

Harrison Varma Projects Ltd
44-46 Hampstead Lane, London
Borough of Haringey

Demolition Environmental Management
Plan

May 2024

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

Contents

1	INTRODUCTION.....	1
	Objectives.....	2
2	SITE MANAGEMENT TEAM.....	3
	Activities Associated with Pollution and Control Measures	3
	Site Safety Rules	7
	Site Environmental Rules	9
	Site Security.....	11
	Unexploded Ordnance Survey.....	11
3	METHODOLOGY OF DEMOLITION AND CONSTRUCTION.....	12
4	CONSTRUCTION LOGISTICS.....	13
	Construction Traffic Hours	13
	Site Arrangements	13
	Vehicle Types.....	14
	Proposed Vehicular Route	14
	Figure 4.1 – Recommended Vehicle Route Plan.....	15
	Non-Road Mobile Machinery (NRMM)	15
5	RISK ASSESSMENT AND METHOD STATEMENTS.....	16
	Reducing Noise and Vibration.....	17
	Dirt and Dust	17
	Traffic Risk Assessment	18
6	MONITORING AND REVIEW OF THE PLAN	19
7	CONCLUSION	20

1 INTRODUCTION

1.1 Caneparo Associates Limited has been appointed by Harrison Varma Projects Ltd ('the Applicant') to prepare a Demolition Environmental Management Plan (DEMP) Logistics to discharge Condition 14 of the Decision Notice relating to the proposed redevelopment of 44-46 Hampstead Lane ('the site'), located within the London Borough of Haringey (LBH).

1.2 The existing site forms of two detached residential properties, bound by Hampstead Lane to the south and Courtney Avenue in the west.

1.3 The site received planning permission in February 2024 (ref: HGY/2022/2731) for the:

"Demolition of existing dwellings and redevelopment to provide a 66 bed care home (Use Class C2); associated basement; side / front lightwells with associated balustrades; subterranean and forecourt car parking; treatment room; detached substation; side access from Courtenay Avenue; removal 4 no. trees; amended boundary treatment; and associated works

1.4 This DEMP has been prepared to discharge Condition 14 of the Decision Notice which states the following:

(A) "No demolition or development works shall commence until a Demolition Environmental Management Plan (DEMP) has been submitted to an approved in writing by the local planning authority.

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

The following applied to both Parts (a) and (b) above:

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

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

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

- ii. *Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08:00-18:00 Monday to Friday and 08:00-13:00 on Saturday;*
- iii. *Details of plant and machinery to be used during demolition / construction works;*
- iv. *Details of Unexploded Ordnance Survey;*
- v. *Details of waste management Strategy;*
- vi. *Details of community engagement arrangements;*
- vii. *Details of any acoustic hoarding;*
- viii. *A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environmental Agency Guidance).*
- ix. *Details of external lighting; and*
- x. *Details of any other standard environmental management and control measures to be implemented"*

1.5 This document will ensure that the risks surrounding demolition and construction are underlined with suitable and sufficient measures in place to ensure safety throughout the construction process. The DEMP is a 'live' document and should therefore be continually reviewed and updated whenever material changes are made that affect the construction process.

1.6 This DEMP also includes elements relating to the CEMP which have been included within this report to allow for both A and B of the Condition 14 to be discharged. This DEMP is to read alongside the Construction Logistics Plan and Air Quality Report which have been submitted separately.

Objectives

1.7 The primary objectives of the DEMP are to manage the potential effects and risks that arise from demolition / construction and mitigate them where necessary, in order to ensure that construction is undertaken safely and efficiently, whilst minimising any impact on the surrounding community.

2 SITE MANAGEMENT TEAM

2.1 The Site Management Team (SMT) will be responsible for the day-to-day monitoring of demolition and construction works undertaken on-site and to ensure health and safety guidelines are practiced throughout construction.

2.2 The SMT details are as follows:

SMT

Name: John Ward

Phone Number: 07908 753052

Email: ashvaleconstruction@aol.com

Community Engagement

2.3 A member of the site management team will be elected as a Community Liaison Officer whose contact details will be made available on the site hoarding including a 24-hour emergency number. Their role and responsibilities will include being the primary point of contact for the local community and answering queries and questions where necessary.

Activities Associated with Pollution and Control Measures

Table 2.1 Pollution and Control Measures		
Activity	Nuisance / Hazard	Controls
Demolition	Dust becoming airborne	Soft strip with dusty material bagged at site and then bags will be carried to the skip. Local watering down with fine mist water sprays. All skip bins will be sheeted in windy conditions and at night. Good house keeping with driveway kept swept and clean.

		Consider weather forecast when undertaking activities, avoid dusty works during dry windy weather.
	Debris becoming airborne	Currently sequenced works with screens used when risk assessment determines. Good house keeping at the site, to void items falling striking other debris making that airborne.
	Noise	Observe working hours as prescribed and arrange works so activities are sequential.
Waste Removal	Dust	Arrange waste streams to avoid large items being placed during dust clouds. Bag dust filled debris, insulation for example. Sheet up in windy weather and at night. Arrange bins in waste stream types to avoid puncturing any bags of dust laden material. Keep bin door closed at night. Position bin in consideration of prevailing winds if possible, with available access.
	Noise	Place material into empty bins. Material to be carried out and no dropped from upper floors into bins.
Road Traffic	Track Out	Maintaining hardstanding and good housekeeping. No mud on hardstanding. Review weather conditions and activities to avoid conditions where adverse weather would increase track out. Pressure washer to be available if

		contamination occurs along with wheel washing.
	Dust disturbance	Driveway/ hardstanding to be treated periodically with a proprietary dust suppressant such as Ice And Dust Away 25. Suitable supplies to be kept on site with pump sprayer to apply as conditions dictate.
	Emissions / NOx	Hauliers to be selected that have ULEZ/LEZ compliant vehicles and meet FORS standards. No engine idling when vehicles are loading.
Site Plant	Emissions / NOx	Only compliant site plant to be used that meets NRMM standards.
	Emissions / NOx	All plant to be in good order, maintained as per manufacturers instruction and registered on NRMM. No
Working out of daylight hours	Site Lighting	Task lighting will be local and aimed at the ground/workforce to prevent vertical light pollution. Unless in an emergency situation where task specifically dictates lighting to be aimed maximum 80 deg above nadir.
Heavy plant moving vibration	Vibration	Working hours to be observed and sequence planned to optimise productivity and avoid unnecessary repositioning.

Demolition Contamination	Control of surface water	Hardstanding to be bunded if required and temporary connection to foul drain made to prevent surface water pollution.
Soft Strip	Water from tanks / in building being released.	All services to be emptied into existing drains before unused drain runs are capped to prevent rodents exiting / entering.
Washing Down	Washout existing site	Water to be used sensible and strategically to avoid waste and prevent washout pollution a water course. The bundling of hardstanding and connection to foul drainage may be required.
Water hoses on site	Leaking or left running	Procedure to be followed when locking up each night to include power / water checklist.
Fuels and oils	Spills / discharge	Fuels are to be stored only in double bunded tanks only. Excavation with suction pick up fuel fill lines negate the need for decanting and funnels. In the unlikely event of a spill two spill kits will be always on site. Tanks to be positioned away from surface water drains and away from steep grades thought allow a spill to exit site or enter the ground.
Vehicle on public highway	Part / full lost load	Vehicles will not be overloaded. Only reputable hauliers with appropriate accreditations will be used for export.



Site Safety Rules

2.4 The SMT will implement the following rules to ensure the safety of all workers on-site:

- All visitors must report to the site office before entering the site.
- All persons must undergo a site specific safety induction before starting work on the site for the first time.
- Any persons caught in possession of or under the influence of drugs or alcohol will be removed from site immediately. (If you are on prescription drugs for medical reasons, please inform your site manager.)
- No food is to be consumed on site. Food and drink shall only be consumed in the designated canteen area (if provided) or off-site in an appropriate location.
- The playing of music or the wearing of earphones is not permitted on site.
- Horseplay on site will not be permitted and could lead to dismissal with the incident being reported to the police or HSE as some forms of horseplay could be seen as bullying or assault.
- The wearing of hard hats, Hi-Viz and safety boots is mandatory on all construction sites, further items of PPE are to be issued and worn as required within Risk Assessments and COSHH Assessments.
- During hot weather suitable clothes are to be worn to protect the skin from excessive exposure to UV radiation.
- All working equipment must be fit for use and should be subject to an inspection process with any defects reported to the site supervisor.
- The construction of makeshift working platforms is strictly prohibited.
- Halogen lighting is not to be used on this site under any circumstances.
- Only PASMA trained operatives are to erect, alter or dismantle scaffolding or mobile towers.
- Ladders and stepladders should only be used for access or in places of work ONLY when there is no reasonably practicable alternative, and it is safe to do so.

- Scaffolding on site must be erected and altered only by trained and authorised operatives. Unauthorised adaptations will not be permitted.
- Smoking is not permitted on site. Smoking is only permitted within designated smoking areas (if applicable).
- 240v power is only to be used on site with an RCD, if 240v power is used within the construction areas heavy duty cabling must be utilised.
- Plant and equipment (including MEWP's) may only be operated by persons who have been trained to use the specific piece of plant and/or equipment.
- All site operatives are to read, understand and confirm with their dated signature for their Risk Assessments, Method Statements and COSHH assessments that relate to their scope of works. If they feel that the risks and hazards have not been suitably addressed, they are to inform their supervisor before carrying out any works.
- Substances likely to be hazardous to health must not be used on the site unless a COSHH Assessment has been undertaken and the identified control measures have been undertaken and identified PPE and training has been given to operatives working with the hazardous material.
- All site operatives are responsible for ensuring that a safe working environment is sustained for the duration of the project.
- Hot works permits are required for any cutting, welding, soldering, etc. Hot works permits should be obtained from the site manager.
- Each site operative is responsible for keeping their working area clean, tidy and free from any hazards that may have the potential to cause harm.
- No young persons are permitted on site without a suitable Risk Assessment having been carried out.
- All site operatives MUST wear Hi-Viz jackets whilst working on site.

Site Environmental Rules

- 2.5 The SMT has detailed the following rules regarding construction work to ensure pollution within the surrounding area does not occur and to ensure the safety of all workers and the general public.

Fuel, Oil, Paints, Chemicals

- Must be stored properly in marked, leak-proof tanks or containers in the designated site store.
- Only take the minimum quantity required for immediate use on site.
- Never dispose of surplus fuels, oils, paints, chemicals, etc, into drains or watercourses.
- Wherever possible site plant and vehicles are to be refuelled on a hard standing area away from drains or watercourses with a drip tray and spill kit in place.
- Always use a nozzle or funnel when refuelling; never pour directly from a drum or can.
- Any leaks from storage containers, vehicles or plant are to be reported to the site manager immediately.

Silt

- Never pump silty or (muddy) water into drains or watercourses, it must go through a settlement tank first or be pumped to an open grassed area (or a suitable alternative) to soak away into the ground.
- Do not wash vehicles or plant off near drains or water courses.

Cement and Concrete

- Never discharge surplus concrete where it can find its way into a drain or watercourse.
- Never wash out cement mixers, etc. where the wash water can enter drains and watercourses. Wash out to a safe area where it can soak away.

Spillage Response

- If a spillage of fuels, oils, paints, chemicals, etc., occurs, use sand or spill kits to stop the liquid from entering drains or watercourses and report the incident to the site manager immediately.

Spoil / Waste Collection

2.6 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process.

2.7 The Contractor will be required to produce a Site Waste Management Plan(s) in accordance with the Main Contractor's Environmental Policy. This will include the following:

- Reuse of existing topsoil and clean spoil excavated for the new building, on site in making up levels, if possible.
- Ensure that all material removed from site is taken to waste recycling stations and separated for recycling where possible. Records of the waste recycling will be provided by the recycling stations.
- Enforcing good housekeeping measures e.g. proper storage of materials to minimise spillage.
- The use of raw materials as per manufacturer's instructions.
- Monitoring the generation of waste in order to identify trends and areas for further investigation.
- Identifying recyclable and salvageable materials and where feasible find secondary or alternative uses.
- Segregate waste types to facilitate recycling activities.
- Working with suppliers / Sub-Contractors to minimise surplus material delivered to site.
- Working with suppliers to ensure only the necessary minimum of packaging is used.
- Consideration of alternative materials with lower wastage levels.
- Ensuring that all Duty of Care and other legal requirements are complied with during the disposal of wastes.

- Consulting with suppliers to determine correct / appropriate disposal routes for waste products and containers.
- Assessing the project design to identify ways in which waste generation through raw material wastage and from temporary and permanent works activities can be avoided and minimised.
- Setting waste reduction targets as well as educating and informing site staff.
- Reducing usage of diesel, electricity and water on site by adopting good practices and management procedures.
- General construction waste management will be provided by a package.
- Contractor who will be managed by our site logistics co-ordinator.
- Where gypsum plaster products are used the specialist Contractors will be required to arrange recycling directly with the manufacturer.

2.8 Waste Management will be monitored and recorded as part of the site's 'Smart Waste' obligations.

General

- Site plant and vehicles should not be left running unnecessarily when situated on-site.
- Dispose of canteen litter in the bins provided (if applicable).
- Always use the authorised routes on to the site and to your work area.

Site Security

2.9 Throughout construction the site will be managed by a 24/7 security team to ensure no trespassing or unauthorised entry into the site is undertaken outside of the core construction hours.

2.10 The markets CCTV will also be regularly monitored by the security team and any concerns will be reported to the SMT.

Unexploded Ordnance Survey

2.11 A copy of the Unexploded Ordnance Survey (UXO) is included at **Appendix A**.

3 METHODOLOGY OF DEMOLITION AND CONSTRUCTION

Phase 1: Site Setup & Demolition

- 3.1 The Site will be secured with a hoarding around the building perimeter and will be created for the handling of any material removal. This is a period of more frequent vehicle activity associated with the demolition of the existing residential dwellings and spoil removal.

Phase 2: Piling

- 3.2 This phase will involve below ground structural strengthening to support the structure of the new building and associated excavation. This phase will also form the construction of the basement.

Phase 3: Sub-Structure

- 3.3 Once phase two is complete, the construction of the concrete frame can commence for the ground floor of the building. During this period, concrete vehicles will be positioned within the loading area.

Phase 4: Super-Structure

- 3.4 Upon completion of the ground floor concrete frame, verticals will start on the upper floors with the installation of a steel superstructure. Vertical elements (walls & columns) will be cast, decking to the upper floors and slab construction to follow.

Phase 5: Fit-Out & External Works and Commissioning

- 3.5 Building fit out (services, ceilings and raised floors) would be undertaken, commencing from the ground floor upward.

4 CONSTRUCTION LOGISTICS

Construction Traffic Hours

- 4.1 It is proposed that the standard operational hours for construction traffic will be as follows:
- Weekdays: 08:00 – 18:00 (avoiding peak hours 07:00-09:00 and 16:00-18:00).
 - Saturday: 08:00 – 13:00
 - Sunday & bank holidays: No activity unless agreed with the Council
- 4.2 All vehicle activity will be scheduled and undertaken in accordance with the Council and TfL's guidelines. Vehicle activity will primarily take place outside of peak periods in order to minimise disruption to the local road network. All vehicle activity will be undertaken on-site, with banksmen made available at the site entrance to assist with access / egress manoeuvres and to assist with any pedestrians walking along the frontage of the site.
- 4.3 In other circumstances it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken; or to deliver bulky machinery / materials (plant, mini-piling rig etc.) before busy traffic periods in London. The Council will be provided with prior notification in regard to any special dispensation for out-of-hours vehicle activity. Such deliveries will not be on a regular occurrence.
- 4.4 There will be no working on Sundays and bank holidays unless there is a requirement for emergency works, abnormal deliveries or cranes. The Council will be provided with prior notification should working during abnormal hours be necessary.
- 4.5 The site will be provided with 24-hour security to prevent any unauthorised access outside of the construction traffic hours.

Site Arrangements

- 4.6 Construction staff, operatives and visitors arriving by foot will access the site from Hampstead Lane. The site will be fully secured with hoarding to any exposed boundaries. The hoarding will be provided in line with all LBH and TfL regulations with a noticeboard placed in prominent visible positions.

- 4.7 Fully equipped welfare facilities for staff and operatives will be provided on-site, with an off-site office to be provided if necessary / appropriate. All plant, material and equipment will be stored on-site and not on the public highway.
- 4.8 It is noted that no on-site parking will be available for staff or visitors to the site. In the event that private vehicles are required to access the site, operatives will be expected to unload any materials or equipment before finding a parking opportunity in the local area.
- 4.9 Private vehicle use by operatives working at the site and visitors will be discouraged throughout the proposed works.

Vehicle Types

- 4.10 There are no anticipated restrictions to the size of heavy good vehicles servicing the site. Numerous types of vehicles will be used to bring materials, with the main vehicle types including:
- 16.m length, 2.6m width Articulated Lorry;
 - 10.2m length, 2.5m width Large Tipper;
 - 10m length, 2.5m width Rigid Flatbed;
 - 8.4m length, 2.4m width Concrete Lorries;
 - 3.5T Luton Vans; and
 - 5.5m length LGVs (Transit Vans)

Proposed Vehicular Route

- 4.11 Vehicle routes will follow the strategic highway network until the final approach to the site where local roads will be used for access. The recommended vehicle route is shown in **Figure 4.1** below and summarised as follows:

- Access: A1 – The Bishops Avenue – Hampstead Lane – Courtenay Avenue - Site.
- Egress: Site – Hampstead Lane – The Bishops Avenue – A1.

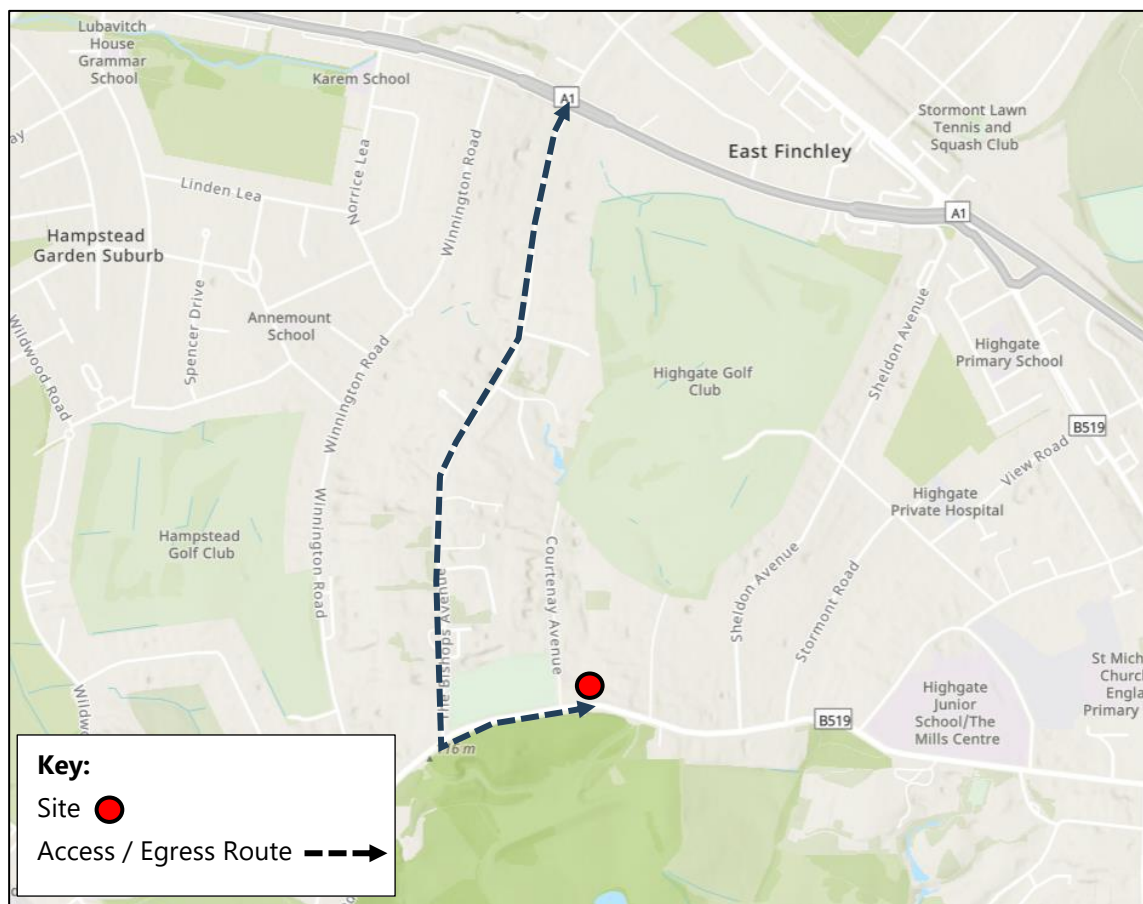


Figure 4.1 – Recommended Vehicle Route Plan

Non-Road Mobile Machinery (NRMM)

- 4.12 All NRMM will be stored on-site and will at no point be located on the public highway and has been registered on <http://nrmm.London/> showing the emission limits for all equipment. This can be made available to Local Planning Authority Offices if requested. Details of the NRMM have already been discharged under Condition 13 (ref: HGY/2024/0781).
- 4.13 All NRMM machinery on-site will be regularly serviced and a service log will be kept on-site which will include proof of emission limits for equipment during inspection.

5 RISK ASSESSMENT AND METHOD STATEMENTS

5.1 The SMT will issue a Risk Assessment and Method Statement to the SMT for confirmation. The Risk Assessment and Method Statement should be prepared in accordance with HSE's guidance – 5 Steps to Risk Assessment, and be undertaken by a trained and competent person to be suitable and sufficient:

- **Step 1** – Elimination, redesign the job or substitute a substance so that the hazard is removed or eliminated. For example, duty holders must avoid working at height where they can.
- **Step 2** – Substitution, replace the material or process with a less hazardous one. For example, use a small MEWP to access work at height instead of step ladders. Care should be taken to ensure the alternative is safer than the original.
- **Step 3** –Engineering controls, use work equipment or other measures to prevent falls where you cannot avoid working at height. Install or use additional machinery such as local exhaust ventilation to control risks from dust or fume. Separate the hazard from operators by methods such as enclosing or guarding dangerous items of machinery/equipment. Give priority to measures which protect collectively over individual measures.
- **Step 4** –Administrative controls, these are all about identifying and implementing the procedures you need to work safely. For example: reducing the time workers are exposed to hazards (eg by job rotation); prohibiting use of mobile phones in hazardous areas; increasing safety signage and performing risk assessments.
- **Step 5** –Personal protective clothes and equipment, only after all the previous measures have been tried and found ineffective in controlling risks to a reasonably practicable level, must personal protective equipment (PPE) be used. For example, where you cannot eliminate the risk of a fall, use work equipment or other measures to minimise the distance and consequences of a fall (should one occur). If chosen, PPE should be selected and fitted by the person who uses it. Workers must be trained in the function and limitation of each item of PPE.

Reducing Noise and Vibration

- 5.2 Noise is not only damaging to the hearing of workers on site but is also a nuisance to others in the vicinity of the works including neighbouring properties. Whenever a worker or sub-contractor is expected to create unacceptable noise levels they will be responsible for carrying out their own assessments and ensure wherever possible that levels are reduced and that the correct silencing has been fitted to any items of plant.
- 5.3 No acoustic hoarding will be required. The neighbouring site no. 42 has already been demolished and the nearest neighbours are approximately 50m away from the site, therefore an acoustic hoarding is not required.

Dirt and Dust

- 5.4 The objective in regards to the control of dirt and dust is to contain it within the site as far as is reasonably possible and ensure that any spread into the surrounding area is prevented, including footways and carriageways which are to be kept clean at all times.
- 5.5 The following measures will be implemented where necessary:
- The Project Manager will ensure that the perimeter of the site is regularly patrolled each day to ensure that the footway/carriageway is kept clear of any construction debris.
 - Road sweeping to clean the site hard standing and any mud or debris deposited by site vehicles on roads or footpaths in the vicinity of the site.
 - Sufficient bins and waste facilities.
 - Litter picking facility for un-attributable materials.
 - Facilities to minimise the formation and spread of dust by continuous fine water spray.
 - Banksman will be charged with the responsibility of checking the cleanliness of vehicles visiting the site. wheel washing will occur on-site before vehicle exit the site.

Traffic Risk Assessment

- 5.6 The scheduling of materials, deliveries and waste collection will be managed in order to avoid more than one HGV seeking access to the site at any time. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.
- 5.7 Vehicles entering the site will be guided under strict banksmen control. Signage will be located on the hoarding to alert others of hazards. The crossover access will be widened to allow vehicle entry and to offer a good view of the footway for pedestrians passing by.
- 5.8 All HGVs attending the site will be registered with the Freight Operator Recognition Scheme (FORS).
- 5.9 Vehicles will only exit when directed which will be when there is sufficient space and time in the traffic. This movement will be assisted by banksmen.

6 MONITORING AND REVIEW OF THE PLAN

- 6.1 The SMT will monitor construction activity as set out previously in this document, reporting any incidences in accordance with the relevant guidance identified. In addition, the SMT will keep a record of construction vehicle activity to understand any issues and/or opportunities to improve the way in which construction is undertaken.
- 6.2 The SMT will constantly monitor/review the success of the DEMP and, if considered necessary/appropriate, will propose changes to the document to be approved by LBH.
- 6.3 The SMT will review any comments received from site workers or neighbours regarding the construction environment and its safety and notify LBH if necessary/appropriate.

7 CONCLUSION

- 7.1 Overall, the DEMP will ensure the successful operation of construction on a day to day basis.
- 7.2 The DEMP will ensure that the likelihood of conflicts will be minimised, and that the construction of the Development will not affect the free flow or environmental condition of the public highway or surrounding area.

APPENDIX A



Preliminary UXO Risk Assessment

Client GEA Ltd.
Project 44 and 46 Hampstead Lane, London
Site Address 44 and 46 Hampstead Lane, London, N6 4LL
Report Reference EP13625-00
Date 11/06/21
Originator AJS

Assessment Objective

This preliminary risk assessment is a qualitative screening exercise to assess the likely potential of encountering unexploded ordnance (UXO) at the 44 and 46 Hampstead Lane site in London. The assessment involves the consideration of the basic factors that affect the potential for UXO to be present at a site as outlined in Stage One of the UXO risk management process.

Background

This assessment uses the sources of information available in-house to 1st Line Defence Ltd to enable the placement of a development site in context with events that may have led to the presence of German air-delivered or Allied military UXO. The report will identify any immediate necessity for risk mitigation or additional research in the form of a Detailed UXO Risk Assessment. It makes use of 1st Line Defence's extensive historical archives, library and unique geo-databases, as well as internet resources, and is researched and compiled by UXO specialists and graduate researchers.

The assessment directly follows CIRIA C681 guidelines "Unexploded Ordnance, a Guide for the Construction Industry". The document will therefore assess the following factors:

- Basic Site Data
- Previous Military Use
- Indicators of potential aerial delivered UXO threat
- Consideration of any Mitigating Factors
- Extent of Proposed Intrusive Works
- Any requirement for Further Work

It should be noted that the vast majority of construction sites in the UK will have a low or negligible risk of encountering UXO and should be able to be screened out at this preliminary stage. The report is meant as a common sense 'first step' in the UXO risk management process. The content of the report and conclusions drawn are based on basic, preliminary research using the information available to 1st Line Defence at the time this report was produced. It should be noted that the only way to entirely negate risk from UXO to a project would be to support the works proposed with appropriate UXO risk mitigation measures. It is rarely possible to state that there is absolutely 'no' risk from UXO to a project.





Risk Assessment Considerations	
Site location and description/current use	The site is located along Hampstead Lane, in the London Borough of Haringey. Recent aerial imagery indicates that the site is occupied by two large detached properties, along with associated garden areas and a swimming pool in the east. Further residential structures, tennis courts and vegetation border the site to the north and east. Hampstead Lane is located adjacent to the southern section of the site, with Courtney Avenue to the west. The site is approximately centred on the OS grid reference: TQ 27104 87639. 
Are there any indicators of current/historical military activity on/close to the site?	Low-resolution WWII-era aerial imagery shows ground disturbances within a sports field to the west of the site, across Courtney Avenue, which depict physical characteristics typical of war-era Allied features. No specific information on the exact nature or usage of these features, nor whether they do indeed relate to Allied activity, can be found, although such areas were often requisitioned for the use of buildings defensive emplacement or undertaking training. Despite this, given the sites separation from this area by Courtney Avenue and the residential nature of the site, the proximity of this area is not anticipated to pose a significant risk to the site itself. Although the closest recorded Heavy Anti-Aircraft (HAA) battery was situated approximately 1.4km north-west of the site, these projectiles can have a range of over 15km. The conditions in which unexploded anti-aircraft ordnance may have fallen unrecorded within the proposed site are analogous to that of German aerial delivered ordnance.
What was the pre- and post-WWII history of the site?	Pre-WWII OS mapping dated 1937 indicates that the site comprised two large detached structures and associated garden areas. Bordering the site to the north are open areas of land and vegetation. To the east of the site are residential housing structures. To the south of the site lies <i>Hampstead Lane</i>, and west of the site is <i>Courtney Road</i>. Post-WWII OS mapping dated 1952 indicates no significant change to the site boundary or the surrounding area. Properties on site are now labelled as <i>The Garth</i> and <i>Lydbrook</i>. Courtney Road is now recorded as <i>Courtney Avenue</i>.
Was the area subject to bombing during WWII?	During WWII, the site was located within the Municipal Borough of Hornsey. According to official Home Office statistics, Hornsey sustained an overall high density of bombing, with an average of 123.6 items of ordnance recorded per 1,000 acres of land. This consisted of 292 high explosive (HE) bombs, nine parachute mines, 28 oil bombs, five phosphorus bombs, 17 V-1 pilotless aircraft bombs, and four V2 long range rocket bombs, accumulating in 376 incidents across 2,265 acres of land. London bomb census mapping does not record any bomb strikes on or bordering the site boundary. The nearest recorded incidents comprise an incendiary bomb shower to the west of the site across Courtney Avenue, and a HE bomb strike approximately 70m east of the site, at the junction of Hampstead Lane and Compton Avenue. A local Hornsey bomb plot map also does not record any incidents on or adjacent the





	boundary, though several additional high explosive bombs are noted further north-east and west of the site.
Is there any evidence of bomb damage on/close to the site?	Middlesex County Council (MCC) war damage mapping does not attribute any serious bomb damage to structures within the site boundary or its surrounding vicinity. This is supported by low-resolution WWII-era aerial imagery, available on this occasion, which indicates the buildings on site survived the war structurally intact.
To what degree would the site have been subject to access?	Access to the site is anticipated to have been frequent during WWII, given the residential nature of the site. However, it should be noted that the discovery of UXO in the rear gardens of properties would generally rely on the vigilance of individual residents.
To what degree has the site been developed post-WWII?	Structures on site have undergone minor alterations/extensions, and a pool has been built in the eastern section post-WWII.
What is the nature and extent of the intrusive works proposed?	The nature and extent of works proposed was not available at the time of writing.

Summary and Conclusions

During WWII, the site was located within the Municipal Borough of Hornsey. According to official Home Office statistics, Hornsey sustained an overall high density of bombing, with an average of 123.6 items of ordnance recorded per 1,000. Despite this, London bomb census mapping does not record any bomb strikes on or bordering the site boundary. The nearest recorded incidents comprise an incendiary bomb shower to the west of the site across Courtney Avenue, and a HE bomb strike approximately 70m east of the site. A local Hornsey bomb plot map also does not record any incidents on or adjacent the boundary, though several incidents are noted in the vicinity. No positive evidence of bomb damage could be found within the site location. MCC war damage mapping does not attribute any serious bomb damage to structures within the site boundary or its surrounding vicinity. This is supported by low-resolution WWII-era aerial imagery, which indicates the properties on site survived the war structurally intact. As such, access to the site is anticipated to have been frequent throughout WWII, given the residential nature of the site. Frequent access may increase the likelihood of UXO indicators being seen and reported, although it should be noted that the discovery of UXO in the rear gardens of properties would generally rely on the vigilance of individual residents.

Recommendations

Given the findings of this preliminary report, the risk from UXO on site is not considered to be significantly elevated above the background level for London. It is therefore recommended that **no further research** be undertaken for this site. Whilst it would be possible to conduct a Detailed UXO Risk Assessment, to analyse additional local bombing records, it is not thought likely that the acquisition of such records would significantly alter the findings of this report. **If the client has any anecdotal or empirical evidence of UXO risk on site, please contact 1st Line Defence.**





It should be noted that although the risk from unexploded ordnance on this site has been assessed as low/minimal, this does not mean there is 'no' risk of encountering UXO. This preliminary report has been undertaken with due diligence, and all reasonable care has been taken to access and analyse relevant historical information. By necessity, when dealing with historical evidence, and when making assessments of UXO risk, various assumptions have to be made which we have discussed and justified within this report. Our reports take a common-sense and practical approach to the assessment of UXO risk, and we strive to be reasonable and pragmatic in our conclusions. As referenced, it would be possible to undertake further research into this site, but based on the evidence to hand, this is not deemed strictly necessary, and no reasonably justifiable requirement for proactive on-site mitigation has been identified.

It should however be stressed that if any suspect items are encountered during the proposed works, 1st Line Defence should be contacted for advice/assistance, and to re-assess the risk as necessary. Furthermore, we would recommend that ground personnel are always made aware of the potential for encountering UXO, what to look out for and what to do in the unlikely event that a suspect item is encountered, and that a UXO Risk Management Plan is put together for the proposed works. We would be happy to provide a template and guidance for this – contact us on 01992 245020. Should the scope of works change or additional works be proposed, 1st Line Defence should be contacted to re-evaluate the risk.

