

Demolition Environmental management plan 44/46 Hampstead Lane N6 4LL

Arch Construction And Groundworks Limited

The Paddocks

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Client: Harrison Varma Projects Limited.

35 Ballards Lane,

London,

N3 1XW

Contents

- Introduction
- Purpose of document
- Description of site
- Construction of buildings
- Site specific hazards
- Air quality
- Method of demolition
- Activities associated with pollution and control measures
- Vehicle movements in/out of site
- Traffic specific risk assessment
- Vehicle standards
- Traffic prediction during demolition phase
- Images of site and highway
- Summary

Introduction.

ACG have been appointed to demolish two properties in Hampstead Lane for client Harrison Varma Projects. ACG have extensive experience in demolition and groundworks in and around London. Our previous works include basement extensions under listed buildings in central London, deep drainage, new build basements, basements under retained structures, demolition both full and part with façade retention. Our local experience includes works in Sheldon Avenue, View Road, The Bishops Avenue and Courtenay Avenue. We are family owned and run with a very good reputation for neighbourly relations and health and safety. A responsible person will be always on site, most usually a company director, to ensure any departure from plan is properly assessed and executed in the correct and safe manner with consultation with our appointed health and safety representative.

Purpose of document.

This document sets out the environmental targets, site procedures, reporting lines and emergency procedures for demolition works at 44/46 Hampstead Lane N6 4LL. The site specific health and safety procedures will be added to our current Health and Safety policy which will be available on site for inspection by interested parties.

Description of site.

There are a pair of two storey detached houses standing apx 8 M from Hampstead Lane on slightly graded plot, falling northwards from the road. Courtenay Avenue is to the left-hand side of number 46 with a gated access to 46 on the junction of Courtenay Avenue and Hampstead Lane. There is another vehicle access, pair of gates, to the east along Hampstead Lane adjacent to the boundary of number 44. Number 44 has a pair of gates at either end of its boundary with Hampstead Lane. At the front of both properties there are low walls with taller brick piers and railings between and a mix of small trees and green hedges behind. The driveways of the both sites present in reasonable structural condition with evidence of a concrete subbase being present. To the east of 44 is a construction site, hoarding is erected to front and the boundary of 44. The west of 46 borders Courtenay Avenue with a 2m high fence and trellis which extends to, and along, the rear boundaries of both properties and the first property in Courtenay Avenue. Plan below.



Construction of buildings.

Both present as traditional masonry brick construction with tiled roof and timber intermediate floors. Both have small basements. It is expected that there will be steel beams, either simple single span or connected beam and post box frames. The exact locations will be best determined by opening up during the investigation and soft strip. Fenestration is predominately timber sash either single or double glazed.

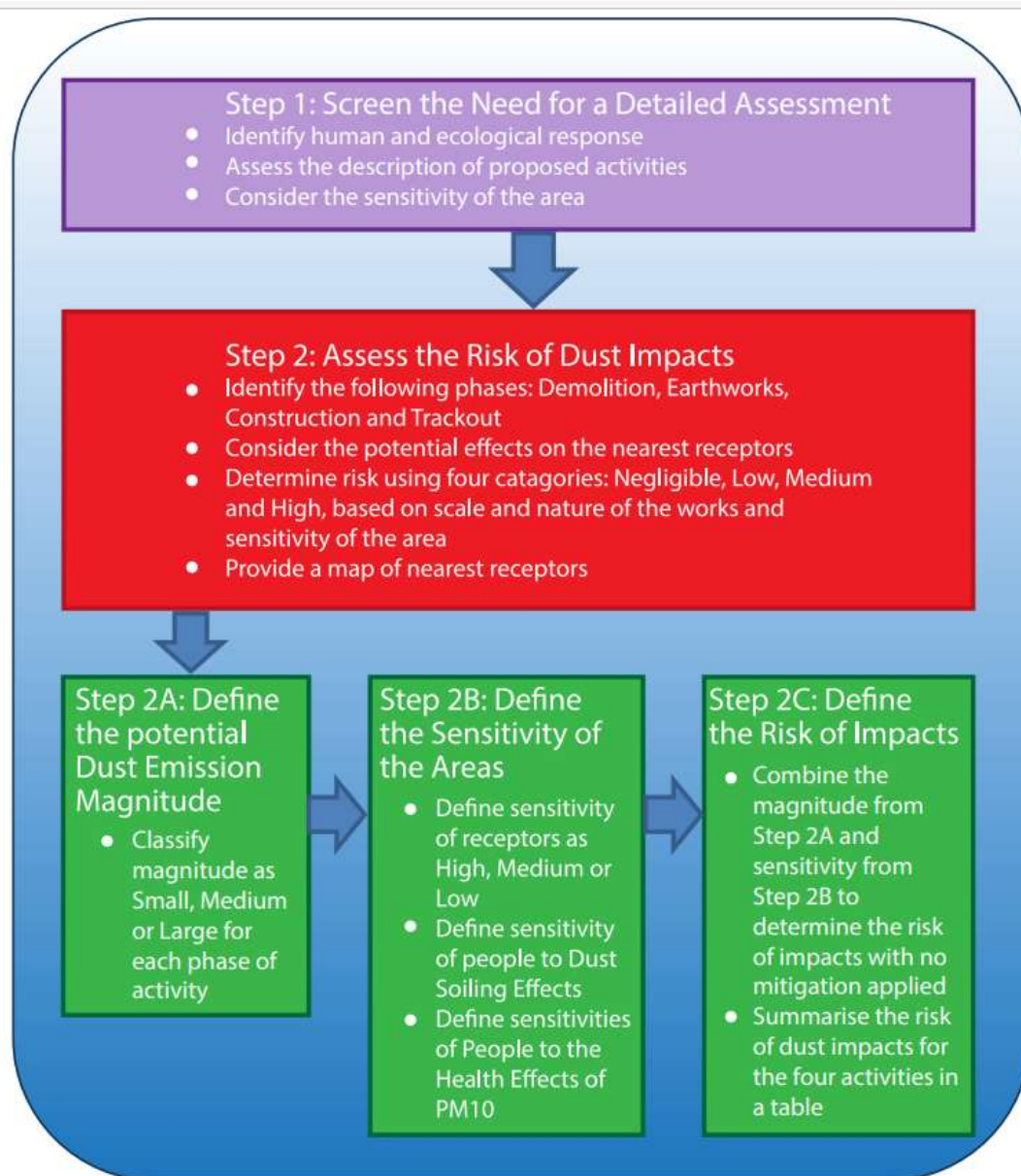
Site specific hazards.

There are no above ground proximity hazards observed. The close proximity of the buildings to each other and the close boundary to number 42 are the only zones that will require sequencing and access control to prevent injury to persons on site or on the adjacent site. Asbestos is thought to be not present but as there is no record available of an intrusive survey for either, despite extensive works being done in 2014/2016 to both, a survey will be carried out ahead of demolition and the necessary works undertaken with clean air certification issued prior to demolition. Dust and debris in voids are expected, especially in the roof loft and voids as the tiled roof would have been originally unlined allowing dust to enter and accumulate.

Air quality

The GLA set out targets for air quality, making specific reference to PM 2.5 and PM 10 and dust from construction activities. Using the risk assessment matrix and flow chart, extract shown below, the acceptable levels of emission could be determined and measured, it is however considered best practise to reduce to as low as possible all airborne dust, track out and NOx.

The location of the site has driven the decision to use best measures of control. It is observed that several construction sites are within 500 metres of this site, it is the intention of ACG to make every reasonable effort to avoid complaint and control to lowest level pollution to make this site stand out as a good example.



The matrix on below guides on determination of the measures to be taken to control emissions of dust and soiling, given the proximity of the Highgate School playing fields and properties in Courtenay it is considered as high sensitivity. Dog walkers are a common sight on Hampstead Lane as they access Kenwood, airborne dust and pollution would give rise for a reasonable complaint from many groups, so despite the relatively small size of the demolition, it is considered prudent that best efforts are made to control dust and emissions.

TABLE 4.2 SENSITIVITY OF THE AREA TO DUST AND SOILING EFFECTS ON PEOPLE AND PROPERTY^{A B}

Receptor Sensitivity	Number of Receptors	Distance from the Source (m) ^C			
		<20	<50	<100	<350
High	>100	High	High	Medium	Low
	10-100	High	Medium	Low	Low
	1-10	Medium	Low	Low	Low
Medium	>1	Medium	Low	Low	Low
Low	>1	Low	Low	Low	Low
^A The sensitivity of the area should be derived for each of the four activities: demolition, construction, earthworks and trackout. See STEP 2B.					
^B Estimate the total number of receptors within the stated distance. Only the <i>highest level</i> of area sensitivity from the table needs to be considered. For example, if there are 7 high sensitivity receptors < 20 m of the source and 95 high sensitivity receptors between 20 and 50 m, then the total of number of receptors < 50 m is 102. The sensitivity of the area in this case would be high.					
^C For trackout, the distances should be measured from the side of the roads used by construction traffic. Without site specific mitigation, trackout may occur from roads up to 500 m from large sites, 200 m from medium sites and 50 m from small sites, as measured from the site exit. The impact declines with distance from the site, and it is only necessary to consider trackout impacts up to 50 m from the edge of the road.					

To avoid pollution, both airborne and solids tracking onto the surface of the highway best practise is to be adopted.

The following method statement sets out the key actions to achieve this.

Method of demolition (key points/milestones only)

- Electricity and gas off at boundary, scan and mark any abandoned services.
- Asbestos survey, schedule of works detailing all removed, issue of clean air certificate.
- Ecologist to attend to provide toolbox talk and be present as roof and voids are stripped. (see ecological submission by others)
- Soft strip internals, all carry out to place in 40 yd skip bin.
- Separate recycling and waste streams, timber, fabrics, gypsum etc etc.
- Demolition by picking grapple on tracked excavator, loading timber to bins etc. dust control by fine mist water spray.
- Continues to walls working top down. Dust control by fine mist water spray.
- Masonry stockpiled on site for use in construction, any timber/steel to be picked by grapple from the pile as moved. Dust control by fine mist water spray.

Activities associated with pollution and control measures.

Activity	Nuisance/hazard	Control/s
Demolition	Dust becoming airborne	Soft strip with dusty material bagged at source, bags carried to skip. Local watering down with fine mist water spray. Skip bins to 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.
Demolition	Debris becoming airborne	Correctly sequenced works with screens used when risk assessment determines. Good house keeping at source, to avoid items falling striking other debris making that airborne in turn
Demolition	Noise	Observe working hours as prescribed and arrange works so activities are sequential.

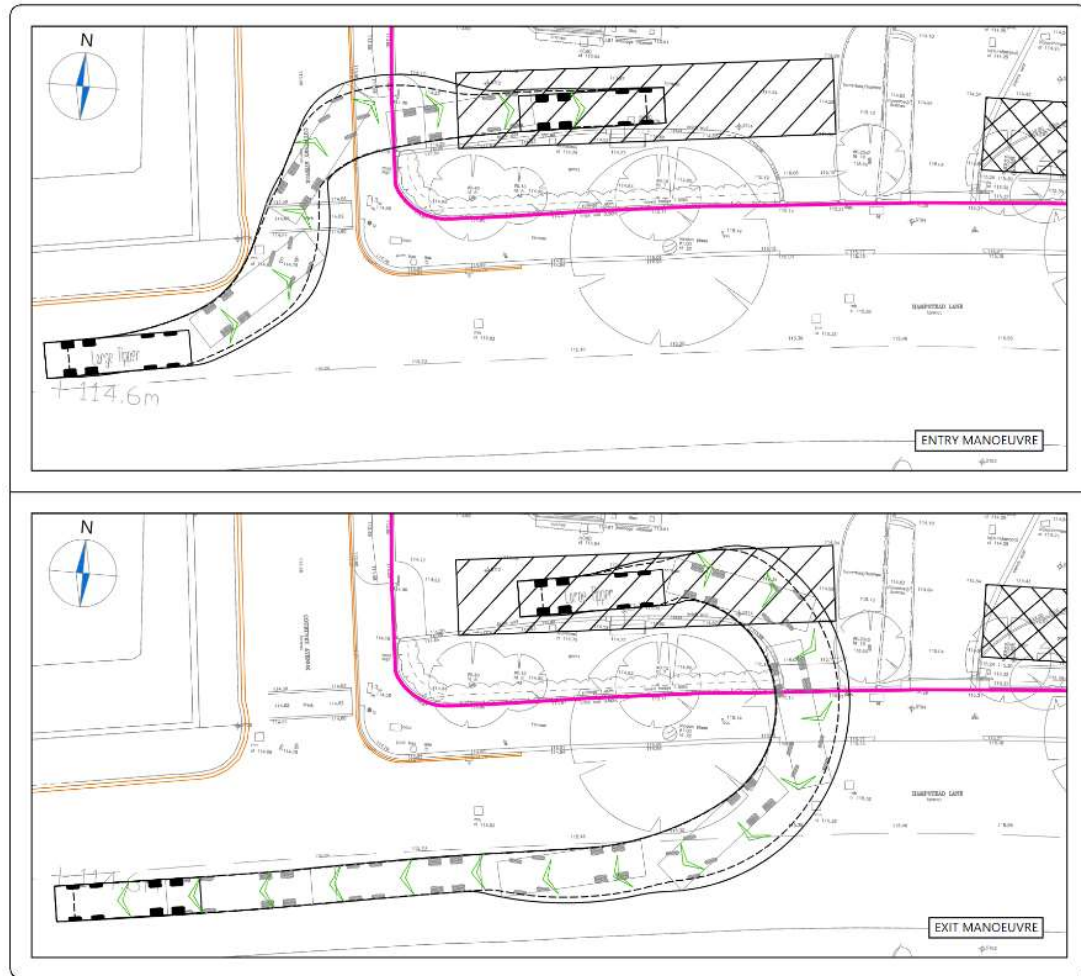
Loading out bins	Dust	Arrange waste streams to avoid large items being placed causing dust clouds. Bag dust filled debris, insulation for example. Sheet up in windy weather and at night. Arrange bins in waste stream types to avoid puncturing any bags of dust laden material. Keep bin door closed at night. Position bin considering prevailing wind if possible with available access.
Loading out bins	Noise	Place, not drop, material into empty bins. Material to be carried out and not dropped from upper floors into bins.
Road traffic	Track out	Maintain hardstanding and good housekeeping. No mud on hardstanding. Review weather conditions and activities, avoid condition where adverse weather would increase track out. Have pressure washer available if contamination occurs. Wheel wash if needed.
Road traffic	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.
Road traffic	Emissions / NOx	Hauliers to be selected that have ULEZ/LEZ compliant vehicles and meet FORS standards. No unnecessary engine idling when vehicles waiting.
Site plant	Emissions / NOx	Only compliant site plant to be used that meets NRMM standards.
Site plant	Emissions / NOx	All plant to be in good order, maintained as per manufacturer's instructions and registered on NRMM. No unnecessary engine idling when plant not active.
Working out of daylight hours	Site lighting	Task lighting will be local and aimed at the ground/workface to prevent vertical light pollution. Unless in an emergency situations where the 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	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 exiting site	Water to be used sensibly and strategically to avoid waste and prevent washout polluting a water course. The bunding 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. Excavators with suction pick up fuel fill lines negate the need for decanting and funnels.
Fuels and oils	Spills/discharge	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.
Vehicles on public highways	Part / full lost load	Vehicles will not be overloaded. Only reputable hauliers with appropriate accreditations will be used for export.

Vehicle movements in/out of site.

The previously issued traffic plan, Caneparo Aug '21 has been referenced and found to be a useful and valid document. The exit route for vehicles to the A1 trunk road is considered best as via The Bishops Avenue, see the tracking pan shown next page, this shows tracking details for a four-axle tipper.

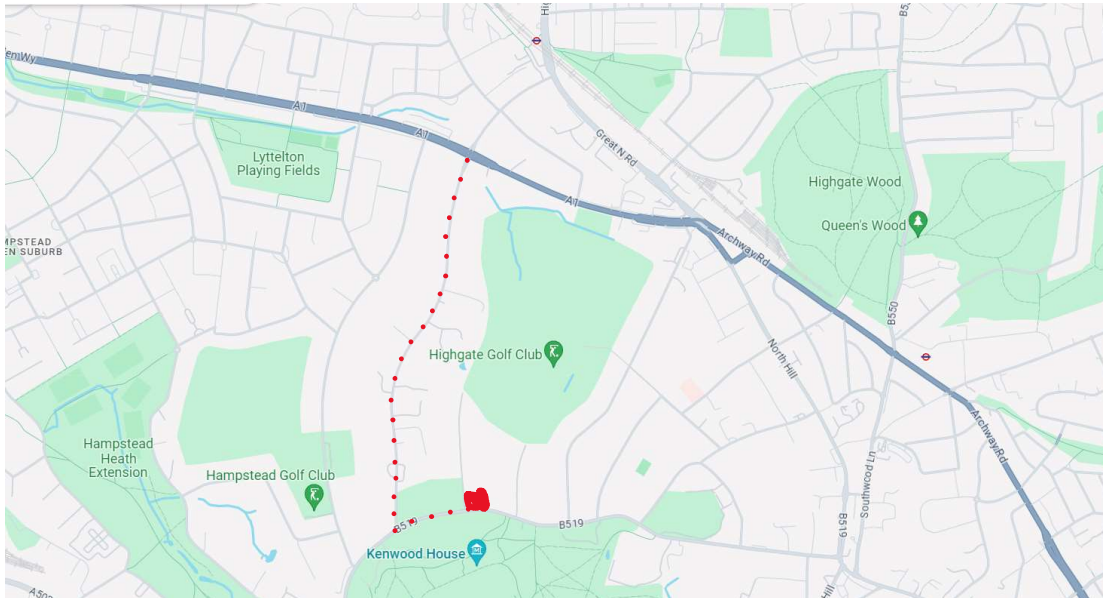
For vehicles entering and exiting site the method statement details the procedure. All other road users, pedestrians and site operatives are to be made aware of movements, the site traffic marshal has full responsibility for communication with the vehicle operator / driver and other groups. The tracking plan and images in the addendum should be referred to when reading the method statement relating to vehicle movements.



The proposed route to and from the A1 trunk road to site is shown on the map on the next page. The hauliers will be made aware of the requirement to use this route. Any local road closures and diversions will be communicated to the hauliers at the time of booking transport to avoid delay and further congestion as a result of HGVs being stuck in traffic.

Vehicles waiting outside site is not planned, the driveway is large enough and the number of predicted vehicle movements small enough that there is no need for vehicles to queue outside site causing nuisance, a hazard and pollution. To aid this the haulier will be closely controlled by the site team, the appointed ACG traffic marshal taking full control of the delivery and collection times.

See the routing map on the following page showing preferred traffic route dotted red and site, red block.

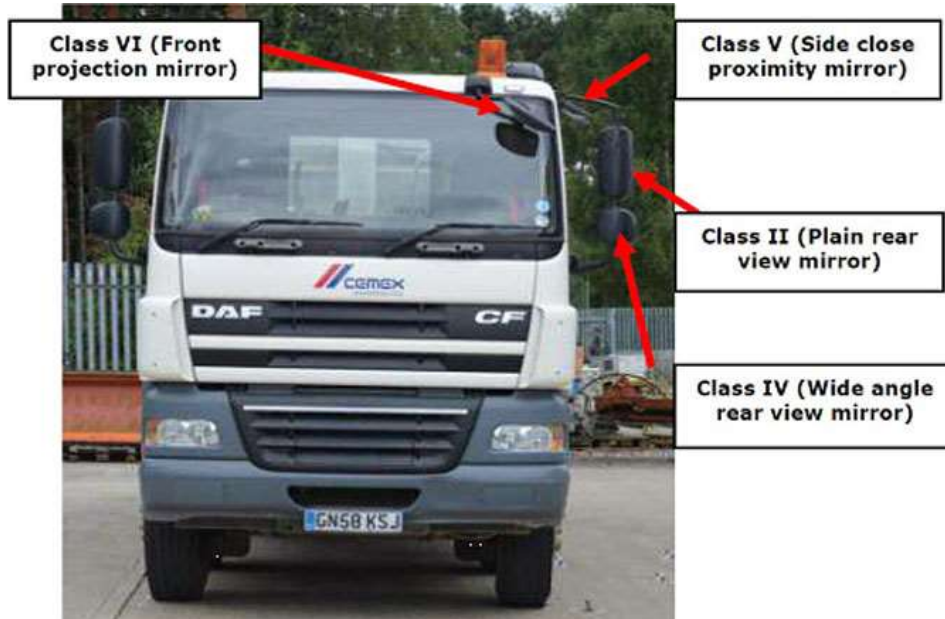


Traffic specific risk assessment

Vehicle approaching site	Delay to others if access not clear	All incoming HGVs to be scheduled for time of arrival and communicate with traffic marshal 15 prior to arrival.
Vehicle entering site	Collision with pedestrians/cyclists	Vehicles entering site to be under the direction and control of the site traffic marshal. Signage on hoarding to alert others of hazards. Site entrance arrange to afford a good view of the footpath and area around the vehicle. FORS accredited vehicles only allowed to deliver to site. See details for vision standards/mirrors.
Vehicle leaving site	Collision with pedestrians/cyclists	Vehicles exiting site to be under the direction and control of the site traffic marshal. Signage on hoarding to alert others of hazards. Site exit arrange to afford a good view of the footpath and area around the vehicle. FORS accredited vehicles only allowed to deliver to site. See details for vision standards/mirrors.
Vehicle rejoining highway	Collision with other road users	Vehicles will only exit when directed which will be when there is sufficient space and time in the traffic to do so.

Vehicle standards.

Images below show the mirror classes and camera locations to assist site team in identifying non-compliant vehicles.



See above the mirror classes explained. Any vehicle seen arriving on site without the required mirrors will be reported to the supplier and delivery refused if returning to site in the same condition.



Note above warning lights and FORS silver accreditation. Compliance with this standard will form part of the supplier requirements.

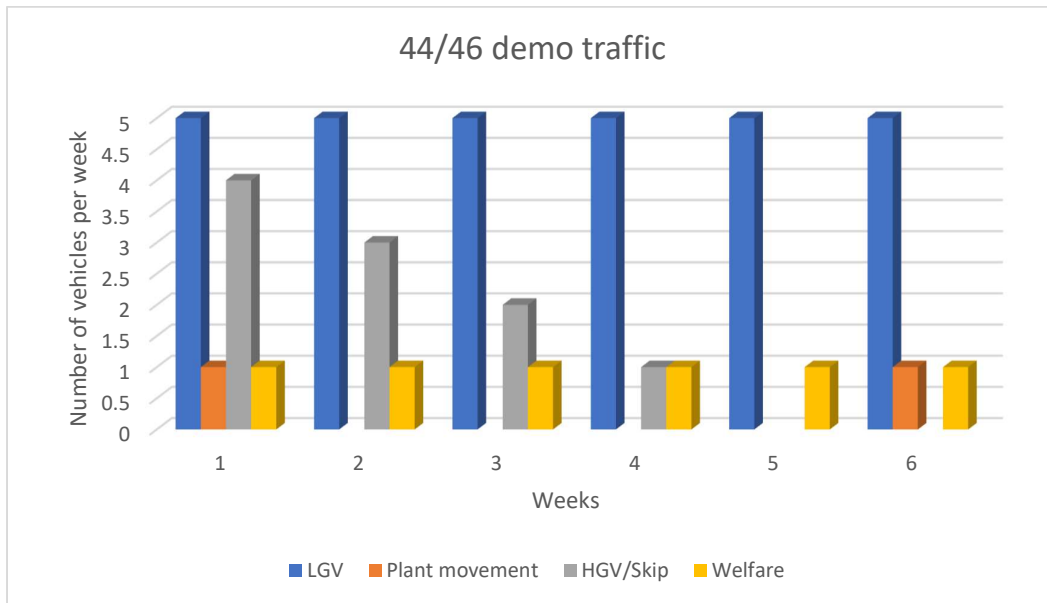


Above and below are good examples FORS compliance. The camera allows the driver to view the inside of the vehicle and see cyclists, combined with the mirror classes it makes for safer HGVs. It is expected that all delivery vehicles will meet or exceed FORS Silver.



Traffic prediction during demolition phase.

The labour force on site is not expected to exceed 6 operatives and 1 manager. Some of the staff will commute by public transport, others will arrive in the ACG crew cab vehicle (noted as LGV). There will be parking on site for the van. The welfare will be provided externally to the buildings and will require servicing once a week. The plant will be delivered at the commencement of works and collected in the final week, duration is not expected to exceed 6 weeks. HGV skip/bin deliveries and collections will reduce in frequency from an expected 4 in the first week. See chart on next page.



Images of site and highway.

View looking East along Hampstead Lane showing site entrance on corner of Courtenay Avenue.



View looking West along Hampstead Lane towards The Bishops Avenue. Site exit on the right.



Prior to ACG commencing works on site a survey of the highway and immediate environs will be undertaken with details of any defects recorded and photographed. This report will be made available to all interested parties. At the cessation of works the same areas will be survey to establish any damage caused by the site traffic.

Summary.

This document has set out methods for controlling emissions, pollutants, dust and mud as well as traffic. The site has good working space meaning that the required methods and equipment can be used and stored on site. The clear view to the highway network and easy access to the A1 is fortuitous and will assist the site team in delivering the demolition without incident.

N A Archer

13/01/2024