Demolition and Construction Method Statement

Royal UK Property Holding Ltd

1 & 2 Longwalk Road

Hayes
Uxbridge
UB11 1DB
UB11 1BA
London Borough of
Hillingdon

Version	Revision	Date	Author	Reviewer	Project Manager
1	A	12.10.2026	Lamya Salem	Jean Dib	Lamya Salem
1	B	21.10.2026	Lamya Salem	-	Lamya Salem
1	C	27.10.2026	Lamya Salem	-	Lamya Salem

© Copyright SRE Ltd 2026

All rights reserved. No part of this publication may be reproduced, distributed, or transmitted in any form or by any means, including photocopying, recording, or other electronic or mechanical methods, without the prior written permission of the author, except in the case of brief quotations embodied in critical reviews and certain other non-commercial uses permitted by copyright law. For permission requests, write to the author, at the address below:

SRE Main Office

3 London Square | Cross Lanes

Guildford | Surrey | GU1 1UJ

T: +44 (0)1730 710044

E: info@sre.co.uk

W: www.sre.co.uk

Contents

Executive Summary 6

A. Key Objectives 6

B. Specific Environmental Management Measures 6

1.0 Introduction 9

1.1 Policies and Guidance 10

2.0 Project Description 12

2.1 Proposal 12

2.2 Site Location 13

2.3 Sequence of Works 15

2.4 Operating Time 16

2.5 Site Management 16

3.0 Noise & Vibration 19

3.1 Demolition Methodology 20

3.2 Foundation and Piling Methodology 21

4.0 Dust Management 23

4.1 Site management 23

4.2 Preparing and maintaining the site 24

4.3 Site Inspection Procedures 24

4.4 Vehicle emissions 25

4.5 Operations 25

4.6 Waste Management 25

4.7 Demolition 26

4.8 Earthworks 26

4.9 Construction 26

4.10 Track-out 27

4.11 Airport Safeguarding 27

5.0 Traffic Management 29

5.1 Route to Site 29

5.2 Site Setup Arrangements 30
5.3 Vehicles 30
5.3.1 Wait-and-Load Lorry – Spoil Removal 30
5.3.2 Articulated Lorry – Steelwork, Cladding and Slab Materials 30
5.3.3 Flat Bed Truck – General Materials 30
5.3.4 Concrete Mixer Lorry – Concrete Delivery 30
5.3.5 Transit Van – Small Equipment and Materials Delivery 30
5.4 General Matters Relating to Highway Safety and Other Road Users 31

6.0 Waste Management 33
6.1 Spoil Management 34
6.2 Public Streets Cleaning 34

7.0 Ground Conditions and Contamination 36
7.1 Ground Gas Management 36
7.2 Excavated Material and Waste 36
7.3 Unexpected Contamination 36
7.4 Groundwater, Leachate and Piling 37
7.5 Worker Protection 37

8.0 Ecology, Trees and Heritage Landscape 39
8.1 Trees and Landscape 39
8.2 Registered Park and Garden 39
8.3 Drainage and Pollution Prevention 40
8.4 Ecology 40
8.4.1 Nesting Birds 40
8.4.2 Bats 41
8.4.3 Other Protected and Notable Species 41
8.4.4 Lighting 41
8.4.5 Invasive Species 41
8.4.6 Ecological compliance 41

9.0 Lighting 43
9.1 Minimisation of Obtrusive Light 43

9.1.1 Sky Glow 43
9.1.2 Light Spill 43
9.1.3 Glare 43
9.1.4 Airport safeguarding 43
9.2 Lighting Installation and Controls 43
9.3 Fauna and Flora Protection 44
9.4 Monitoring and Adjustment 44
10.0 Community Liaison 46
10.1 Communication plan 46
10.2 Complaints and non-conformances 47
Appendix A – Existing Site Plan 49
Appendix B – Proposed Site Layout 50
Appendix C – Site Management Logistic Plan 51
Appendix D – Sensitive Receptors 52
Appendix E – Constraints Plan 53

Executive Summary

This Demolition and Construction Method Statement (DCMS) has been prepared by SRE Ltd on behalf of Royal UK Property Holding Ltd (the Client) during RIBA Stage 2 for 1 & 2 Longwalk Road, Stockley Park, Uxbridge (the Proposed Development).

The Proposed Development is for the demolition of the existing buildings; redevelopment of the site to provide two commercial units for flexible industrial, storage and distribution uses (Use Classes B2/B8/E(g)(iii)), with ancillary office space, yard areas, servicing, vehicular and cycle parking; hard and soft landscaping and associated works. Overall, contributing to 11,006m^2 of gross internal floor area (GIA).

A. Key Objectives

1. Compliance with Legislation and Policies:
    - Aligns with London Borough of Hillingdon policies and relevant GLA guidance.
    - Includes Hillingdon Local Plan Part 1 (2012) Policy EM8 and Local Plan Part 2 (2020), Policies DMEI 7, MEI 12, DMEI 14, DMHB 1, DMHB 8 and DMHB 14.
    - Covers London Plan (2021), Policies D14, SI1, SI7, T7, G7 and HC1.

2. Environmental Impact Mitigation:
    - A comprehensive approach to minimise noise, vibration, dust, and other environmental impacts during construction.
    - Specific management measures for dust emission, traffic, noise, and vibration control, ensuring minimal disruption to nearby offices and the Registered Park and Garden.

3. Construction Traffic and Site Management:
    - Detailed plans for managing construction traffic to reduce impact on local roads and ensure safety.
    - Site management protocols to maintain organisation, safety, and environmental compliance throughout the construction phase.

4. Ground Conditions and Heritage:
    - Safe management of the reclaimed landfill ground, including landfill gas, contaminated material and groundwater.
    - Protection of retained trees, landscape features and the lake system.

5. Community and Stakeholder Engagement:
    - Advance notification, a named point of contact and a formal complaints procedure for occupiers, the Park management and the Council.

B. Specific Environmental Management Measures

1. Noise and Vibration:
    - Use of Best Practicable Means (BPM), BS 5228 thresholds, monitoring and stop-work triggers; restricted hours for the noisiest activities.

2. Dust Management:
    - Dust management for different site activities, as per IAQM and GLA guidance, including demolition, earthworks, construction, and track-out.
    - Implementation of mitigation measures like dust suppression techniques and minimising Non-Road Mobile Machinery (NRMM) emissions.

3. Ground and Water:
    - Landfill gas and contamination controls, a piling risk assessment, a material management protocol and pollution prevention for the lake.

4. Waste Management:
    - Adherence to the waste hierarchy: reduce, reuse, recycle.
    - Detailed procedures for handling and disposing of waste, including hazardous materials.
    - Undertaking the pre-demolition audit and monitoring waste to meet the 95% reuse/recycling/recovery targets.

5. Traffic Management:
    - Clear routing plans for construction traffic to minimise disruption.
    - Coordination with local authorities to ensure smooth traffic flow and safety.
    - Pre-booked deliveries, off-peak scheduling, banksman and CLOCS/FORS compliance.

6. Ecology, trees and heritage:
    - BS 5837 protection, nesting bird and bat safeguards and sympathetic hoarding.

7. Community Liaison:
    - Regular updates to the community about construction progress and any potential impacts.
    - A dedicated contact point for addressing community concerns and feedback.

This statement serves as a dynamic document, subject to regular updates by the Main Contractor to incorporate new information or changes in site conditions, ensuring ongoing compliance and effective management of environmental impacts throughout the construction project.

Introduction

1.0 Introduction

This Demolition and Construction Method Statement (DCMS) has been prepared by SRE Ltd on behalf of Royal UK Property Holding Ltd (the Client) during RIBA Stage 2 for 1 & 2 Longwalk Road, Stockley Park, Uxbridge (the Proposed Development).

The Proposed Development is for the demolition of the existing buildings; redevelopment of the site to provide two commercial units for flexible industrial, storage and distribution uses (Use Classes B2/B8/E(g)(iii)), with ancillary office space, yard areas, servicing, vehicular and cycle parking; hard and soft landscaping and associated works. Overall, contributing to 11,006m^2 of gross internal floor area (GIA).

This statement includes considerations for the construction, light, noise, traffic and dust management requirements that apply in London Borough of Hillingdon, covering Hillingdon Local Plan Part 1 (2012) Policy EM8 and Local Plan Part 2 (2020), Policies DMEI 7, MEI 12, DMEI 14, DMHB 1, DMHB 8 and DMHB 14, in addition to London Plan (2021), Policies D14, SI1, SI7, T7, G7 and HC1.

The plan is covering details for the following aspects:

- *Noise and Vibration (according to Approved CoP BS 5228-1 and -2:2009+A1:2014),*
- *Dust (according to Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition; IAQM 2024 guidance),*
- *Lighting ('Guidance Note 01/20 For The Reduction Of Obtrusive Light' by the Institution of Lighting Professionals),*
- *Delivery locations,*
- *Hours of work,*
- *Ground conditions and contamination,*
- *Neighbour liaison,*
- *Public display of contact details*

The aim of the statement is to set out the responsibilities with regard to compliance with legislation and to implement any mitigation measures. This document has been developed to avoid, minimise and mitigate against any construction effects on the environment and surrounding community. It should be considered a living document with reviews being undertaken at set intervals and new information added as appropriate.

This statement details management measures to minimise environmental impact from the construction phase of the development. Further, it provides a framework within which the measures will be implemented throughout the project. The statement provides project-specific management measures and is a dynamic document which should be reviewed if activities or conditions onsite change that may influence management measures.

It is anticipated that this report will give the neighbouring occupiers, as well as the Council, reassurance that the development is well-planned and that it is the applicant's intention to safeguard the amenity of the neighbours by minimising impacts of the development that may otherwise give rise to unacceptable nuisance. This report details how the Main Contractor will seek to minimise the impacts of the development with regards to environmental impacts as well as identify the routing and timings of the construction traffic associated with the

development. For the purposes of this document, the working area is defined as any area where there will be a requirement for temporary or permanent works to facilitate the construction of the development. This includes areas required for access, temporary construction and temporary storage areas.

1.1 Policies and Guidance

Table 1 demonstrates relevant policies and guidance to the Proposed Development.

Level	Document	Relevance
National	• NPPF • Control pf Pollution Act 1974 (ss60, 61, 72) • Environmental Protection Act 1990 (Part II, s34) • Control of Asbestos Regulations 2021 • CDM Regulations 2015 • Building Act 1984 s80	Noise BPM, waste duty of care, health and safety, demolition notice.
Regional	• London Plan 2021:D14 (Noise), SI 1 (Air quality), SI 7 (Circular economy/waste), T7 (Deliveries, servicing and construction), G7 (Trees), HC1 (Heritage) • GLA Dust SPG 2014 • Mayor's NRMM Low Emission Zone • TfL CLP guidance	Dust, NRMM, construction logistics, waste targets, heritage.
Local	• Hillingdon Local Plan Part 1 (2012) Policy EM8 (Land, water, air and noise) • Hillingdon Local Plan Part 2 (2020) DMEI 7, DMEI 12, DMEI 14, DMHB 8, DMHB 14	Air quality, contaminated land, heritage, Registered Parks and Gardens, trees, ecology.
Site-specific	• Stockley Park Design Guidance Document (draft July 2025) • Heritage Statement (Montagu Evans) • Heathrow Airport safeguarding	Park character, Grade II RPG, airport safeguarding.
Industry	• BS 5228-1/-2:2009+A1:2014 • BS 5837:2021 • IAQM 2014 • ILP GN01/02 • CLOCS Standard • Environment Agency piling guidance (NC/99/73) • BS 8485 / CIRIA C665 (ground gas)	Methods and thresholds

Table 1 – Policies and guidance

Project Description

2.0 Project Description

2.1 Proposal

The project is proposing the demolition of the two existing office buildings at 1 and 2 Longwalk Road and their surface car parking, and the construction of two new units; Unit 100 and Unit 200.

The demolition of the existing development will include:

- Demolition of two office buildings with pitched roof and central atria, together with associated hardstanding, car park and ancillary structures.
- Existing perimeter trees along Longwalk Road and the northeast landscape corner to be retained.
- Existing underground services will be diverted or capped as required.

On the other hand, the development to be undertaken for the new units will include:

- Unit 100 and Unit 200 warehouses for flexible industrial use or storage, in addition to supporting office spaces.
- Yards and loading docks, screened from the Park, with around 11 loading docks in total.
- A central access road retained between the two units.
- 82 car parking spaces and associated new landscaping.



Figure 1 – Existing development at 1 and 2 Longwalk Road



Figure 2 – Visualisation of the Proposed Development

2.2 Site Location

The Proposed Development is located at 1 & 2 Longwalk Road, Stockley Park, Uxbridge, UB11 1DB and UB11 1BA. It sits at the main entrance to the Park, as shown in Figure 3 below, bounded by:

- The A408 Stockley Road (west)
- The Stockley Park roundabout and Bennetsfield Road (north)
- Longwalk Road and the Park's lake system (east)
- An adjoining office building (south).



Figure 3 – Location of the Proposed Development (Google Earth)

Stockley Park is a business park built in the 1980s on reclaimed landfill. About 5 million tonnes of waste were relocated during its creation. The park was listed as Grade II on the Register of Parks and Gardens in 2020. The lakes form part of the Park's drainage strategy. Longwalk Road has a 20 mph speed limit, nearby bus stops and pedestrian and cycle routes.

Table 2 illustrates a list of sensitive receptors in close proximity to the Proposed Development, along with their type and distance from the Proposed Development.

Receptor	Type	Approx. distance/direction
Office building	Commercial	10-30m South
Offices east of Longwalk Road, across the lake	Commercial	60-100m East
Nuffield Health and Travelodge Bennetsfield Road	Commercial/Hotel	~150m Northeast
Stockley Park lakes, trees, RPG	Heritage/Ecology	Adjoining
A408 Stockley Road, Stockley Park roundabout	Highway users	Adjoining
Industrial units west of A408 (Horton Road)	Commercial	~100m West

Receptor	Type	Approx. distance/direction
Residential, West Drayton (south of Grand Union Canal)	Residential	~500m South

Table 2 – Sensitive receptors in proximity to the Proposed Development

2.3 Sequence of Works

The construction shall occur in accordance with the following sequence:

- Mobilisation to site including:
  - Site welfare facilities
  - Tree protection
  - Erection of hoarding
  - Temporary drainage
  - Notice to neighbours of Works commencement
- Pre-demolition survey, asbestos removal and soft strip
- Demolition of the buildings and hardstanding and service diversions
- Enabling and ground works:
  - Ground gas control
  - Remediation or ground improvement
  - Piling and drainage
- Substructure and floor slabs
- Steel frame, roof and cladding
- M&E and external works
- Landscape and removal of site facilities
- Commissioning and Handover

The duration of work is estimated to be 12-13 months, as shown in Table 3. This programme is indicative only. Updated construction programme to be developed at a later stage.

Phase	Duration
Mobilisation, surveys and asbestos removal	6 weeks
Demolition and hardstanding removal	12 weeks
Enabling works, ground works and piling	14 weeks*
Substructure and slabs	10 weeks
Superstructure and envelope	24 weeks
Fit-out, external works and landscaping	16 weeks
Commissioning and handover	4 weeks

**Overlapping earlier activities*

Table 3 – Indicative construction programme

2.4 Operating Time

No works shall be carried out, no machinery shall be operated, and no deliveries taken at or dispatched from the site outside the times outlined in Table 4.

Day	Permitted Operation/Working Hours
Monday – Friday	08h00 – 18h00
Saturday	08h00 – 13h00
Sundays, Bank or Public Holidays	None at any time

Table 4 – Stipulated operation and working hours

All building works will only be carried out between 08h00 and 18h00 Monday to Friday, between 08h00 and 13h00 on Saturday; and not at all on Sundays, bank holidays and public holidays.

Deliveries will avoid network peak hours between 07:00 to 10:00 and 16:30 to 19:00.

2.5 Site Management

All contractors, sub-contractors, delivery companies and visitors will be advised of, and be required to adhere to the specified route and all the other terms of this document. All known visitors will be provided with a verbal briefing and issued with a copy of the on-site restrictions and routeing requirements prior to formal engagement.

The contact details for the Main Contractor, including an emergency 24-hour contact number, will be posted outside the site throughout the duration of the works, as follows:

- Main contractor: To be appointed
- Contact: TBD
- Email: TBD
- Mobile: TBD

The Project Manager is responsible for ensuring the instruction of workers, implementation and overseeing of the works. The Project Manager will monitor the effectiveness and accuracy of the plan implementation during the routine site visits with the Site Manager. Independent audits will also be completed via site inspections. The Site Manager and Site Foreman will be responsible for the day to day running of the procedures put in place by the Main Contractor and compliance with this statement. This information will be filtered down through the supply chain to the subcontractors and suppliers.

The Site Manager should ensure that a detailed condition survey of the highway fronting the site is undertaken prior to the commencement of any demolition or construction activities. Furthermore, the Site Manager must ensure that the public footpath along the site frontage is maintained and not impacted in any way throughout the duration of the works. The applicant will cover the Council's reasonable costs for repairing or making good any damage to the highway resulting from the demolition, construction, or associated works.

The Site Manager shall ensure that work is carried out in accordance with the Construction Industry Training Board (CITB) scheme (or similar) and that all site operatives and management hold one of the following cards or other CITB recognised cards:

- CSCS (site operatives)
- CPCS (plant operatives)
- CISRS (scaffolders)
- CCDO (demolition)
- NRSWA (street works)
- The Site Manager will have taken the five days Site Managers Safety Training Scheme (SMSTS) and carry a CSCS Gold Card
- There will be at least one qualified First Aider on site
- Contractors will comply with all health and safety legislation including the Construction (Design and Management) Regulations (‘CDM Regulations’).

The site will be enclosed with 2.4m hoarding with gates will be on the central access, supervised by a banksman during operations. Tree and hedge protection fencing will sit inside the hoarding where trees and hedges are retained.

Noise & Vibration

3.0 Noise & Vibration

The nearest receptors are commercial (offices and a hotel), within an estate adjoining the A408 and beneath Heathrow flight paths, so ambient noise is already elevated. Construction noise sources include demolition, breaking out of slabs, earthworks, piling, steel erection, deliveries and waste handling.

The Contractor will ensure that all the staff engaged on the project will be inducted on all site-specific matters including acceptable noise and vibration levels and timings associated with noisy activities. It will be planned so that strict timings will be enforced to alleviate constant noise, and that appropriate tooling will be utilised to mitigate unnecessary vibration.

The induction will cover the Principals of Best Practicable Means (BPM) under Section 72 of the Control of Pollution Act 1974 pertaining to site activities. All staff will operate with the utmost courtesy to neighbouring receptors. Continuous noise monitoring will be carried out by site management if requested by the Council so that it does not have adverse effects on the local community. If the activities are deemed to be too noisy, or where the management feel the levels are unacceptable then that activity will be stopped until effective control measures are in place.

Noise levels from construction will be monitored against BS 5228-1:2009+A12014 Code of Practice for Noise and Vibration Control on Construction and Open Sites Noise - Annex E. A baseline survey, or a desk assessment based on A408 traffic, will establish the category. Until then, a precautionary approach applies, as shown in **Overlapping earlier activities* Table 3:

Category	Threshold (dB LAeq, T)	
A	65	Hotel façade, < 65 dB
B	70	Offices, 65-70 dB
C	75	Where ambient ≥ 70 dB (e.g. adjacent to the A408)

Table 5 – Indicative LAeq,T threshold values, BS 5228-1 Annes E (daytime)

The Applicant agrees to provide a copy to the Council as directed.

If required, noise levels will be monitored during construction as follows:

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

Noise attenuation screening will be used, if deemed appropriate. Any mobile screens shall have sufficient mass to be able to resist the passage of sound across the barrier and are to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical. The site hording will be made of Timber Board (OSB or Plywood), with a height of 2.4m.

Where the measured noise levels are more than 3 average decibels (dB A) above the maximum indicative action level or in the event of a complaint of noise, an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that BPM are being used to control the noise, as specified in BS 5228. Noise levels shall be reduced further if it is reasonably practicable to do so.

The applicant is committed to ensuring the site is well managed and operates in the most practicable manner. To this end, noise emanating from the site will be strictly controlled and monitored when directed in accordance with BPM. The construction methodology will aim to keep all noise to a minimum. All machinery will be the quietest available to the contractor and will be fitted with effective exhaust silencers.

Noise emanating from the site will therefore be controlled in a number of ways, from specific working hours allowed under the planning consent and with BPM always adhered to. The recommendations made in *BS 5228-1: 2009 Code of Practice for Noise and Vibration control on Construction and Open Sites* will be specified for adoption by the Main Contractor and their sub-contractors. Vibration levels shall be compared with the criteria in BS 5228: 2009 part 2. A trigger of 1 mm/s PPV (Peak Particle Velocity) at the hotel as a precaution.

The following methods of mitigation will be applied as a precaution:

- All hand-operated tools and equipment shall be effectively silenced and will bear the manufacturer's guaranteed maximum sound level generated.
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
- All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per *BS 855228-1: 2009*.
- Sound reduced compressors will be used and/or fitted within acoustic enclosures where necessary.
- The use of and noise from, percussive tools will be limited as far as reasonably possible.
- The compressors will be positioned to reduce noise transfer to neighbouring properties.
- Pneumatic tools will be fitted with silencers or mufflers.
- Electrically powered tools will be used where possible.
- No personal audio equipment will be audible beyond the boundary of the site e.g., radio.

The Main Contractor will carefully select any plant/equipment needed to carry out the works to keep noise and emissions to a minimum. As outlined in section 4.3, all vehicle engines will be switched off during delivery/dwell time in order to minimise any potential for noise disturbance.

3.1 Demolition Methodology

The demolition works cover two office buildings with a total GIA of 12,267m^2. The demolition methodology will be as follows:

- Undertaking site survey to cover demolition asbestos survey (HSG264), a pre-demolition audit for reuse and recycling and a bat and nesting bird check. Asbestos removal will be done by a licensed contractor before demolition.
- Services will be isolated and utilities will be capped, coordinating with the relevant providers.

- Soft strip will cover hand strip of fittings, M&E and glazing, segregating material for reuse.
- Demolition of structure following mechanical top-down demolition using long reach and 20-30 t class excavators with hydraulic crashers attachments. Arising will be lowered instead of dropped. No explosive will be used. Dust damping with fine water mist will be used.
- The slabs and foundations will be broken out with noise-baffled hydraulic breakers where unavoidable. Gas protection and drainage elements,, if present in the existing slab, are decommissioned under the ground-condition procedures in Section 7.
- On-site crushing of concrete/masonry to a recycled aggregate is subject to the Council's agreement and the necessary permits; otherwise arisings are removed for off-site processing.
- Masonry, concrete, metal, timber and hazardous items are segregated at source.
- Notice is provided as per Section 80 Building Act 1984 to the Council before demolition starts.

3.2 Foundation and Piling Methodology

The Proposed Development foundation will include piling with a ground-bearing slab. The following methodology will be adopted:

- Piling Method: Contiguous bored piling will be carried out using a rotary bored rig. Individual 250 mm diameter piles will be bored and immediately filled with reinforced concrete. Bored piling generates significantly less vibration than driven piling methods and is considered Best Practicable Means (BPM) for this type of construction.
- A Foundation Works Risk Assessment / piling risk assessment (EA guidance NC/99/73) is prepared before piling, to avoid creating pathways for contamination or gas to groundwater and the building.
- Vibration Monitoring: Vibration levels will be monitored during piling operations in accordance with BS 5228-2:2009+A1:2014 and compared against the threshold of 1 mm/s Peak Particle Velocity (PPV) applicable to residential properties. If levels approach or exceed this threshold, works will be suspended and revised methodology or plant selection will be implemented.
- Duration: The piling phase is anticipated to take approximately one to 8-10 weeks, subject to ground conditions encountered.

Dust Management

4.0 Dust Management

Dust Management addresses the control of dust and emissions during construction and demolition outlined in *Supplementary Planning Guidance (SPG 8) by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition*.

Dust from demolition and construction processes contains a range of particle types and material sizes that can cause adverse effects. While the pollutant of concern in this assessment is PM_{10}, $PM_{2.5}$ and NO_2 are also considered. Activities on the application site have been divided into four types to reflect their different potential impacts. These are:

- Demolition
- Earthworks
- Construction
- Track-out

As the site will be undertaking localised demolition activities, the contractors will need to follow the details outlined below, so that the release of emissions of gaseous and particulate pollutants into the atmosphere is limited. A summary of the requirements is outlined below, addressing key measures for dust control. These may be reviewed prior to the commencement of construction works and incorporated into Construction Environmental Management Plan or similar if required by the LA.

Assuming the application site integrates the relevant mitigation measures below, the residual impacts from all dust generating activities are predicted to be not significant. All dust and air quality mitigation measures will be implemented in accordance with IAQM (2024) Guidance on the Assessment of Dust from Demolition and Construction.

4.1 Site management

The site should be managed responsibly through stakeholder engagement and regular site inspections. The following actions should be undertaken during construction:

- Prepare the site through an effective site layout and implementation of green infrastructure while also maintaining runoff, cleaning, and soiling, and effectively dealing with spillages.
- Develop a dust management plan.
- Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.
- Record and respond to all dust and air quality pollutant emissions complaints, and make the complaints log available to the LA upon request.
- Carry out regular site inspections, record inspection results, and make the inspection log available to the LA upon request.
- Increase the frequency of site inspections when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.
- Record any exceptional incidents, either on or off the site, and document the action taken to resolve the situation in the log book.

4.2 Preparing and maintaining the site

Effective site preparation and management are essential to minimise dust emissions and prevent the spread of dust beyond the site boundary. The site layout, construction activities, material storage areas and access routes should be carefully planned and managed to reduce the generation and dispersion of dust to minimise impacts on nearby sensitive receptors. The following measures should be implemented:

- Locate machinery and dust causing activities away from receptors.
- Erect solid screens or barriers around dust-generating activities or along the site boundary, ensuring they are at least as high as any stockpiles on site.
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Avoid site runoff of water or mud.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials from site as soon as possible.
- Cover, seed or fence stockpiles to prevent wind whipping.

4.3 Site Inspection Procedures

Carry out regular site inspections in accordance with the procedure set out below, record all inspection results, and make the inspection log available to the Local Authority upon request.

The inspection area shall cover the entire working site as shown on the Site Management Logistic Plan (Appendix A), including: the site boundary and hoarding line, the central vehicle access point and gate, the wheel wash area, material stockpile zone, the welfare and offices compound. Each inspection shall assess the following:

- Condition and integrity of site hoarding, dust screens, and scaffold netting.
- Operation and cleanliness of the wheel wash/rumble grid at the site exit.
- Dust and particulate emissions from active works and stockpiles.
- Adequacy of dust suppression measures (water sprays, sheeting, covers).
- Compliance of all NRMM and plant with the required emission stage standards.
- Evidence of mud or debris tracked onto the public highway, and prompt clean-up.
- That vehicle engines are switched off during dwell times.
- That no diesel or petrol-powered generators are in use on site.
- Condition of the public footpath along the site frontage.
- Correct display of site contact details and emergency number on the site boundary.

Inspections shall be carried out at a minimum of once per week throughout all active construction phases. The frequency shall be increased to daily during high-dust or high-impact activities, piling works and during any period of prolonged dry or windy weather conditions. All inspection results shall be recorded in the site inspection log, which shall be retained for the duration of the project and made available to the London Borough of Hillingdon upon request.

4.4 Vehicle emissions

Construction traffic and the operation of non-road mobile machinery (NRMM) can generate exhaust emissions that may affect local air quality. Appropriate measures shall be implemented to minimise emissions from construction plant and vehicles, ensure compliance with applicable NRMM requirements, avoid unnecessary engine idling and promote the use of cleaner equipment. The following measures shall be adopted during the construction period:

- Ensure all Non-Road Mobile Machinery comply with *NRMM Practical Guide (updated January 2024)*[1].
- Ensure the site will be registered on the NRMM website.
- The Principal Contractor must register all plant on the Mayor of London NRMM online register before works commence.
- Ensure all vehicles switch off engines when stationary - no idling vehicles.
- All NRMM rated between 37–560 kW must meet a minimum of EU Stage IV.
- Machinery below 56 kW (where Stage IV is unavailable) must meet Stage V.
- All generators must meet Stage V as a minimum (Stage IV is not defined for generators).
- From 1 January 2030, Stage V will be required for all NRMM across Greater London.
- Diesel- and petrol-powered generators must not be used on site.
- Mains electricity or battery-powered equipment shall be used in all circumstances.
- Any exception would require advance justification to, and approval from, the Local Authority.
- Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).

4.5 Operations

Construction activities and material handling can generate dust and particular matter. The following measures should be implemented to minimise emissions at source and prevent the dispersion of dust beyond the site boundary:

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques, such as water sprays or local extraction.
- Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights and use fine water sprays wherever appropriate.
- Ensure equipment is readily available on site to clean any dry spillages , and that spillages are cleaned up as soon as reasonably practicable after the event, using wet cleaning methods.

4.6 Waste Management

The handling, storage and disposal of construction waste can generate dust, particularly were materials are dry or subject to repeated handling. Waste shall be managed in a manner that minimises dust generation, promotes reuse and recycling of materials and prevents the

[1] london.gov.uk/nrmm

uncontrolled release of dust and pollutants. No bonfires and burning of waste materials shall be allowed.

Further waste related measures can be found under Section 6.

4.7 Demolition

Demolition activities have the potential to generate significant quantities of dust and particulate matter, particularly during the dismantling of structure and the handling, transfer and removal of demolition arising. Given the potential of dust impacts on nearby sensitive receptors, the following measures shall be adopted:

- Soft strip inside buildings before demolition, retaining walls and windows in the rest of the building where possible, to provide a screen against dust.
- Avoid explosive blasting, using appropriate manual or mechanical alternatives.
- Bag and remove any biological debris or damp down such material before demolition.
- Dampen the structure and debris with a fine water mist prior to and during demolition to suppress dust at source, as per IAQM (2024) recommendations for demolition activities.
- Where practicable, erect dust screens or sheeting around the garage during demolition to contain particulates, particularly given the proximity to neighbouring residential properties.
- Prohibit dropping materials from height. Arisings should be carefully lowered rather than dropped, to minimise dust generation on impact.
- Demolished materials should not be allowed to accumulate in large dry stockpiles on-site; arisings should be dampened and removed promptly.
- Prior to demolition, a pre-demolition survey should be carried out in accordance with HSG264 to identify any asbestos-containing materials (ACMs). Any ACMs found must be removed by a licensed contractor before demolition proceeds.
- Segregate waste segregation at the point of demolition. Materials should be segregated as they are broken out (masonry, concrete, timber, metal) rather than mixed, to facilitate recycling and reduce secondary handling/dust.

4.8 Earthworks

Earthworks, including excavation, soil movement, levelling and the storage of excavated materials, can generate dust, particularly during windy conditions. Exposed soils and stockpiles shall be managed to minimise windblown dust and prevent migration of matriculate matter beyond the site boundary. The following measures should be implemented during earthworks:

- Re-vegetate earthworks and exposed areas/ soil stockpiles to stabilise surfaces.
- Use hessian, mulches or tackifiers where it is not possible to re-vegetate or cover topsoil.
- Strip convers in small areas during work and not all at once.
- For landfill-derived materials, stockpiles of made ground are covered and kept damp and gas/odour is controlled, as discussed under Section 7.

4.9 Construction

Additional measures to be considered during construction to minimise dust emissions at source include:

- Avoid scabbling (roughening of concrete surfaces) where possible.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out , unless required for a specific process. In such cases, ensure that appropriate additional control measures are in place.
- For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.

4.10 Track-out

Vehicles entering and leaving the construction site may transfer mud, soil and other materials onto the public highway, where there can dry and generate dust or contribute to localised air pollution. Effective site access management, vehicle covering and regular cleaning shall be implemented to minimise track-out and maintain cleanliness of the surrounding road network. The following measures shall be adopted throughout the construction period:

- Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.
- Ensure vehicles entering and leaving site are covered to prevent escape of materials.
- Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.
- Avoid dry sweeping of large areas.
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).

4.11 Airport Safeguarding

The position, height and dates of cranes and any other tall plants are notified to the airport, and any required permission or crane permit is obtained before erection.

Traffic Management

5.0 Traffic Management

This section forms the basis of the Construction Logistic Plan (CLP) under London Plan Policy T7 and TfL guidance. A detailed CLP will be prepared by the Main Contractor before commencement.

5.1 Route to Site

Vehicles will approach the site by traveling from the M4 Junction 4, taking the A408 Stockley Road northbound. They enter the Stockley Park roundabout, then take Bennetsfield Road and Longwalk Road to the site gate on the central access. On leaving, vehicles return the same way to the A408 and the M4. M25 Junction 15 is reached via the same network.

Construction vehicles will not route through the wider Park (Furzeground Way, Roundwood Avenue, The Square). All traffic movements associated with site demolition and construction activities will be scheduled outside peak traffic hours.

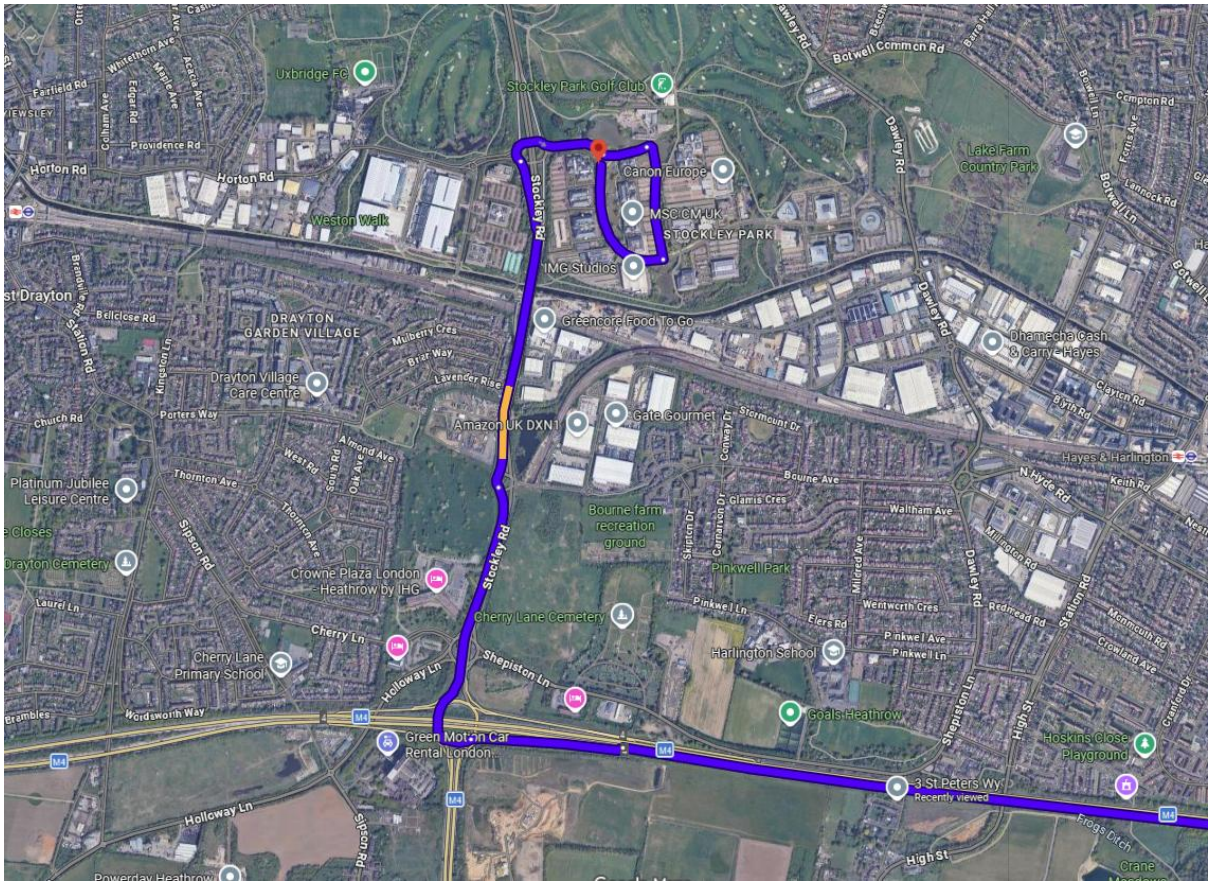


Figure 4 – Site access via M4

5.2 Site Setup Arrangements

There will be an area for storage of materials within the site. Welfare facilities will be provided within the site and at no time on the public highway. Site setup arrangement can be found under Appendix A.

Given the location of the site, there is no opportunity for river transport for deliveries. The site will not require the closure of any roads nor will any abnormal loads be attending site in order to implement the development.

Wheel washing and a segregated pedestrian route will be provided at the gate. Banksman will control vehicle entry and exit, where deliveries will be sequenced so that no vehicles queue on the highway, the roundabout or Longwalk Road.

5.3 Vehicles

5.3.1 Wait-and-Load Lorry – Spoil Removal

The wait and load of the vehicle is likely to be up to 10m in length with a width of 2.55m. It has a dwell time of 40 minutes. Expected peak collection number is around 20-30 per day during demolition. Vehicle engines will be turned off during dwell time where possible to help with reduction of noise disturbance. Drivers will remain with the vehicle at all times should the need arise to move the vehicle due to an emergency situation.

5.3.2 Articulated Lorry – Steelwork, Cladding and Slab Materials

This will be a vehicle with a length up to 16.5m, a width of 2.55m and a maximum weight 44 tonnes, depending on the vehicle configuration and applicable legal limits. The vehicles will have an off-loading time of 40 minutes for each vehicle. Expected peak collection number is around 10-15 per day. Vehicle engines will be turned off during dwell/discharge time to help with reduction of noise disturbance.

5.3.3 Flat Bed Truck – General Materials

This will be a vehicle with a length up to 7.5m, a width of 2.55m and a maximum weight 7.5 tonnes. The vehicles will have an off-loading time of 40 minutes for each vehicle. Expected peak collection number is around 5-10 per day. Vehicle engines will be turned off during dwell/discharge time to help with reduction of noise disturbance.

5.3.4 Concrete Mixer Lorry – Concrete Delivery

This will be a concrete mixer or similar with a length up to 8.4m and with a width of 2.5m. Maximum weight 32 tonnes when fully loaded with concrete. Deliveries will take place during the construction phase of the programme. The vehicles have an off-loading time of 1 hour. Expected peak collection number is around 20-40 per day on pour days. Vehicle engines will be turned off during dwell/discharge time to help with reduction of noise disturbance.

5.3.5 Transit Van – Small Equipment and Materials Delivery

This will be a vehicle with a length up to 4.8m in length and a width of 2.0m. Maximum weight 3.5 tonnes. There will be 0-15 deliveries per week throughout the project with a dwell time of 30 minutes per vehicle. All vehicle engines will be turned off during dwell/delivery times to ensure that noise disturbance from the vehicles is reduced.

5.4 General Matters Relating to Highway Safety and Other Road Users

All contractors and suppliers will be required to provide safety aids such as safety bars, additional mirrors and advisory signage to further ensure the safety of other road users.

To ensure that the site is compliant to the Construction Logistics and Community Safety (CLOCS) Standard throughout the construction period, the Main Contractor will undertake the following activities to ensure road safety and reduce the risk of collisions between construction vehicles and vulnerable road users, such as pedestrians and cyclists.

Compliance with the CLOCS Standard includes several key requirements:

a. Vehicle Safety: Ensuring that all construction vehicles are fitted with appropriate safety equipment, such as side guards, blind-spot mirrors, and warning signage.

b. Driver Training: Providing training for drivers on urban driving and road safety, particularly focusing on the risks to vulnerable road users.

c. Logistics Planning: Developing and implementing a logistics plan to manage the movement of construction vehicles to minimise risks and disruptions. This includes planning routes that avoid high-risk areas and peak traffic times.

d. Contractor Requirements: Ensuring that all contractors and subcontractors involved in the project adhere to the CLOCS Standard.

e. Community Engagement: Engaging with the local community to inform them about the construction activities and any potential impacts on road safety.

In addition to the above, delivery drivers will stay with their vehicles at all times should the need arise to move the vehicles due to an emergency situation. Vehicle engines will be turned off during the dwell/delivery times to assist with the reduction of noise disturbance. No more than one vehicle associated with the development will be positioned within the loading area at any given time.

All deliveries shall be pre-booked and allocated set arrival times. Delivery instructions shall be sent to all suppliers and contractors including the anticipated dwell times specified above. The Site Manager will ensure the loading/unloading area is clear of vehicles and materials before the next lorry arrives.

Other measures to be considered include: Banksman at the access, protected pedestrian and cycle routes and a 20 mph limit on site approach. A workforce Travel Plan will promote the Park's bus services, West Drayton and Hayes & Harlington stations (Elizabith Line), cycling and car-sharing.

Waste Management

6.0 Waste Management

A Site Waste Management Plan (SWMP) will be prepared by the Contractor and implemented by the Site Manager. Any waste will be disposed of in a responsible manner. Waste will be segregated so that any materials that can be reused/recycled will be sent to the appropriate location, including local reclamation yards. Any materials that will be reused will be safely stored and protected in order to ensure their appropriateness for reuse.

The SWMP will outline the management of waste resources during site preparation and construction works. The plan will include the following updated elements based on the Site Waste Management Regulations 2008 and London Plan Policy SI 7 targets. Handling waste will be in accordance with waste duty of care in Section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991.

- **Targets:** 95% of construction and demolition waste reused, recycled or recovered, while 95% of excavation waste put to beneficial use (London Plan Policy SI 7).

- **Pre-demolition Audit:** Undertaken to identify materials for reuse and recycling, including steel, façade elements, aggregates and fittings.

- **Waste Hierarchy Compliance:** Actions to comply with the waste hierarchy according to the principles of the Government's current "Waste Strategy for England" and the updated regulations. The primary goal during construction is to minimise waste generation and export from the site, through:

    - Prevention/Reduction, aiming first to reduce waste, followed by
    - Reuse, whether used for the same or different purpose, followed by
    - Recycling & Composting, for recyclables and organic materials, followed by
    - Disposal, which should be the last resort in waste handling, if necessary

- **Assignment of Responsibility:** The designation of a person responsible for the SWMP within the contractor's team. The contractor will audit waste carriers and disposal facilities, maintaining documentary evidence that these requirements are being met. This includes keeping a register of waste carriers, disposal sites, and relevant licensing details.

- **Waste Sorting Procedures:** Procedures for sorting waste into different categories, such as cardboard, timber, metal, and plastic. These materials will either be returned to suppliers or placed in skips for removal by a licensed waste carrier.

- **Hazardous Materials Management:** Proper management of hazardous materials, including solvents and chemicals, which will be securely sealed in containers at the end of each day and stored in appropriately protected and bunded storage areas.

- **Bird Hazard:** no food waste to be left uncovered (see Section 11).

- No waste burnt on site.

6.1 Spoil Management

Spoil material is defined as any excavated rock or soil displaced through the process of construction. Topsoil and subsoil are stripped, stored and reused separately where suitable. Because the site is on reclaimed landfill, all excavated material is classified and managed under the Material Management Plan (Section 7).

Spoil lorries load inside the site boundary, within the hoarding and not on Longwalk Road. All spoil removal will be done so in accordance with BPM. The requirement to safely dispose of any waste will be conveyed to the spoil removal company prior to formal engagement.

6.2 Public Streets Cleaning

Should any debris end up on the public streets, this will be removed without delay. The Main Contractor will undertake regular checks of the streets around the site throughout the working day to ensure a clean and tidy environment.

Ground Conditions and Contamination

7.0 Ground Conditions and Contamination

Stockley Park was built on a former landfill. Waste was excavated, sorted, re-laid and capped with clay and the original methane and leachate problems were addressed in the 1980s. Given the site's historical use, excavation, piling and demolition in these conditions need specific controls to manage potential contamination and ground gas risk, in line with Hillingdon Policy DMEI 12, Development Of Land Affected By Contamination, and EM8.

The Phase 1 desk study, ground investigation and remediation strategy are to be prepared by others or provided by the Client's geo-environmental consultant. This DCMS assumes that the relevant assessments and documentation will be available before works commerce and that any applicable remediation conditions will be discharged before the relevant work begins.

7.1 Ground Gas Management

Ground gas, including methane, carbon dioxide and hydrogen sulphide, shall be managed through appropriate monitoring and control measures. Excavations and confined spaces shall be monitored using calibrated personal and fixed gas detectors, as appropriate. Ignition sources shall be prohibited in designated hazardous areas, with hot-work permits and a permit-to-dig system implemented where required. Existing gas membranes and venting systems associated with the current slab shall only be decommissioned in accordance with an approved method statement. New buildings shall incorporate appropriate gas protection measures designed in accordance with BS 8485 and CIRIA C665, where required by the site-specific risk assessment.

7.2 Excavated Material and Waste

A Material Management Plan shall be implemented to manage the reuse, treatment and disposal of site-won material. The reuse of excavated material shall follow the CL:AIRE Definition of Waste: Code of Practice where applicable, while materials requiring off-site disposal shall be appropriately characterised and classified in accordance with relevant waste regulations. Imported fill and topsoil shall be tested against agreed acceptance criteria to confirm their suitability for the proposed use.

7.3 Unexpected Contamination

In the event that unexpected contamination is encountered during construction, the affected works shall cease immediately and the Site Manager shall notify the Local Authority, the geo-environmental consultant and, where relevant, the Environment Agency. An appropriate discovery strategy shall be established and followed to assess the nature and extent of the contamination and determine the necessary remediation or mitigation measures before works resume.

7.4 Groundwater, Leachate and Piling

Groundwater and leachate shall be managed to minimise the potential for environmental impacts. Dewatering shall be avoided wherever practicable, particularly where it could mobilise contaminants or affect groundwater conditions. Where discharge is necessary, the appropriate consent or permit shall be obtained from the relevant authority, such as Thames Water of the Environment Agency, as applicable. Any required treatment and monitoring shall be undertaken before and during discharge in accordance with the relevant authorisation.

Piling activities shall be undertaken in accordance with the piling risk assessment presented in Section 3.2. The assessment shall consider the potential of piling to create pathways for contamination migration, affect ground gas conditions or impact groundwater and shall identify appropriate mitigation measures to minimise these risks.

7.5 Worker Protection

Appropriate worker protection measures shall be implemented to minimise exposure to potentially contaminated made ground and other hazardous substances. These shall include suitable personal protective equipment (PPE), welfare and hygiene facilities and procedures to prevent the transfer of contaminated materials beyond designated work areas. Dust and odour emissions shall also be controlled through the measures set out in Section 4, with additional precautions implemented where required by the site-specific risk assessment.

Ecology, Trees and Heritage Landscape

8.0 Ecology, Trees and Heritage Landscape

Construction activities have the potential to affect retained trees, landscape areas, ecological habitats and the heritage significance of the surrounding landscape. Appropriate protection and mitigation measures shall therefore be implemented throughout the construction period to minimise disturbance, prevent damage to sensitive features and ensure compliance with relevant planning policies and environmental requirements. Particular attention shall be given to the retention of existing trees and landscape features, the protection of Grade II registered Park and Garden, and the safeguarding of wildlife and sensitive habitat.

8.1 Trees and Landscape

The perimeter trees, the lime *green necklace* and the northeast landscape corner shall be retained and protected throughout the construction period, in accordance with Hillingdon Local Plan Policy DMHB 14 and London Plan Policy G7.

Tree protection measures shall be implemented in accordance with BS 5837:2012, Trees in Relation to Design, Demolition and Construction- Recommendations, and the Arboricultural Impact Assessment and Tree Protection Plan prepared by others. The following measures shall be adopted:

- Tree protective fencing shall be installed before any construction or enabling works commence, in accordance wit the approved Tree Protection Plan.
- No materials, plant, vehicles, fuels or washout shall be stored or permitted within the Root Protection Areas (RPAs). Access shall be restricted to prevent soil compaction and damage to tree roots.
- Any work required within RPAs shall be undertaken by hand or under the supervision of the project arboriculturist, as appropriate and in accordance with the approved arboricultural method statement.
- Appropriate measures shall be implemented to prevent dust deposition, contaminated runoff and ground compaction from affecting retained trees and surrounding landscaped areas.
- Retained hedges, shrubs and other and planting shall be protected from damage caused by construction activities, including movements of NRMM and delivery vehicles.

8.2 Registered Park and Garden

In accordance with the relevant planning policies, including Policies DMHB 8 and DMHB 1 and London Plan Policy HC1, construction activities shall be managed to preserve the character, setting and important views of the registered landscape.

The following measures shall be implemented to minimise the adverse effects on the heritage landscape:

- Site compounds, material stockpiles and construction plant shall be located away from retained landscape areas. Their positioning and height shall be managed to minimise visual intrusion, particularly along the entrance sequence.

- Hording shall be well maintained, finished in an appropriate neutral colour palette and, where required, printed or otherwise designed to minimise its visual impact on the surrounding landscape.
- Heritage features including estate roads, paving, lakeside planting, the footbridge and associated landscape furniture shall be protected from damage arising from construction traffic, plant movements and material storage.
- The height and positioning of construction plant and temporary lighting shall be carefully managed to minimise adverse effects on the landscape setting and important views.
- Any damage to heritage or landscape features shall be reported promptly to the Client and Park management. Appropriate repairs and reinstatement shall be undertaken as agreed with the relevant parties.

8.3 Drainage and Pollution Prevention

The Park's lakes form part of the site drainage system and have high amenity and heritage value. Control measures to be considered include:

- Temporary drainage with silt traps and settlement before any discharge; no untreated runoff to the lakes, sewers or highway.
- Drian covers and protection of existing gullies during demolition.
- Bunded fuel and chemical storage, drip trays, spill kits and trained operatives.
- Concrete washout in a contained area; wheel wash water recycled treated.
- Refuelling on hardstanding, away from drains and lake edges.
- No works in or discharge to the lakes; the retained footbridge and lake edges are protected.
- An incident response procedure, with notification to the Environment Agency and the Council.
- Compliance with Policy DMEI 10 and London Plan Policy SI 13 as applicable to temporary drainage.

8.4 Ecology

Construction activities shall be planned and undertaken to minimise disturbance to protected species, nesting birds and sensitive ecological habitats. Particular care shall be taken around the lakes and associated habitats, with appropriate ecological checks and precautionary working methods implemented before and during relevant activities. The following measures shall be adopted:

8.4.1 Nesting Birds

Vegetation clearance and demolition works affecting potential nesting habitats shall be avoided between 1 march and 31 August inclusive, wherever practicable. Where works are required during this period, the affected areas shall be checked by a suitably qualified ecologist immediately before works commence. If active nests are identifies, appropriate protection measures shall be implemented and works shall not proceed in the affected area until the ecologist confirms that it is safe to do so.

8.4.2 Bats

A pre-demolition bat assessment of buildings potentially suitable for roosting shall be undertaken by a suitably qualified ecologist. Where bat roots are identified or suspected, the necessary mitigation measures and any required licences shall be secured before ethe relevant works commence.

8.4.3 Other Protected and Notable Species

Precautionary working methods shall be implemented to protect amphibians, reptiles and hedgehogs, particularly in areas near the lakes and retained vegetation, Open trenches and excavations shall be covered overnight or provided with suitable escape ramps to reduce the risk of animals being trapped.

8.4.4 Lighting

Temporary construction lighting shall be designed and positioned in accordance with the measures set out in Section 9. Light spill onto the lakes, retained vegetation and other sensitive habitats shall be minimised.

8.4.5 Invasive Species

The site shall be checked for invasive non-native species before works commence. Where such species are identifies, appropriate management measures shall be implemented to prevent their spread during vegetation clearance, excavation and the movement of soil or plant.

8.4.6 Ecological compliance

Construction activities shall be undertaken in accordance with the relevant ecological legislation planning conditions and applicable policies, including Hillingdon Local plan Policy DMEI 7 and London Plan Policy G6.

All contractors shall be briefed on the ecological, arboricultural and heritage protection requirements relevant to their activities. Any unexpected discovery of protected species, active nests or previously unidentified ecological constraints shall be reported promptly to the Site manager and the project ecologist, and the affected works shall be suspended where necessary until appropriate advice has been obtained and suitable measures agreed.

Lighting

9.0 Lighting

During construction, appropriate lighting measures will be implemented to minimise the environmental impact of artificial light. The contractor will consider the following recommendations to reduce obtrusive lighting and comply with local regulations and *'Guidance Note 01/20 For The Reduction Of Obtrusive Light' by the Institution of Lighting Professionals.*

9.1 Minimisation of Obtrusive Light

9.1.1 Sky Glow

Excessive upward light shall be avoided by ensuring that luminaires are properly directed. Shields and baffles shall be used to minimise light emitted above the horizontal plane, especially in environmentally sensitive areas.

9.1.2 Light Spill

Lights shall be installed considering the prevention of unnecessary spillover into adjacent properties or sensitive environments, including the hotel, the lakes and the highway. Appropriate optical control systems shall be used in all luminaires to maintain the maximum lux below the limits of E3 Suburban criteria, with pre-curfew limit at 10 lux and post-curfew limit at 2 lux.

9.1.3 Glare

Limit glare by ensuring the main beam angle of luminaires is no greater than 70°. Higher mounting heights should be used where possible to reduce the glare effect on nearby observers, protecting drivers on the A408 or the roundabout.

9.1.4 Airport safeguarding

No upward or dazzling light that could distract pilots and aviation warning lights on cranes where required.

9.2 Lighting Installation and Controls

Ensure that lighting is reduced or turned off during designated curfew hours, especially in sensitive zones. The reduction of lighting post-curfew is mandatory as per the environmental zone regulations.

Use appropriate mounting heights to reduce light spill and glare. For example, higher mounting heights may reduce the need for additional lighting points.

Use motion sensors or timers to control lighting in areas that do not require constant illumination. This will prevent unnecessary light pollution and conserve energy.

9.3 Fauna and Flora Protection

Since blue light can adversely affect wildlife, use lighting that minimises emissions in the blue spectrum, particularly in areas close to natural habitats.

When lighting vertical structures or pathways, direct the light downward wherever possible to avoid affecting nocturnal wildlife and plants.

9.4 Monitoring and Adjustment

Regularly review the lighting installations to ensure they continue to meet the required standards, particularly as the project progresses and environmental conditions change.

Modify lighting configurations as needed to reflect environmental or operational changes, ensuring minimal disruption to the surrounding area.

By adhering to the above, the contractor will ensure that construction lighting is controlled effectively, minimising the environmental impact and complying with relevant regulations.

Community Liaison

10.0 Community Liaison

The works will affect the occupiers of Stockley Park and the Park's management. The properties and entities most impacted by the works are detailed below. These properties and entities will be kept informed about the progress of the works, including advance notifications before work begins on-site, including:

- Adjoining buildings within Stockley Park, fronting Longwalk Road and Roundwood Avenue
- Nuffield Health and Travelodge, Bennetsfiled Road
- The Stockley Park management company
- Hillingdon Council (Environment Protection and Highways)
- Heathrow Airport safeguarding
- Bus operators serving Stockley Park, if routes or stops are affected.

10.1 Communication plan

At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of persons responsible for the site works should be signposted at the site and made available for enquiries and complaints for the entire duration of the works. Updates of work will be provided to affected neighbours on a monthly basis throughout the construction programme, with additional notifications issued in advance of any particularly disruptive activities (such as piling, demolition, and bulk excavation). Any complaints should be properly addressed as quickly as possible and within 48 hours of receipt.

Communication action plan will include the following:

- The Main Contractor will be the point of liaison with the neighbours during the construction period.
- The 24-hour emergency contact details of the contractor will be posted outside the site for the duration of the works should an issue arise.
- Monthly written updates (in the form of a construction newsletter delivered by hand or posted to neighbouring properties) will be issued by the Main Contractor to all identified neighbouring occupiers. These updates will summarise works completed in the preceding month and outline activities planned for the month ahead, including any that may result in elevated noise, vibration or dust levels.
- In advance of high-impact activities (specifically demolition of the garage and the piling and basement excavation phases), a dedicated advance notice letter will be hand-delivered to all immediately adjacent properties at least 5 working days before those activities commence. The notice will state the nature of the works, the anticipated duration, and the direct contact details of the Site Manager.
- A log of any comments from neighbours will be kept by the Main Contractor and all complaints dealt with initially by the Site Manager.
- A list of the full team and their contact details will be provided to the Council once the Main Contractor is appointed. Their roles and responsibilities will also be provided. A copy of this document will be kept on site at all times.

10.2 Complaints and non-conformances

The Council shall be notified of any complaints or other incidents related to noise, dust or vibration within 2 days of the complaint being received.

A formal procedure for handling complaints will be established as follows:

- **Date of Complaint:** The specific date when the complaint was made.
- **Time:** The exact time the complaint was logged.
- **Nature of Complaint:** Each complaint will be classified under one of the following categories: Noise, Dirt and Dust, Parking, Safety, Inconsiderate Behaviour, Road Conditions and Vehicle Movements, Environmental Concerns, Pedestrian Access Obstruction, Property Damage, Site Lighting, Working Hours, and Other.
- **Actions Taken or Investigations Conducted:** Details of the actions or investigations carried out, including any updates.
- **Communication with Complainant:** Updates and communications provided to the complainant.

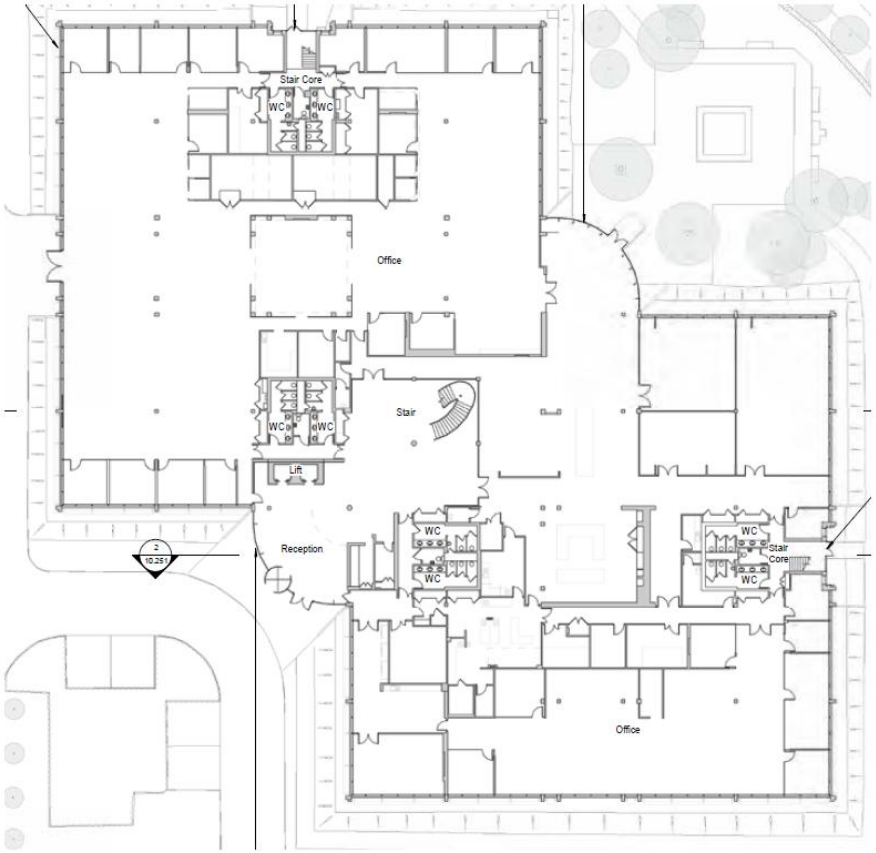
The following timeline will be followed for responding and resolving complaints:

Timescale	Action
Working 1 working hour	Acknowledge the complaint to the complainant (by phone or email).
Within 24 hours	Carry out initial investigation and implement any immediate interim mitigation measures.
Within 48 hours	Provide a formal written response to the complainant detailing findings and actions taken or planned.
Within 5 working days	Confirm that corrective actions have been completed and close out the complaint, or provide a revised timescale if resolution will take longer.

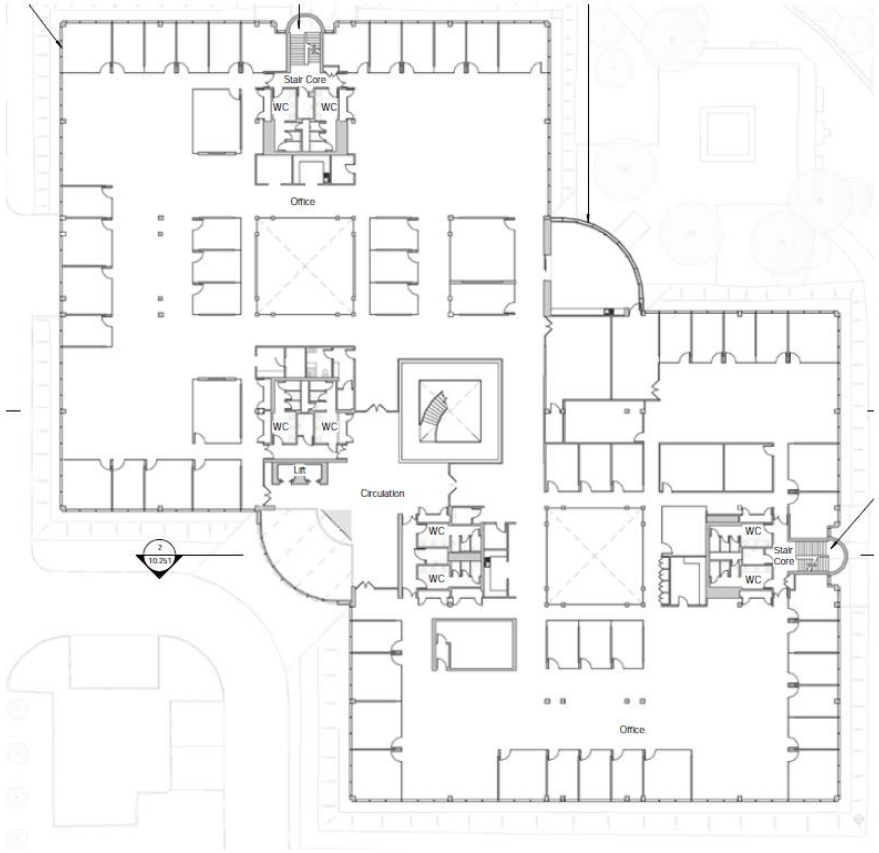
Table 6 – Compliant response timeline

Appendices

Appendix A – Existing Site Plan



Existing Ground Floor Plans for
No. 1 Longwalk Road.



Existing First Floor Plans for
No. 1 Longwalk Road.

sre

Appendix B – Proposed Site Layout



01 Main Building
02 Office Element
03 Yard and Loading Technology
04 Open Outdoor Terrace Landscaping
05 Car Parking
06 Retained Landscaping
07 Central Access Road
08 Proposed Landscaping

Appendix C – Site Management Logistic Plan



sre

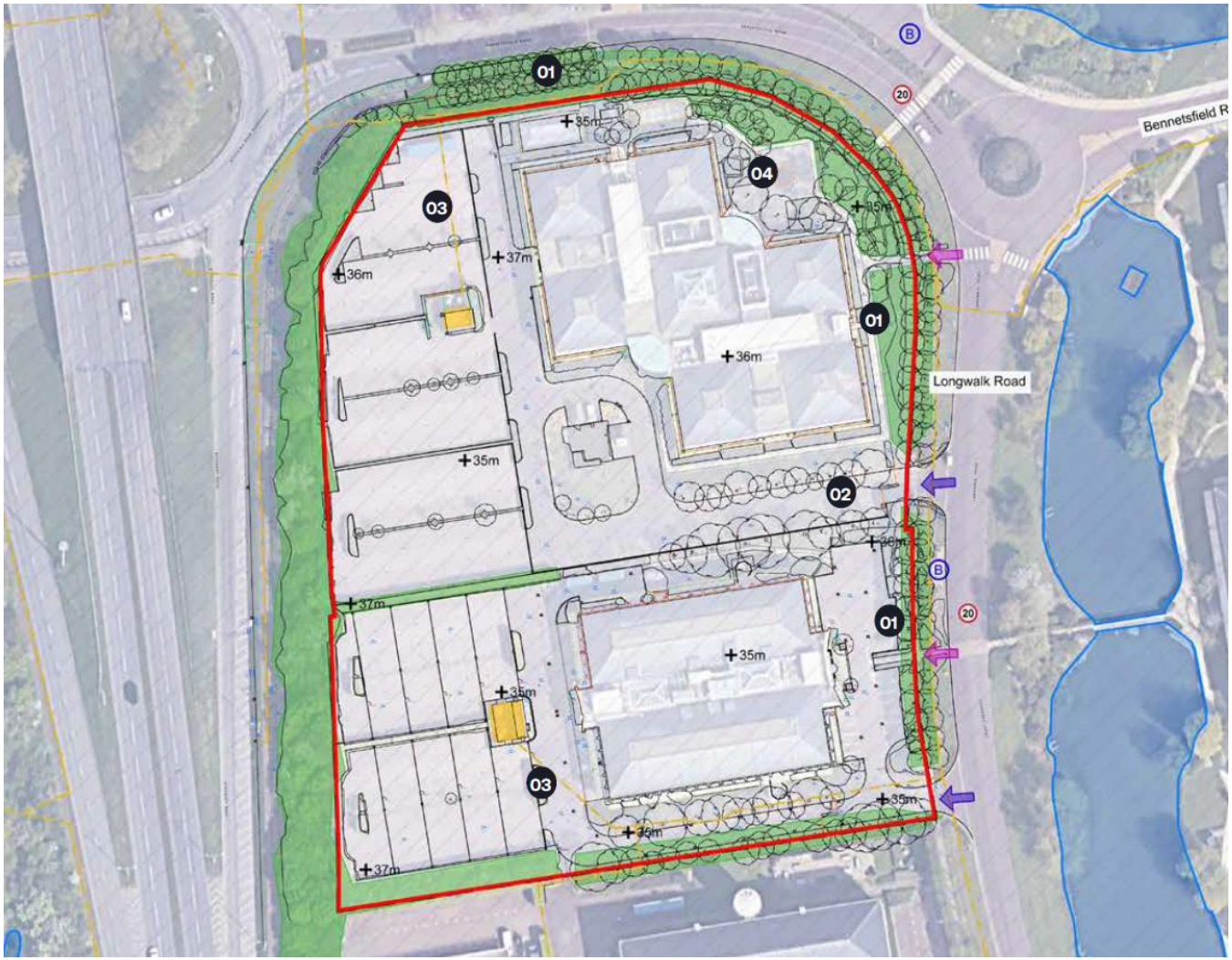
Appendix D – Sensitive Receptors



1. Stockley Park Roundabout
2. Bennetsfield Road
3. Longwalk Road (north)
4. The Arena
5. 7 Roundwood (east side of lake)
6. Lake pedestrian bridge
7. Roundwood Avenue
8. Longwalk Road (south)
9. Longwalk Road (south)
10. Stockley Park Golf Course
11. Stockley Park Golf Course
12. A-Bridge

sre

Appendix E – Constraints Plan



01 Existing Trees and Vegetation
Buildings adjacent to water which aim to add value by providing a development with open frontage onto a designed landscape.

02 Central Vehicular Access
Car park access to rear away from lake views and screened by hornbeam hedging and with Swedish white green canopy trees between spaces.

03 Underground Services
Pedestrian routs around and across lakes. Willows and wetland trees to lakesides.

04 Corner Feature Landscaping
Existing landscaping to the north-eastern corner of 1 Longwalk Road to be retained.



T. +44 (0)1730 710044
E. info@sre.co.uk
W. sre.co.uk

3 London Square
Cross Lanes
Guildford
GU1 1UJ