

Bouygues UK

**Rosedale College, Wood End
Green Road, Hayes**

Construction Management Plan

April 2025

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Appendices

- Appendix A - Decision Notice
- Appendix B - Vehicle Swept Path Analysis – Construction Vehicles by Phase

1 INTRODUCTION

1.1 This Construction Management Plan (CMP) has been prepared by Caneparo Associates on behalf of Bouygues UK ('the Applicant') in relation to the redevelopment of Rosedale College, Wood End Green Road, in Hayes (the 'site'), within the London Borough of Hillingdon ('LBH').

1.2 This document has been written in association with the temporary teaching units, which will be progressed before the main application. Planning permission was granted for these works in March 2024 for the following (LPA Ref: 16034/APP/2023/2796), with the associated Decision Notice attached at **Appendix A**:

"Erection of temporary teaching units for a period of 18-24 months, to provide teaching accommodation whilst the wider re-development works are undertaken on the wider site. Including temporary infrastructure works."

1.3 This CMP has been prepared to discharge Condition 4 of the Decision Notice, with the specific wording as follows:

"No development shall take place until a revised construction management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- a) The phasing of the works;*
- b) Types of vehicles accessing the site, including their ability to enter the shared driveway without affecting neighbouring properties;*
- c) The hours during which development works will occur;*
- d) How vehicles will access the site whilst protecting neighbouring sites;*
- e) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities);*
- f) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours);*
- g) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process;*

- h) The storage of demolition/construction materials on site;*
- i) Full details of the expected number of construction related staff to be working on the site, as well as where they would park;*
- j) Restricted times for waste removal and deliveries to between the hours of 9.30 and 3.30;*
- k) Maximum number of HGV vehicle movements; and*
- l) Swept Path analysis drawings demonstrating how cranes would exit and enter the site safely.*

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process”.

Objectives of the CMP

- 1.4 This CMP details the expected management of traffic during the construction period. It seeks to provide a robust construction management strategy that will minimise the potential for disruption to ‘Community Considerations’ such as local residents, schools, businesses, members of the public and visitors to the site, as well as other users of the adjacent highway network.

Site Context

- 1.5 The site is bounded to the east, south and west by residential properties, with Wood End Green Road running along its northern boundary. Uxbridge Road is located approximately 550m northeast of the site’s vehicle access, which provides access to bus services and a number of local shops. The site is also located adjacent to Parkside Studio College and Rosedale Primary School, which are also accessed from Wood End Green Road. A site location plan is shown at **Figure 1.1** below.

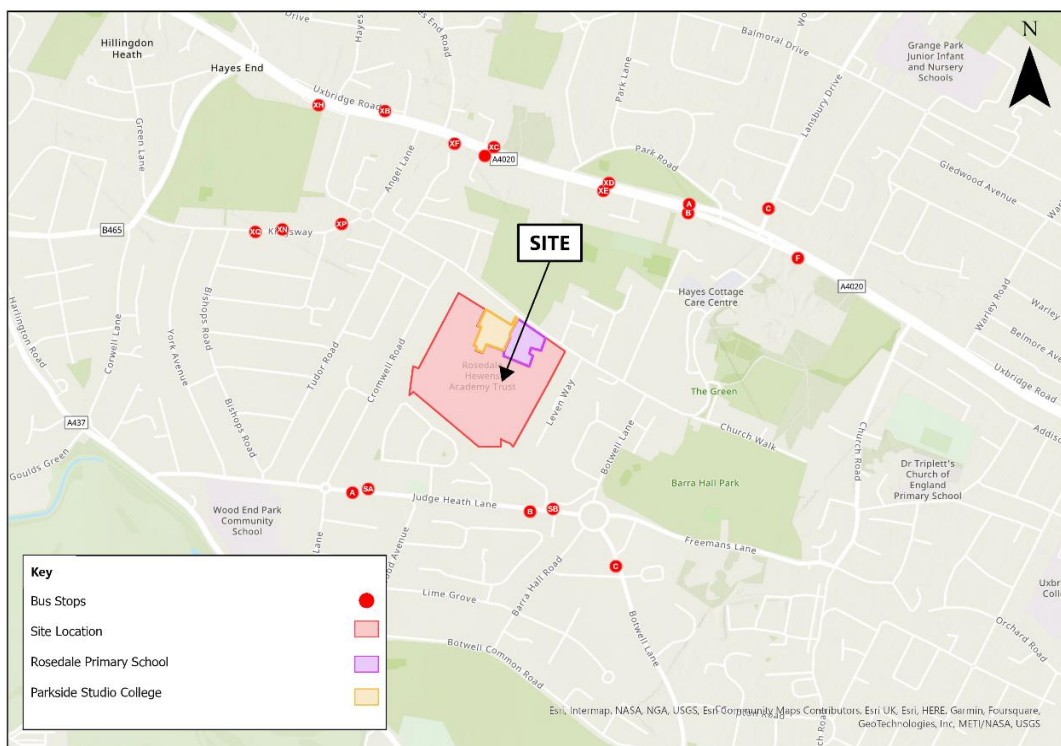


Figure 1.1: Site Location Plan

CMP Structure

1.6 The remainder of the CMP is set out as follows:

- Section 2 - outlines the context, considerations and challenges to the site;
- Section 3 - the construction programme and construction methodology;
- Section 4 - the main construction vehicle routes to and from the site;
- Section 5 - the strategies and measures to be adopted for construction logistics;
- Section 6 - the vehicular types and anticipated level of movements;
- Section 7 - details of the monitoring and review process for the CMP; and
- Section 8 - provides a conclusion.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

National Planning Policy Framework (December 2024)

- 2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The current NPPF will continue to provide the framework for which locally prepared plans focusing on development will be produced.

London Plan 2021 (March 2021)

- 2.2 The London Plan 2021 was formally adopted in March 2021. The policies relevant to this CMP is Policy T7 'Deliveries, servicing and construction' which states at Point G & K that:

"G - Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."

"K – During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times."

Mayor's Transport Strategy (2018)

- 2.3 The Mayor's Transport Strategy states at Proposal 15 that *"The Mayor, through TfL and the boroughs, will work with businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026."*

Traffic Management Act (2004)

- 2.4 The Traffic Management Act 2004 aims to reduce traffic congestion in towns and cities when construction is occurring within the area. This CMP will comply with the Traffic Management Act.

Healthy Streets Approach & Vision Zero

- 2.5 TfL has adopted the Healthy Streets Approach (2017) to improve air quality, reduce congestion and help people lead a more active and healthier lifestyle. The Healthy Streets Approach puts people and their health at the centre of planning and therefore, this CMP has sought to align the key transport planning proposals towards people first. This has been done in conjunction with Vision Zero, as set out in the Mayor's Transport Strategy (2018), which aims to remove all deaths and serious injuries from London's transport network by 2041.

Context Maps

- 2.6 The site is located to the south of Wood End Green Road which connects to Uxbridge Road (A4020) to the north. **Figure 2.1** below shows a regional plan of the site in the context of nearby railway stations.

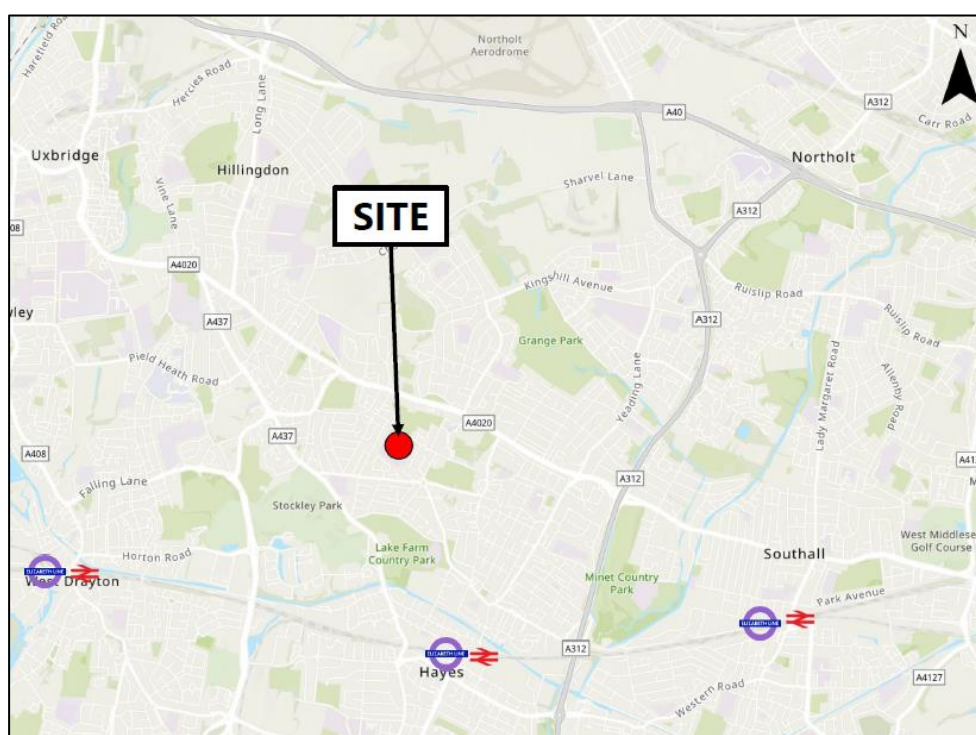


Figure 2.1: Regional Context Plan

- 2.7 **Figure 2.2** shows the location of the site in relation to the surrounding local area, with **Figure 2.3** illustrating the detailed site boundary and immediate vicinity of the site.

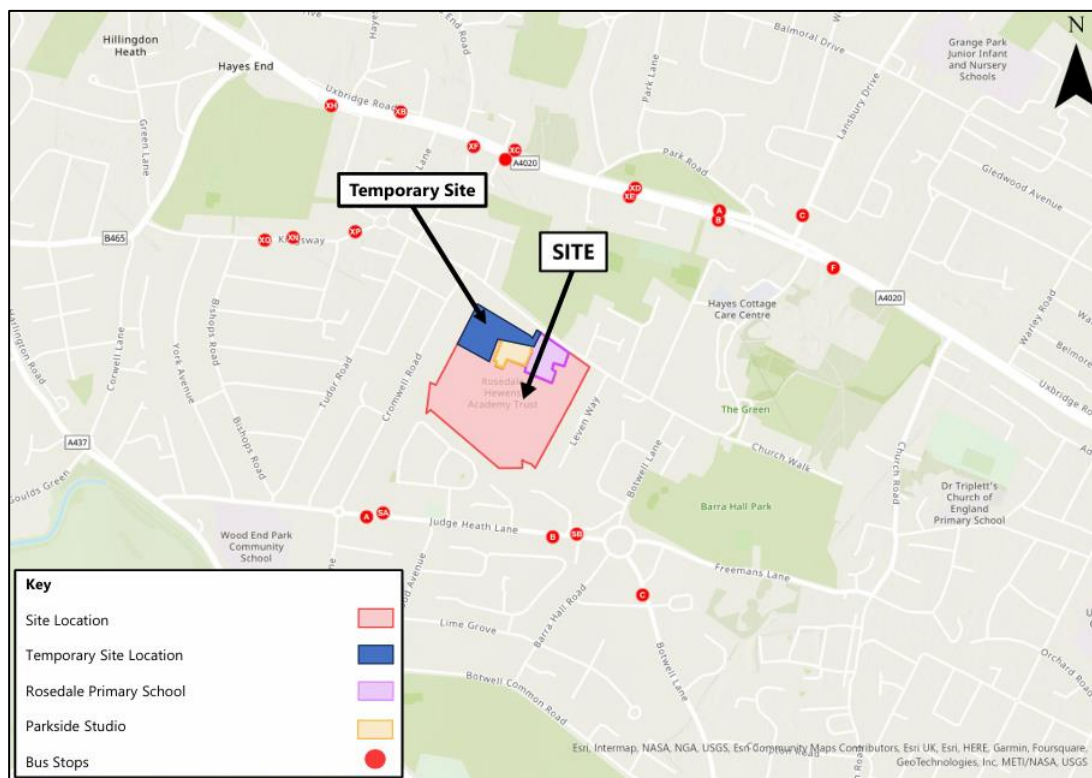


Figure 2.2: Local Context Plan



Figure 2.3: Site Boundary Plan

Local Highway Network

Wood End Green Road

- 2.8 Wood End Green Road is a two-way single carriageway operating in a northwest to southeast orientation that connects from Kingsway/Morgan's Lane/Angel Lane to Wood End respectively. There is a mixture of single and double yellow lines, as well as zig zag markings along the access points into the site and adjacent school, with unrestricted parking also present. There are speed humps located intermittently along the carriageway, which helps to reduce vehicle speeds to the 20mph speed limit. The carriageway measures circa 6m in width, however, reduces to circa 4m due to on-street parking.

Uxbridge Road (A4020)

- 2.9 Uxbridge Road forms part of the A4020 and is part of the strategic highway network. Uxbridge Road operates in a northwest to southeast orientation and connects Hillingdon Hill to Broadway respectively. Uxbridge Road is a two-way dual carriageway with a circa 7m width in both directions with traffic segregated via a grass verge. The road is subject to a 40mph speed limit.

Controlled Parking

- 2.10 The are no controlled parking zones in the immediate vicinity of the site and therefore there is nothing preventing people from parking on-street. Notwithstanding this and as outlined previously, there are parking and waiting restrictions along Wood End Green Road to prevent stopping associated with pupil pick-up/drop-off activity and therefore assists in reducing vehicles parking along the site's frontage. It is also pertinent to note that there is a forthcoming application for double yellow lines opposite the eastern entrance however this is yet to be submitted.

Public Transport

- 2.11 The site achieves a PTAL (Public Transport Accessibility Level) of 1b-2, which represents a 'poor' level of access to public transport. Notwithstanding this, bus services are available in close proximity with further details provided below.

Bus Services

- 2.12 There are several bus services that operate in the vicinity, with the nearest bus stops being located on Wood End Green Road, located 400m walking distance from the site (5 minutes' walk). There are additional bus stops located on Uxbridge Road approximately 550m to/from the site (7 minutes' walk). Lilac Gardens are also located within walking distance from the site. **Table 2.1** summarises the services and frequencies of buses available within the vicinity of the site.

Table 2.1: Bus Service Summary (Frequency Every 'x' Minutes)		
Route Number	Route	Frequency
		Mon – Fri
H98	School Road / Wood End Green Road	8 - 11
278	Heathrow / Brickwall Lane	15 – 20
427	York Road / Bridge Road	7 - 10
697	Whittington Avenue / Ickenham	2 buses a day

- 2.13 The table above demonstrates that there are approximately 16 services operating each hour during the day in the vicinity of the site, which equates to approximately one service every 3-4 minutes on average.

Crossrail Services

- 2.14 Hayes and Harlington Railway/Crossrail Station is located approximately 2.3km south-east of the site (28 minutes' walk, or 8-minute cycle). The station offers access to the Elizabeth Line which connects to Reading, Farringdon and Heathrow Airport. The station is unlikely to be used by pupils and staff if walking, however it may be used by those cycling.

Walking and Cycling

- 2.15 Local walking infrastructure is provided to a good standard with the provision of footways on both sides of all roads in the vicinity, alongside dropped kerbs at crossing locations. The footways along Wood End Green Road entering the main pedestrian entrance of the site are wide and also have tactile paving at most crossings.
- 2.16 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km), of which 60% are undertaken by private cars. The guidelines highlight that there is a 'substantial potential' for substituting cycling for driving for distances up to 5 miles.

2.17 **Figure 2.4** shows a 20-minute cycle from the site, which demonstrates that Southall, Cowley, Uxbridge, West Drayton and Hayes are all within cycling distance. This therefore demonstrates that cycling is and will be feasible for many pupils and staff.

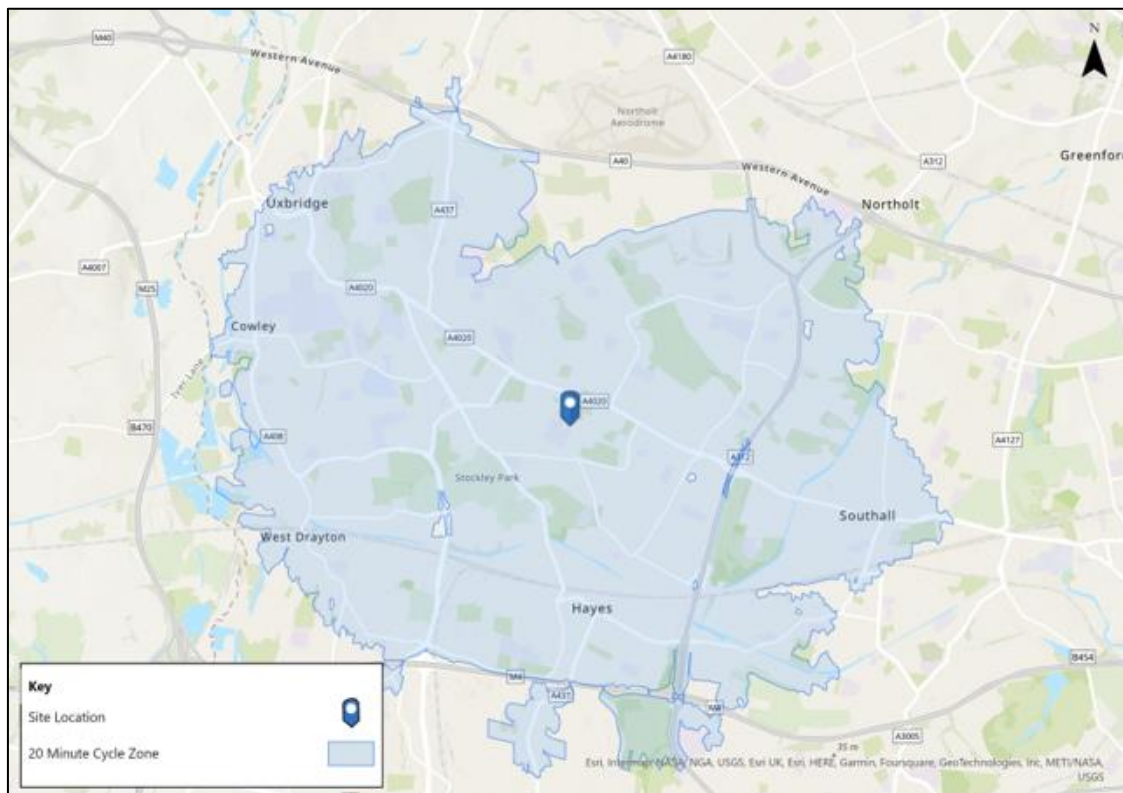


Figure 2.4: 20-minute Cycling Isochrone

2.18 There is also a good provision of cycle routes on Uxbridge Road, providing a cycle lane with advanced cycle stop lines at junctions which makes the area more accessible to cyclists. This cycle route offers access to Hillingdon Road in the west and Coldharbour Lane in the east.

2.19 It is pertinent to note that there is a TfL Cycleway located to the south of the site, which provides access to West Kilburn in the east and Colne Valley Regional Park to the west. The Cycleway is a circa 7-minute cycle from the site, with the route shown in **Figure 2.5** below.

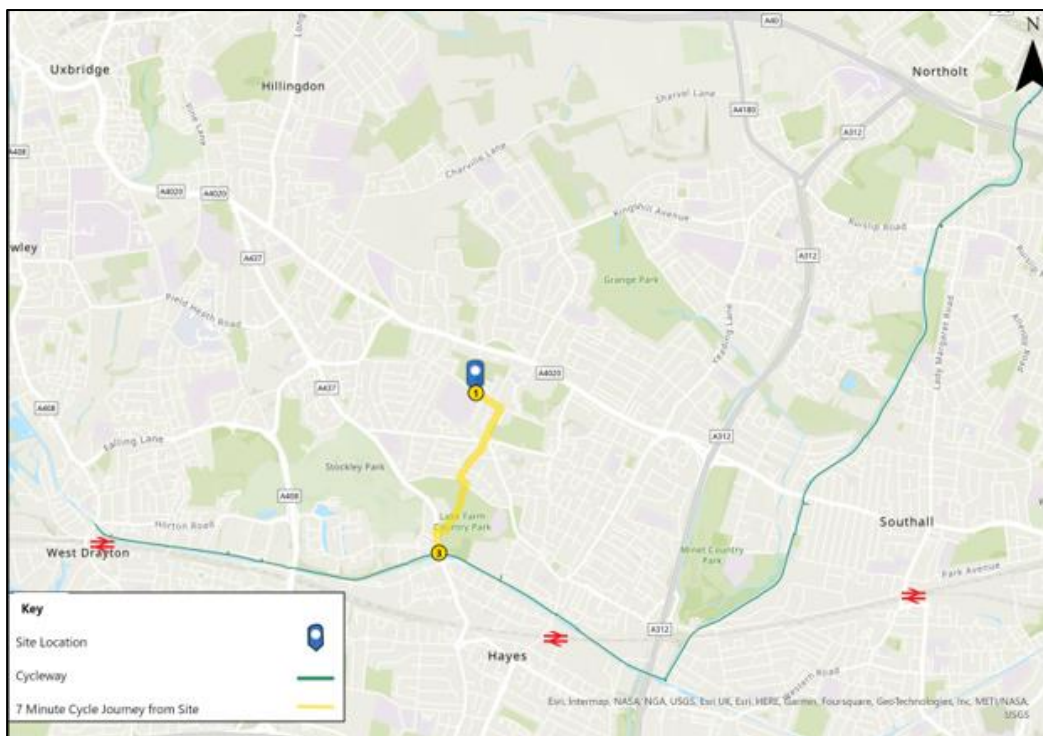


Figure 2.5: Route to/from Cycleway

Community Considerations

2.20 The location of the site in relation to local community considerations is shown in **Figure 2.6** below.

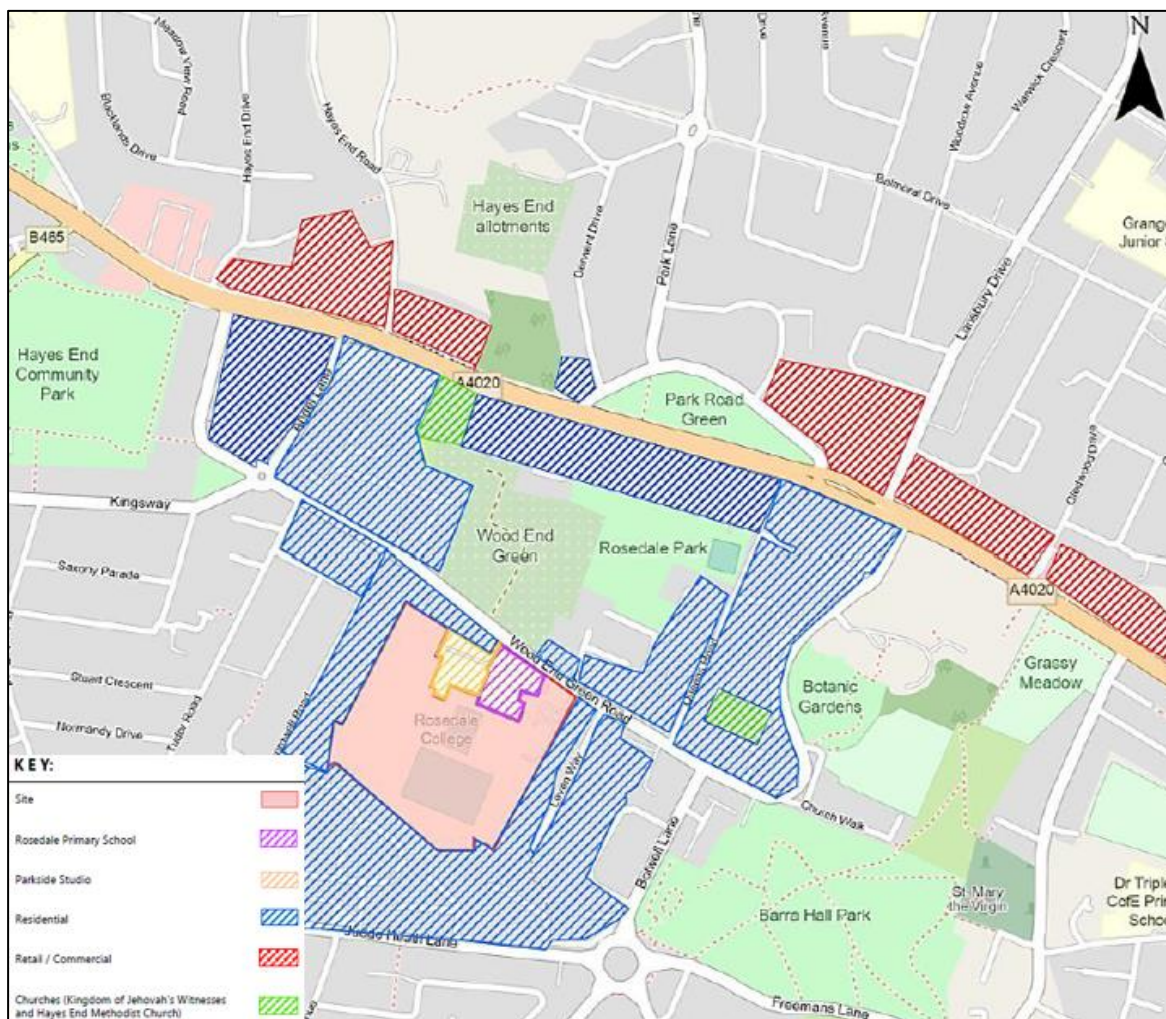


Figure 2.6: Community Considerations

2.21 As can be seen from the above, the majority of the immediate vicinity comprises residential development. These properties will not be impacted by the works due to the restriction on construction hours, with further details provided within this report on the mitigation measures.

Schools

2.22 There are two schools located immediately adjacent to the site (Rosedale Primary School & Parkside Studio College), as such, construction vehicle movements will be restricted where possible to avoid conflict with the school pick-up/drop-off times. Construction vehicle drivers will be made aware of the location of the schools and told to be more vigilant when travelling along Wood End Green Road, with banksmen also available to assist with all access/egress manoeuvres. It is pertinent to note that the schools are part of the same campus run by the same Trust and therefore collaborative working will be paramount.

- 2.23 There is also a day care nursery in part of the ground floor of the Parkside Studio College building and will therefore also be accounted for.

Retail / Commercial Units

- 2.24 There are a high number of retail / commercial units located on Uxbridge Road. It is not expected that construction activity will have a material impact on traffic volumes due to the already high vehicle flows in the area.
- 2.25 Construction vehicle drivers will be made aware of the required arrival and departure routeing and to be more considerate when travelling along busy local streets.

Places of Worship

- 2.26 There are two places of worship (Kingdom Hall of Jehovah's Witnesses & Hayes End Methodist Church) within close proximity of the site and therefore construction vehicle drivers will be made aware of their locations. Notwithstanding this, the operational hours most likely differ with any construction activity and should therefore have no impact.

Public Relations

- 2.27 A member of the Project Management team will be elected as a Community Liaison Officer whose contact details will be made available on construction site hoarding (and elsewhere) including a 24 hour emergency number. Their role and responsibilities will be inclusive of being the primary point of contact for the local community and answering questions.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 The programme of construction has been informed by the Contractor, whose details are as follows:

- Company: Bouygues UK
- Email: Russell.miller@bouygues-uk.com
- Phone Number: +44 7900 051449

3.2 Construction is expected to take approximately 36 months with the building completed and ready for occupancy in the July 2028. This is subject to when the associated planning conditions will be discharged.

3.3 **Table 3.1** below provides a summary of the construction programme for each phase.

Table 3.1: Construction Programme		
Phase	Start	Finish
Phase 2	21/07/2025	07/01/2026
Phase 3	08/01/2026	04/08/2027
Phase 4a	11/06/2027	13/12/2027
Phase 4b	11/06/2027	27/07/2028

3.4 It should be noted that not all of the above phases are 100% relevant to the temporary application, as there is some crossover with the main planning permission which was received in January 2025 (LPA Ref: 16034/APP/2023/2812). This has been provided for clarity to see how they would operate in tangent.

Proposed Site Arrangement

3.5 A site setup drawing and associated vehicle swept path analysis is included at **Appendix B**. This demonstrates that construction vehicles will be able to access/egress the site in forward gear throughout the construction process. As outlined previously, not all of these drawings are relevant to the temporary permission however have been provided for clarity to understand how they would operate in tangent with the main planning permission.

- 3.6 The existing western vehicle access onto Wood End Green Road will be temporarily widened in order to allow larger construction vehicles to access/egress the site in forward gear.

Construction Traffic Hours

- 3.7 Noisy working hours permitted in London are as follows in which will be adhered to by construction traffic:

- Weekdays: 08:00 – 18:00
- Saturday: 08:00 – 13:00
- Sunday & bank holidays: No activity unless agreed with the Council

- 3.8 All vehicle activity will be scheduled and undertaken in accordance with the Council and TfL's guidelines, and will only take place between 9.30am – 3.30pm as requested in the wording of the planning condition. This will ensure that any potential disruption is minimised as far as possible to the local road network. Banksman will also be made available where appropriate to assist any pedestrians passing the construction vehicle access point.

- 3.9 In certain circumstances there may be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken, including the delivery of a crane. The Council will be provided with prior notification in the event any special dispensation is required with regards to any out-of-hours vehicle activity.

- 3.10 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.

Vehicle Types

- 3.11 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:

- 16.5m length, low-loader;
- 10-12m length, 2.5m width rigid vehicles;
- 8.2m length, 2.5m width 6 wheel Tippers;
- 8.3m length, 2.5m width Concrete Lorries;

- 3.5T Luton Vans; and
- 5-7m length Panel Vans.

Construction Phasing

3.12 A brief summary of each the works associated with each phase has been provided in **Table 3.2** below.

Table 3.2: Summary of Phased Works	
Phase	Details
Phase 2	<ul style="list-style-type: none"> • Cut line wall. • Decant remaining furniture in Block B east wing. • Relocate EV chargers. • Temporary bin store. • Temporary car park (Block E). • Site hoardings no. 1 (demo area). • Site hoardings no. 2 (Block F). • Site hoardings no. 3 (MUGA's). • Construct MUGA's . • Installation of attenuation tank below MUGA. • Install temporary classroom Block F. • Demolish Block B east wing. • Move exam store to Block A. • Install GSHP boreholes.
Phase 3	<ul style="list-style-type: none"> • Hoardings/fencing no. 4. • Construction of NTB1 and associated externals. • Construction of NTB2 and associated externals. • Strip out and rebuild Block C. • Construction of energy centre. • Decant Block C to Block F.
Phase 4a	<ul style="list-style-type: none"> • Decant: Block E & F into Block C + NTB1 and NTB2. Block B west wing into NTB1 and NTB2. • Hoarding no. 6. • Demolish Block B west wing. • Remove Block F. • Demolish Block E. • Refurb Block D & associated externals. • Construct single MUGA and externals. • Reinstate sports pitches. • Markings to sports pitches. • Remove site accommodation and reinstate sports field. • Cricket nets. • Relocate cricket wicket.
Phase 4b	<ul style="list-style-type: none"> • Decant: Block E & F into Block C + NTB1 and NTB2. Block B west wing into NTB1 and NTB2.

	<ul style="list-style-type: none"> • Hoarding no. 7. • Demolish Block B west wing. • Remove Block F. • Demolish Block E. • Refurb Block D completed. • Construct single MUGA and externals. • Reinstate sports pitches. • Markings to sports pitches. • Remove site accommodation and reinstate sports field. • Cricket nets. • Relocate cricket wicket.
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3.13 Banksman will be located at the vehicle access point to assist with all construction vehicle arrivals/departures. They will also be responsible for giving priority to pedestrians and cyclists along Wood End Green Road to ensure they remain safe.

3.14 Welfare facilities will be provided on-site. Dust emissions will be controlled at the workplace through a site hoarding and loading away area by fine water spray. The waste will be held on site for the shortest possible time with waste then transferred directly onto tipper lorries.

4 VEHICULAR ROUTEING AND SITE ACCESS

4.1 The recommended construction vehicle route is shown in **Figure 4.1** below and summarised as follows:

- Access: M4 – A312 – Uxbridge Road (A4020) – Angel Lane – Wood End Green Road – Site.
- Egress: Site – Wood End Green Road – Wood End – Grange Road – Uxbridge Road (A4020) – A312 – M4.

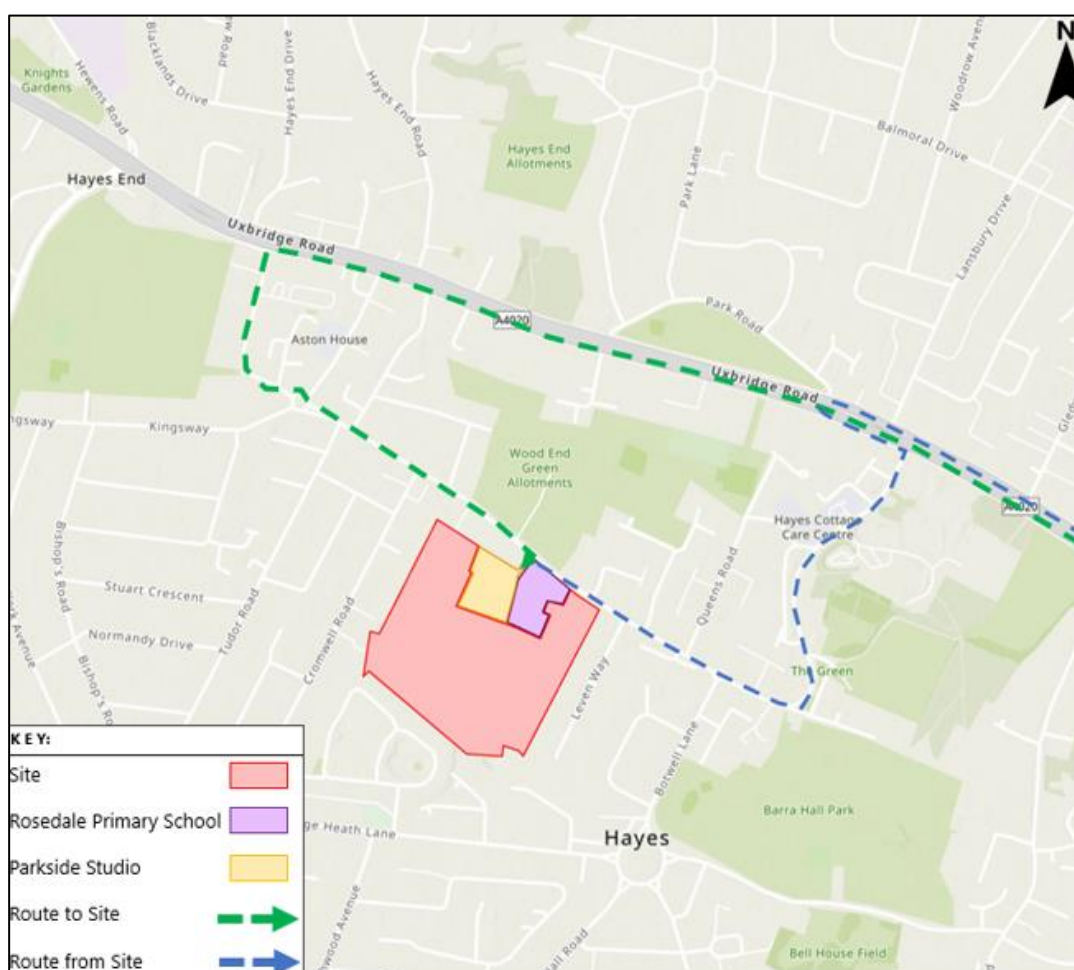


Figure 4.1 – Recommended Vehicle Route Plan

4.2 The recommended routes outlined above have been designed to take consideration the most direct route to / from the strategic highway network.

4.3 Details on the agreed routes will be provided to drivers, which will need to be adhered to at all times unless otherwise instructed by the Council.

- 4.4 Traffic marshals shall be employed throughout the contract to manage the flow of construction vehicles to ensure that public and pedestrian safety is maintained at all times, that the highway is kept open for normal traffic, and to ensure satisfactory access and movement for existing occupiers of neighbouring properties during the construction.
- 4.5 In particular, banksmen will be positioned to assist vehicles passing any construction vehicles which are arriving or departing the site as well as pedestrian movements.

5 STRATEGIES TO REDUCE IMPACTS

5.1 **Table 5.1** below sets out the committed, proposed and measures checklist replicated from the TfL Construction Logistics Plan guidance.

Table 5.1: Medium Impact Site Planned Measures Checklist			
	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Measures to Encourage Sustainable Freight			
Freight by Water			n/a
Freight by Rail			n/a
Material Procurement Measures			
DfMA and off-site manufacture		X	
Re-use of materials on site			X
Smart procurement			X
Other Measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan		X	

Measures Influencing Construction Vehicles and Deliveries

Safety and Environmental Standards and Programmes

- 5.2 The construction project will be registered with the Considerate Constructors Scheme in order to minimise any negative impact that construction activity may have on the local area.
- 5.3 It will be a requirement for Contractors to be registered with the Freight Operator Recognition Scheme (FORS) and ensure all subcontractors are also registered. Bronze accreditation as a minimum will be a contractual requirement. FORS Silver or Gold operators will be appointed where possible. It is recognised that FORS assists with the following:

- Creates safer drivers – with significantly reduced occurrence of accidents;
- Will encourage suppliers to improve fuel economy associated with the project;
- Provides a system to identify 'at risk' drivers, allowing the project team and suppliers to target training and incentives effectively;
- Improves certainty of deliveries and collections; and
- Promotes a reduction in journeys to and from site.

5.4 It is a requirement for all contractors to be signatories of the Construction Logistics and Community Safety (CLOCS) initiative. Operating to the CLOCS standard will ensure that transport and logistics are managed to the highest industry standard during all stages of demolition and construction. Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide.

5.5 Banksmen will be available throughout construction to ensure appropriate safety and traffic management measures are adhered to.

Adherence to Designated Routes

5.6 Details of routes to be used for journeys to and from site for road operations are provided in Section 4. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

5.7 A copy of the routeing plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required routes to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

5.8 Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site.

5.9 The scheduling of materials, deliveries and waste collection will be managed in order to avoid more than one HGV seeking access the site at any one time where possible, however noting that there is space to accommodate multiple construction vehicles at once.

- 5.10 Suppliers will be given instructions requiring 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.
- 5.11 Re-timing vehicle movements outside traditional peak hours and school peak hours will aid the operational efficiency of the construction site as well as avoiding pick-up / drop-off activity, with all activity only able to take place between 9.30am – 3.30pm.

Use of Logistics and Consolidation Areas

- 5.12 The use of logistics and consolidation centres and holding areas will be reviewed by the chosen contractor, who may implement such measures if they are undertaking other construction projects in the local area.

Measures to Encourage Sustainable Freight

- 5.13 It is not considered viable to undertake deliveries by water or by rail for this project, owing to the distance from river and rail freight locations.

Material Procurement Measures

- 5.14 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process.
- 5.15 All waste materials will be deposited into containers held on site with each trade responsible for clearing their own waste. All site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling / re-use.
- 5.16 Waste Management will be monitored and recorded as part of the site's 'Smart Waste' obligations.

Re-use of Materials On-Site

- 5.17 The re-use of materials will be considered by the Contractor and where possible as much material as possible will be recycled.

DfMA and Off-Site Manufacture, and Smart Procurement

- 5.18 Consideration will be given to the opportunities to employ off-site manufacturing processes.

- 5.19 Consideration will be given to the employment of smart procurement measures such as last mile logistics solutions and sourcing local suppliers.

Control of Dirt and Dust

- 5.20 The objective in regard to the control of dirt and dust is to ensure footways and carriageways adjacent to the site are kept clean at all times.

- 5.21 The following measures will be implemented:

- All HGVs removing demolition materials will be sheeted over before leaving the site to limit dust particulates.
- Appropriate storage to contain materials will be provided to prevent the spread of dust becoming airborne.
- The Contractor will ensure that the perimeter of the site is regularly patrolled each day to ensure that the footway is kept clear of any construction debris.
- Any dust and air quality complaints will be recorded and logged so they are available to be viewed by the Local Authority.
- Any exceptional incidents that cause dust and/or air emissions, either on- or off- site and the action taken to resolve the situation in the log book.
- The site layout has been planned to ensure that machinery and dust causing activities are located away from receptors, as far as is possible.
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles.
- Avoid site run-off of water or mud.
- Remove materials that have potential to produce dust from site as soon as possible unless being re-used on-site.
- All road vehicles will be compliant with London Low Emission Zone and the London NRMM standards.
- Ensure that vehicles switch off engines when stationary.
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;
- Ensure effective water suppression is used during demolition operations. Handheld sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled can produce fine water droplets that effectively bring the dust particles to the ground.
- Bag and remove any biological debris or damp down such material before demolition;
- Use water-assisted dust sweepers to clean the site and hardstanding and any mud or debris deposited by vehicles on roads or footpaths in the vicinity of the site.
- Sufficient bins and waste facilities.
- Litter picking facility for un-attributable materials.
- Wheel washing facilities provided on-site to prevent the spread of dust and construction waste onto the local highway network.

Noise

- 5.22 Noise and vibration caused by site activities will be controlled as far as is reasonably practicable so that surrounding receptors are protected from excessive levels arising from the construction process.
- 5.23 All hand operated tools and equipment shall be effectively silenced and will bear the manufacturer's guaranteed maximum sound level generated. The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be adopted by subcontractors.

5.24 The Contractor will work under the guidelines set out in the legislation below.

- Public Health Act 1961
- Health & Safety at Work act 1974
- Control of Pollution Act 1974
- Environmental Protection Act 1990
- The Noise at Work regulations 2005
- British Standard 5228

5.25 The Contractor will aim to keep noise levels to a minimum. This will be carried out by:

- Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits.
- Changing where possible methods and processes to keep noise levels low.
- Position plant as far away from residential property as physically possible.
- Limit the hours worked on noisy operations.

Other Measures

5.26 The Contractor will consult with LBH, TfL, and other contractors/ developers in the local area to minimise disruption and undertake joint logistics analysis where appropriate.

Staff Travel Plan

5.27 There will be no on-site parking provided for construction workers. Staff will also be discouraged to park on-street. As there are good transport links near to the site, public transport will be strongly encouraged.

5.28 The Contractor will be responsible to ensure that a Staff Travel Plan is implemented to ensure that sustainable modes of travel are utilised.

Public Highway

5.29 At no time will material or plant be stored on the public highway.

5.30 The Contractor will monitor the condition of the public highway in the immediate vicinity of the site. A condition survey of the local highway network will be undertaken before and after construction works and will be submitted to LBH.

- 5.31 The Contractor will make contact with the relevant utility companies in order to co-ordinate any scheduled work.

Pedestrian and Cyclist Safety

- 5.32 Construction traffic can pose a potential risk to pedestrian and cyclist safety when not managed effectively. Vulnerable road users' safety will be paramount throughout the construction period. The use of traffic marshals will assist pedestrian and cyclist safety, particularly when vehicles are accessing and egressing the loading area.
- 5.33 A hoarding will be installed around the perimeter of each site element when under construction. The hoarding will screen off any works or activities and protect passers-by as well as reduce dust and noise emissions. In addition, the hoarding will be decorated to suit local authority requirements and contain illumination, so it is easily seen at night by traffic and pedestrians using the surrounding roads. Gates will be locked each evening by the contractor's project team.
- 5.34 Traffic marshals will be positioned either side of the loading area to assist pedestrians and cyclists travelling along Wood End Green Road whilst a vehicle is manoeuvring into / out of the loading area.

6 ESTIMATED VEHICULAR MOVEMENTS

6.1 A breakdown of the average expected vehicle movements during each phase of construction has been provided by the Contractor, with a summary provided in **Table 6.1** below.

Phase	Period of Stage	No. of Trips (monthly)	Peak no. of Trips (daily)
Phase 2	Q3 2025 – Q1 2026	80	4
Phase 3	Q1 2026 – Q3 2027	120	6
Phase 4a	Q2 2027 – Q4 2027	100	5
Phase 4b	Q3 2027 – Q3 2028	100	5

6.2 **Figures 6.1-6.3** below illustrate the anticipated construction vehicle numbers across the construction programme and different phases using the TfL CLP Tool.

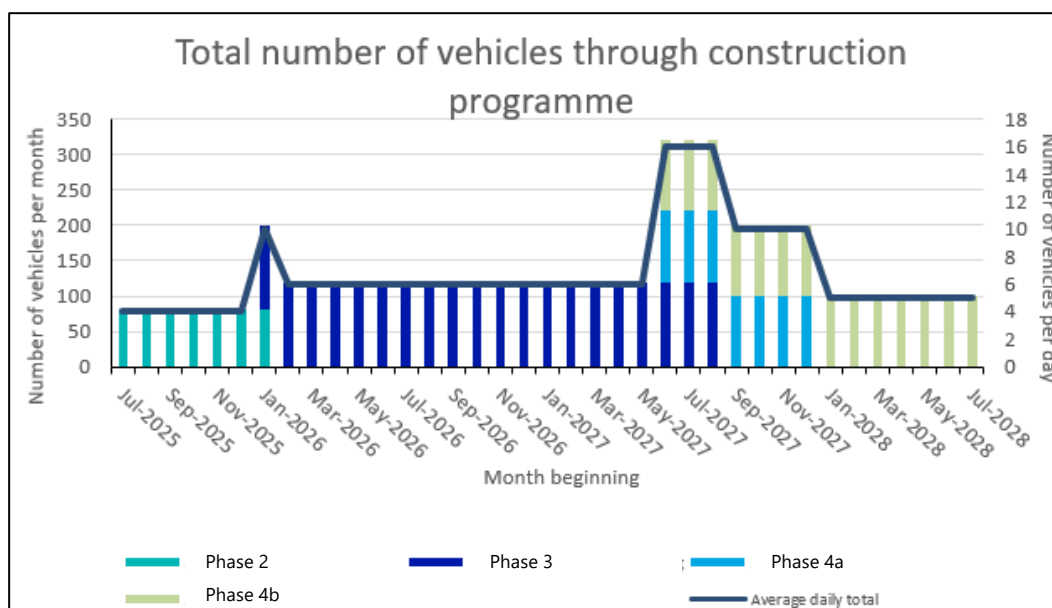


Figure 6.1: Anticipated construction vehicles (Monthly and Daily) (Taken from TfL CLP Tool)

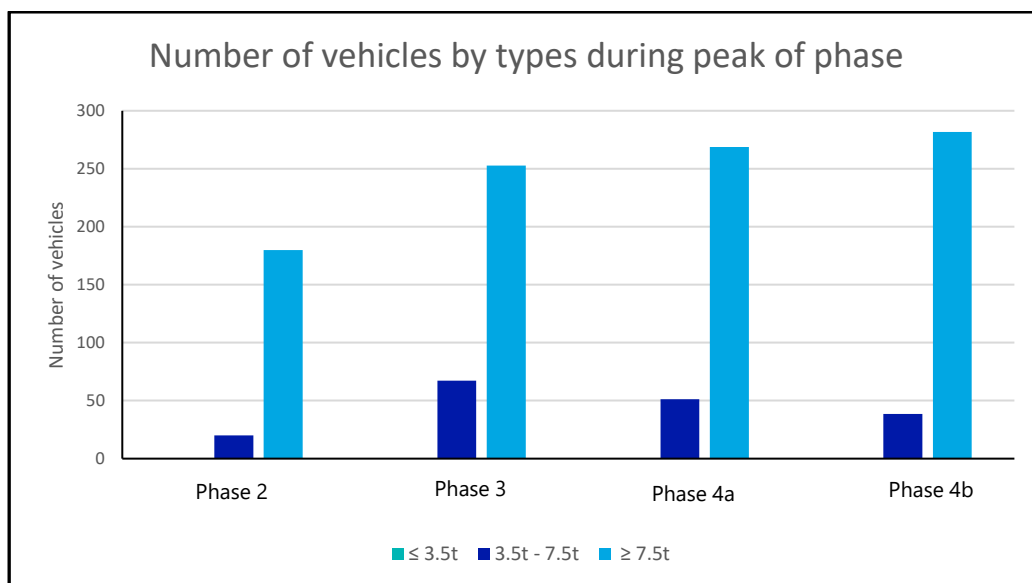


Figure 6.2: Number and vehicle type by phase of construction (Taken from TfL CLP Tool)

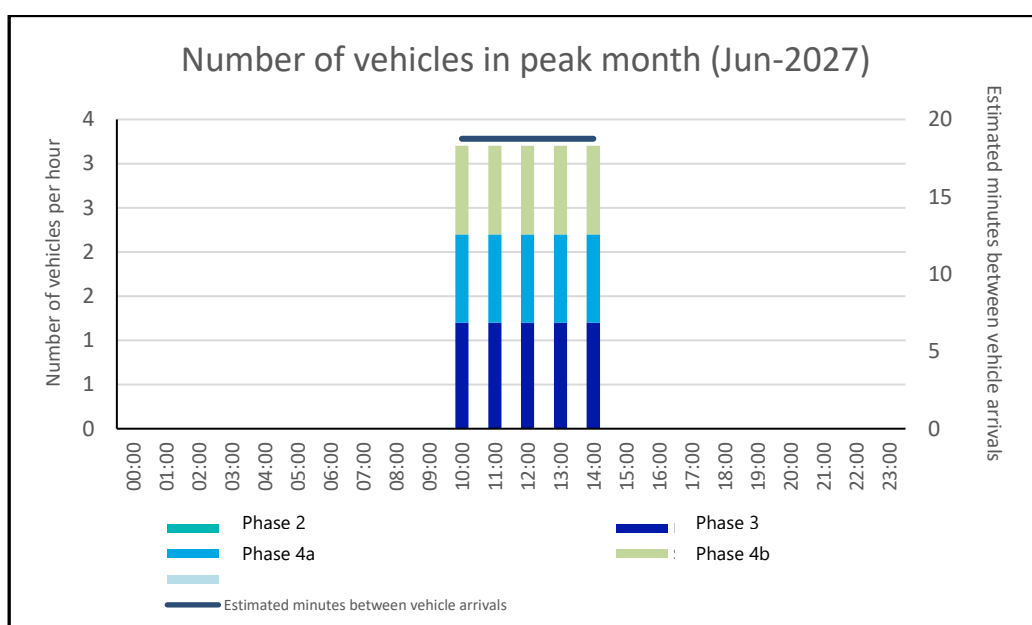


Figure 6.3: Hourly arrival profile of vehicles during the peak month (Taken from TfL CLP Tool)

6.3 During the peak months of construction, circa 16 vehicles per day will access the site. This assumes that the vehicle numbers in Table 6.1 are maintained throughout the duration of the phase, whereas in theory there would be a peak of construction vehicle movements, with the remainder of the phase having a reduced demand.

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 The Contractor will have overall responsibility of this document and it will be their responsibility to implement the requirements set out in this CMP. Their job description will include collecting data on:

Number of Vehicle Movements to Site

- Total;
- By vehicle type / size;
- Time spent on site; and
- Delivery/collection accuracy compared to schedule.

Breaches and Complaints

- Community concerns about construction activities;
- Vehicle routing;
- Unacceptable queuing;
- Unacceptable parking; and
- Compliance with safety and environmental standards and programmes.

Safety

- Record of associated injuries; and
- Vehicles and operators not meeting safety requirements.

8 CONCLUSION

- 8.1 This CMP has been prepared in accordance with policy on a national, regional and local level. This CMP has been prepared to discharge Condition 4 of the Decision Notice associated with application reference: 16034/APP/2023/2796).
- 8.2 The impact of construction will be mitigated through this document and the implementation of initiatives and best practices such as the Considerate Constructors Scheme (CCS), Freight Operators Recognition Scheme (FORS), and Construction Logistics and Community Safety (CLOCS).
- 8.3 The construction process will be monitored continuously with site supervision at all times to ensure the safety of all users, including the adjacent schools.
- 8.4 Any licences and/or traffic management permissions required will be applied for to the relevant highway authority in advance of the associated works.
- 8.5 The CMP will be subject to a regular review between the contractor and stakeholders, with any proposed changes subject to approval by the highway authorities.

Appendix A



Ms Coral Ducroq
Stride Treglown
Treglown Court
Dowlais Road
Cardiff
CF24 5LQ

Application Ref: 16034/APP/2023/2796

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

GRANT OF PLANNING PERMISSION

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **GRANTS** permission for the following:

Description of development:

Erection of temporary teaching units for a period of 18-24 months, to provide teaching accommodation whilst the wider re-development works are undertaken on the wider site. Including temporary infrastructure works.

Location of development: Rosedale College Wood End Green Road Hayes

Date of application: 16th October 2023

Plan Numbers: See attached Schedule of plans

Permission is subject to the condition(s) listed on the attached schedule:-

R Schin

Head of Development Management and Building Control

Date: 8th March 2024

- NOTES:
- (i) Please also see the informatives included in the Schedule of Conditions.
 - (ii) Should you wish to appeal against any of the conditions please read the attached sheet which explains the procedure.
 - (iii) This decision does not convey any approval or consent which may be required under any by-laws, building regulations or under any Act other than the Town and Country Planning Act 1990 (as amended).

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

GRANT OF PLANNING PERMISSION

Application Ref: 16034/APP/2023/2796

SCHEDULE OF CONDITIONS

- 1 The buildings hereby permitted (EFAF) and EFAE shall be removed on or before 2 years from the date of this permission. The playing field shall be restored in accordance with the approved Playing Field Restoration Scheme and made available for use.

REASON

It is not considered appropriate to grant a permanent permission for the use until its effect on the amenities of the locality has been assessed in compliance with the Policies within the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

- 2 Prior to the commencement of works above ground level a Playing Field Restoration Scheme for the site edged in red on Drawing No.SRP1077-NVB-00-XX-D-L-1304 Rev P01 shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The restoration scheme shall provide details of the following:

- (i) existing and proposed ground levels;
- (ii) existing and proposed soil profiles;
- (iii) measures to strip, store and re-spread soils to avoid soil loss or damage;
- (iv) measures to dispose of/accommodate waste materials on the site;
- (v) drainage measures including where appropriate under drainage;
- (vi) proposed seeding, feeding, weeding and cultivation measures;
- (vii) boundary treatment;
- (viii) five year aftercare and maintenance arrangements;
- (ix) installation of equipment (e.g. goal posts);
- (x) restoration and maintenance programme.
- (xi) scheme for the management and maintenance of playing field drainage for the replacement playing field area, including a management and maintenance implementation programme,

REASON

To ensure the site is restored to a condition fit for purpose and to accord with policies DMHB 11, DMCI 3 of the Hillingdon Local Plan Part 2 (2020), as well as policies S3 and S5 of the London Plan (2021).

- 3 The development hereby permitted shall not be carried out except in complete accordance with the details shown on submitted plan numbers:

37041-PML-B2-01-DR-A-0001 Rev P2
37041-PML-B2-00-DR-A-0001 Rev P2
SRP1077-NVB-00-XX-D-L-1305 Rev P02
17066-RYL-ZZ-DR-M-5501 Rev P1
SRP1077-NVB-00-XX-D-L-1304 Rev P02 - Temporary Proposed Site-Wide Plan
SRP1077-NVB-00-XX-D-L-1304 Rev P01 - Proposed Site Plan
SRP1077-NVB-00-XX-D-L-1303 Rev P07
SRP1077-NVB-00-XX-D-L-1302 Rev P02
SRP1077-NVB-00-XX-D-L-1301 Rev P02
SRP1077-NVB-00-XX-D-L-1306 Rev P02
SRP1077-TER-00-00-D-C-9003 Rev PO2
SRP1077-TER-00-00-D-C-9002 Rev PO4
SRP1077-TER-00-00-D-C-9001 Rev PO4

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

- 4 No development shall take place until a revised construction management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail:
- a) The phasing of development works
 - b) Types of vehicles accessing the site, including their ability to enter the shared driveway without affecting neighbouring properties
 - c) The hours during which development works will occur
 - d) How vehicles will access the site whilst protecting neighbouring sites
 - e) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities)
 - f) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours)
 - g) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process
 - h) The storage of demolition/construction materials on site
 - i) full details of the expected number of construction related staff to be working on the site, as well as where they would park.
 - j) restricted times for waste removal and deliveries to between the hours of 9.30 and 3.30
 - k) maximum number of HGV vehicle movements
 - l) Swept Path analysis drawings demonstrating how cranes would exit and enter the site safely.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To ensure the development causes no harm to the local highways network or pedestrian and road user safety and to safeguard the amenity of surrounding areas in accordance with Policies DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), as well as policies D3 and T6 of the London Plan (2021).

- 5 No above ground construction works shall take place until details of all materials and external surfaces for the proposed development have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

- 6 The proposed temporary block EFAF shall be designed to include ramped/level approaches and adequate dimensions of door width and lobby openings) to meet the needs of people with disabilities.

REASON

To ensure an Accessible and Inclusive development for everyone in accordance with London Plan Policy D5.

- 7 No development shall take place until a landscape scheme has been submitted to and approved in

writing by the Local Planning Authority. The scheme shall include:

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100) , which include the provision of pollution absorbing planting
- 1.b Written specification of planting and cultivation works to be undertaken
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Refuse Storage (which should be secure and enclosed)
- 2.b Cycle Storage (which should be secure and enclosed)
- 2.c Means of enclosure/boundary treatments
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance

- 3.a Landscape Maintenance Schedule for a minimum period of 5 years

4. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), as well as policies D3 and T6 of the London Plan (2021).

- 8 The total number of pupils at the school shall not exceed 1125 pupils and the number of staff shall not exceed 131 Full Time Equivalent.

REASON

To prevent the generation of additional traffic that could give rise to problems of safety and congestion on the surrounding roads, in compliance with Policy DMT1, DMT 2 and DMT6 of the adopted Hillingdon Local Plan : Part 2 - Development Management Policies (2020).

INFORMATIVES

1 Sports England Informatives:

It is recommended that the restoration scheme is undertaken by a specialist turf consultant. The applicant should be aiming to ensure that any new or replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled "Natural Turf for Sport" (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch team sports, for example the Football Association.

Good quality and well maintained drainage systems are fundamental to improving the use of playing field land. Sport England has strong links with the grass pitch National Governing Bodies who are keen to bring expertise to the drainage of playing fields, and the Design Guidance Note "Natural Turf for Sport" was revised in 2011 after consultation with the National Governing Bodies.

Sport England recommend that the drainage assessment and improvement/management scheme is undertaken by a specialist turf consultant.

2 The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3 Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

Part 1 Policies

PT1.BE1 (2012) Built Environment

PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies

DMCI 1 Retention of Existing Community Sport and Education Facilities

DMCI 1A Development of New Education Floorspace

DMCI 3 Public Open Space Provision

DMCI 2 New Community Infrastructure

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 10 Water Management, Efficiency and Quality

DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D14	(2021) Noise
LPP D12	(2021) Fire safety
LPP S3	(2021) Education and childcare facilities
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP GG2	(2021) Making the best use of land
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF	National Planning Policy Framework 2021

END OF SCHEDULE

Address:

Development Management
 Directorate of Place
 Hillingdon Council
 3 North, Civic Centre, High Street, Uxbridge UB8 1UW
www.hillingdon.gov.uk

GRANT OF PLANNING PERMISSION

Application Ref: 16034/APP/2023/2796

SCHEDULE OF PLANS

Transport Planning and Highways Design - TR002 Rev B - Sheets 1 - 5 - received 22 Sep 2023

Noise Impact Assessment- Temporary Building - received 22 Sep 2023

Preliminary Ecological Appraisal and Preliminary Roost Assessment - received 22 Sep 2023

Biodiversity Net Gain Assessment - received 22 Sep 2023

SC01 Rev B - received 22 Sep 2023

EW01 Rev A - received 22 Sep 2023

SRP1077-NVB-00-XX-D-L-1304 Rev P01 - Proposed Site Plan - received 22 Sep 2023

TEMPORARY BLOCK F OVERSHADOWING STUDY - received 22 Sep 2023

Transport Statement - received 22 Sep 2023

Design and Access Statement - received 23 Oct 2023

EFAF Energy Statement - Rosedale College - EFAF Temporary Modular Teaching Accommodation - received 08 Dec 2023

EFAF Energy Statement - Rosedale College - EFAF Temporary Modular Teaching Accommodation - Carbon Calculator - received 08 Dec 2023

Construction Method Statements - SRP1077-BYG-XX-XX-T-R-0092 -C01 Rev C03 - received 08 Dec 2023

Phasing Plans - SRP1077-BYG-XX-XX-G-X-0001-S5-C11 - Sheet 01 to 07 - received 08 Dec 2023

Construction Environmental Management Plan Rev D - received 08 Dec 2023

HSP2022-C3886-C&S-FRAS1-536 - received 22 Sep 2023

National Grid Plan - EMAPSITE TM LAND DOCS - received 22 Sep 2023

Phase I Geo-Environmental Desk Study Report - HSP2022-C3886-G-GPI-523 - received 22 Sep 2023

Building Services Condition Report - received 22 Sep 2023

CONDITION SURVEY - Y-JD-SCS-09885-22 - received 22 Sep 2023

37041-PML-B2-01-DR-A-0001 Rev P2 - received 22 Sep 2023

17066-RYL-ZZ-DR-M-5501 Rev P1 - received 22 Sep 2023

37041-PML-B2-00-DR-A-0001 Rev P2 - received 22 Sep 2023

Topographical Details - Sheet 01-04 - received 22 Sep 2023

Topographical and Utility Survey - C3863-HSP-00-00-DR-G-SK100 Rev P03 - received 22 Sep 2023

SRP1077-NVB-00-XX-D-L-3453 Rev C02 - received 31 Jan 2024

Surface Water Management Plan - received 22 Sep 2023

Asbestos Survey Report and Register - received 22 Sep 2023

DETAILED UNEXPLODED ORDNANCE RISK ASSESSMENT - 7593 - received 22 Sep 2023

HSP2022-C3863 - STRUCTURAL STAGE 1 BASIC CONDITION SURVEY - received 22 Sep 2023

Structural Survey Plan - received 22 Sep 2023

C3886-HSP-00-00-DR-G-520 Rev P01- Measured Building Survey - received 22 Sep 2023

C3886-HSP-00-00-DR-G-522 Rev P01 - Measured Building Survey - received 22 Sep 2023

P5314-R1-V1 - received 22 Sep 2023

PHASE II GEO-ENVIRONMENTAL ASSESSMENT REPORT - HSP2022-C3886-G-GPII-641 - received 22 Sep 2023

Archaeological Desk Based Assessment - received 22 Sep 2023

MSCC5 Sewers & Drainage GB (SRM5 Scoring) - received 22 Sep 2023

SRP1077-NVB-00-XX-D-L-1305 Rev P02 - received 22 Sep 2023

SRP1077-NVB-00-XX-D-L-1304 Rev P02 - received 19 Jan 2024

SRP1077-NVB-00-XX-D-L-1303 Rev P07 - received 19 Jan 2024

SRP1077-NVB-00-XX-D-L-1302 Rev P02 - received 22 Sep 2023

SRP1077-NVB-00-XX-D-L-1301 Rev P02 - received 22 Sep 2023

SRP1077-NVB-00-XX-D-L-1306 Rev P02 - received 22 Sep 2023

SRP1077-TER-00-00-D-C-9003 Rev PO2 - received 22 Sep 2023

SRP1077-TER-00-00-D-C-9002 Rev PO4 - received 22 Sep 2023

SRP1077-TER-00-00-D-C-9001 Rev PO4 - received 22 Sep 2023

TER-REP-1002-Rev P05 - Rosedale College Civil Engineering Philosophy Report - received 22 Sep 2023

SA01 - received 22 Sep 2023

Construction Environmental Management Plan - Rev A - received 22 Sep 2023

Arboricultural Method Statement to BS5837:2012 - received 22 Sep 2023

Arbtech AIA 01 - received 22 Sep 2023

Arbtech TPP 01 - received 22 Sep 2023

RIGHTS OF APPLICANTS AGGRIEVED BY DECISION OF LOCAL PLANNING AUTHORITY

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspectorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424) Appeal forms can be downloaded from the Planning Inspectorate website at www.Planning-inspectorate.gov.uk

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.

Further details are available at www.gov.uk/government/collections/casework-dealt-with-by-inquiries

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power inless there are special circumstances, which excuse the delay in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices.

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.