



Construction Environmental Management Plan.

9 Nestles Avenue, Hayes UB3 4SA

Date: 24/05/2022

Revision 5

Revision Number	Date	Author	Note
Revision 0	17/03/2022	SV - CEL	
Revision 1	21/03/2022	MBM - CEL	Southdowns Safety review
Revision 2	24/03/2022	MBM - CEL	Appendices added
Revision 2a	25/03/2022	SV – CEL	Formatting changes
Revision 3	28/03/2022	SV - CEL	Final amendments crane details added piling foundations and RC Frame,
Revision 4	29/03/2022	MBM - CEL	Crane travel appendices added
Revision 5	24/05/2022	AR - CEL	Review to discharge planning condition 15

9, Nestles Avenue, Hayes UB3 4SA

Construction Environmental Management Plan

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1.0 Introduction & Project Particulars

The project consists of the following works in the construction phase:

- Demolition of the building at ground and first floor level
- Removal of waste for appropriate recycling and clearance of the site
- Making safe all holes, manholes, covers and protrusions
- Capping off all incoming services.
- Construction method CFA piled foundation, ground beams and reinforced concrete slab
- CFA piles and reinforced concrete walls/structure to basement plant room
- Construction of 11 storey reinforced concrete frame super structure with roof plant housing
- Use of tower crane (JTL 158.6 Luffing, or similar) as identified in Appendix B & F.
- Installation of brick cladding to external and component windows. Traditional scaffold.
- Installation of bolt-on balconies
- Internal fit-out of 103 apartments/duplexes
- Installation of 3 no new lifts
- Installation of 2 no stair cores
- Mechanical and electrical fit-out including:
 - Main plant
 - Local plant
 - Sprinkler tanks and full residential sprinkler system
 - Fire systems including dry risers and mechanical smoke clearance vents
 - All other installations within 103 apartments/duplexes
- Flooring and finishes internally
- External paving
- Landscape features
- Planting to all ground floor spaces and three upper floor terraces
- Roof enclosure and area of photo-voltaic panels
- Fit out of bin stores, cycles stores and receptions

The proposed areas of the building are approximately:

GEA 9,091 sqm / 98,000 sqft

GIA 8,327 sqm / 89,600 sqft

NSA 6,492 sqm / 70,000 sqft

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

2.0 Anticipated construction start & completion dates

The target dates for the project are:

Phase 1 – 27th January 2022 - soft strip and site clearance

Phase 2 – 5th May 2022 - Demolition of existing structures (set up 2 wks, demo 6 wks)

Phase 3 – 04th July 2022 – New Build development c/w piling, new services and landscaping.

3.0 Proposed working hours

The proposed site working hours will be as follows:

- 08:00 to 18:00 hours Mondays to Fridays - excluding Bank Holidays
- 08:00 to 13:00 hours Saturdays
- No working on Sunday or Bank Holidays unless authorised by the London Borough of Hillingdon
- Peak traffic periods (07:00 to 09:00 and 16:00 to 18: 00 hours on Monday to Friday) will be avoided wherever possible when booking delivery vehicles.
- Noisy works hours will be implemented where necessary to avoid disturbance to the wider community. Where implemented these hours will allow for noisy works only between 09:00 and 16:00 Monday to Friday and 10:00 - 13:00 Saturdays.

4.0 Site access arrangements, Vehicle Routing & HGV specification requirements

4.1 Site access

The site is located at 9 Nestles Avenue (Appendix A).

The main logistical arrangements for the project will focus all access from Nestles Avenue at the location of the existing double gate goods entrance at the south east front corner of the site (Appendix B).

- The entrance to the site during construction activities will be monitored and controlled at all times site is operations by security.
- All access points will be closed and locked when the site is not in operation.
- A separate site personnel entrance will be created.
- Appropriate signage will be displayed at all access points giving the location of the site and contact phone numbers for use in case of emergency.
- Vehicular and cycle site access will be via the secured and manned site entrance.
- Pedestrian access will be via a separate gated turnstile entrance for pedestrian access.
- Cycle storage will be provided local to the welfare area
- Where possible meetings will be held remotely by online meeting or remote from the site. To reduce the rush hour burden of local roads site meetings which cannot be held remotely will be scheduled between 10:00 and 14:30.

All personnel will be encouraged to use local public transport wherever possible, with timetables and posters available and displayed in the canteen. The area is well served by local busses and is within 5 minutes walk of the local train station with services to Central and West London and Berkshire.

4.2 Vehicle routing

There will be sufficient turning capability on site to allow demolition and associated vehicles to enter and exit the vehicle through the existing double gate location. Aggregates will be retained on site and crushed for re-use. As phase 3 new build development works will have a higher frequency of vehicles and the space on site will become more limited as initial piling works near completion, we will apply for permission to add a dedicated double gate exit to improve the site access/egress by enabling vehicles to 'drive-thru' at the front of the site and adopt a 'wait and load/unload' strategy. This should avoid any need to reverse into or out of the site unless under exceptional circumstances. Where reversing out of the site is unavoidable, a banksman will be provided in all cases.

There is sufficient area for the site setup, storage, welfare and portacabin offices at the south and west of the site (Appendix B). All deliveries will be met on site by a representative of the Principal Contractor to ensure the vehicle is removed from the public highway and unloaded / loaded in an efficient manner in compliance with the agreed delivery protocols.

- To lessen the impact of site traffic and their contribution to carbon emissions from vehicle exhaust gases this impact will be controlled by the following measures :-
- The site management will check the use of the designated routes by waste lorries leaving site.
- No vehicles will be allowed to park in any of the adjacent roads particularly with engines left ticking over, and there will be no parking within the constraints of the site.
- School drop off and collection times to be avoided; 08.30am-09.15am and 15.00pm-15.30pm.

The designated traffic routes to and from the site and to and from the originating and final locations are to be determined using the following philosophy:

- The avoidance of using residential roads particularly those with sensitive areas such as schools, hospitals, community centres etc
- Avoiding any school starting and finishing times
- The routing to the major A roads as quickly as possible
- Avoiding routes through residential areas as far as practicable. Vehicles will access and egress via Shepiston Lane and the A437 to their final destination.
- The nominated route to and from site will be advised in writing to all interested parties particularly the waste lorry companies.
- All site operatives, subcontractors and visitors will be instructed to attend the site via the easily accessible modes of public transport.

The intention is for deliveries to follow the below Vehicle Routing diagram (Appendix C). As far as practicable the demolition and construction vehicles arriving at the site will be directed to approach from either the A40 to the north or the M4 to the south. We consider thereafter the route to and from the site should be from M4, Junction 4 which is to the west of the site. This route has the following benefits:

- It leads to Shepiston Lane and on to Dawley Road which provides a relatively direct route to the A437. Thereafter a dedicated turn left/right lane at traffic lights and a short distance to Nestles Avenue. This route to/from the site largely avoids residential roads, the High Street and much of Station Road. (Appendix D)
- Shepiston Lane has a large petrol Station with facilities and parking (incl lorry fuelling bay and parking bays) to ensure that early travellers can stop, call site and await directions or leaving travellers can use off site facilities and fuel for the homeward journey. (Appendix E)

The alternate route from the M4 Junction 3 would require vehicles to travel on North Hyde Road which can become heavily trafficked and congested towards the traffic lights at the Station Road junction. There is no practical alternate route, stopping point or suitably sized facilities along this route.

In all cases, access/egress for delivery and removal of materials will be planned, scheduled and coordinated by the Principal Contractor. Banksman will control all deliveries and waste

away collections, allowing vehicles to manoeuvre into the site to load/unload into dedicated zones. A 'booking in' system will be implemented for all deliveries to ensure traffic movements are fully controlled.

Parking may be provided on site by the Principal Contractor, but this will be limited to avoid congestion on local roads, and within the site. It should not be expected by any party that parking is available, and any vehicle can be turned away or asked to leave site at PC discretion. Local on street parking is for the use of residents and use of this parking must be avoided at all times by site visitors. Commercial vehicles must not use these facilities.

4.3 Vehicle specification

All Heavy Goods Vehicles shall comply with the Direct Vision Standard. A rating of 3 stars (or more) will be required. The Direct Vision Standard came into force on 1st March 2021 and forms part of the Safety Permit for all HGVs entering London (an area bounded by the M25 Motorway). It is the haulier's responsibility to comply with these regulations prior to entering the Enforcement Zone. Enforcement operates 7 days a week, 24 hours a day. Vehicles can be checked and registered at :

<https://tfl.gov.uk/modes/driving/dvs-safety-permit-application/>

Freight Operators Recognition Scheme (FORS) Silver standard is to be mandated by all freight operators delivering to this site to support this development - FORS registration will be checked against <https://www.fors-online.org.uk/>

All deliveries, particularly Heavy Goods Vehicles, to site shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC. This is to ensure improved fields of vision across the front of the vehicles.

Any vehicles carrying waste and dusty materials will be adequately sheeted or covered before leaving site.

Any vehicles not complying with the above standards may be refused entry to site by the gate marshal.

5.0 Storage of construction materials on site

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

Specific storage areas for COSHH materials, compressed gasses and the like will be setup with a register of materials and locations kept in the site file. Briefings on these locations will occur at least bi-weekly with regular updates given to subcontractors at monthly site H&S meetings.

6.0 Removal of most valuable and/or contaminated materials

Materials which are not to be retained on site will be removed and disposed of in accordance with all relevant statutes, current waste management regulations and duty of care regulations.

Potential risks to construction workers during redevelopment of the site can be managed by adopting the appropriate Health and Safety procedures to ensure that risks to operatives from hazardous materials at the site are minimised. Reference should also be made to the Site Waste Management Plan, submitted with the planning application.

Operatives will not be allowed to eat, drink or smoke on site at any time except in designated welfare and smoking areas. The Principal Contractor will prepare a Site Logistics Plan prior to commencement on site which will detail the layout. (Appendix B)

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

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

Any observations of ground conditions not typical of those already discovered with Geo-Environmental Assessment will be reported immediately so that an assessment of appropriate action can be made.

7.0 Size and frequency of vehicles anticipated on site

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

- Muck away wagons for soil arisings from the foundations
- Skip lorries. These will include standard 8 yard, 12 yard and 20yard skips for waste - approximate size 7m long and 2.4m wide
- Ready mix concrete lorries - approximate size 8.25m long and 2.45m wide
- Flatbed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, etc. - approximate size 8.5m long and 2.45m wide
- Articulated Lorries, for delivery will be avoided where possible tower cranes and other major plant - approx. size 8.5m long and 2.45m wide
- Curtain sided lorries for the delivery of various finishing materials including plasterboard, joinery materials, kitchen materials, wardrobe materials etc. - approximate size 7m long and 2.45m wide

The projected vehicle movements are approximately up to 5 per day during the peak construction period and during the later part of the demolition Phase. This will drop to 1-2 vehicles expected per day outside of the peak. We would not expect regular deliveries on a weekend, but where necessary or unavoidable we will limit this to one large vehicle per weekend day.

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

Continual review of the specified materials and plant will be carried out and should any abnormal loads be identified due to design changes then a transport route will be pre-planned. Prior notification to the relevant authorities of the use of a special vehicle will be made by the haulage company / crane hire company with any stipulated requirements for the vehicle use incorporated into the vehicle movement procedure.

8.0 Parking, deliveries and loading arrangements

During phase 2 of the works, the demolition contractor will have full site possession and will not be overlapping with other trades/works. As such it will have full access across the site and will control traffic access to and across the site. CEL will not take possession or control of the site until this phase is complete.

8.1 Parking

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

Site parking will be limited and only anticipated for the Principal Contractors own site management team, visiting management staff and/or pre-authorised visitors will be accommodated.

To reduce the levels of personnel vehicle movements on the surrounding road network, the Principal Contractor and sub-contractors will be challenged with encouraging their personnel to travel to site in company vehicles (minibuses, vans, etc.), to car share or to use Public Transport.

It should not be expected by any party that parking is available, and any vehicle can be turned away or asked to leave site at PC discretion.

Local on-street parking for visitors is discouraged, with public transport being the preferred mode of transport to site. Commercial vehicles attending site will not be allowed to use local parking.

8.2 Deliveries

A delivery management system will be employed on the project.

All deliveries of plant and materials will be required to be booked in advance to ensure that deliveries are timed to prevent a backlog of vehicles and thus disruption to surrounding area. Gatemen will ensure, as far as practical, that only anticipated deliveries to site are accepted and any vehicles attempting to deliver without complying with this system will be refused access, within reason. Compliance will be monitored through the project attendance records.

Spoil removal and concrete deliveries will be scheduled with a strict allocation schedule in operation.

Concrete deliveries for piling and concrete frame will be as follows:

- Delivered by specialist providers as a "just in time product" to the exact specification provided by the designer or architect.
- The makeup is checked by the supervisor prior to the pour to ensure that it meets the requirements.
- Wherever possible the delivery truck will be moved directly adjacent to the receiving area, with the vehicle being marshalled into position.
- Concrete may also be pumped to higher elevations or storeys. In this case a delivery point will be set up where the delivery truck and pump trucks can be secure, whilst the pump is ongoing.
- The concrete will either be spread and smoothed using appropriate tools or hand tools will be used, with experienced operatives wearing appropriate PPE undertaking the task.
- Concrete is a hazardous material under COSHH and all relevant controls will remain in place throughout

8.3 Specific item movements and placement on site

The piling design is Continuous flight auger CFA piles with traditional pile caps and ground beams. A suitable size single rig will operate within the foot print of the construction zone.

A JTL 158.6 Luffing tower crane will be erected with restrictors fitted to ensure that the jib does not oversail at any given time, and work in a 180 degree limited radius away from the western boundary of Barrett's development. See APPENDIX G for specification and operating radius. The crane will be delivered to site by the supplier and erected under their methodology. Contact has been made with NATS safeguarding and Heathrow Airport. Appropriate signage and barrier protection will be in place throughout. The delivery of this item will require no other deliveries to be allowed on that day.

A mortar silo will be located to the north-east corner of the frontage during brickwork installation to maintain the anticipated wait and load/unload approach and continuous access to mortar. Deliveries of mortar will be scheduled as above, with appropriate space around the silo for deliveries to be undertaken safely.

A Scaffold will be installed by a specialist contractor for access to external brickwork. Lifts and hoists will be utilised after the overhead crane (for the RC frame construction) has been removed from site. Appropriate signage and barriers will be in place for the duration of the scaffold being in place.

Site traffic marshals and security will be briefed on the locations and stipulations of each of the above so that traffic and signage can be updated appropriately throughout the construction programme

9.0 Control of dirt and dust on the public highway

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

In the early stages of the project when demolition and ground works are being carried out, the Principal Contractor will ensure that 'dirty' vehicles wheels are washed down before leaving the construction site. The wash bay area will be isolated from the main construction site with dirty water controlled and disposed/pumped to existing rainwater and/or surface water drainage on the site.

All muck away lorries will be managed to minimise the risk of any mud spilling onto the highway with checks undertaken before the lorry leaves site.

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

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

If the public highway is found to be fouled then operatives will be charged with cleanup to ensure the public highway is maintained

10.0 Targeting zero non-hazardous waste to landfill

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

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

We will seek to purchase and supply in bulk, reducing packaging as well as delivery carbon footprint.

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

11.0 Energy usage

Where practicable we will seek to source green energy providers for the construction phase.

12.0 Fuel consumption

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

13.0 Waste Management

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

The following procedures will be implemented on the project:

- All construction personnel including subcontractors will be briefed through toolbox talks regarding the importance of minimising, segregating and recycling waste during the construction process
- Guidance will be provided on the segregation of certain waste streams such as aggregates, excavated materials, metal, wood, cardboard, glass, and polythene packaging waste
- Deliveries will be on a "just in time basis" to minimise potential damage and wastage of materials
- Clearly labelled waste skips will be provided on site for the segregation of waste streams for recycling and general waste. The skips will be stored in a secure location to prevent waste nuisance issues arising
- Construction materials will be stored in a secure compound to prevent the potential for vandalism and theft of material
- Segregated waste for recycling will be removed from site by a licensed contractor to an appropriate Materials Recycling Facility (MRF), with recycling percentages provided monthly to the PC
- Waste will only be placed in the approved locations to minimise litter and pollution
- Canteen waste will be stored in covered bins whilst awaiting collection by a licensed carrier

14.0 Local air quality and dust management

The site will comply and follow the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.

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

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

15.0 Noise

Best Practicable Means (BPM) of noise control will be applied during construction works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors arising from construction activities.

The general principles of equipment noise management are given below to Control at source as follows;

- Site equipment must comply with at least BS-7580-2 1997 Type 2 specification, as required by BS 5228-1:2009 "Code of practice for noise and vibration control on construction and open Sites 2 Part 1: Noise. Annex G. - a copy of this document will be maintained in the site file
- Where possible a method of directly controlling noise will be implemented e.g. by retrofitting controls to plant and machinery
- Where direct control is not possible indirect methods of controlling noise will be implemented e.g. acoustic screens
- Where the benefits and practicality of using alternative construction methodology to achieve the objective are possible they will be considered, and implemented where practicable e.g. vibratory piling techniques or hydrodemolition
- Priority will be given to selection of quieter tools and machines
- Methodology will consider implementation of quieter processes

Where noise creating tasks are being undertaken the task will be reviewed to identify if the noise creation can be eliminated or to ensure the most suitable noise control measures are selected.

Where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded, the precautions set out to eliminate or reduce noise levels are to be implemented.

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

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

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

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

- Fit all plant and equipment with appropriate mufflers or silencers of the type recommended by the manufacturer.
- Follow manufacturer's guidance and measures to operate plant and equipment and use it in a manner which minimises noise.
- Use all plant and equipment only for tasks for which it has been designed for. Shut down all plant and equipment in intermittent use in the intervening periods between works or throttle it down to a minimum.

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

- Where practical and where there is a positive environmental benefit use will be made of temporary spoil heaps to shield the surrounding area from the construction works.
- Where practicable, plant known to emit noise strongly in one direction will be orientated so that the noise is directed away from noise sensitive areas.
- Acoustic covers will be kept closed when engines are in use. Idling will be limited to very short periods
- Compressors that have effective noise enclosures and are designed to operate when their access panels are closed will be selected
- Materials will be lowered and not dropped
- Stationary plant such as compressors and generators will be positioned away from sensitive locations within the confines of the operational use of the equipment
- Where practical noisy plant or processes will be replaced by less noisy alternatives
- Plant and machinery will be shut down when not in use
- Where plant has a throttle down mechanism this will be implemented wherever possible

Details of maximum exposure times are to be conveyed to the relevant Site Personnel and strictly adhered to. A noisy works record will be applied to any person exposed to such works, including exposure limits, exposure times and remedial actions implemented.

No person will be allowed to undertake noisy works without a noise assessment and noisy works record being in place.

16.0 Personnel Load

At peak we expect up to 100 operatives on site, but the number will be significantly lower until internal fit out construction works commence.

17.0 Contact Details

Contact details for the Main members of the site team will be posted to the external of all access points, in the canteen and office area and in the delivery area. The Site Manager for the project will be Sean Gallen contactable on 07966 859732 An emergency name and number will also be displayed. A resident liaison person will be notified to neighbours by letter/leaflet drop.

Subcontractor contacts will be maintained within the site contact file stored in the site office. Where necessary subcontractor contacts will be posted in the canteen, such as where dangerous works are being undertaken by a subcontractor, i.e. excavations

18.0 Hoarding / Fencing

The front boundaries of the site will be secured using painted timber hoardings and padlocked gates which will be maintained at all times. There is an existing Palisade security fence to the East boundary that will be retained until construction of the development when it will be replaced with a timber hoarding to coincide with replacement of the existing adjacent large timber acoustic screening. The remaining boundaries will initially be provided with Heras fence panels in order to maintain occasional neighbour access to the West alleyway and at the rear.

The contact details for the hoarding contractor will be maintained in the site file in case of an emergency call out requirement. This will be briefed to all site security personnel

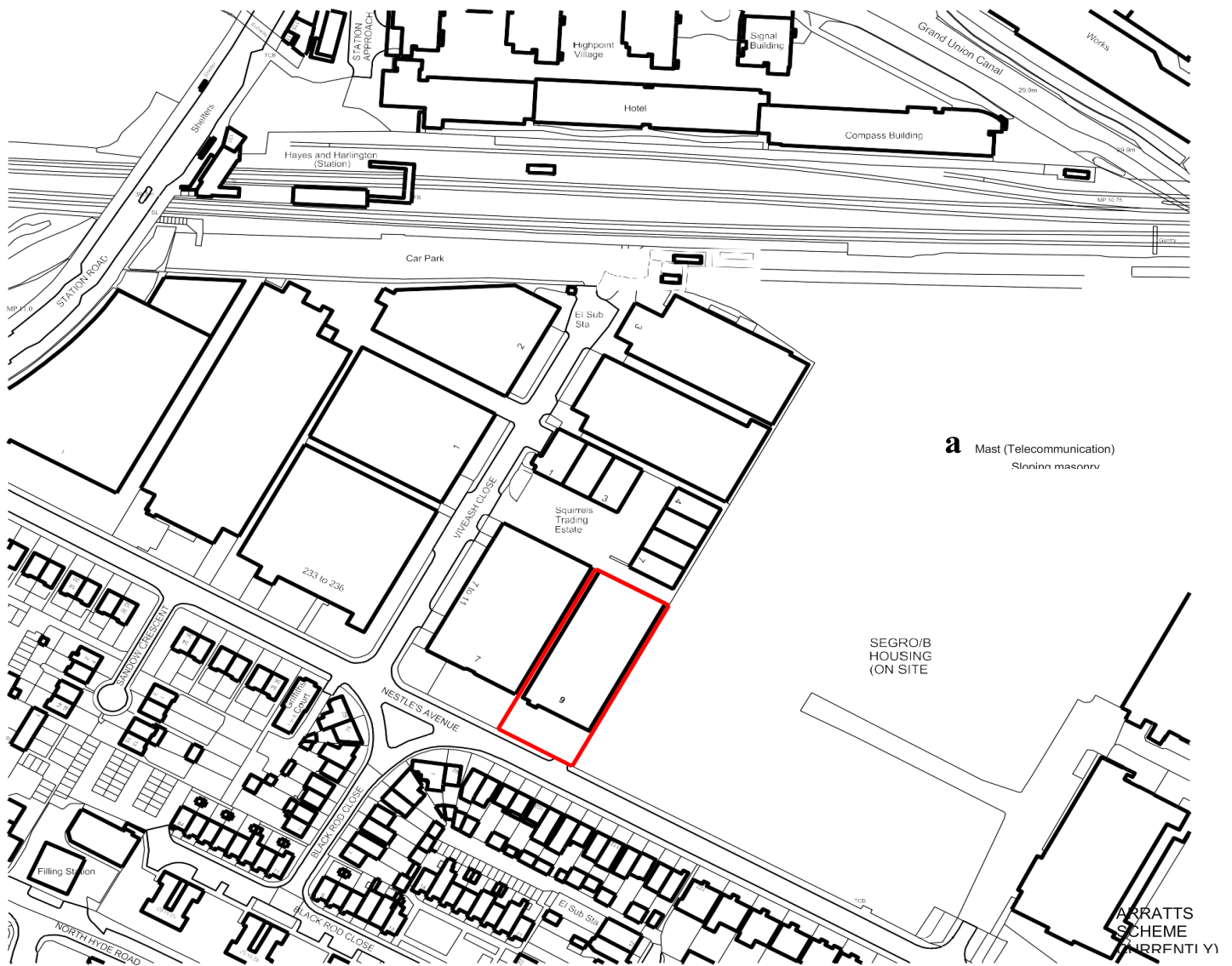
19.0 Community Liaison

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

20.0 Considerate Constructors Scheme

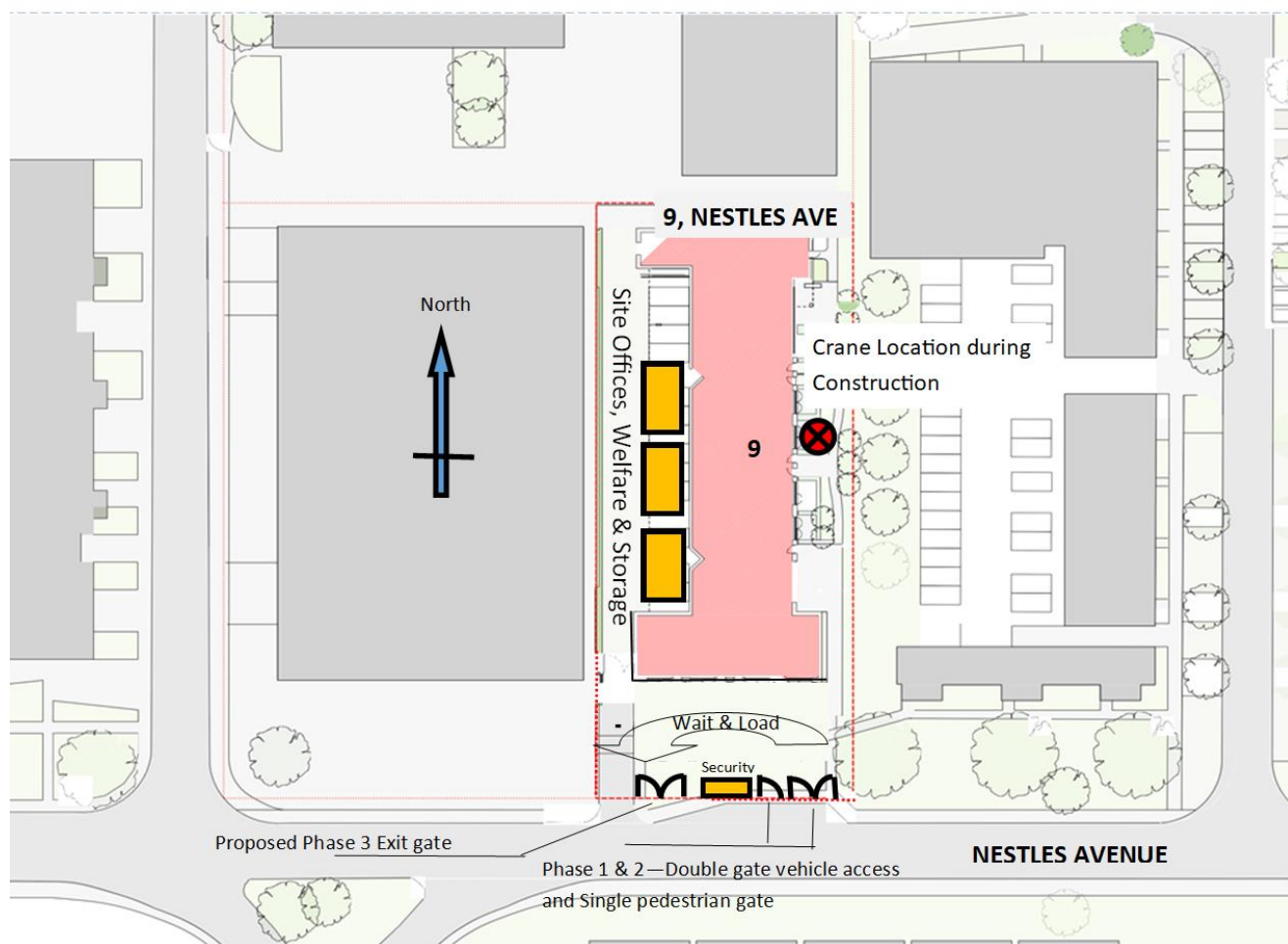
The development will be registered under the Considerate Constructors Scheme.

APPENDIX A - Site Location Plan



APPENDIX B - Site Logistics Layout Plan

9 Nestles Avenue — Construction Management Plan—Logistics Layout



Notes:

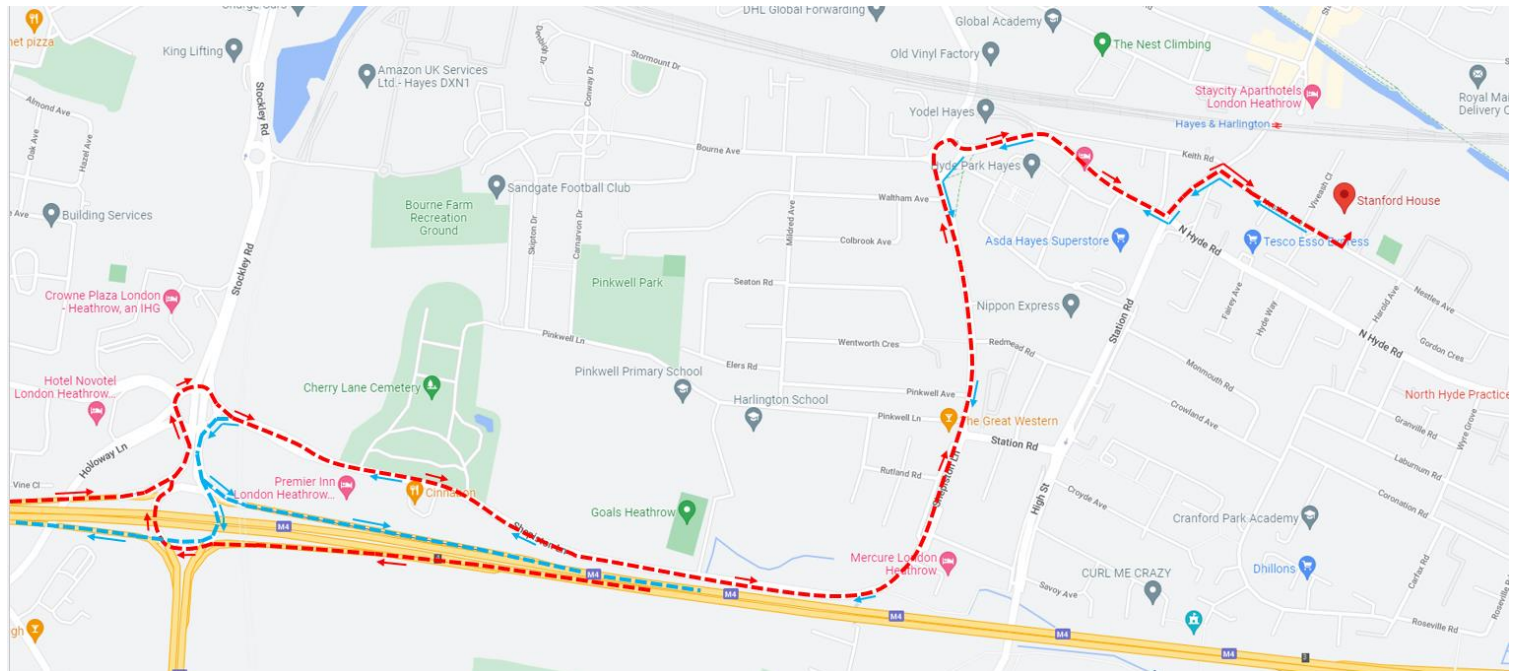
Phase 1 works – soft strip and survey. Exiting office facilities will be retained for welfare.

Phase 2 works – demolition. The security office will be an Oasis unit for the 8 week period of demolition operations.

Phase 3 works – Development / Construction. Facilities as identified above and additional exit gate.

APPENDIX C - Site access local area vehicle routing

Highway Network and Proposed Vehicle Routeing



APPENDIX D - Site access photo record

Shepiston Lane after leaving M4, junction 4 heading towards site.



Shepiston Lane leads on to Dawley Road and a roundabout with right hand turn (3rd exit) on to the A437, leading to/from the site.



The A437 leads to a set of traffic lights with dedicated left hand turn lane leading to site.



At the A437 junction you turn in to Station Road which after a short distance (not more than 150m) you turn right in to Nestles Avenue.



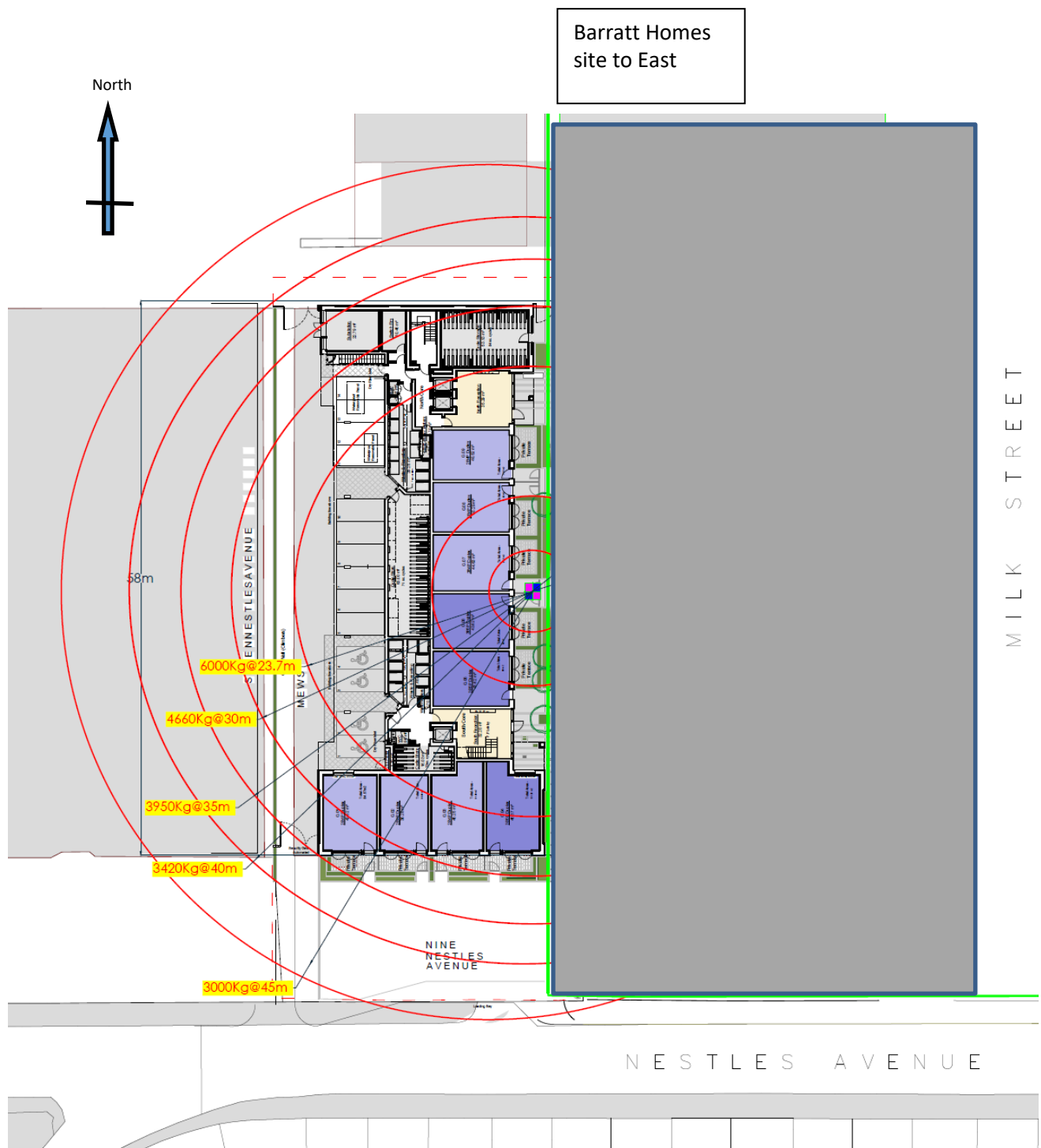
APPENDIX E - Local HGV service area

Shepiston Lane services are complete with facilities and suitable for refuelling and parking of delivery vehicles to/from the site including HGV (as seen below)



APPENDIX F - Crane oversail diagram

It is anticipated that crane travel oversailing the site will be limited at North and South intersections with the East boundary. The crane will have a maximum extendable 180 degree operational arc away from the East boundary as indicated. It is intended that loading at the south east corner of the site will enable limited oversail to the west of the site.



Appendix G - BSEN Code of practice - Noise

See attached document - BS_5228_pt1-2009a1-2014.pdf

Code of practice for noise and vibration control on construction and open sites