HAREFIELD HOSPITAL

Demolition and Construction Management Plan

September 2025

Prepared by
NUGEN ELECTRICAL CONTRACTORS

Table of Contents

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HAREFIELD HOSPITAL

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Revision History

Revision	Details	Revision Date
001	Final Report	18/09/2025

1. Introduction

This **Demolition and Construction Management Plan (DCMP)** has been prepared to discharge **Planning Condition 4** (planning application reference: **9011/APP/2024/3347**) for the removal of existing fuel tank/generator equipment (and associated structures and installations) and the installation of new replacement generator equipment (including associated flue) and related works at **Harefield Hospital, Hill End Road, Harefield, Middlesex, UB9 6JH** (hereafter referred to as the **'Proposed Development'**).

Planning Condition 4 is a pre-commencement condition that must be discharged to allow works to commence. The condition states:

"Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimizing emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with **Policies DMT 1 and DMT 2** of the Hillingdon Local Plan.

Full details of the Proposed Development and the scope of the planning permission application are provided in the **Design and Access Statement** (prepared by **The Design Buro**) and the **Application Form** (prepared by **Montagu Evans**) submitted in support of the planning application.

This DCMP is a **'Live' document** and has been prepared to communicate the construction delivery strategy and methodology for the Proposed Development.

To gain a comprehensive understanding of the project and the local environment, we visited the site and reviewed the current drawings and reports. The site's location

necessitates special attention to the neighbours, particularly regarding access and logistics for material delivery, as well as ensuring public safety.

The current scheme includes the removal of the existing fuel tank/generator equipment and the installation of new replacement generator equipment and associated works. The programme indicates that the overall duration for the main works will be **29 weeks**, starting on site in **September 2025**, following a design development period and contractor's mobilisation period.

Key to the project's success will be establishing an optimal method of delivery and distribution of materials onto the site. This will be a major consideration, and it must be undertaken as safely, quickly, and quietly as possible to ensure that construction does not adversely affect neighbouring properties.

1.1. Planning Reference Number

Planning application reference: 9011/APP/2024/3347

1.2. Site Address & Location

The Proposed Development is located within an existing compound inside the **Harefield Hospital Estate**. The proposed generator serving **sub-station 1** will be situated within the existing compound.

The full postal address of the Site is: **Harefield Hospital, Hill End Road, Harefield, UB9 6JH**.

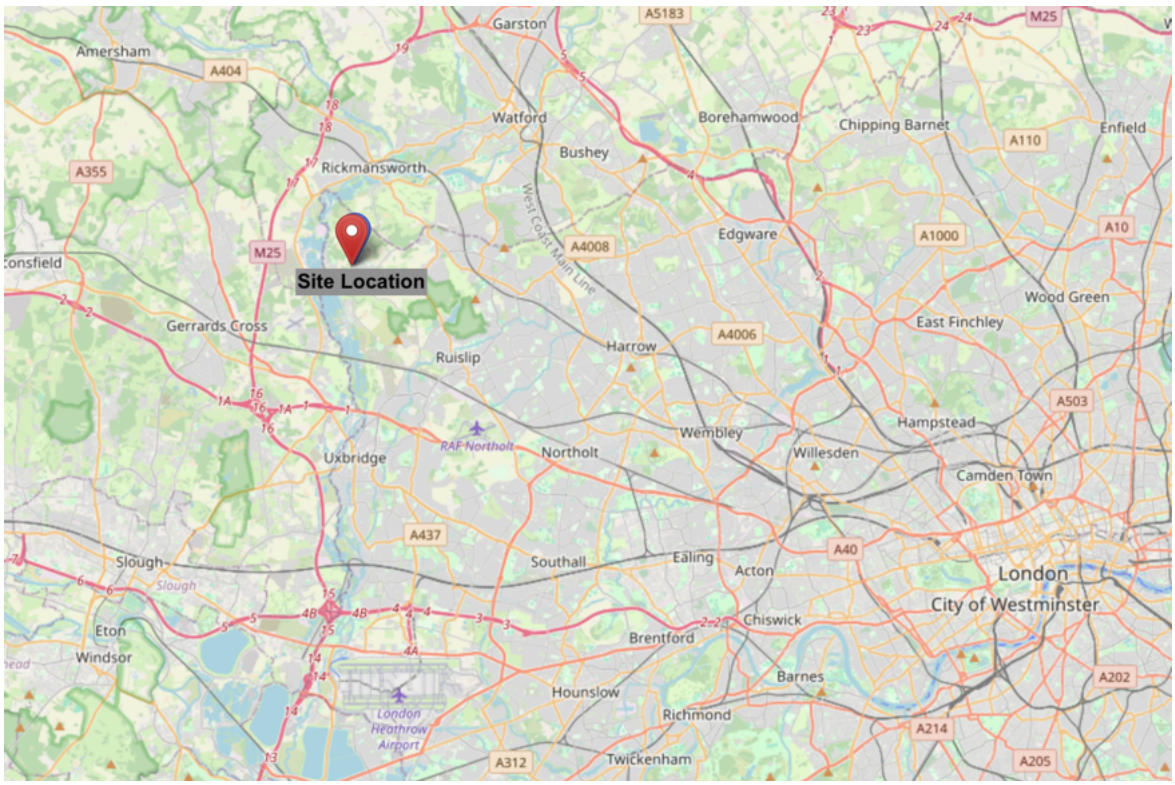


Figure 1 - Regional Context Plan – High Level - © Source: OpenStreetMap, with NECL Annotation, Sept 2025

The site is located in the northwest area of London, positioned north of **South Harefield** and south of **Hill End**. The site is accessed off **Hill End Road**, just off **Rickmansworth Road**. While the surrounding area is largely residential on one side of the hospital and wood/farmland on the other side, it is important to note that the work will be conducted within the confines of the hospital estate, which is a designated operational area. This estate is specifically designed to accommodate hospital functions and related infrastructure, thereby minimizing the impact on the adjacent suburban environment. The existing compound provides a buffer from residential properties, ensuring that construction activities are contained within a controlled area.

The surrounding residential area includes the **Harefield Library** and **The Kings Arms pub**. **Harefield High Street** is just **0.4 miles** away or an **8-minute walk**, where various eateries and local amenities can be found.

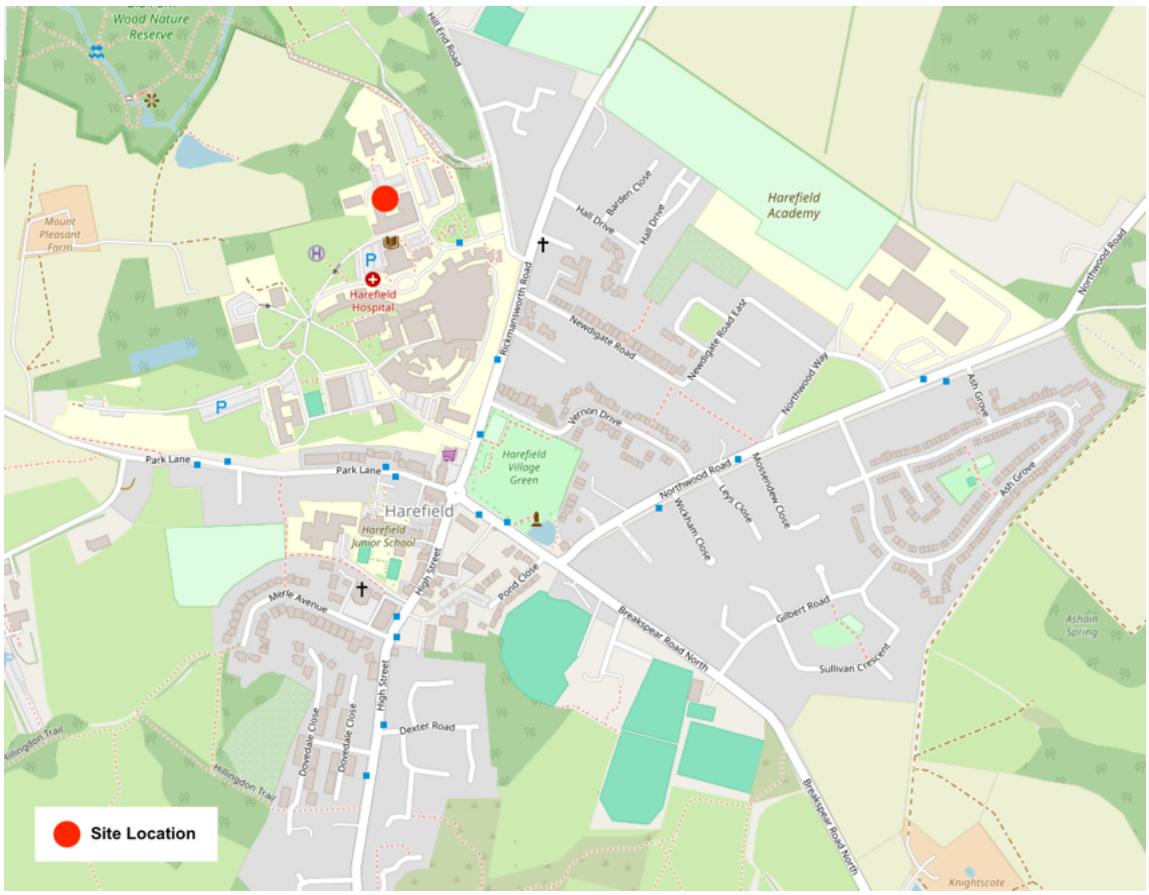


Figure 2 - Regional Context Plan – Medium Level - © Source: OpenStreetMap, with NECL Annotation, Sept 2025

1.3. Proposed Development

The proposal seeks to install **one new generator per substation**, rated to the full output of the transformer, which allows for future-proofing and growth of the site.

The Trust has outlined the critical need to ensure the resilience and overall fit-for-purpose of the power supply and generator equipment associated with **Harefield Hospital**, given the requirement for round-the-clock patient care.

The **Local Planning Authority** is the **London Borough of Hillingdon (LBH)**.

1.4. Proposed Start & End Date

A preliminary programme of construction for the proposed development has been developed with input from a similar scale project. It is expected to last for approximately **29 calendar weeks**, anticipated to begin in **September 2025** and conclude in **March 2026**.

1.5. Site Standard Working Hours

The working hours for the development site (including any construction and demolition activity) shall be:

- **08:00 to 18:00** on Monday to Friday
- **08:00 to 13:00** on Saturdays
- **No working on Sundays or Public Holidays**

These working hours cover operations and work that are audible at the site boundary. Any noisy operations outside these hours shall not be undertaken without prior written approval from the local planning authority. These hours may be amended by the local planning authority where local circumstances demand.

Consideration must be given to the safe movement of pedestrians, including potential school children, on the local roads and networks crossing outside the entrance of the hospital. This includes not only hospital users, such as patients or staff, but also the general public.

Deliveries will be restricted, where possible, to **09:30 to 14:30**.

As the site is located within a live hospital estate, patients have priority at all times in all public areas unless prior arrangements have been made with the Trust. There must be no restrictions caused to the hospital site ambulance/emergency routes or entrances to the buildings by any works.

Vehicles will only travel to and from the site during the hours set out above to avoid noise generated by heavy goods vehicles close to adjacent properties.

The site will be manned during the working hours specified above. The contractor will appoint a designated person responsible for ensuring adherence to good practice measures. This individual should be on site at all times to ensure that operations are taking place as planned and must have the necessary authority to initiate changes to work practices and/or mitigation as appropriate.

2. Site Description & Context

2.1. Highways, Carriageways and Footways

The Proposed Site Location is within the **Harefield Hospital** grounds, which are surrounded by roads, a wood nature reserve, and farmland. The full postal address of the Site is: **Harefield Hospital, Hill End Road, Harefield, UB9 6JH**.

The primary highway serving Harefield Hospital is **Hill End Road**, which connects to larger arterial roads in the area, facilitating access from various directions:

- **A40**: A major route connecting London to the west, providing access to Harefield from central London and surrounding areas.
- **A412**: This road links to **Uxbridge** and other nearby towns, enhancing connectivity.
- **A4180**: This road connects to the **A404** to **Rickmansworth**.

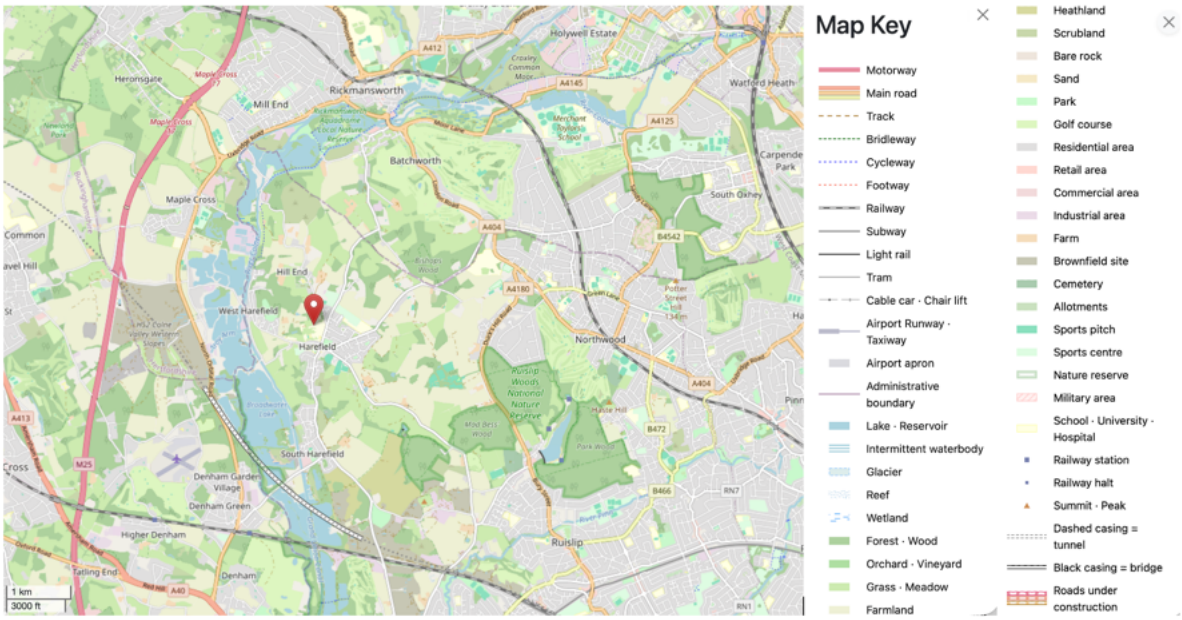


Figure 3 – Regional Context with Road Network – Medium Level © Source: OpenStreetMap, with NECL Annotation, Sept 2025

The **Main Entrance** is accessible at all times and is located on **Hill End Road**, off **Rickmansworth Road**. Additionally, there is a **Side Entrance** by **The Harefield Practice**, also off **Rickmansworth Road**.

Figure 4 – © Source: Apple Maps with NECL Annotation, SEPT 2025

2.2. Underground/Railway

The nearest underground stations are Northwood, Rickmansworth and Uxbridge. None of these stations are within walking distance of the hospital, but they are accessible by car or taxi in about 20 minutes. Buses also run to the hospital from Uxbridge station.

Rail users may travel from Denham station (five minutes by car or taxi) which is a main line station with regular service connections to all parts of the United Kingdom.

2.3. Bus Routes

Harefield is served by the following buses from Uxbridge tube station:

U9: Uxbridge Station - Harefield West (Belfry Avenue), every 20 minutes, Monday - Saturday, hourly on Sundays
331: Uxbridge Station - Northwood - Ruislip. (This service is to the 'Kings Arms', Harefield, which is approximately two minutes' walk from the main hospital entrance.)
R21: Mount Vernon Hospital - Harefield - Rickmansworth - Maple Cross - Denham – Uxbridge (This is an occasional service only.)

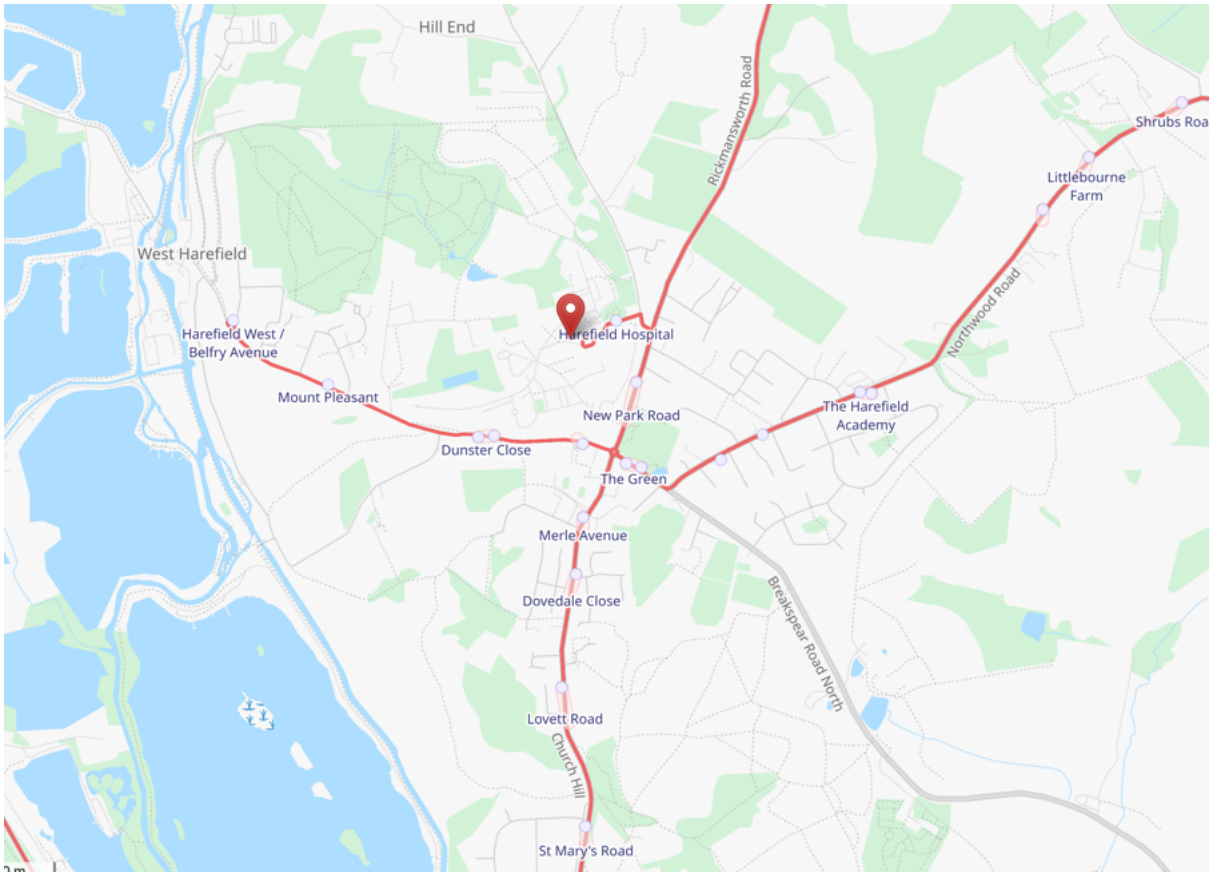


Figure 5 - Regional Context with Bus Network – Medium Level © Source: OpenStreetMap, with NECL Annotation, Sept 2025

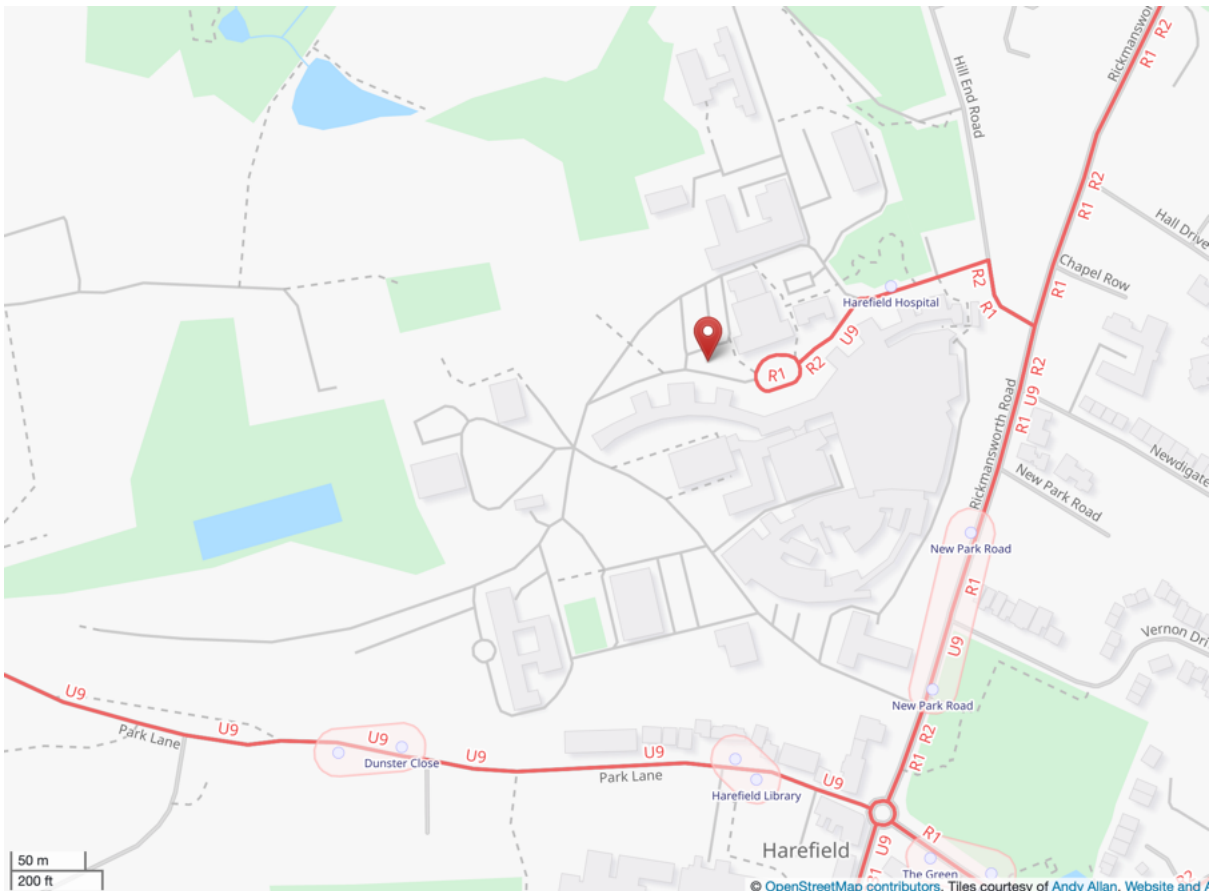


Figure 6 - Regional Context with Bus Network – Low Level © Source: OpenStreetMap, with NECL Annotation, Sept 2025

2.4. Community Consideration

2.4.1. Hospital

The Proposed Development is situated within the Harefield Hospital and this would also need to be accounted for when considering the flow of deliveries and large vehicles routing to and from the site.

All contractors will ensure that at no time will any road access be blocked and/or limiting speed to other hospital users.

It is recommended that all large deliveries to be carried out on Sundays.

2.4.2. Residential Development

Residential roads surrounding the site have footways on both sides, and on-street parking is permitted.

2.4.3. Schools

Most of the schools and nurseries located within walking distance of the site are sufficiently far away that only a limited number of children may pass the construction site on their way to and from school or nursery. The schools and nursery include:

- **Hungry Caterpillar Day Nursery**
- **Harefield Infant School**
- **Harefield Junior School**
- **Harefield Infant Nursery & Children's Centre**
- **The Harefield Academy**

2.4.4. Places of Worship

There is the Harefield Baptist Church opposite the south entrance to Hill End Road, which may also be affected by the construction activities.

2.4.5. Adjacent Landowners

The contractor will ensure that access to adjacent landowners or site users is not blocked at any time. Where relevant and applicable, neighbouring properties will be notified of the works programme, and the **Principal Contractor** will communicate with adjacent landowners to ensure effective collaboration throughout the development.

2.4.6. Neighbouring Sites

Currently, there are no live construction sites known within close proximity to the above-mentioned site.

3. Site Management

3.1. Site Traffic Routing

The site main entrance can only be accessed via the local road, **Hill End Road**. This is a two-way road with a single lane in either direction, subject to a **30 mph speed limit**. Hill End Road features pedestrian footways on both sides, enhancing safety for pedestrians.

A **zebra crossing** is located at the main gate access, facilitating safe passage for pedestrians entering and exiting the site. Additionally, there is off-street parking available on Hill End Road.

Hill End Road is accessible from **Rickmansworth Road** to the south and **Springwell Lane** to the north.

It is important to note that the site is currently located outside the **Congestion Charge Zone** but falls within the **Ultra Low Emissions Zone (ULEZ)**. This requires drivers of certain vehicles to pay a daily fee to access the site.

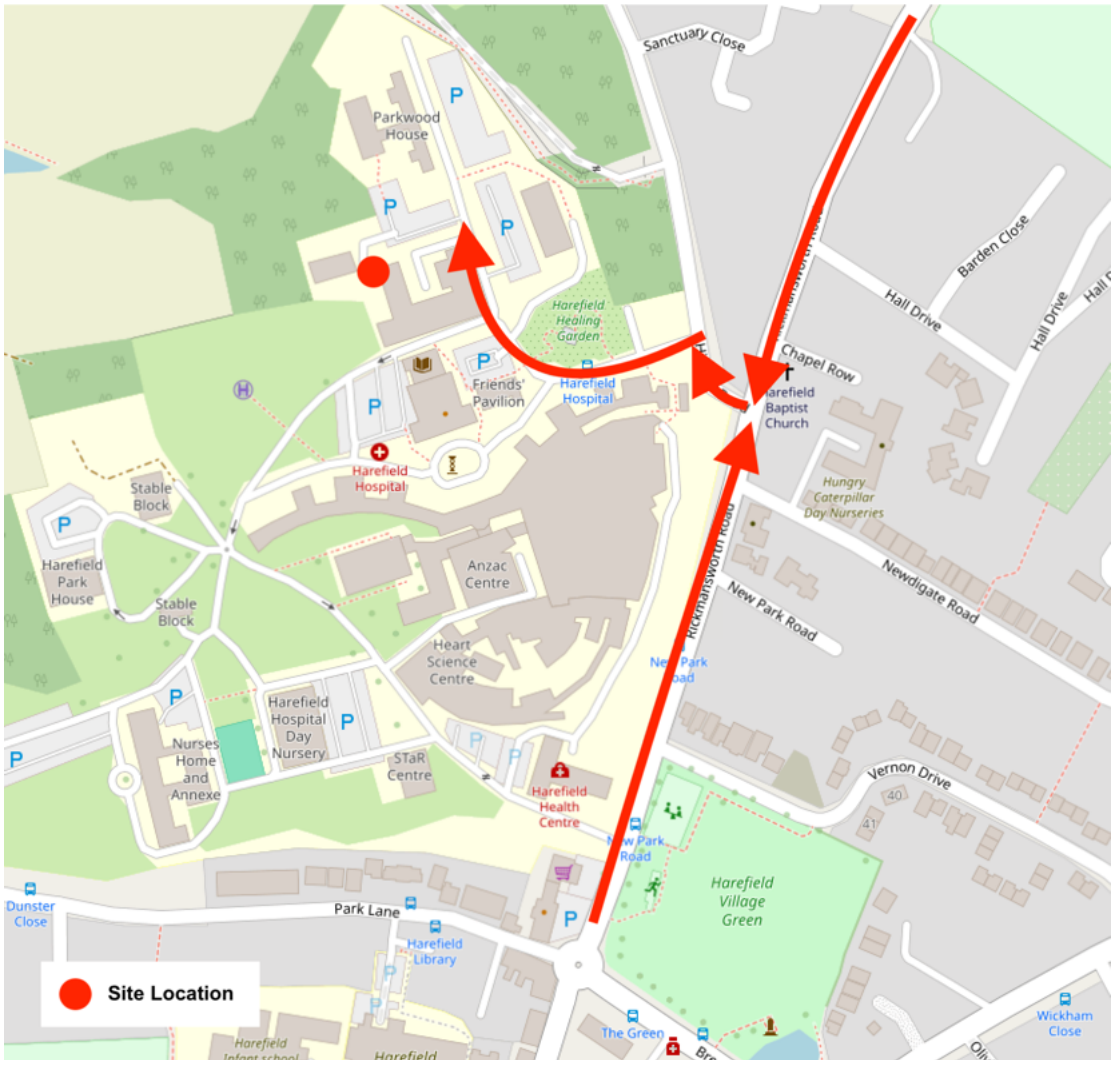


Figure 7 - Local Context Plan – Medium Level © Source: OpenStreetMap, with NECL Annotation, Sept 2025

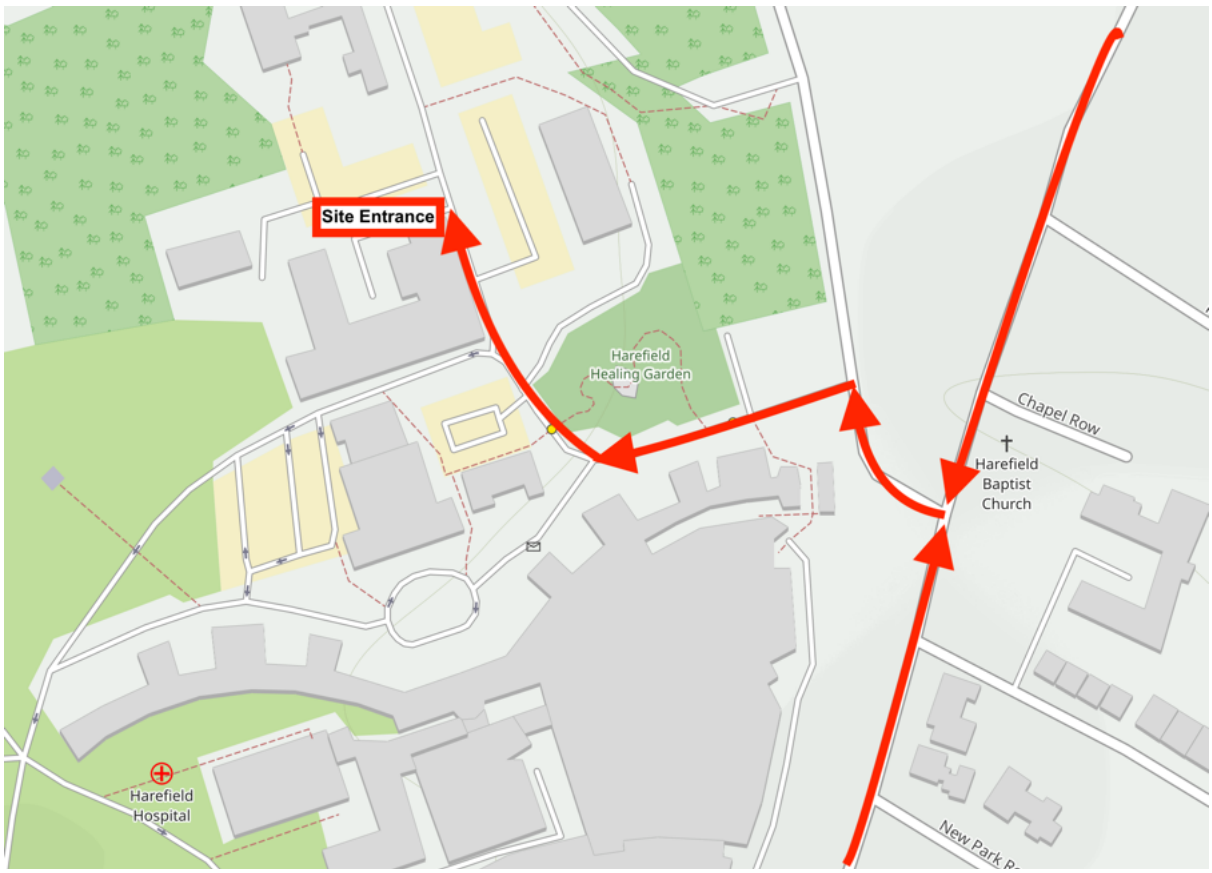


Figure 8 - Local Context Plan – Low Level © Source: OpenStreetMap, with NECL Annotation, Sept 2025

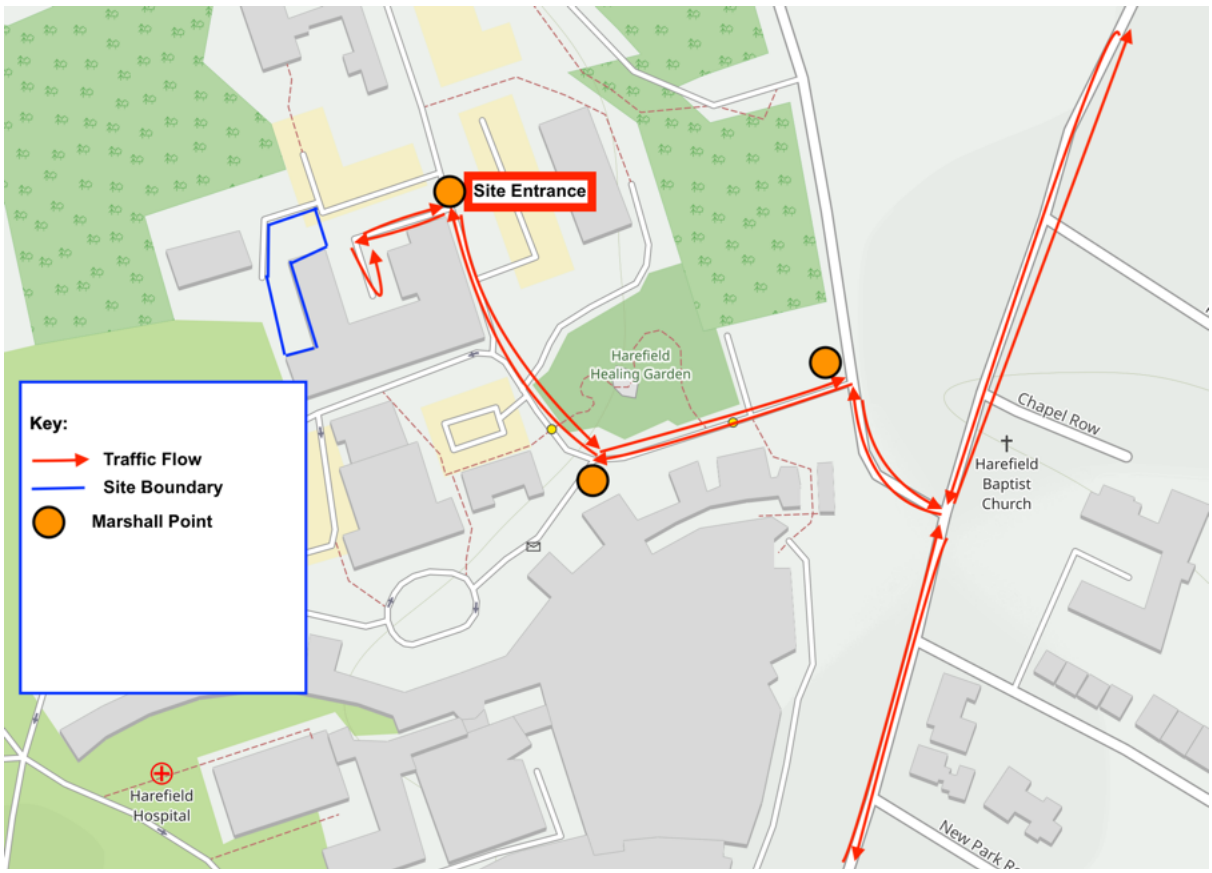


Figure 9 – Traffic Flow – Low Level © Source: OpenStreetMap, with NECL Annotation, Sept 2025

Vehicles delivering goods and materials to the site will be required to use an appropriate route, which will be communicated to all visitors needing to travel by vehicle. This communication will identify all restrictions to ensure compliance and safety.

Companies using goods delivery vehicles should produce personalized routing for their freight vehicles, taking into account the time and date of the journey as well as the size of the vehicle. Utilizing designated routes will help reduce congestion levels on both local and major routes, minimize air and noise pollution, and ensure compliance with the **London Lorry Control Scheme**.

Figure 10 – Source Design Buro Drawing, Proposed location plan with Hospital Boundary

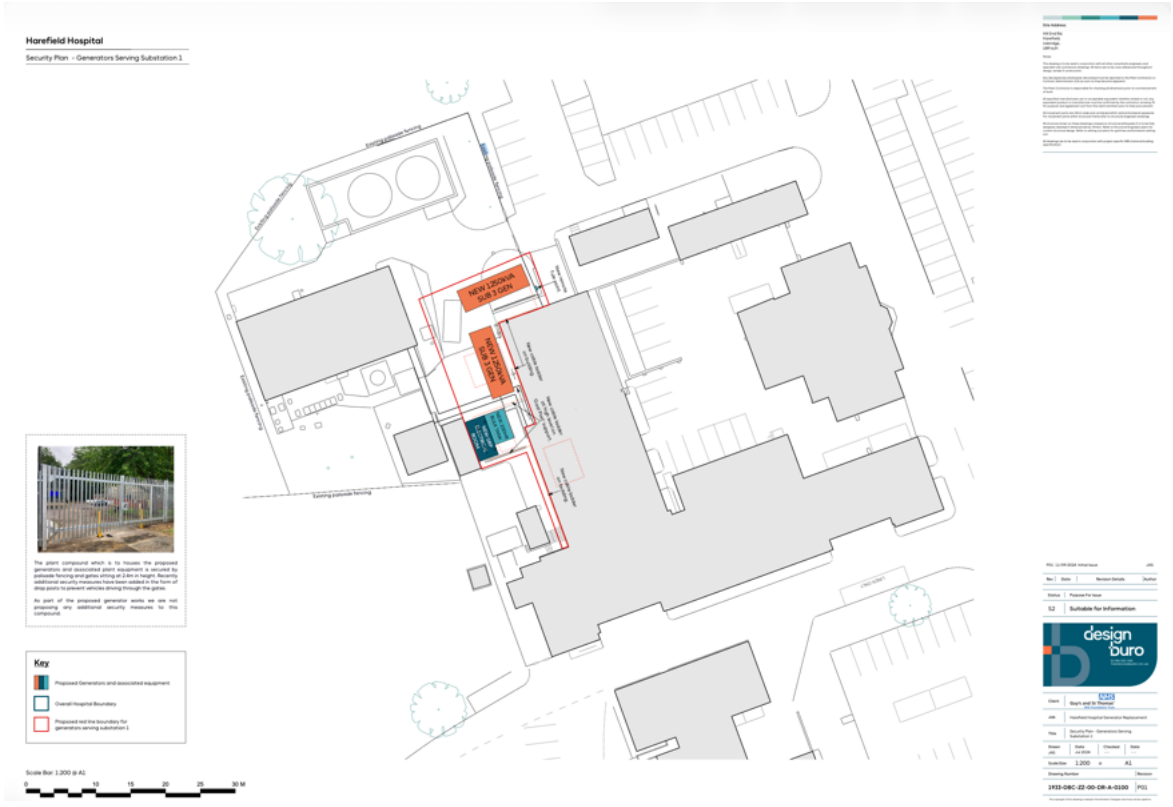


Figure 11 – Source Design Buro Drawing: Site Location within the Hospital

The plant compound, which will house the proposed generators and associated plant equipment, is secured by **palisade fencing** and gates standing at **2.4 meters** in height. Recently, additional security measures have been implemented in the form of drop posts to prevent vehicles from driving through the gates.

3.2. Site Personnel and Visitors

All subcontractors must be briefed on the site's health & safety and Construction Logistic Plan management requirements before entering the site or starting work. They shall ensure their work methods and traffic arrangements comply with the site-specific rules.

3.3. Managing materials, site storage and good housekeeping

The site will be secured with hoarding and all plant, tools and materials will be stored within the site boundary in locked/secured areas when not in use; no materials or plant will be stored on the public highway. The layout will maintain safe pedestrian routes and minimise interaction between site traffic and existing on-site users.

Key measures:

- Use designated, clearly marked storage areas or containers for different materials and store items close to the point of use to facilitate safe access and retrieval.
- Keep storage away from high-traffic routes and maintain clear pathways for personnel and plant.
- Protect materials from weather and contamination (tarpaulins/covers; measures to prevent soil/water contamination).
- Provide secure tool and plant storage to reduce theft and vandalism.
- Recycle materials where practicable and dispose of waste in accordance with local regulations.
- Monitor housekeeping and storage arrangements regularly and adjust as required to maintain safety and minimise site impacts.

These arrangements will be monitored and reviewed to maintain good housekeeping and minimise site impacts.

3.4. Site Security

The works area on site will be deemed a controlled site and is already secured with existing **palisade fencing** and gates standing at **2.4 meters** in height and adjoining building structures.

Warning signage shall be displayed on the perimeter of the Project to deter unauthorised persons (as per the requirements of the Occupiers Liability Acts of 1957 & 1984) and additionally on the interior of the site to advise persons on site of relevant hazards, requirements and arrangements as appropriate). All signage must to comply with the Safety Signs and Signals Regulations 1996.

Site office to be located inside the Proposed Development area within the Site Compound. All persons working or visiting site must sign in / out of site in site office register. They

may be required to sign in and out the client's premises. This is an additional requirement and not an alternative.

The Principal Contractor will ensure as far as is reasonably practicable that unauthorised personnel do not enter the site compound. For further details please refer to the traffic management drawing which denotes the boundary positions.

The Hospital have CCTV to monitor the security of its site.

3.5. Delivery & Transport materials, plant, and equipment to site

Deliveries, including the transport of materials, plant, and equipment to the development site, shall only take place during the following hours:

- **08:00 to 16:30** on Monday to Friday
- **08:00 to 13:00** on Saturdays
- **No deliveries on Sundays or Public Holidays**

If a school is located in the vicinity of the development site or on the proposed access and/or egress routes, deliveries shall be restricted to between **09:30 and 14:30** on Monday to Friday during term time. Any deliveries outside the specified hours cannot be undertaken without prior written approval from the principal contractor. Delivery vehicles shall not be permitted to wait, queue, or circulate on the public highway when the development site is not open for deliveries.

3.6. Highways and development traffic management

3.6.1. Vehicle Routing

Construction routes will be established based on the sourcing of materials. All delivery vehicles will be required to access the site by following an agreed routing strategy on roads suitable for heavy goods vehicles. The only access to the site is via **Rickmansworth Road**, then **Hill End Road** to the Main Gate Entrance. The preliminary routing strategy utilizes the strategic road network, with no known bridges or height/weight restrictions on these routes.

Due care must be taken on all drives and roads for incoming and outgoing vehicles from private residences, as well as for cyclists. Construction vehicles up to **10 meters** will travel along Rickmansworth Road, turning left or right onto Hill End Road for a short distance to the Main Gate. They will enter the site under the supervision of the Principal Contractor, who will grant access through a secondary gate.

Marshalls will be present to manage the on-site loading area. Construction vehicles are required to telephone ahead to confirm their delivery slot, ensuring dedicated personnel are ready to oversee vehicle movement into the site. A booking delivery system will be implemented to prevent construction vehicles from queuing on Hill End Road.

To exit the site, construction vehicles will turn within the site and exit onto Hill End Road. A Traffic Marshall will be present at the Main Entrance when large vehicles need to enter or exit to ensure they do not impact oncoming traffic. Vehicles will not be allowed to queue on the highway, and at no time will vehicles exceed **5 mph** within the hospital compound and site.

3.6.1. Deliveries

The Principal Contractor will ensure sufficient space is provided on-site to receive all deliveries and supplies, which will be stored in designated areas. All deliveries will occur during the specified hours, and the site will be manned accordingly. Where necessary, the Principal Contractor and/or its nominated contractors/suppliers will appoint a team of banksmen to manage deliveries and maintain the public highway as required.

3.6.2. Measures influencing construction vehicles and deliveries

The Principal Contractor is committed to ensuring that all contractor and subcontractor vehicles arriving at the site are FORS (Fleet Operators Recognition Scheme) compliant. This will enable effective management of site traffic and minimize the impacts of construction on the local road network and wider community. Vehicles attempting to deliver to the site without the correct registration or cyclist protection measures fitted will be turned away.

3.6.3. Adherence to Designated Routes

All delivery vehicles will be expected to adhere to the agreed routing strategy.

3.6.4. Delivery Scheduling

A delivery management system will be used to control the volume of deliveries to the site and avoid congestion on local and hospital road networks. Vans and lorries, including skip lorries, will operate with a 'Just in Time' scheduling approach. Deliveries should not take place prior to 08:00 and after 18:00 to minimize potential impacts on the local road network and reduce the need for on-site storage. Where 'Just in Time' deliveries are not feasible, on-site storage space will be provided as required.

Larger vehicles exceeding the size of skip lorries must be booked a minimum of 8 weeks in advance to allow for review and approval. These deliveries should ideally occur on weekends, preferably Sundays, between 08:00 and 13:00, with consideration for neighboring houses.

For all deliveries to the site, the following information/actions will be required to ensure efficient vehicle management:

- Postcode of journey start point / single or multi-drop
- Waste removal requests – size of skip / type of waste / carrier / tip location
- All delivery requests must be submitted to the system a week in advance

- Delivery requests will be reviewed, and time slots allocated. All parties will be advised, and the delivery management system will be updated to reflect the schedule for the forthcoming week
- The schedule will be reviewed daily to accommodate unforeseen issues, with relevant parties informed of any changes
- All suppliers will be informed of the agreed servicing times as determined by the Principal Contractor

3.6.5. Parking

Construction workers will be encouraged to travel sustainably to the site. Wherever possible, staff and visitors will not be encouraged to travel to the site by car and use more sustainable transport modes. If car travel cannot be avoided, staff and visitors will be encouraged to travel together by sharing one vehicle.

There is no parking provision for any vehicles, including cars, vans and trucks, within the Hospital's boundary.

If a compound is required car parking will be within this area, otherwise the principal contractor and its contractors will need to park off site.

3.6.6. Vehicles Types

The following vehicle types may be required to access the site:

- Light Goods Vehicles (LGV) 5.5m x 2.5m
- Skip Lorry 6.3m x 2.5m – drop off on-site
- Rigid Crane lorries/ lorry mounted Hiab 10m x 2.15m (Dwell time 20min to 1hour) – on-site
- 7.5t Box Van 8.1m x 2.5m (Dwell time 20min to 1hour) – on-site
- Concrete Lorry 10m x 2.5m (Dwell time 20min per delivery) – on-site

3.7. Noise & Vibration

The Principal Contractor's attention is drawn to the fact that the whole of the Hospital will be in normal occupation for the duration of the Works. All noise is therefore to be kept to a minimum.

All reasonable steps shall be taken to minimise noise and vibration from the construction site. The following measures will be implemented:

- **Plant, vehicles and machinery** will be maintained in good working order and operated in accordance with manufacturers' specifications. Where practicable, mains-electric or battery-powered equipment will be used in place of diesel/petrol generators.
- **Silencers and acoustic protection:** All mobile and static plant that can generate significant noise/vibration shall be fitted with appropriate silencers, mufflers, baffles or lined acoustic covers and these shall be kept closed when in use.

Pneumatic percussion tools shall have manufacturer-recommended mufflers/silencers.

- **Operation and siting:** Noisy or vibration-generating plant shall be sited as far as reasonably practicable from occupied or other noise-sensitive receptors, and operated to restrict duration and frequency of use. Intermittently used plant shall be shut down during intervening periods.
- **Work methods to reduce noise:** Use construction techniques that minimise noise and vibration (including minimising drop heights when handling materials), and employ acoustic hoarding where necessary.
- **Deliveries and traffic management:** Coordinate delivery times and implement traffic management to avoid queuing and reduce noise from vehicle movements.
- **Site behaviour:** No stereos or other amplified devices audible at the site boundary will be permitted.

These measures will be reviewed during the project and updated where necessary to reflect actual site conditions and any specific noise-sensitive receptors.

3.8. Dust & Airbone Debris

All reasonable steps shall be taken to prevent and minimise dust and other airborne emissions from site activities. The following measures will be implemented:

- **Plant, vehicles and equipment** will be maintained in accordance with manufacturers' recommendations to minimise emissions; engines shall be turned off when not in use.
- **Delivery, storage and siting:** Delivery activities, stockpiles and other dust-generating operations shall be located as far as reasonably practicable from site boundaries and neighbouring properties. Stored materials liable to generate dust shall be dampened, covered (e.g., tarpaulins) or otherwise contained. All vehicles carrying dusty materials shall be securely covered.
- **Special machinery:** only use cutting, grinding or sawing equipment fitted with, or used in conjunction with, suitable dust-suppression techniques (e.g. water sprays or local extraction such as local exhaust ventilation); ensure an adequate on-site water supply for effective dust/particulate suppression/mitigation (use non-potable water where possible); use enclosed chutes and minimise drop heights from loading shovels, hoppers and other handling equipment, applying fine water sprays to such equipment where practicable; and ensure equipment is available on site to clean any dry spillages and that spillages are cleaned up as soon as reasonably practicable using wet cleaning methods.
- **Handling and transfer:** Minimise drop heights from conveyors, hoppers, loading shovels and other handling equipment; use fine water sprays or suppression on equipment where necessary. Skips, chutes and conveyors shall be covered or enclosed where required. Keep loading drop heights into lorries as low as possible.
- **Suppression and cleaning:** Use water suppression (mobile bowsers or fixed sprayers) in dry conditions. Provide regular road and surface cleaning (road sweepers/brushes) and maintain consolidated surfaces in areas of regular

vehicular movement. Wheel-washing facilities will be provided for construction vehicles.

- **Materials and packaging:** Wherever practicable transport materials in enclosed containers or fully sheeted loads; minimise unnecessary packaging; weight down polystyrene and other lightweight materials; ensure dust-generating materials are adequately packaged.
- **Surface damping:** In dry conditions, access roads and other dust-prone surfaces will be damped down to control dust.
- **Site procedures and complaints:** Implement procedures for rapid response to dust complaints, including a dedicated contact telephone number, and record actions taken.
- **Monitoring:** Undertake regular on-site/off-site inspections to monitor dust and dirt levels.

These measures will be reviewed and adjusted as necessary to reflect site conditions and to protect nearby receptors.

3.9. Mud

All reasonably practicable measures shall be implemented to prevent mud, debris and dust being deposited on the public highway from site operations. The following consolidated measures will be applied:

- **Site layout and hardstandings:** Access/egress points, loading areas and internal roads are constructed of tarmac or concrete and kept in good repair. Designated loading areas will be used for deliveries, and where practicable these will double as wheel-wash points during demolition and substructure works.
- **Wheel cleaning and vehicle controls:** All vehicles will be checked by a member of the principal contractor team on arrival/departure and undergo a wheel check before leaving site. Where necessary vehicles will use the on-site wheel wash (high-pressure washer with a dedicated drainage area to prevent spoil entering the highway or drainage network). Vehicles carrying spoil will be correctly loaded and sheeted to prevent spillage.
- **Supervision and frequency:** a member of the principal contractor team will supervise arrivals/departures and access/egress points will be cleaned at appropriate intervals; a road sweeper will be deployed as required.
- **Waste control and containment:** Material handling will minimise spill and drop heights; any deposited material on the highway will be removed promptly.
- **Review and response:** Procedures for monitoring effectiveness and responding to complaints will be maintained and updated as necessary.

These measures will be enforced throughout site operations to protect residents and highway safety.

3.10. Artificial lighting

All reasonable steps shall be taken to minimise disturbance from artificial lighting and to ensure safe, legal, and tidy management of site waste. The following measures will be implemented:

- **Lighting design and siting:** Floodlights, security lights and other external lighting shall be located and aimed to provide only the luminance required for the task and to avoid nuisance to neighbouring properties and highway users. Use shields, hoods or louvers where practicable to prevent light spill and glare beyond the site boundary.
- **Controls and operation:** Light sensors and timers shall be set so they activate only in response to on-site activity. Use localised lighting on large sites to avoid illuminating inactive areas. Overnight external lighting shall be minimised consistent with safe access, egress and site security.
- **Maintenance and review:** All lighting equipment will be maintained in good working order; lighting arrangements will be reviewed and adjusted where necessary to reduce obtrusive light.

These measures will be enforced throughout the project and reviewed as necessary to respond to site conditions and any complaints.

3.11. Waste management

All reasonable steps shall be taken to minimise disturbance to ensure safe, legal, and tidy management of site waste. The following measures will be implemented:

- **Prohibition on burning:** No burning of waste will be permitted on site at any time.
- **Waste disposal arrangements:** The contractor(s) must maintain appropriate waste transfer/disposal arrangements for the duration of works and provide transfer/disposal documentation for inspection by the Local Planning Authority on request.
- **Secure storage and housekeeping:** Waste and recyclable materials stored on site shall be contained and secured to prevent escape, littering or unsightly dispersal into public areas (streets, footpaths, laneways, reserves). Regular housekeeping will be carried out to keep the site tidy.

These measures will be enforced throughout the project and reviewed as necessary to respond to site conditions and any complaints.

3.12. Environment – Control of Pollution

Principal Contractor and its contractors may not deposit any waste, chemicals or any other substances whatever into drains or waste containers on Trust premises unless express permission has been given by the Operational Estates Manager or representative. If damage to the drains is found the Principal Contractor and its contractors will be required to clean and put drainage systems back to the existing condition.

Arrangements should be made to prevent sand, soil, cement or any other solid materials being washed into drainage or sewage systems. Under no circumstances should hazardous substances be flushed into drainage or sewage systems as a means of disposal.

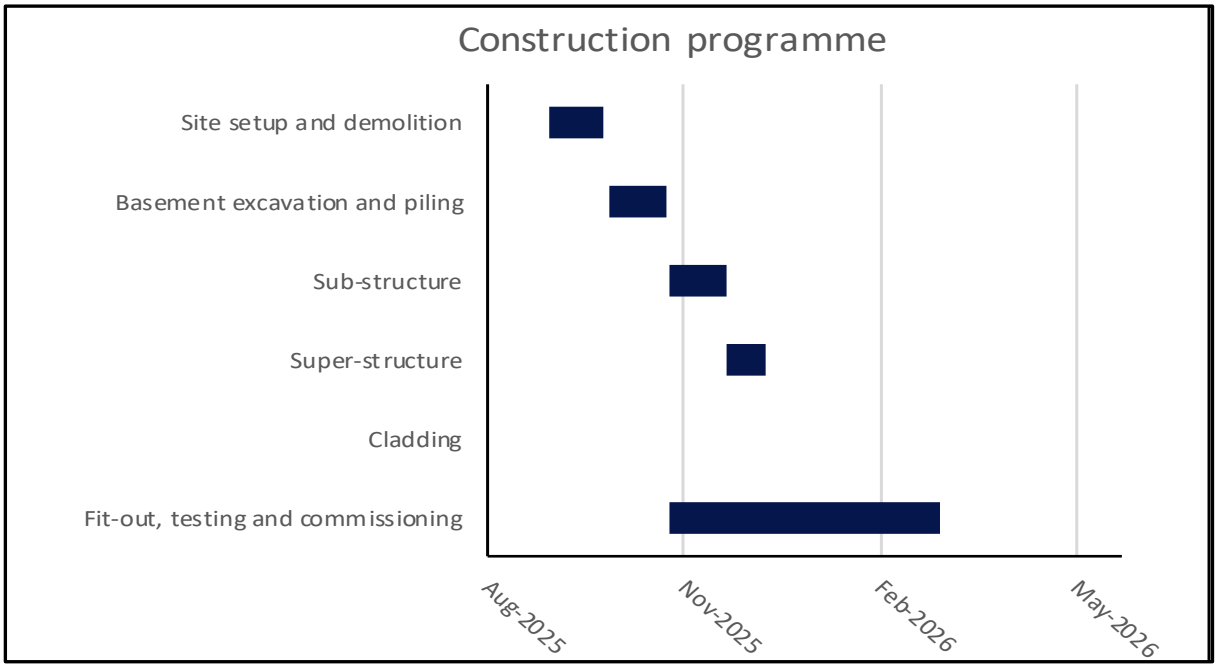
3.13. Description of the Construction Works

3.13.1. Construction Programme

A preliminary programme of construction for the proposed development has been developed with input from a similar scale project and is expected to last for approximately 29 calendar weeks, anticipated to begin in September 2025 and last until March 2026.

The following timetable is proposed, but is to be confirmed by the Principal Contractor once they have been appointed:

Construction phase	Start	End
Site setup and demolition	Sep-2025	Sep-2025
Basement excavation and piling	Oct-2025	Oct-2025
Sub-structure	Nov-2025	Nov-2025
Super-structure	Dec-2025	Dec-2025
Cladding	Dec-2025	Dec-2025
Fit-out, testing and commissioning	Nov-2025	Mar-2026



The appointed Principal Contractor will oversee the each of phase of the Development Works.

3.13.2. Site Set-Up

- Prior to the commencement of any works on site, including site setup, tree and ground protection measures will be implemented in strict accordance with the approved documentation. These measures will remain in place until the main construction works are completed.
- The Proposed Development area is already secured with existing **palisade fencing** and gates standing at **2.4 meters** in height and adjoining building structures. The site frontage will display appropriate warning signs.
- Site welfare and office accommodation will be located within the secured area and equipped with fire extinguishers, first aid facilities, an accident book, and statutory notices.
- All loading and off-loading of equipment and materials will occur directly in front of or within the site. Signs will instruct drivers to report to the site office before loading or off-loading.
- A banksman will be positioned outside the site to control the movement of vehicles approaching and leaving.
- All roads and footpaths will be kept clear of mud and debris resulting from construction work at all times.
- **Wheel washing facilities** will be provided near the site exit to clean the wheels of plant, trucks, and other vehicles before they leave, helping to control mud and debris on public roads. Any mud removed will be diverted back into the site and disposed of appropriately. These facilities will be retained for the duration of the project.
- In line with Health and Safety requirements, **PPE** must be worn at all times by all personnel on site. Visitors will be required to report to the office before moving around the site.
- All waste associated with the site setup will be neatly stockpiled and separated into designated skips for waste and recycling, with regular removal to maintain a safe working environment.
- Hazardous materials, such as fuel, will be securely stored separately from other materials.

3.13.3. Demolition

This phase involves the removal of the redundant generator set in the basement plant area, Redundant external generator located within Estates service compound as well as the bulk fuel tank, external structures, and redundant mechanical and electrical services.

- The removal of the existing structures will be carried out by qualified demolition experts.
- A **Risk Assessment for Demolition Works** will be conducted and reviewed by the site administrator before any demolition activities commence.
- All waste material resulting from the demolition will be separated on site and placed into designated waste and recycling skips for responsible off-site disposal, such as recognized recycling centers or approved salvage companies.
- On-site burning of materials is strictly prohibited.

- Prior to commencing any works, the secure site hoarding and tree protection measures will be checked.
- The current **asbestos survey and records** of the existing structure will be checked before demolition begins.
- All incoming services to the existing structure will be disconnected, and utility companies will be informed of the demolition.
- Visitors will be excluded from the site during demolition and removal works.
- Internal non-structural walls and fittings will be removed, followed by the erection of eaves scaffolding and removal of existing roof materials.
- The remaining roof structure, including underlay, felt, and timbers, will be removed, with high-level work performed by trained personnel.
- Eaves scaffolding will be dismantled, and internal structural items, windows, doors, and external walls will be removed.
- Debris will be dampened during disposal to minimize dust and air quality impact.
- The site will be left level, clear, and tidy.

3.13.4. Groundworks

This stage involves modifying and constructing new concrete bases for the new generators, fuel tank, and GRP enclosure, as well as making good the groundworks.

- A groundworks team will be appointed to carry out the site-level groundworks.
- A **Risk Assessment for Groundworks** will be conducted and reviewed by the employer and site administrator before construction begins.
- Checks will be performed to ensure all underground services have been identified and protected.
- If required, topsoil will be set aside for reuse, with a safe storage area created towards the rear of the site, outside of any root protection areas.
- Existing foundations and slabs will be excavated and, where possible, stored on-site for use as hardcore during construction.

3.13.5. Construction

This phase includes the delivery and installation of new generators, fuel tank, GRP enclosure, and electrical installations.

- A **Risk Assessment for Construction Works** will be prepared by the Principal Contractor and reviewed by the employer and site administrator before any construction activities commence.
- Checks will be conducted to ensure all underground services have been identified and protected.
- The Principal Contractor will engage with **Building Control** for periodic inspections throughout the construction

3.13.6. Fit-Out, Testing & Commissioning

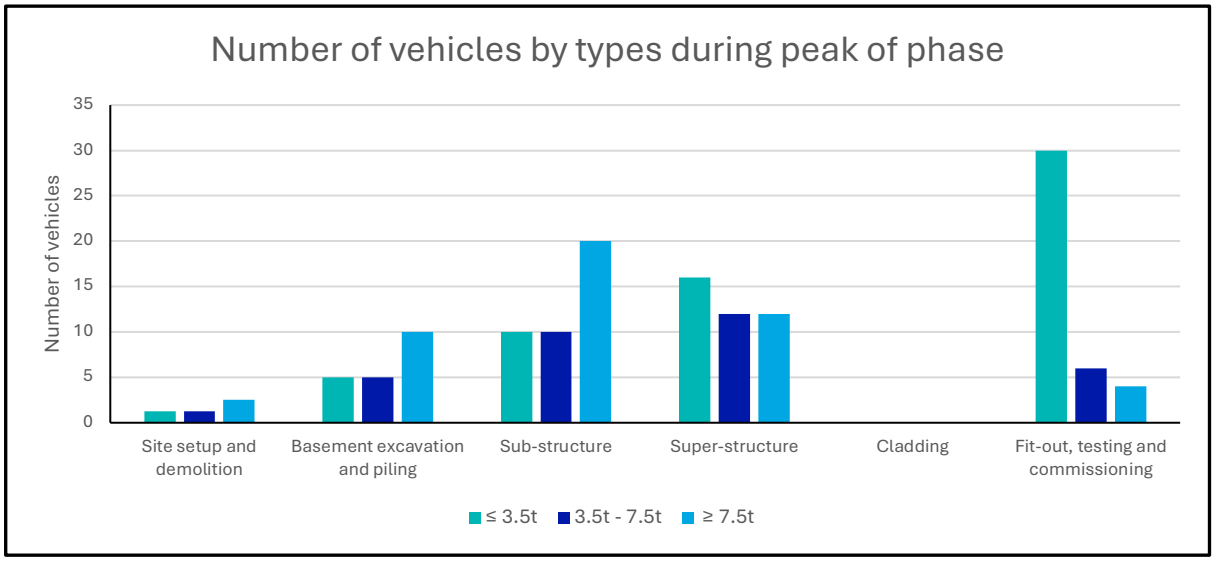
This final stage covers the installation of new Switchboards Asco Switches, ACBs, energising works, removal of redundant switchgear, reinstallation of PFC and harmonic filtering, and putting new generators into service.

- Checks will be conducted to ensure all Fit out works will be carried out as per Risk assessment, methodology and current industry standards.
- Considerate Planning, liaisons, and Hospital Trust Approval will be carried out before any electrical shutdowns are authorised.
- A **Risk Assessment and program for Commissioning Works** will be prepared by the Principal Contractor and reviewed by the employer and site administrator before any Testing and commissioning activities commence.

Deliveries of off the shelf materials for this phase will be called off and scheduled bulk to allow for less smaller deliveries, reducing the number of vehicles coming to site.

3.13.1. Number of Vehicles

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2025 - Q3 2025	5	0
Basement excavation and piling	Q4 2025 - Q4 2025	20	1
Sub-structure	Q4 2025 - Q4 2025	20	1
Super-structure	Q4 2025 - Q4 2025	20	1
Cladding	Q4 2025 - Q4 2025	0	0
Fit-out, testing and commissioning	Q4 2025 - Q1 2026	20	1
Peak period of construction	Q4 2025 - Q4 2025	40	2



4. STRATEGIES TO REDUCE IMPACTS

The table below sets out the committed, proposed and considered mitigation measures checklist for the approved development which is classified as a Medium Impact Site.

Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries			X
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres			X
Vehicle choice			X
Measures to encourage sustainable freight			
Freight by water			X
Freight by rail			X
Material procurement measures			
DfMA and offsite manufacture	X		
Re-use of material on site			X
Smart procurement		X	
Other measures			
Collaboration with other sites in the area	X		
Implement a staff travel plan			X

4.1. MATERIAL PROCUREMENT MEASURES

4.1.1. Design for Manufacture and Assembly (DfMA) and Off-site Manufacture

Reducing delivery numbers and effective delivery management is a core value of this development and it is noted that the use of DfMA and off-site manufacture can also help minimise waste generation and therefore the overall impact of the site. Therefore, the option of DfMA and off-site construction has been discussed upon the appointment of a contractor/supplier.

4.1.2. Re-use of material on site

The use of recycled materials will be used to decrease environmental impacts, reduce the number of vehicles required to deliver materials to site and reduce the number of vehicles required to remove waste from the site.

4.1.3. Smart procurement

Opportunities to use local suppliers to contribute to the local economy are to be explored. Opportunities to source materials from the same supplier(s) as other developers with sites near the site discussed are to be considered.