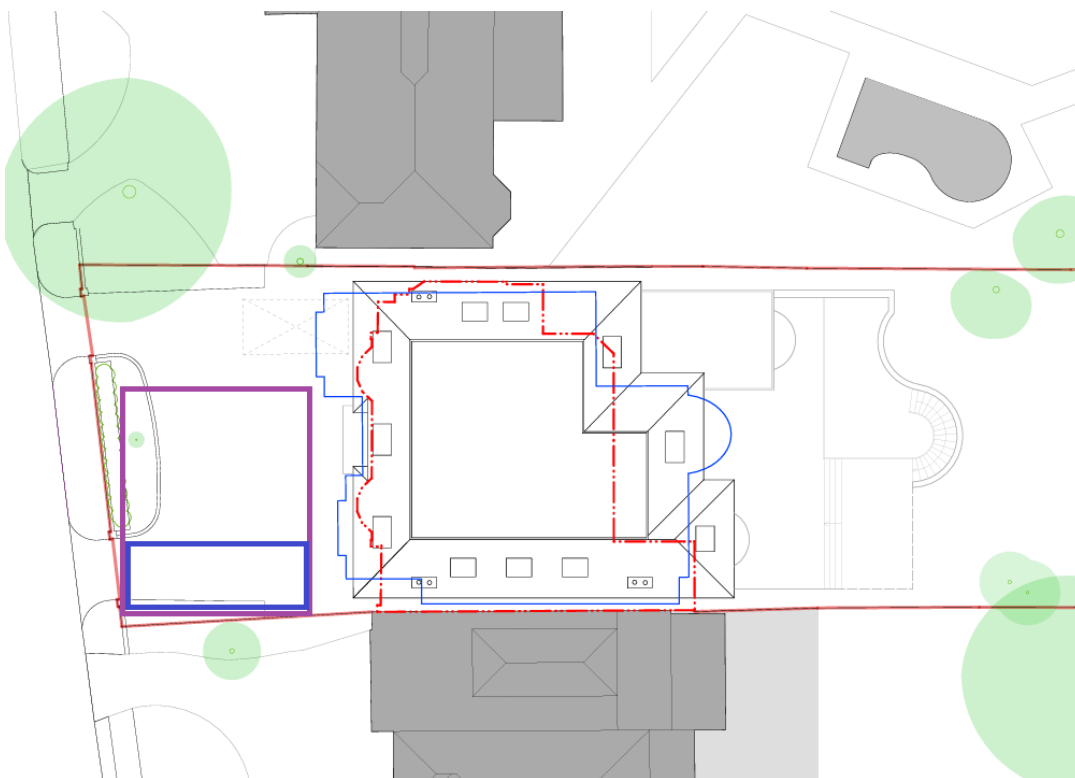
All deliveries will be made directly from the site or delivery and offloaded within the site itself.

The designated site operative will be responsible for the movement of materials from delivery vehicles.

All materials will be stored within the site boundary. No materials will be stored on the public highway or on Compton Avenue itself.

No parking will be permitted within the site or on Compton Avenue itself. All subcontractors will be informed that all roads in the area are restricted by parking controls and they will be encouraged to use public transport.

The plan below shows the location of the proposed site compound in purple. The area shown in blue will be for the site offices and welfare facilities. The remaining area will be for the storage of materials and skips. Access to the site for deliveries, skip exchanges and spoil removal will be from the north of the site compound.



11.0 Details of proposed parking bays suspensions and temporary traffic management orders

No parking bays will need to be suspended (Compton Avenue is a private gated road. And no temporary traffic management measures will be required.

Skips will be located within the site.

12.0 Proposed overhang (if any) of the public highway (scaffolding, cranes etc.)

There will be no scaffolding overhanging a public footpath. There will also be no gantry/cranes overhanging the public highway. A scaffold Licence will therefore not be required under the Highways Act 1980. Scaffolding will be required and the scaffolding sub-contractors will be members of the National Association of Scaffolding Contractors.

13.0 Details of hoarding required or any other occupation of the public highway

2.4 metre high wooden hoardings will be provided all round the site. The hoardings will be painted in the livery of the principal contractor and will be maintained in good order throughout the construction period. Gates will be provided in the hoarding for deliveries from Compton Avenue. There will be no public viewing built into the hoardings as these are not felt appropriate for this project. There will not be decorative displays as these are not felt to be appropriate.

There will be no occupation of the public highway.

14.0 Details of how pedestrian and cyclist safety will be maintained

A strict delivery procedure will be followed for all loading arrangements. A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrians) is kept to a minimum. The impact on other road users will be limited as Compton Avenue is private and gated.

15.0 Details of how traffic associated with the Development will be managed in order to reduce congestion

As previously mentioned, deliveries to site will be closely controlled and managed. The timing of deliveries should ensure that any disruption/congestion is kept to an absolute minimum. Where possible, deliveries will be programme to take place in the off-peak period. In particular, it is envisaged that the concrete and steel deliveries will be carried out outside the peak period and outside of school arrival and departure times.

Whenever possible, all site deliveries will consist of full loads rather than part loads in order to reduce the overall number of trips.

All workers and subcontractors will be encouraged to travel to site by public transport. As no parking will be provided for workers, it is not anticipated that these will generate vehicular movements.

16.0 Other measures designed to reduce the impact of associated traffic

The proposed development is not substantial (construction of a new dwelling) with a very low daily traffic generation and as such no further measures to reduce the impact of associated traffic have been proposed.

17.0 Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented

Dirt and dust on the public highway will be greatly restricted as vehicles will access the site onto a hard standing. Waste material will be transported directly into skip. All muck away lorries will be covered to reduce the risk of debris falling onto the highway.

If conditions require, dust will be suppressed by spraying with water and equipment will be on site as required. However, **as there demolition should be relatively quick and as there will be no site traffic, it is anticipated that this** is unlikely to be required.

In the unlikely event of materials being deposited on the public highway, immediate action will be taken by site staff to safely remove the material. If a large spill did occur,

an approved road sweeper will be hired to remove the material and clean the public highway.

Site Waste Management Plans (SWMP) have been developed to ensure that site waste is managed more effectively through the course of demolition and construction and through to the operation of developments. By virtue of managing the amount of waste produced, it will help reduce the potential harm to both the environment and to human health. Although since December 2013 SWMP's are no longer compulsory for developments in England, the production of a SWMP is still a useful tool to assist in reducing the amount of waste and increasing the amount of recycling associated with the proposed development.

Any SWMP should develop throughout the various stages of the project, and responsibility for the updating of the plan can transfer between individuals and organisations during these different stages. A thorough approach to site waste management planning will produce a structured plan that can perform three different roles:

1. To set out the importance of effective waste management and how this is enshrined in legislation, policy and guidance at all levels from European down to local, and summarising those that are most important and relevant to the scheme;
2. Identify the baseline conditions and set out waste management issues at each of the three main stages – design, construction and operation, and establish a framework for further development of the Site Waste Management Plan which will continue to be a live document throughout the process of construction;
3. To analyse these waste management issues in terms of any significant environmental effects and how the scheme has been able to either avoid, minimise or mitigate against such environmental effects.

The SWMP Template that will be used has been attached as Appendix A to this report. Further details in terms of the noise, vibration and dust strategy as set out in Appendix B. In terms of our Strategy we have taken due regard of the Mayor's Best Practise Guidance on Control of Dust and Emissions.

All staff have a responsibility in terms of environment management and control. This will be led by the Site Manager who will take the lead in terms of Environmental issues. Head office staff will have an oversight of the Site Manager in order to ensure that there is a check in place to ensure all issues are managed and that sufficient importance is placed on environmental issues.

18.0 Details of consultation

Party Wall agreements are currently being put in place with the neighbouring residents and contact details will be used to ensure a good dialog can be maintained during the construction work.

As a “neighbourly” gesture, the contractor will not to undertake “noisy” works on a Saturday.

By Construction will keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing, though it is not anticipated these will arise.

The Principal Contractor will be By Construction:

By Construction will be operating an ‘open door’ policy and will welcome our neighbours if they have any concerns etc. The Site Manager will hopefully be able to quickly answer any queries or concerns. The client is also keen to have a good and close relationship with the neighbours and is again happy to talk to them where this may be of value. However, it is important that an independent and impartial person is responsible for dealing with community liaison and therefore this role will be carried out by an independent consultant, Philip Cunningham (07903202557).

By Construction are committed to having **No Complaints** during the build. If any complaints were to be received, these would be reviewed by By Construction and also by the independent consultant. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

We will be registering the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours.

The CMP is an important document and therefore prior to construction commencing we will consult the nearby properties and bring this document to their attention. The CMP will be amended where necessary in light of any feedback.

No specific Construction Working Group will be set up. However, in order to address any concerns of surrounding neighbours, close contact will continue to be made. It is acknowledged that a key element of good community/neighbourhood relations is the contact between the site team/sub-contractors/suppliers and the local residents. As such the site manager will ensure that this ethos is reinforced at all site briefings and inductions. The site will also operate an ‘open door’ policy to allow any local resident to visit the site office to raise any concerns with site manager. Information boards with the contact details of key staff and head office will be on display on the hoardings.

A simple Contact Board shall be displayed; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action and to adhere to Health and Safety requirements.

The Contact Board will include the following:

- a) The title 'Contact Board'
- b) Name and address of the main contractor
- c) Name of the site manager.
- d) Month and year of completion of works.
Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

As mentioned above, By Construction will keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

Any complaints will be recorded.

By Construction have carried out a large number of projects in different London Borough's. Each project brings its own challenges and the opportunity has been taken to use the best practise (from industry and other Local Authorities) and also lessons learnt from these other projects to feed into this CMP. By Construction will continue to seek continuous improvements and where appropriate will adjust this CMP in light of any comments and concerns raised during the planning process of following consultation or works on site. By Construction very much see this CMP as a live document.

There will be a strict policy in respect to the conduct of employees (both direct and sub-contractors). All complaints will be taken seriously and investigated. Action will be taken where appropriate. Repeat offenses or serious breaches will result in the removal of staff from site.

19.0 Details of any Construction Working Group

The Principal Contractor will be :

BY CONSTRUCTION (LONDON) LTD
108 HEATH STREET
HAMPSTEAD
LONDON, NW3 1DR

The site manager will be Andrew Selby
Tel 020 7435 5559

The Site Manager be the person responsible for dealing with community liaison.

No specific Construction Working Group will be set up. However, in order to address any concerns of surrounding neighbours, close contact will continue to be made. By Construction acknowledge that a key element of good community/neighbourhood relations is the contact between the site team/sub-contractors/suppliers and the local residents. As such the site manager will ensure that this ethos is reinforced at all site briefings and inductions. The site will also operate an 'open door' policy to allow any local resident to visit the site office to raise any concerns with site manager.

Information boards with the contact details of key staff and head office will be on display on the hoardings.

20.0 Considerate Contractors Scheme

This project will be registered with Considerate Contractors Scheme.

All the contractors' staff will wear clear identification.

21.0 Details of other construction sites in the local area

Some construction works sites are located in the immediate vicinity of the site. However, the scope of work on the proposed development is relatively limited and therefore it is not envisaged that another project close by would have any material effect. Contact will be made with these other sites and any other consented schemes in the immediate vicinity to ensure co-ordination where required so that any disruption is minimised.

22.0 Operating HGVs

FORS Bronze accreditation as a minimum will be a contractual requirement, 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). CLOCS Compliance will be included as a contractual requirement.

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide.

Checks of FORS ID numbers will form part of the periodic 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 enforced upon accordingly. Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

23.0 Noise and vibration

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. Noise levels will be monitored during construction as follows:

- Noise and Vibration monitoring will be carried out regularly, as well as in response to requests/complaints or any new activities that have the potential to generate significant noise.
- Checks will be made on method statements to ensure that the best practice described in the standards is being applied in the method and site activities.

It is anticipated that only handheld tools will be used for the demolition works.

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'.

It is fully acknowledged that Noise, Dust and Vibration can cause real nuisance to neighbours and lead to complaints. By Construction are experienced in working in sensitive locations and have done so for many years without problems arising. A key factor in this success is that we work with a number of partners to ensure we continue to use best practise.

For this project our Noise, Dust and Vibration consultant would be:

KP Acoustics Ltd.
Britannia House
11 Glenthorne Road
London
W6 0LH
Phone: +44-(0)208-2228778

KP Acoustics Limited are experienced acoustic consultants that provide clear advice in acoustics, noise and vibration

We are committed to having No Complaints during the build. If any complaints were to be received, these would be reviewed by By Construction and also by an independent consultant. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

If any concerns are raised, we will call in KP Acoustics to assess the situation and to advise the most appropriate way in which any problems can be addressed.

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.

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.

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

However, it is accepted that concerns may arise and therefore if this were the case we would again call in KP Acoustics to assess the situation and to advise the most appropriate way in which any problems can be addressed.

Noise and Vibration Mitigation:

The key mitigation measure currently employed are set out below.

All hand operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated. 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 By Construction, 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), though Vibration is not predicted to be an issue in light of the nature of the proposed works.

- Any noise emitting equipment on site that is required to run continuously will be housed in a suitable acoustic enclosure.
- a small tracked mini-piling rig will be used with sectional flight augers used to form the bore from the existing ground level which will greatly reduce vibration in the immediate vicinity of the work area.
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
- The use of and noise from, percussive tools will be limited as far as reasonably possible.
- The external perimeter scaffold will be fully encapsulated in monaflex sheeting which will reduce the transfer of noise.
- The hoarding erected around site will also help to reduce noise transmission.
- Excavators will be fitted with hydraulic pulverisers and shears whenever possible in preference to hydraulic hammers.
- All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per BS 5228-1: 2009.
- Sound reduced compressors will be used and/or fitted within acoustic enclosures where necessary.
- The positioning of compressors will also be taken into consideration to reduce noise transfer to neighbouring properties.
- Pneumatic tools will be fitted with silencers or mufflers
- Electrically powered tools will be used as opposed to petrol/diesel powered, wherever possible.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel.
- No personal audio equipment will be allowed on site e.g. radio.
- Acoustic blankets will be employed where necessary on the party wall.

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.

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 Construction and its sub-contractors.

24.0 Dust and Air Quality

Best Practice Means (BPM) will be used to ensure that dust does not cause nuisance. Where dust is considered to be a risk during a specific site activity, mitigation measures will be included in the task specific method statement for the work. The controls listed in the method statement will be assessed on site to ensure they are adequately carried out and effective. The controls will be briefed to the engineers and operatives to ensure they are aware of mitigation measures and controls to be employed.

Mitigation measures to ensure dust is kept to a minimum will include:

- Large stockpiles of materials will be avoided and are not anticipated due to the nature of the project and the restrictive available area during the initial Basement excavation.
- Use dust screening where possible.
- Damping down the areas with water to suppress the dust whilst ensuring the application does not create excessive mud.
- Construction plant will be well maintained and operated to minimise emissions to air.
- Good housekeeping including the regular sweeping of floors will be maintained and debris disposed of in enclosed skips.
- Outer surfaces of skip will be washed before leaving site. Vehicles shall not enter or leave site via road in any but exceptional circumstances.
- Equipment and techniques such as dust extractors will be used to minimise dust when using cutters and saws.
- Portable knapsack dust suppressors will be employed on floors.
- The Environmental Advisor will brief operatives on good practice and will carry out regular inspections to ensure that BPM is employed across the project.
- Wind conditions will be taken account of when arranging activities that are likely to emit aerosols, fumes, odours and smoke.

Materials will be pre-fabricated and pre-cut off site where possible to minimise dust from cutting and grinding activities. If cutting and grinding cannot be mitigated off site then water suppressant systems and or local exhaust ventilation will be employed.

In terms of our Strategy we have taken due regard of the Mayor's Best Practise Guidance on Control of Dust and Emissions.

Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary.

Dirt and dust on the public highway will be greatly restricted as vehicles accessing the site will be on a hard standing.

In the unlikely event of materials being deposited on the public highway, immediate action will be taken by site staff to safely remove the material. If a large spill did occur, an approved road sweeper will be hired to remove the material and clean the public highway.

An initial Risk Assessment has been undertaken in line with GLA's Control of Dust and Emissions During Construction and Demolition 23 July 2014 and the dust emission magnitude was deemed to be small

The Air Quality (Dust) Risk Assessment should be set out using the following four phases of development:

- Demolition
- Earthworks
- Construction
- Trackout

A site is allocated to a risk category based on two factors:

The scale and nature of the works, which determines the potential dust emission magnitude as small, medium or large.

The sensitivity of the area to dust impacts is defined as low, medium or high sensitivity.

The dust emission magnitude is small for all four stages

As the receptors are residential properties, these are classified as High sensitivity receptor

As such the Risk of Dust Impacts is Low.

The relevant mitigation measures from the SPG will be delivered onsite.

By Construction will:

Take into account the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside the site boundary, such as by visual assessment; and keep an accurate log of complaints from the public, and the measures taken to address any complaints, where they were required.

The site is not deemed to be High Risk.

No non-road mobile machinery (NRMM) will be required for the project.

APPENDIX A : Site Waste Management Plan

Responsibility

Name of client	
Name of principal contractor	
Name of person who drafted plan	
Notes, amendments	

Construction Project

Location (address, postcode if appropriate)	
Estimated project cost	
Notes, amendments	

Materials Resource Efficiency

Describe here any methods adopted during the conception, design and specification phase to reduce the amount of waste arising.

Method	Resource saving (quantify if possible)

Waste Management

Declaration

The client and principal contractor will take all reasonable steps to ensure that –

- a) all waste from the site is dealt with in accordance with the waste duty of care in section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) regulations 1991; and
- b) materials will be handled efficiently and waste managed appropriately

Signatures

Waste Type	Quantity (m³ or tonnes)							
	Re-use on-site	Re-use off-site	Recycling on-site	Recycling off-site	Other form of recovery on-site	Other form of recovery off-site	Sent to landfill	
Estimates								
Inert								
Non-hazardous								
Hazardous								
Totals (m³ or tonnes)								
Actual								
Inert								
Non-hazardous								
Hazardous								
Totals (m³ or tonnes)								
Difference between estimates and actual								

Waste Records

Date removed	Waste Type	Identity of the person removing the waste	Site the waste is being taken to and whether licensed or exempt	Waste carrier and registration number*	Confirmation of delivery

* evidence of waste carrier registration and waste transfer or hazardous waste consignment notes for each removal of waste should be provided either as part of the plan, or filed and cross-referenced

Post-Construction

[Within three months of the construction work being completed]

Confirmation

This plan has been monitored on a regular basis to ensure that work is progressing according to the plan and has been updated to record details of the actual waste management actions and waste transfers that have taken place.

Signature

Issue	Details
Explanation of any deviation from the planned arrangements	
Waste forecasts – exceeded	
Waste forecasts – not met	
Cost savings achieved	