



FORMER NESTLE FACTORY, HAYES

CONSTRUCTION MANAGEMENT PLANS
MAY 2017

BARRATT — LONDON — **SEGR**O

Executive Summary for the Construction Management Plan (CMP)

This executive summary is to provide an overview regarding the CMP's prepared by both SEGRO and Barratt London.

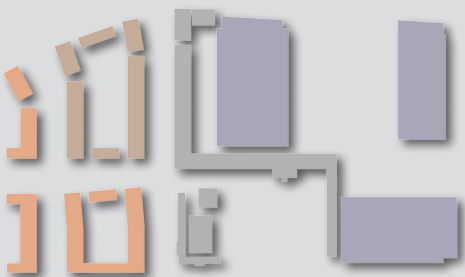
The site is proposed to be developed by SEGRO plc to provide new commercial properties 22663 sqm in use classes B1c, B2, B8 and data centre, plus service yards, car parking and ancillary works and by Barratt London to provide 1381 dwellings within use Class C3. The residential part of the development will also include a management suite and supporting office, retail, community and leisure uses (Use Class A1, A3, A4, B1, B8, D1, D2). In broad terms the SEGRO development covers the eastern third of the site whilst the western two thirds will be developed by Barratt London.

The CMP's have been produced as supporting information for the planning application to redevelop the site. These plans will be further developed and detailed by the Principal Contractor prior to commencement of works on site.

The CMP's provide key information regarding Construction works on site including the following:

- Key Construction dates and working hours
- Vehicle access, parking, loading & unloading
- Control of dirt/dust both on and off site including air quality
- Energy usage and fuel consumption
- Waste Management and recycling
- Noise on site
- Hoarding, Fencing and Site Security
- Site Contact Details
- Liaison with the Community and Considerate Construction.

Further detailed information regarding the Construction Management Plans (CMP's) are provided in the enclosed reports.

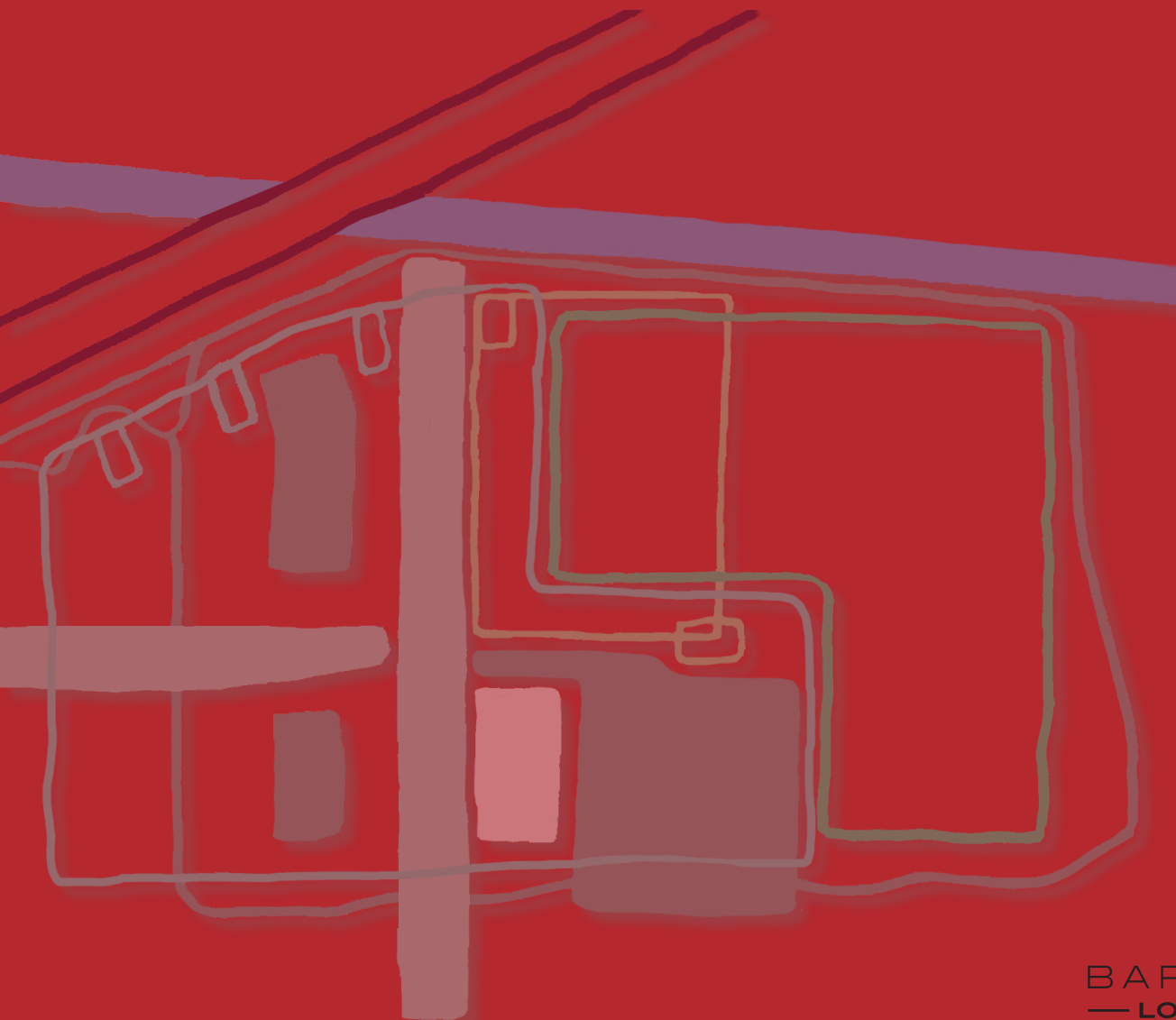


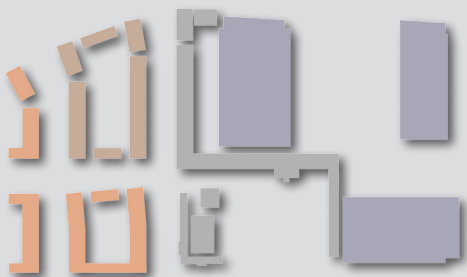
FORMER NESTLE FACTORY, HAYES

CONSTRUCTION MANAGEMENT PLAN

(Residential Scheme)

MAY 2017





FORMER NESTLE FACTORY HAYES

Construction Management Plan
(Residential Scheme)

Date: March 2017

Former Nestle Factory Hayes - Construction Management Plan

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Former Nestle Factory Hayes - Construction Management Plan

1.0 Introduction

This Construction Management Plan (CMP) has been prepared in relation to the Part-demolition of existing factory buildings and associated structures, and redevelopment to provide 1381 dwellings within use Class C3. It will also include a management suite and supporting office, retail, community and leisure uses (Use Class A1, A3, A4, B1, B8, D1, D2), and 22663 m² (GEA) of commercial floor space (Use Classes B1c, B2, B8 and Data Centre), amenity and play space, landscaping, allotments, access, service yards, associated car parking and other engineering works.

This CMP has been produced as supporting information for the planning application to redevelop the site. This plan will be further developed and detailed by the Principal Contractor prior to commencement of works on-site.

This document should be read in conjunction with the CMP prepared by Segro for the commercial redevelopment element of the site.

The Principal Contractor for the residential element and the Principal Contractor for the commercial element will liaise and work together to ensure that the combined effects of the construction phases for both parts of this project are coordinated and that the onsite workforce will talk to each other and ensure that they are aware of each other's effect on the surrounding community.

2.0 Construction start/completion dates

The target dates for the project are:

- Demolition works to commence on site once demolition pre-commencement conditions have been discharged. This is planned as Quarter 1 2018 with a 28 week duration so completing in Quarter 3 2018.
- Construction works to commence on site once pre-commencement conditions have been discharged. This is planned as Quarter 1 2018 with a 7 year duration and completing in Quarter 4 2024.

3.0 Proposed working hours

- The proposed site working hours will be as follows:
- 0800 to 1800 hours on Mondays to Fridays
- 0800 to 1300 hours on Saturdays
- No working on Sunday or Bank Holidays unless authorised by the London Borough of Hillingdon.
- Peak traffic periods (0800-0900 and 1700-1800 hours on Monday to Friday) will be avoided wherever possible when booking delivery vehicles.

4.0 Access arrangements for vehicles

Access to the site will be off Nestles Avenue. There will be a single secure entrance and exit which will enable vehicles to drive onto the site so there is no reversing into or out of the site unless under exceptional circumstances. The entrance will be controlled at all times.

An onsite holding area will be provided to prevent construction vehicles standing on the public highway. All deliveries will be met on site by a representative of the Principal Contractor to ensure the vehicle is removed from the public highway and unloaded / loaded in an efficient manner in compliance with the agreed delivery protocols.

A separate site personnel entrance will be created so people accessing the site/offices will be kept separate from construction vehicles at all times.

In all cases, access/egress for delivery and removal of materials will be planned, scheduled and coordinated by the Principal Contractor and all vehicle movement both on and around the site will be controlled by competent and certified banksman or traffic marshalls. A 'booking in' system will be implemented for all deliveries to ensure traffic movements are fully controlled.

5.0 Storage of construction materials on site

Plant and materials will be stored in designated secure areas inside the boundary of the site. The method of storage will be in accordance with the manufacturer's instructions and delivered to site on a just in time basis to keep storage to the lowest levels possible.

6.0 Removal of most valuable and/or contaminated materials

Materials which are not to be retained on site will be removed and disposed of in accordance with all relevant statutes, current waste management regulations and duty of care regulations. Potential risks to construction workers during redevelopment of the site can be managed by adopting the appropriate Health and Safety procedures to ensure that risks to operatives from hazardous materials at the site are minimised. Reference should also be made to the Site Waste Management Plan, submitted with the planning application. Operatives will not be allowed to eat, drink or smoke on site except in designated welfare and smoking areas. The Principal Contractor will prepare a Site Logistics Plan prior to commencement on site which will detail the layout

All operatives will be inducted on site before commencing works and be informed of the potential hazards on the site and should report any observations of suspect material.

It is possible that during excavations and groundworks, we will discover conditions or soils different to those found to date. The Principal Contractor will be aware that further remediation measures may be required if such conditions are found.

Any observations of ground conditions not typical of those already discovered with Geo-Environmental Assessment will be reported immediately so that an assessment of appropriate action can be made. A further remediation strategy will then be agreed with the London Borough of Hillingdon.

7.0 Size of vehicles

Numerous types of delivery vehicles will be used to bring materials to and from the site. These will typically include:

- Muck away wagons for soil arising's from the foundations
- Skip lorries. These will include standard 8 yard, 12 yard and 20yard skips for waste (approx size 7m long and 2.4m wide).
- Ready mix concrete lorries. (approx size 8.25m long and 2.45m wide).
- Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, etc. (approx size 8.5m long and 2.45m wide).
- Articulated Lorries, for delivery of cladding components, reinforcement, major M&E plant and materials, tower cranes and other major plant (approx. size 8.5m long and 2.45m wide)
- Curtain sided lorries for the delivery of various finishing materials including plasterboard, joinery materials, kitchen materials, wardrobe materials etc (approx size 7m long and 2.45m wide).

The projected vehicle movements are approximately 30-35 per day during the main contract works/ peak construction period (and will be considerably less outside of these peak periods of construction).

Where possible, material specification will be considered at design stage to reduce / eliminate the need for abnormal loads to be delivered to site and where practicable, prior liaison with suppliers for items of plant, equipment and materials will be carried out to identify if the shipment can be broken down for transportation.

Continual review of the specified materials and plant will be carried out and should any abnormal loads be identified due to design changes then a transport route will be preplanned using the Electronic Service Delivery for Abnormal Loads (ESDAL). Prior notification to the relevant authorities of the use of a special vehicle will be made by the haulage company /crane hire company with any stipulated requirements for the vehicle use incorporated into the vehicle movement procedure.

8.0 Parking and loading arrangements

A strict delivery procedure will be implemented to ensure that the local road network is not overrun with site and delivery vehicles and that traffic flow on the road is maintained at all times.

All subcontractors and suppliers will be required to give 48 hours notice of deliveries. The movement of materials, particularly in the main contract works stage, will also be controlled by the Principal Contractor. They will be responsible for the control and coordination of all aspects of material deliveries and movement. Vehicles will be unloaded and plant/materials stored within the boundary of the site.

Designated hard standing parking areas will be constructed onsite by the installation of the stone sub-base for the permanent external surface finishing. To reduce the levels of personnel vehicle movements on the surrounding road network, the Principal Contractor and sub-contractors will be challenged with encouraging their personnel to travel to site in company vehicles (minibuses, vans, etc.), to car share or to use Public Transport. The compliance with this will be monitored through the project attendance records.

9.0 Management of traffic to reduce congestion

The Principal Contractor will be responsible for the day to day management of all deliveries to the site. These will be booked in using a Delivery Schedule so as to prevent lorry congestion to the road network that surrounds the site. Should a lorry/vehicle arrive that

has not been booked in, that lorry will be turned away if it cannot be immediately accommodated.

As stated in Section 4 above, except under exceptional circumstances lorries will be brought onto site ensuring the roads are kept free for general traffic movement. In order to reduce traffic movements, full loads will be arranged whenever possible and only accept part loads when essential.

10.0 Control of dirt and dust on the public highway

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. Provisions will be made to minimise this problem.

The cleaning of the road will be maintained by a road sweeper where necessary.

In the early stages of the project when ground works are being carried out, wheel washers may be used to wash down vehicles that leave the construction site. The wash bay area will be isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (subject to discharge consent).

All muck away lorries will be managed to minimise the risk of any mud spilling onto the highway.

In times of hot or dry weather, spraying a fine water spray to suppress dust on the following may be required:

- Unpaved areas that are subject to traffic or wind
- Sand, spoil and aggregate stockpiles
- During loading/unloading of dust generating materials

11.0 Targeting zero non-hazardous waste to landfill

As part of our environmental approach we will seek to source materials from local companies provided that specification requirements and costs are met. Where possible the size/lengths of materials will be used so as minimise waste and off cuts.

Crushing of concrete and masonry from demolitions will be carried out for re-use of these materials in the new development.

Cut and Fill modelling to obtain a balance where possible to minimise muck away to landfill.

Waste segregation during the construction phase to ensure recycling where possible and minimise any waste to landfill.

12.0 Energy usage

Where practicable, seek to source green energy providers for the construction phase. Meters will be supplied for the site enabling energy consumption levels to be monitored.

13.0 Fuel consumption

Where viable procure local contractors for the project therefore minimising transport costs and impact on the local environment. We will ensure that plant used on site, where possible, is to the latest specification thus ensuring fuel consumption is most economical.

14.0 Waste Management

Reducing waste during the construction stage will be a key priority. The construction works will be planned so as to take advantage of any foreseeable waste reduction opportunities. Waste production and disposal is managed and recorded in the Site Waste Management Plan-(SWMP).

The following procedures will be implemented on the project:

- All construction personnel including sub-contractors will be briefed through toolbox talks regarding the importance of minimising, segregating and recycling waste during the construction process.
- Guidance will be provided on the segregation of certain waste streams such as aggregates, excavated materials, metal, wood, cardboard, glass and polythene packaging waste.
- Deliveries will be on a just in time basis to minimise potential damage and wastage of materials.
- Clearly labelled waste skips will be provided on site for the segregation of waste streams for recycling and for general waste to be disposed of to landfill. The skips will be stored in a secure location on-site to prevent waste nuisance issues arising.
- Construction materials will be stored in a secure compound to prevent the potential for vandalism and theft of material.
- Segregated waste for recycling will be removed from site by a licensed contractor to an appropriate Materials Recycling Facility (MRF).

- Waste that cannot be recycled will be removed from site by a licensed waste contractor to an appropriate licensed landfill facility ensuring adherence to the Environmental Protection (Duty of Care) Regulations.
- Waste will only be placed in the approved locations to minimise litter and pollution.
- Canteen waste will be stored in covered bins whilst awaiting collection by a licensed carrier.

15.0 Local air quality and dust management

To reduce dust creation to its lowest level some or all of the following will be implemented on the project:

- Finished ground/road surfaces will be set down as early as is feasible to seal the ground to ensure that the generation of dust is kept to a minimum. Surfaced and unsurfaced site access roads will be kept in good order and will be watered as necessary using a water bowser. This will be monitored on a daily basis during hot, dry weather.
- A water supply will be maintained across the site to ensure that dusty surfaces and activities can be damped as appropriate.
- There will be no burning of any material on-site.
- Any exposed soil or material stockpiles will be appropriately damped, if necessary using sprinklers and hoses.
- All areas of completed earthworks that are not subject to subsequent works such as drainage will have a stone capping layer placed on them, which will be covered with permanent building works. Areas not covered with permanent building works will be covered with topsoil and vegetated as soon as is practicable.
- Screening monitoring through a visual inspection of the site perimeter will be carried out weekly during dry periods to check for dust deposition (evident as soiling and marking) on vegetation, cars and other objects.
- The programme of works will be sequenced such that any deliveries to site will either be onto a stone capping layer or hard surfacing again minimising the risk of any mud or debris being deposited on the Public Highway. The surrounding area will be monitored at all times and if necessary and as required a Road Sweeper will be on hand to deal with any debris/mud on the Highway.
- All work tasks will be risk assessed to identify the potential for dust creation. Where dust creating tasks are identified, the task will be reviewed with the subcontractor to identify if the dust creation can be eliminated or to ensure the most suitable dust control measures are selected.

16.0 Noise

All work tasks will be risk assessed to identify the potential for noise creation. Where noise creating tasks are identified, the task will be reviewed to identify if the noise creation can be eliminated or to ensure the most suitable noise control measures are selected.

Construction works will not be carried out, outside the working hours detailed in this Construction Management Plan (CMP) without prior written agreement with the London Borough of Hillingdon.

Where noisy work operations are required outside the standard working times the affected receptors will be notified as soon as is possible.

All plant items will be properly maintained and operated in accordance with the manufacturer's recommendations, so that excessive noise is minimised.

All employees and contractors will be informed about the need to minimise noise. As part of their on-site training, they will be advised regularly of the following:

- The proper use and maintenance of tools and equipment.
- The positioning of machinery on site to reduce the emission of noise to the surrounding neighborhood and other site personnel.
- Avoidance of unnecessary noise when carrying out operations, and when operating plant and equipment.
- Use and maintenance measures adopted for noise control.
- Requirement to report defective noise control equipment.

To assist with maintaining noise levels at the lowest levels possible during the construction phase of the project, some or all of the following will be implemented on the project:

- Where practical and where there is a positive environmental benefit, use will be made of temporary spoil heaps to shield the surrounding receptors from the construction works. For example, this may be utilised during the earthworks and site preparation phases of the works.
- Where practicable, plant known to emit noise strongly in one direction will be orientated so that the noise is directed away from noise sensitive areas.
- Acoustic covers will be kept closed when engines are in use and idling.
- Compressors that have effective noise enclosures and are designed to operate when their access panels are closed will be selected.
- Materials will be lowered where practicable and not dropped.
- Stationary plant such as compressors and generators will be positioned away from sensitive locations within the confines of the operational use of the equipment.
- Where reasonably practical, noisy plant or processes will be replaced by less noisy alternatives (BPM).

- Plant and machinery in intermittent use will be shut down in intervening periods of nonuse or, where this is not practicable the plant will be throttled down to minimum.
- Where practicable white noise reversing alarms will be fitted to all mobile plant.

17.0 Staff Numbers

At peak we expect up to 200 operatives on site, but the number will be significantly lower until internal fit out construction works commence.

18.0 Contact Details

Contact details for the Site Team will be provided once Principal Contractor has been appointed.

19.0 Hoarding/Fencing

The perimeter of the site will be secured using either 2.4m high hoarding or fencing, which will be maintained at all times. Where fencing is used then debris netting will also be provided.

20.0 Community Liaison

We acknowledge that the construction works may be viewed as an inconvenience to the local community. To address any queries and alleviate any concerns, Construction Liaison Meetings will be held on a regular basis and a newsletter will be circulated to local residents and businesses on a regular basis to keep them informed of key activities.

21.0 Considerate Constructors Scheme

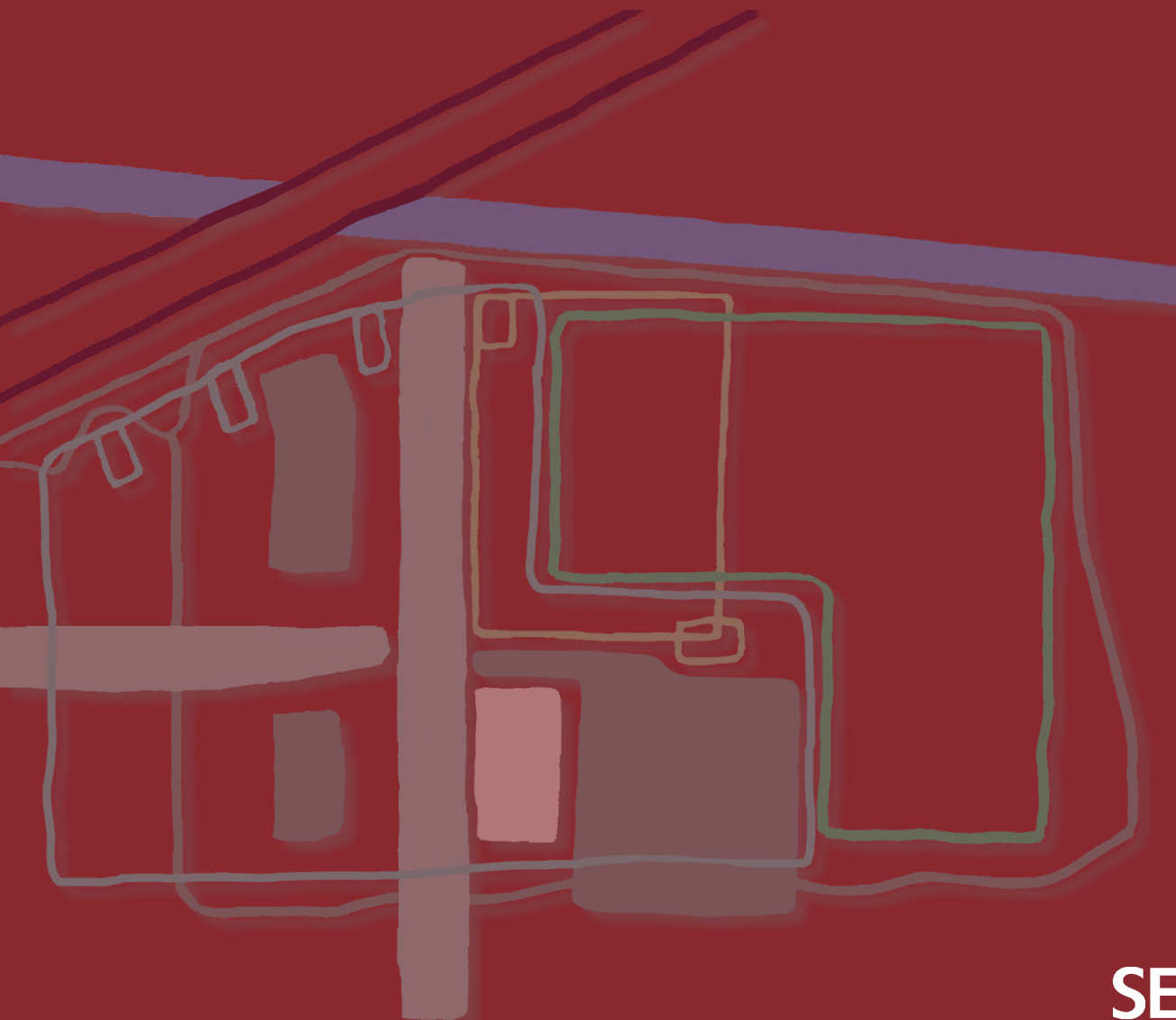
The Principal Contractor for the development will be required to register the site under the Considerate Constructors Scheme.

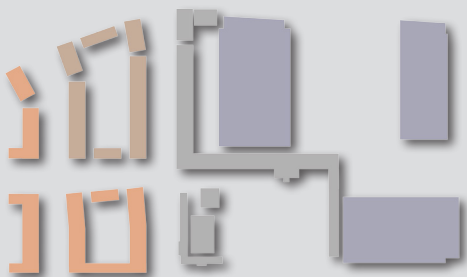
FORMER NESTLE FACTORY, HAYES

CONSTRUCTION MANAGEMENT PLAN

(Industrial Scheme)

MAY 2017







**FORMER NESTLE FACTORY HAYES
Commercial Space Development**

Construction Management Plan (Industrial Scheme)

Date: 27th April 2017

Former Nestle Factory Hayes - Construction Management Plan

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Former Nestle Factory Hayes - Construction Management Plan

1.0 Introduction

This Construction Management Plan (CMP) has been prepared in relation to the part-demolition of existing factory buildings, associated structures and redevelopment to provide 1,381 dwellings (Use Class C3) , office, retail, community and leisure uses(Use Classes A1/A3/A4/B1/B8/D1/D2) 22,663 sqm (GEA) of commercial floor space (Use Classes B1c/B2/B8 and Data Centre (sui generis)) , amenity and play space, allotments, landscaping, access, service yards, associated car parking and other engineering works”

This CMP has been produced as supporting information for the planning application to redevelop the site. This plan will be taken and further developed by the Principal Contractor prior to commencement of works on-site.

This document should be read in conjunction with the CMP prepared by Barratt London for the residential redevelopment part of the site.

The principal contractor for the residential element and the main contractor for the commercial element will liaise and work together to ensure that the combined effects of the construction phases for both parts of this project are coordinated and that the onsite workforce will talk to each other and ensure that they are aware of each other’s effect on the surrounding community.

2.0 Construction start/completion dates

The target dates for the project are:

- Demolition Works will commence on site upon discharge of the demolitions related pre-commencement planning conditions (1st Quarter 2017) with a 6-month duration for the works on site (Completion 3rd Quarter 2018)
- Main Construction Works : the works will be undertaken in a single phase ,commencing on completion of the demolition works and the discharge of pre-commencement planning conditions (3rd Quarter 2018).
The duration of the works on site is 8 months (Completion 1st Quarter 2019).

3.0 Proposed working hours

- The proposed site working hours will be as follows:
- 0800 to 1800 hours on Mondays to Fridays
- 0800 to 1300 hours on Saturdays
- No working on Sunday or Bank Holidays unless authorised by the London Borough of Hillingdon.

- Peak traffic periods (0800-0900 and 1700-1800 hours on Monday to Friday and 1500-1600 hours on Saturdays) will be avoided wherever possible when booking delivery vehicles.

4.0 Access arrangements for vehicles

Access to the site will be off North Hyde Gardens. There will be a single secure entrance and exit which will enable vehicles to drive onto the site so there is no reversing into or out of the site unless there are exceptional circumstances. The entrance will be controlled by at all times.

An onsite holding area will be provided to prevent construction vehicles standing on the public highway. All deliveries will be met on site by a representative of the delivery initiating organisation to ensure the vehicle is removed from the public highway and unloaded / loaded in an efficient manner in compliance with the agreed delivery protocols.

A Separate site personnel entrance will be created separating people accessing the site/offices from construction vehicles

In all cases, access/egress for delivery and removal of materials will be planned, scheduled and coordinated by the Contractor and all vehicle movement both on and around the site will be controlled by competent and certified banksman. A 'booking in' system will be implemented for all deliveries to ensure traffic movements are fully controlled.

5.0 Storage of construction materials on site

Plant and materials will be stored in designated areas inside the boundary of the site in accordance with the manufacturer's instructions and delivered to site on a just in time basis to keep storage to the lowest levels possible.

6.0 Removal of most valuable and/or contaminated materials

Materials which are not to be retained on site will be removed and disposed of in accordance with all relevant statutes and current waste management and duty of care regulations. Potential risks to construction workers during site redevelopment can be managed by the adoption of appropriate Health and Safety procedures to ensure that risks to operatives from hazardous materials at the site are minimised. Reference should also be made to the Site Waste Management Plan, submitted with the planning application. Operatives will not be allowed to eat, drink or smoke on site except in designated welfare areas and will be required to wash all exposed skin at the end of each shift.

Operatives will be informed of the potential hazards on the site and should be required to report any observations of suspect material.

It is possible that during excavations and groundworks will discover conditions or soils different to those found to date. The Contractor will be aware that further remediation measures may be required if such conditions are found.

Any observations of ground conditions not typical of those already discovered with Geo-Environmental Assessment will be reported immediately so that an assessment of appropriate action can be made. A further remediation strategy will then be agreed with the London Borough of Hillingdon.

7.0 Size of vehicles

Numerous types of delivery vehicles will be used to bring materials to and from the site.

These will typically include:

- Muck away wagons for soil arising's from the foundations
- Skip lorries. These will include standard 8 yard skips for waste (approx size 7m long and 2.4m wide).
- Ready mix concrete lorries. (approx size 8.25m long and 2.45m wide).
- Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx size 8.5m long and 2.45m wide).
- Articulated Lorries, for delivery of cladding components, reinforcement, major M&E plant and materials, tower cranes and other major plant.

The projected vehicle movements are approximately 20 - 30 per day during the main contract works/ peak construction period (and so will be considerably less outside of these peak periods of construction).

Material specification will be considered at design stage to reduce / eliminate the need for abnormal loads to be delivered to site and where practicable prior liaison with suppliers of items of plant, equipment and materials will be carried out to identify if the shipment can be broken down for transportation.

Continual review of the specified materials and plant will be carried out and should any abnormal loads be identified due to design changes then a transport route will be preplanned using the Electronic Service Delivery for Abnormal Loads (ESDAL). Prior notification to the relevant authorities of the use of a special vehicle will be made by the haulage company /crane hire company of the use of the special vehicle with any stipulated requirements for the vehicle use incorporated into the vehicle movement procedure.

8.0 Parking and loading arrangements

A strict delivery procedure will be implemented to ensure that the local road network is not overrun with site and delivery vehicles and that traffic flow on the road is maintained at all times.

All subcontractors and suppliers will be required to give 48 hours notice of deliveries. The movement of materials, particularly in the main contract works stage, will also be controlled by the main Contractor. They will be responsible for the control and coordination of all aspects of material deliveries and movement. Vehicles will pull into the site for unloading. Materials will be stored within the boundary of the site.

Designated hard standing parking areas will be constructed onsite by the installation of the stone sub-base for the permanent external surface finishing.

To reduce the levels of personnel vehicle movements on the surrounding road network contractors will be challenged with encouraging their personnel to travel to site in company vehicles (minibuses, vans, etc.) or to car share. The compliance with this will be monitored through the project attendance records.

9.0 Management of traffic to reduce congestion

The Main Contractor will be responsible for the day to day management of all deliveries to the site. These will be booked in using a Delivery Schedule so as to prevent lorry congestion to the road network that surrounds the site. Should a lorry/vehicle arrive that has not been booked in, that lorry will be turned away if it cannot be immediately accommodated.

Wherever possible lorries will be brought onto site keeping the roads free for general traffic movement.

In order to reduce traffic movements, full loads will be arranged whenever possible and only accept part loads when essential.

10.0 Control of dirt and dust on the public highway

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. Provisions will be made to minimise this problem.

In the early stages of the project when ground works are being carried out, wheel washers will be used to wash down all vehicles that leave the construction site. The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (subject to discharge consent).

Make provision for cleaning of the road if required by an approved road sweeper.

All muck away lorries be fully sheeted to minimise the risk of any mud spilling onto the highway.

In times of hot weather spraying a fine spray to suppress dust on the following:

- Unpaved areas that are subject to traffic or wind
- Sand, spoil and aggregate stockpiles
- During loading/unloading of dust generating materials

11.0 Targeting zero non-hazardous waste to landfill

As part of our environmental approach we will seek to source materials from local companies provided that specification requirements and costs are met.

Crushing of concrete and masonry from demolitions for re-use in the new development.

Cut and Fill modelling to obtain a balance where possible to minimise muck away to landfill.

12.0 Energy usage

Where practicable, seek to source green energy providers for the construction phase. Meters will be supplied for the site enabling energy consumption levels to be monitored.

13.0 Fuel consumption

Where viable procure local contractors for the project therefore minimising transport costs and impact on the local environment.

14.0 Waste Management

Reducing waste during the construction stage will be a key priority. The construction works will be planned so as to take advantage of any foreseeable waste reduction opportunities. Waste production and disposal is managed and recorded in the Site Waste Management Plan-SWMP

The following procedures will be implemented on the project:

- All construction personnel including sub-contractors will be briefed through toolbox talks regarding the importance of minimising, segregating and recycling wastes during the construction process.
- Guidance will be provided on the segregation of certain waste streams such as aggregates, excavated materials, metal, wood, cardboard and polythene packaging waste.
- Deliveries will be on a just in time basis to minimise potential damage and wastage of materials.
- Clearly labelled waste skips will be provided at the site for the segregation of waste streams for recycling and for general waste to be disposed of to landfill. The skips will be stored in a secure location on-site to prevent waste nuisance issues arising.
- Construction materials will be stored in a secure compound to prevent the potential for vandalism and theft of material.
- Segregated waste for recycling will be removed from site by a licensed contractor to an appropriate Materials Recycling Facility (MRF).
- Waste that cannot be recycled will be removed from site by a licensed waste contractor to an appropriate licensed landfill facility ensuring adherence to the Environmental Protection (Duty of Care) Regulations.
- Waste will only be placed in the approved locations to minimise litter and pollution.
- Canteen waste will be stored in covered bins whilst awaiting collection by a licensed carrier.

15.0 Local air quality and dust management

To reduce dust creation to its lowest level some or all of the following will be implemented on the project:

- Finished ground/road surfaces will be set down as early as is feasible to seal the ground to ensure that the generation of dust is kept to a minimum. Surfaced and unsurfaced site access roads will be kept in good order and will be watered as necessary using a water bowser. This will be monitored on a daily basis during hot, dry weather.
- A water supply will be maintained across the site to ensure that dusty surfaces and activities can be damped as appropriate.
- There will be no burning of any material anywhere on-site.
- Any exposed soil or material stockpiles will be appropriately damped, if necessary using sprinklers and hoses.
- All areas of completed earthworks that are not subject to subsequent works such as drainage will have a stone capping layer placed on them, which will be covered with permanent building works. Areas not covered with permanent building works will be covered with topsoil and vegetated as soon as is practicable.
- Screening monitoring through a visual inspection of the site perimeter will be carried out weekly during dry periods to check for dust deposition (evident as soiling and marking) on vegetation, cars and other objects.
- The programme of works will be sequenced such that any deliveries to site will either be onto a stone capping layer or hard surfacing again minimising the risk of any mud or debris being deposited on the Public Highway. The surrounding area will be monitored at all times and if necessary and as required Road Sweeping plant will be on hand to deal with any debris/mud on the Highway.
- All work tasks will be risk assessed to identify the potential for dust creation. Where dust creating tasks are identified, the task will be reviewed with the subcontractor to identify if the dust creation can be eliminated or to ensure the most suitable dust control measures are selected.

16.0 Noise

All work tasks will be risk assessed to identify the potential for noise creation. Where noise creating tasks are identified, the task will be reviewed to identify if the noise creation can be eliminated or to ensure the most suitable noise control measures are selected.

Construction works will not be carried out outside the working hours detailed in this management plan without prior written agreement with the London Borough of Hillingdon.

Where noisy work operations are required outside the standard working times the affected receptors will be prior notified.

All plant items will be properly maintained and operated in accordance with the manufacturers recommendations, so that excessive noise is minimised.

All employees and contractors will be informed about the need to minimise noise. As part of on-site training, they will be advised regularly of the following:

- The proper use and maintenance of tools and equipment.
- The positioning of machinery on site to reduce the emission of noise to the neighborhood and to site personnel.
- Avoidance of unnecessary noise when carrying out operations, and when operating plant and equipment.
- Use and maintenance measures adopted for noise control.
- Requirement to report defective noise control equipment.

To assist with maintaining noise levels at the lowest levels possible during the construction delivery, some or all of the following will be implemented on the project:

- Where practical and where there is a positive environmental benefit, use will be made of temporary spoil heaps to shield the surrounding receptors from the construction works. For example, this may be utilised during the earthworks and site preparation phases of the works.
- Where practicable, plant known to emit noise strongly in one direction will be orientated so that the noise is directed away from noise sensitive areas.
- Acoustic covers will be kept closed when engines are in use and idling.
- Compressors that have effective noise enclosures and are designed to operate when their access panels are closed will be selected.
- Materials will be lowered where practicable and not dropped.
- Stationary plant such as compressors and generators will be positioned away from sensitive locations within the confines of the operational use of the equipment.
- Where reasonably practical, noisy plant or processes will be replaced by less noisy alternatives (BPM). Annex B of BS5228: Part1.
- Plant and machinery in intermittent use will be shut down in intervening periods of nonuse or, where this is not practicable the plant will be throttled down to minimum.
- Where practicable white noise reversing alarms will be fitted to all mobile plant.

17.0 Staff Numbers

At peak we expect up to 150 operatives on site, but the number will be significantly lower until internal construction works commence.

18.0 Contact Details

Contact details for the Site Project Manager will be provided once a Main Contractor has been appointed.

19.0 Hoarding/Fencing

The perimeter of the site will be secured using either hoarding or fencing, these will be maintained at all times. Where fencing is used then debris netting will also be provided.

20.0 Community Liaison

We acknowledge that the construction works may be viewed as an inconvenience to the local community and hence to address any queries and alleviate any concerns, a newsletter will be circulated to local residents and businesses on a regular basis to keep them informed of key activities.

21.0 Considerate Constructors

The Main Contractor for the development will be required to register the site under the national Considerate Constructors Scheme.

