DRAFT CONSTRUCTION MANAGEMENT PLAN

LONDON BOROUGH OF HILLINGDON

SITE ADDRESS
MANOR LODGE, RICKMANSWORTH ROAD, NORTHWOOD HA6 2QT

DOCUMENT REF	ISSUE NUMBER	PREPARED BY	ISSUE DATE
CMP/ML/D1	Draft 1	South Downs Safety	6th April 2023

APPENDIX	DESCRIPTION	REVISION NUMBER	DATE PREPARED
A	Swept Path Analysis	V1	15th December 2022

COMMENTS
This document is considered to be "*live*" throughout all phases of the development and will be updated as required to reflect changes in construction and/or logistical methodologies.

CMP STRUCTURE

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19. THE ERECTION AND MAINTENANCE OF SECURITY HOARDING
20. MEASURES TO PREVENT MUD AND DIRT TRACKING ONTO FOOTWAYS AND ADJOINING ROADS (INCLUDING WHEEL WASHING FACILITIES)
21. DETAILS OF BEST PRACTICABLE MEANS (BPM) FOR RECYCLING AND DISPOSING OF WASTE RESULTING FROM THE DEVELOPMENT
22. STATEMENT TO CONFIRM SIGN UP TO CONSIDERATE CONSTRUCTORS SCHEME
23. NON-ROAD MOBILE MACHINERY (NRMM)
24. COMPLAINTS PROCEDURE

The CMP contains the following **figures:**

The CMP contains the following **tables**:

The CMP contains the following **appendices:**

1. DATE OF ISSUE AND REVISION NUMBER OF DOCUMENT

ISSUE NO.	Draft 1
DATE:	6th April 2023
PREPARED BY:	Mark Edgar
TELEPHONE:	07545 898 726
EMAIL:	mark@southdownssafety.co.uk

2. FULL ADDRESS OF THE SITE

ADDRESS:	Manor Lodge, Rickmansworth Road, Northwood HA6 2QT

Figure 1: Site location plan

3. PLANNING PERMISSION REFERENCE

PLANNING REFERENCE NO.	N/A, the Draft CMP is intended to support a planning application.

4. DESCRIPTION OF THE WORK AND THE PHASING OF THE DEVELOPMENT WORKS

4.1 DESCRIPTION OF WORKS

Demolition of the existing structures and creation of 6 residential units together with alterations to existing access points, associated parking and landscaping.

4.2 PHASING OF THE DEVELOPMENT WORKS

Table 1: Broad brush programme of works

TABLE 1

SITE ACTIVITY	START DATE	END DATE	DURATION (WEEKS)
1. Site set up and demolition	July - 23	Oct -23	12
2. Sub-structure	Oct - 23	Apr - 24	24
3. Super-structure	Apr - 24	Oct - 24	28
4. Cladding	Oct - 24	Nov - 24	5
5. Fit-out, testing and commissioning	Nov - 24	Jan - 25	8

5. THE HOURS DURING WHICH THE DEVELOPMENT WILL OCCUR

Table 2: Working hours

TABLE 2

GENERAL CONSTRUCTION WORKS	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
NOISY WORKS - PILING & EARTHWORKS	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
HIGH IMPACT WORKS - DEMOLITION, CONCRETE BRAKING	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted

6. ESTIMATED START DATE AND DURATION OF WORKS

ESTIMATED START DATE:	July 2023
ESTIMATED DURATION OF WORKS:	77 weeks

7. CONTACT DETAILS FOR CONTRACTOR COMPLETING THE PROJECT

ROLE:	Principal Contractor
COMPANY NAME:	TBC following the appointment of the Principal Contractor
CONTACT NAME:	TBC following the appointment of the Principal Contractor
POSITION:	TBC following the appointment of the Principal Contractor
ADDRESS:	TBC following the appointment of the Principal Contractor
TEL:	TBC following the appointment of the Principal Contractor
EMAIL:	TBC following the appointment of the Principal Contractor

8. ROLES AND RESPONSIBILITIES

The key roles and responsibilities for complying with the CMP are as follows:

ROLE:	Contracts Manager
COMPANY NAME:	TBC following the appointment of the Principal Contractor
CONTACT NAME:	TBC following the appointment of the Principal Contractor
POSITION:	TBC following the appointment of the Principal Contractor
ADDRESS:	TBC following the appointment of the Principal Contractor
TEL:	TBC following the appointment of the Principal Contractor
EMAIL:	TBC following the appointment of the Principal Contractor

ROLE:	Site Manager
COMPANY NAME:	TBC following the appointment of the Principal Contractor
CONTACT NAME:	TBC following the appointment of the Principal Contractor
POSITION:	TBC following the appointment of the Principal Contractor
ADDRESS:	TBC following the appointment of the Principal Contractor
TEL:	TBC following the appointment of the Principal Contractor
EMAIL:	TBC following the appointment of the Principal Contractor

ROLE:	Health & Safety Advisor
COMPANY NAME:	TBC following the appointment of the Principal Contractor
CONTACT NAME:	TBC following the appointment of the Principal Contractor
POSITION:	TBC following the appointment of the Principal Contractor
ADDRESS:	TBC following the appointment of the Principal Contractor
TEL:	TBC following the appointment of the Principal Contractor
EMAIL:	TBC following the appointment of the Principal Contractor

9. DETAILS OF COMMUNITY ENGAGEMENTS ARRANGEMENTS

9.1 PRE-COMMENCEMENT COMMUNITY LIAISON

Following appointment, the Principal Contractor will deliver introductory letters to local residents which will provide information including the nature and expected duration of the construction project and the designated point of contact details for community liaison.

At this pre-commencement stage an email mailing list will be created to ensure that the Principal Contractor is able to efficiently disseminate relevant information regarding the development to all interested parties as the development progresses.

Relevant stakeholders who will be involved within the consultation process will include but not be limited to:

- Northwood College
- Northwood Golf Club
- Mondial Cars Mondial Cars (Independent Car Dealership)
- Residents of Moray House
- Residents of Kiln Farm

9.2 POST-COMMENCEMENT COMMUNITY LIAISON

The Project Team will continue to engage with local residents throughout the duration of the development.

Ongoing community liaison will take place in the form of an informative monthly newsletter which will be issued by the Project Team to immediate neighbours and other relevant stakeholders providing them of advanced notice and the opportunity to comment regarding any potentially disruptive construction activities.

Relevant details regarding the development and the Principal Contractors designated direct response contact for neighbourhood liaison will be displayed in a prominent position on the site hoarding.

10. DETAILS OF POTENTIALLY SENSITIVE RECEPTORS

Sensitive receptors are defined as those properties, schools, hospitals or businesses that are close to the site and which may be affected by noise or dust nuisance, or construction activities resulting from the development.

It is understood that the nearest noise-sensitive receptors (NSR's) are those detailed within Table 3 and shown within Figure 2.

NB: There are no Doctors Surgeries, Dental Surgeries, Children's Nurseries, Hospitals or Care Homes within vicinity of the site.

Table 3: Nearest noise-sensitive receptors (NSR's)

TABLE 3

ID	DESCRIPTION	APPROXIMATE DISTANCE FROM SITE BOUNDARY
	Moray House	5 meters
	Kiln Farm	15 meters
	Northwood Golf Club	55 meters
	Mondial Cars (Independent Car Dealership)	65meters
	Northwood College	190 meters
	Wetherby House Montessori	310 meters

Figure 2: Nearest Sensitive Receptors (NSR's)

11. CONSTRUCTION VEHICLE ROUTES AND VEHICLE TYPES AND QUANTITIES

11.1 CONSTRUCTION VEHICLE ROUTES

Construction vehicles will access and egress site as detailed below and shown within Figure 3 and Appendix A: Swept Path Analysis.

Site Access - Green Arrow:

1. Travel in a northerly direction on Rickmansworth Road A404.
2. Turn right into site via the inward opening site access gates and pull up within the secure site boundary.

Site Egress - Blue Arrow:

3. Exit the secure site boundary in a forward gear via the inward opening site egress gates.
4. Turn right into Rickmansworth Road A404 and continue in a northerly direction.

NB: At no time will vehicles or materials obstruct the public footway and unimpeded pedestrian access past the site will be maintained at all times during the development.

Figure 3: Construction vehicle site access and egress routes

Table 4: Restricted traffic hours for deliveries and collections

TABLE 4

RESTRICTED HOURS FOR DELIVERIES AND COLLECTIONS	
Restricted Hours Deliveries/Collections (Outside Term Time)	Monday-Friday - 09:30-16:30
Restricted Hours Deliveries/Collections (During Term Time) *	Monday-Friday - 09:30-15:00*
Restricted Hours Deliveries/Collections	Saturdays - 08:00-13:00
Prohibited Hours Deliveries/Collections	Sundays & Bank Holidays

*DUE TO THE PROXIMITY OF NORTHWOOD COLLEGE THE HOURS FOR DELIVERIES AND COLLECTIONS DURING TERM TIME HAVE BEEN FURTHER RESTRICTED.

11.2 VEHICLE TYPES AND QUANTITIES

The overall programme for these works will be an estimated **TBC following the appointment of the Principal Contractor** with an anticipated start date of **TBC.**

Table 5: Site activities and estimated vehicle movements

TABLE 5

SITE ACTIVITY	DURATION (WEEKS)	VEHICLE MOVEMENTS PER WEEK				
		RIGID DELIVERY LORRIES	CONCRETE WAGONS	SPOIL REMOVAL WAGONS	BOX VAN	**TOTAL (AVG) PER WEEK**
1. Site set up and demolition	TBC	TBC	TBC	TBC	TBC	TBC
2. Sub-structure	TBC	TBC	TBC	TBC	TBC	TBC
3. Super-structure	TBC	TBC	TBC	TBC	TBC	TBC
4. Cladding	TBC	TBC	TBC	TBC	TBC	TBC
5. Fit-out, testing and commissioning	TBC	TBC	TBC	TBC	TBC	TBC

Table 6: Construction vehicle descriptions

TABLE 6

VEHICLE DESCRIPTION	LENGTH (M)	WIDTH (M)	DWELL TIME (MINS)
Rigid Delivery Vehicles	8.20m	2.40m	30
Concrete Delivery Vehicles	8.20m	2.40m	60
Spoil Removal Vehicles	8.20m	2.40m	60
Box Van	4.90m	1.90m	20

12. TRAFFIC MANAGEMENT AND ACCESS ARRANGEMENTS (VEHICULAR AND PEDESTRIAN)

12.1 TRAFFIC MANAGEMENT

All construction vehicles will follow the designated construction vehicle routes detailed within Section 11 of this CMP. The designated construction vehicle routes will be communicated to all sub-contractors and fleet operators.

The Site Management Team will implement a robust Delivery Management System (DMS), with the primary objectives of enabling the scheduling of construction vehicle arrival and departure times, and ensuring that construction vehicles are able to be received directly into site on arrival. At no time will construction vehicles 'stack' or 'circulate' within the borough whilst waiting to attend site.

The main elements of the Delivery Management System will be as follows:

a. Consideration will be given when placing orders to avoid "part loaded" vehicles and to best coordinate orders to reduce generated construction vehicle road trips
b. All contractors must inform the Site Management Team about all deliveries a minimum of 48 hours before attending site
c. All deliveries will be recorded on a delivery chart located within the project office and will be monitored and checked by Site Management Team
d. The delivery chart will be arranged on an hour-to-hour basis
e. All drivers will contact the Site Management Team a minimum of half an hour before attending site
f. In cases of delayed or failed delivery the contractor must inform the Site Management Team as soon as possible to rearrange delivery
g. Gateman/Traffic Marshals and the Site Management Team will manage and direct all construction vehicle site access and egress movements at all the times
h. Gateman/Traffic Marshals will wear appropriate high-vis clothing and PPE
i. Gateman/Traffic Marshals will use appropriate signage to forewarn public of construction vehicle movements
j. Gateman/Traffic Marshals will use expandable barriers to separate the public from construction vehicle movements, if required
k. Gateman/Traffic Marshals will have relevant training and appropriate qualifications and/or certification to undertake their daily tasks
l. Deliveries will only be scheduled and accepted within the permitted delivery hours
m. When expecting a delivery, and if required, the site will be made ready to accept vehicles directly into site, this includes Traffic Marshals being ready to supervise the construction vehicle manoeuvres into site and to ensure separation of construction vehicles and the public

12.2 SITE ACCESS ARRANGEMENTS

Security gates will be used to control entry into the work area and all personnel attending site will be made aware of the procedure for obtaining vehicular and pedestrian access to site. All construction vehicle site access and egress manoeuvres will be supervised by a fully qualified and experienced Traffic Marshal.

13. THE STORAGE OF DEMOLITION/CONSTRUCTION MATERIALS ON SITE

All plant, materials and waste will be stored within the secure site hoarding at all times, the locations of plant, material and waste storage areas will vary throughout the development to facilitate construction activities.

The location of material storage/goods receiving areas will be planned carefully to reduce any need for delivery vehicles to travel through site. The location of staff welfare and accommodation will be positioned away from the work area, these areas may need to be relocated as the site progresses.

A good standard of "housekeeping" will be achieved and maintained throughout the site. Safe and efficient materials storage depends on good co-operation and co-ordination between everyone involved including, client, contractors, suppliers and the construction trades.

Best practice for materials storage includes:

- STORAGE AREAS:
  Designate storage areas for plant, materials, waste, flammable substances e.g., foam plastics, flammable liquids and gases such as propane and hazardous substances e.g., pesticides and timber treatment chemicals.
- PEDESTRIAN ROUTES:
  Do not allow storage to 'spread' in an uncontrolled manner on to footpaths and other walkways. Do not store materials where they obstruct access routes or where they could interfere with emergency escape.
- FLAMMABLE MATERIALS:
  Will usually need to be stored away from other materials and protected from accidental ignition.
- STORAGE AT HEIGHT:
  If materials are stored at height e.g., on top of a container, make sure necessary guard rails are in place if people could fall when stacking or collecting materials or equipment.
- TIDYNESS:
  Keep all storage areas tidy, whether in the main compound or on the site itself.
- DELIVERIES:
  Plan deliveries to keep the amount of materials on site to a minimum.

14. SPOIL REMOVAL ARRANGEMENTS

All spoil removal will be via wait and load with spoil removal vehicles positioned within the gated site compound.

The spoil removal vehicles site access and egress routes and methodologies have been designed to ensure that vehicle manoeuvres can be carried out without causing disruption to neighbouring properties and businesses. All spoil removal vehicle manoeuvres and activities will be supervised by suitably qualified and experienced Traffic Marshals.

NB: At no time will vehicles or materials obstruct the public footway and unimpeded pedestrian access past the site will be maintained at all times during the development.

Please refer to:
Appendix A: Vehicle Swept Path Analysis

15. MATERIAL AND CONCRETE DELIVERY ARRANGEMENTS

Materials will be delivered to site via flatbed vehicles or box vans and will be unloaded whilst delivery vehicles are positioned within the gated site compound. Materials will then be transported to designated material storage areas.

Concrete delivery will be via a ready-mix wagon, with the concrete delivery vehicle positioned within the gated site compound. Concrete will then be pumped into and around the site as required.

The material and concrete delivery vehicles site access and egress routes and methodologies have been designed to ensure that vehicle manoeuvres can be carried out without causing disruption to neighbouring properties and businesses. All material and concrete delivery vehicle manoeuvres and activities will be supervised by suitably qualified and experienced Traffic Marshals.

NB: At no time will vehicles or materials obstruct the public footway and unimpeded pedestrian access past the site will be maintained at all times during the development.

Please refer to:
Appendix A: Vehicle Swept Path Analysis

16. PARKING PROVISIONS FOR CONTRACTORS DURING THE DEVELOPMENT PROCESS INCLUDING MEASURES TO REDUCE THE NUMBERS OF CONSTRUCTION VEHICLES ACCESSING THE SITE DURING PEAK HOURS

16.1 PARKING PROVISIONS FOR CONTRACTORS DURING THE DEVELOPMENT PROCESS

There is no provision for on-site parking within the site boundary. Instead, operatives and visitors will use local public carparks.

In an effort to reduce the impact on local traffic and parking the Site Management Team will request that whenever possible operatives and visitors are to use public transport and other sustainable means of transportation, i.e., cycling or car sharing. To support this effort temporary cycle racks will be installed on site.

NB: Northwood Underground Station is located 700m north east and is an 8-minute walk from site, with several bus routes on Rickmansworth Road and Maxwell Road.

The Site Management Team will thoroughly investigate any instances of "inconsiderate or anti-social" parking within local streets.

The following points in relation to the parking of site operatives and visitors will be included within the site induction:

- Hours of site access
- Parking restrictions
- Expected levels of conduct
- Site access and egress arrangements

16.2 MEASURES TO REDUCE THE NUMBERS OF CONSTRUCTION VEHICLES ACCESSING THE SITE DURING PEAK HOURS

16.2.1 DELIVERY MANAGEMENT SYSTEM (DMS)

The Site Management Team will implement a robust Delivery Management System (DMS) as described within Section 12 of this CMP.

The primary objectives of the DMS will be to:

- Enable the scheduling of construction vehicle arrival and departure times
- Ensure that construction vehicles are able to be received directly into site on arrival

At no time will construction vehicles 'stack' or 'circulate' within the borough whilst waiting to attend site.

16.2.2 RESTRICTED TRAFFIC HOURS FOR DELIVERIES AND COLLECTIONS

Restricted hours for deliveries and collections will be implemented, theses restricted hours are detailed within Section 11 of this CMP.

Due to the proximity of Northwood College the hours for deliveries and collections during term time have been further restricted.

16.2.3 DETAILS OF LIAISON WITH OTHER SITE MANAGERS IN THE VICINITY TO MANAGE THE CUMULATIVE IMPACT OF CONSTRUCTION TRAFFIC

The Principal Contractor will liaise with contractors completing work on any adjacent sites to manage the cumulative impacts of local construction projects.

After searching the London Borough of Hillingdon Planning Portal for local sites granted planning permission/consent within Rickmansworth Road, Maxwell Road, Leaf Close, Dormans Close and Hawkesworth Close, the following projects have been identified as potential sites of interest.

This list is not exhaustive and communication will be established with any other projects that may be subsequently identified as active on site.

NB: Local sites will be contacted if works being undertaken are of a relevant scope and scale as to make communication and liaison necessary in order to reduce the cumulative impact of local construction projects.

Table 7: Potential sites of interest

PLANNING REF	ADDRESS	PROPOSED DEVELOPMENT
N/A	Rickmansworth Road	None Returned
2082/TRE/2022/187	Northwood College Educational Foundation Maxwell Road Northwood HA6 2YE	To carry out tree surgery including a crown reduction to previous points to One Horse Chestnut T1 on TPO 744, To crown reduce by 3-4m One Turkey Oak (T9 on application) and To Fell and grind One Ash (T6 on application) and One Goat Willow (T7 on application) protected by virtue of their location within Northwood Town Centre, Green Lane Conservation Area.
N/A	Leaf Close	None Returned
N/A	Dormans Close	None Returned
N/A	Hawkesworth Close	None Returned

17. DETAILS OF BEST PRACTICABLE MEANS (BPM) FOR THE MANAGEMENT OF NOISE THROUGHOUT THE DEMOLITION AND CONSTRUCTION PROCESS

In terms of controlling noise from the development the following mitigation measures could be implemented as and when required:

a. The first action that would be taken at site level would be to simply undertake a different (less impactful) activity on site, if this were an option that did not affect productivity or compromise health and safety in any way.
b. If (a) were not possible, the next option would be the mitigation of noise by limiting the periods of noisy work during any particular day. This would be for example limiting works to 2 hours on/off to allow respite periods during the working day.
c. Where, for practical reasons, such activity (a) or time limiting (b) cannot be achieved i.e., when undertaking a concrete pour or due to health and safety and/or structural reasons, the proactive construction of a noise enclosure, which should reduce noise levels in line with the noise criterion for all phases of the proposed work.

Communication with the local residents and businesses is important and will ensure any concerns about the adverse impacts due to construction are reduced.

It is advised that best practical means (BPM) are employed throughout the construction process to reduce the likelihood of noise and vibration complaints. All contractors and sub-contractors should be made aware of the working practices implemented to reduce complaints. This should be informed at all site inductions.

The proposals with regard to general noise and vibration mitigation would be in accordance with BPM as specified in BS 5228-1:2009 and would comprise of the following, where possible:

a. Investigate the cause of complaint.
b. Investigate as to whether the agreed limits have been exceeded.
c. Provide a response regarding the complaint.
d. Establish and maintain good communication with the adjacent residents is required, especially during periods of high noise and vibration.
e. Switching off engines where vehicles are standing for a significant period of time.
f. Fitting of acoustic enclosures to supress noisy equipment as appropriate.
g. Operating plant at low speeds and incorporating automatic low speed idling.
h. Selecting electrically driven equipment in preference to internal combustion power, hydraulic power in preference to pneumatic and wheeled in lieu of tracked plant.
i. Properly maintaining all plant (greased, blown silencers replaced, saws kept sharpened, teeth set and blades flat, worn bearings replaced, etc.).

18. DETAILS OF BEST PRACTICABLE MEANS (BPM) TO REDUCE THE IMPACT OF THE DEVELOPMENT ON LOCAL AIR QUALITY AND DUST THROUGH MINIMISING EMISSIONS THROUGHOUT THE DEMOLITION AND CONSTRUCTION PROCESS

The GLA guidance, which is used as a benchmark for developments across the UK, suggests a number of mitigation measures that could be adopted in order to minimise impacts from dusts and fine particles. Appropriate measures that could be included in the construction of the proposed development include:

a. Sufficient water suppression during demolition work and other major dust generating activities, such as cutting, grinding and sawing.
b. Skips, chutes and conveyors should be completely covered and, if necessary, enclosed to ensure that dust does not escape.
c. No burning of any materials should be permitted on site.
d. Any excess material should be reused or recycled on-site in accordance with appropriate legislation.
e. Following earthworks, exposed areas and soil stockpiles should be re- vegetated to stabilise surfaces, or otherwise covered with hessian or mulches.
f. Stockpiles should be stored in enclosed or bunded containers or silos and kept damp where necessary.
g. Hard surfaces should be used for haul routes where possible.
h. Haul routes should be swept/washed regularly.
i. Vehicle wheels should be washed on leaving the site.
j. All vehicles carrying dusty materials should be securely covered.
k. Delivery areas, stockpiles and particularly dusty items of construction plant should be kept as far away from neighboring properties as possible.

19. THE ERECTION AND MAINTENANCE OF SECURITY HOARDING

Hoarding will be installed around the perimeter of the site as required. This hoarding will be installed to ensure the Health & Safety of the public, aid acoustic reduction, and prevent unauthorised access.

All hoarding will be installed p*rior* to the commencement of any works onsite and all relevant hoarding licences will be obtained prior to erection. The hoarding will clearly display the contractors contact details and relevant information regarding the development. Hoardings will avoid the colours black (impacts on depression), white (encourages hyperactivity) and vibrant colours (impacts autism).

The site hoarding will:

- Be high enough that it can't easily be scaled (minimum height of 2.4m)
- Be secure enough that it can't be knocked/down or penetrated (solid timber construction painted in pre-agreed colour scheme)
- Control access to the site through secure gates/access points
- Be regularly cleaned, the GLA's best practice guidance states that *"Hoardings, fencing, barriers and scaffolding should be regularly cleaned using wet methods, where possible to prevent re-suspension of particulate matter*".
- Be maintained by making sure the hoardings are regularly inspected for necessary maintenance work, and modified accordingly if the sites use changes.

As required, the hoarding will feature lockable vehicle and pedestrian site entrances, the work site will be designed to ensure that:

- Pedestrian passage is maintained at all times.
- There will be qualified and experienced Traffic Marshal present during all vehicle movements.
- Vehicular access to adjacent properties is maintained at all times.
- Vehicle drivers will remain with their vehicles at all times to ensure that vehicles can be immediately moved to allow access and egress to neighboring properties as required.
- A Traffic Marshal will be present during deliveries and removals to make sure that the vehicle is positioned in accordance with this document.
- Emergency Access is maintained at all times.
- During vehicle movements, the Traffic Marshal will pay attention to pedestrians, road users, and vulnerable road users, with particular attention being paid to cyclists, pushchair users and the disabled. During these instances all parties will be adequately forewarned of any blockages and trees and street furniture do not become damaged.

19.1 EXTERNAL LIGHTING

Temporary external lighting will be installed as appropriate to aid site security and facilitate site access and egress. In order to minimise potential distraction to local residents, businesses and road users temporary lighting will be installed in such a way as to keep light spillage/nuisance to a minimum.

20. MEASURES TO PREVENT MUD AND DIRT TRACKING ONTO FOOTWAYS AND ADJOINING ROADS (INCLUDING WHEEL WASHING FACILITIES)

It is proposed that all construction vehicles required to attend site will enter the gated site compound and be positioned on a hardstanding constructed of a solid substrate. The hardstanding will be kept free of mud and dirt in order to avoid potential trackout onto the public highway.

Due to the provision of a hardstanding area, wheel wash facilities will not be required.

It is confirmed that appropriate measures will be taken to protect the public highway from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system. In addition, we also confirm that the Local Authority will be informed promptly should any such damage to the highway occur.

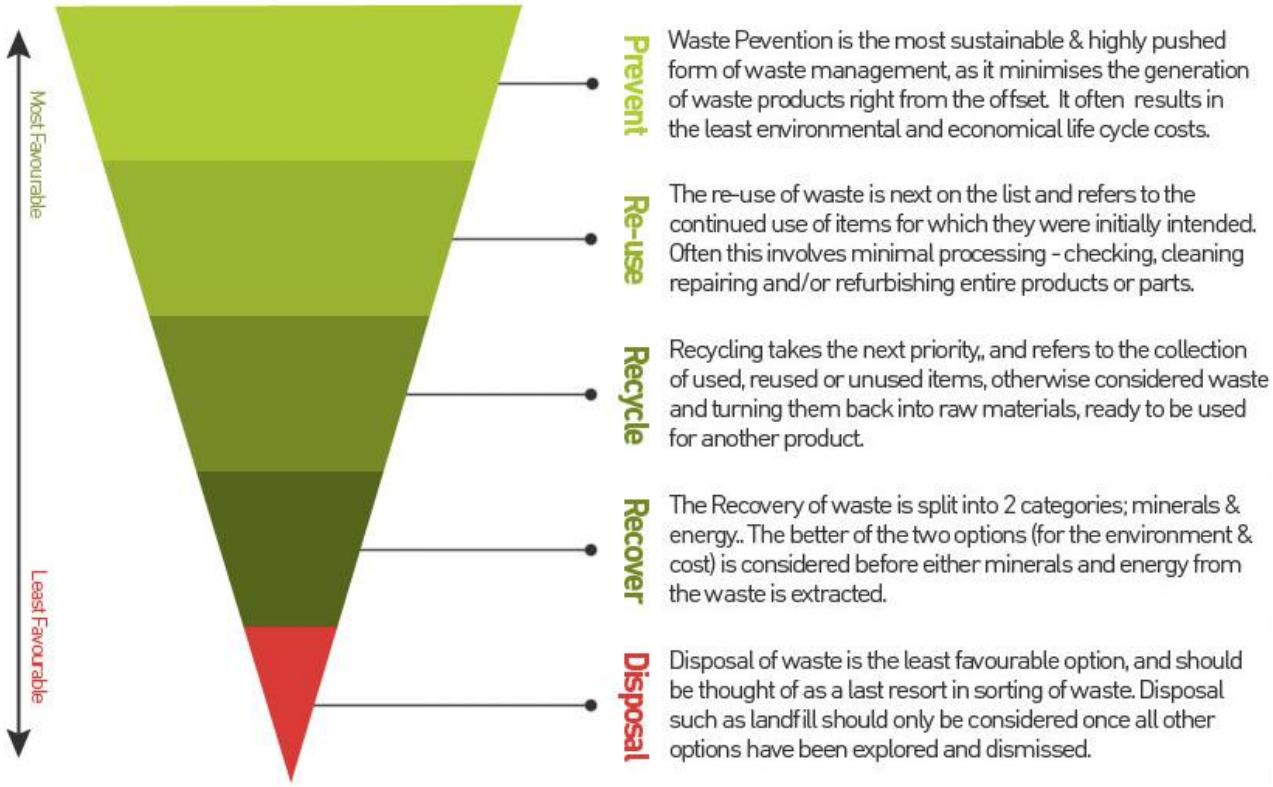
The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable and under no circumstances will concrete residue or other detritus be washed into the drainage system. Consideration will also be given to protecting the road and pavement surfaces from HGV movements, skips, outriggers and other related plant, materials and equipment movements.

21. DETAILS OF BEST PRACTICABLE MEANS (BPM) FOR RECYCLING AND DISPOSING OF WASTE RESULTING FROM THE DEVELOPMENT

All spoil and waste will be removed by reputable licensed hauliers and will be transported to fully licensed waste processing depots, where spoil and waste will be recycled whenever possible. All relevant certification will be stored on site for inspection as required.

All construction waste will be managed in accordance with the waste hierarchy as detailed below which gives top priority to preventing waste. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g., landfill).

Figure 4: Waste Hierarchy



22. STATEMENT TO CONFIRM SIGN UP TO CONSIDERATE CONSTRUCTORS SCHEME

22.1 CONSIDERATE CONSTRUCTORS SCHEME (CCS)

It is confirmed that the Principal Contractor will be registered with the Considerate Contractors Scheme and that a copy of their certification will be made available on request.

All required information/signage relating to the Considerate Contractors Scheme will be displayed in a prominent position on the site hoarding.

If required, proof of Considerate Contractors Scheme registration will be sent to the local planning authority prior to any works being carried out.

22.2 FORS ACCREDITATION

It is confirmed that the operators of construction vehicles servicing the site will have achieved FORS (or similar) silver accreditation.

23. NON-ROAD MOBILE MACHINERY (NRMM)

An inventory of all NRMM will be kept on site during the course of the demolitions, site preparation and construction phases. All machinery will be regularly serviced, and service logs will be kept on site for inspection. Records will also be kept on site which detail proof of emission limits for all equipment. This documentation will be made available to local authority officers as required until development completion.

As required NRMM will be registered at http://nrmm.london/.

24. COMPLAINTS PROCEDURE

The Principal Contractor commits to responding to all complaints quickly, fairly and effectively. The Principal Contractor will respond to any complaints received from local residents within 2-3 working days.

The Principal Contractor also commits to adopting a Dust, Noise and Vibration Complaints Procedure and to keep a complaints/incident log. Information will include actions taken, liaison minutes, letters, copies of emails, photos, newsletters, and where appropriate the remedial action taken. It is confirmed that the complaints/incident log will be made available to the local authority on request.

APPENDIX A

SWEPT PATH ANALYSIS

A1

8.20m x 2.40m
RIGID DELIVERY VEHICLE
ACCESSING SITE

Northwood College
School Grounds

Moray House

SITE
Manor Lodge

Kiln Farm

Rickmansworth Road (A404)

8.20m x 2.40m
Rigid Delivery Vehicle
Accessing Site

4.00m

4.00m

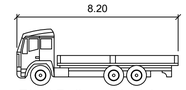
Independent Car
Dealership / Car Wash

Disused
Restaurant

Northwood Golf Club

REV:	DETAILS:
V1	SWEPT PATH ANALYSIS: SITE ACCESS (V1-15.12.22)

VEHICLE DETAILS:

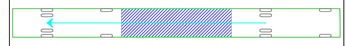


Rigid Delivery Vehicle

Width	: 2.40 meters
Legnth	: 8.20 meters
Lock to Lock Time	: 5.0 seconds
Steering Angle	: 35.7 degrees

FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)



KEY:

SITE BOUNDARY
SITE HOARDING
SITE ACCESS
TRAFFIC MARSHAL POSITION

NOTES:

a. Do not scale from this drawing.
b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
d. Road layout and location of street furniture is approximate.
e. Swept Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake the proposed manoeuvres.

N

0 2 4 6 8 10m
1:200

South Downs Safety Ltd
Contact: Mark Edgar
E: mark@southdownssafety.co.uk
T: 07545 898 726
W: www.southdownssafety.co.uk

CLIENT:
MERCHANT LAND

PROJECT:
MANOR LODGE, RICKMANSWORTH ROAD, NORTHWOOD HA6 2QT

DRAWING TITLE:
SWEPT PATH ANALYSIS:
SITE ACCESS

DRAWING STATUS:
FOR INFORMATION

DRAWN:	DESIGNED:	DATE:	SCALE:	SIZE:
ME	ME	15.12.22	1:200	A1

DRAWING NUMBER:	REV:
SDS-257	V1

A2

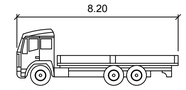
8.20m x 2.40m

RIGID DELIVERY VEHICLE

EGRESSING SITE

REV:	DETAILS:
V1	SWEPT PATH ANALYSIS: SITE EGRESS (V1-15.12.22)

VEHICLE DETAILS:



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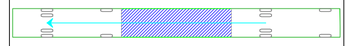

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1:200

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DRAWING TITLE:
SWEPT PATH ANALYSIS: SITE EGRESS

DRAWING STATUS:
FOR INFORMATION

DRAWN:	DESIGNED:	DATE:	SCALE:	SIZE:
ME	ME	15.12.22	1:200	A1

DRAWING NUMBER:	REV:
SDS-258	V1