

# CONSTRUCTION MANAGEMENT PLAN

## THREE RIVERS DISTRICT COUNCIL

PREPARED ON BEHALF OF  
WESTFIELDS HOMES LTD



### SITE ADDRESS

Land At The Rear Of The Limes 9 Eastbury Avenue, Northwood HA6 3LB

DOCUMENT REF	ISSUE NUMBER	PREPARED BY	ISSUE DATE
CMP/EA/V2	Version 1	South Downs Safety	5 <sup>th</sup> August 2021

APPENDIX	DESCRIPTION	REVISION NUMBER	DATE PREPARED
A	Swept Path Analysis Drawing	P1	30 <sup>th</sup> June 2021

### NOTES

This document is considered to be a *"live document"* and as such is subject to updates throughout the duration of the development.

Updates to this version (V2-05.08.21) from the previous version (V1-08.07.21) are detailed below and highlighted within this CMP in yellow.

1. **Saturday Working Hours:** Table 1, Section 2, Page 5.
2. **Contractor "No Parking" Map:** Figure 4, Section 14, Page 14.

## **CMP STRUCTURE**

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TABLE 6: EXPECTED ABNORMAL LOADS FOR THE DURATION OF THE PROJECT	PAGE 10

The CMP contains the following **appendices**:

APPENDIX A: VEHICLE SWEPT PATH ANALYSIS	APPENDED
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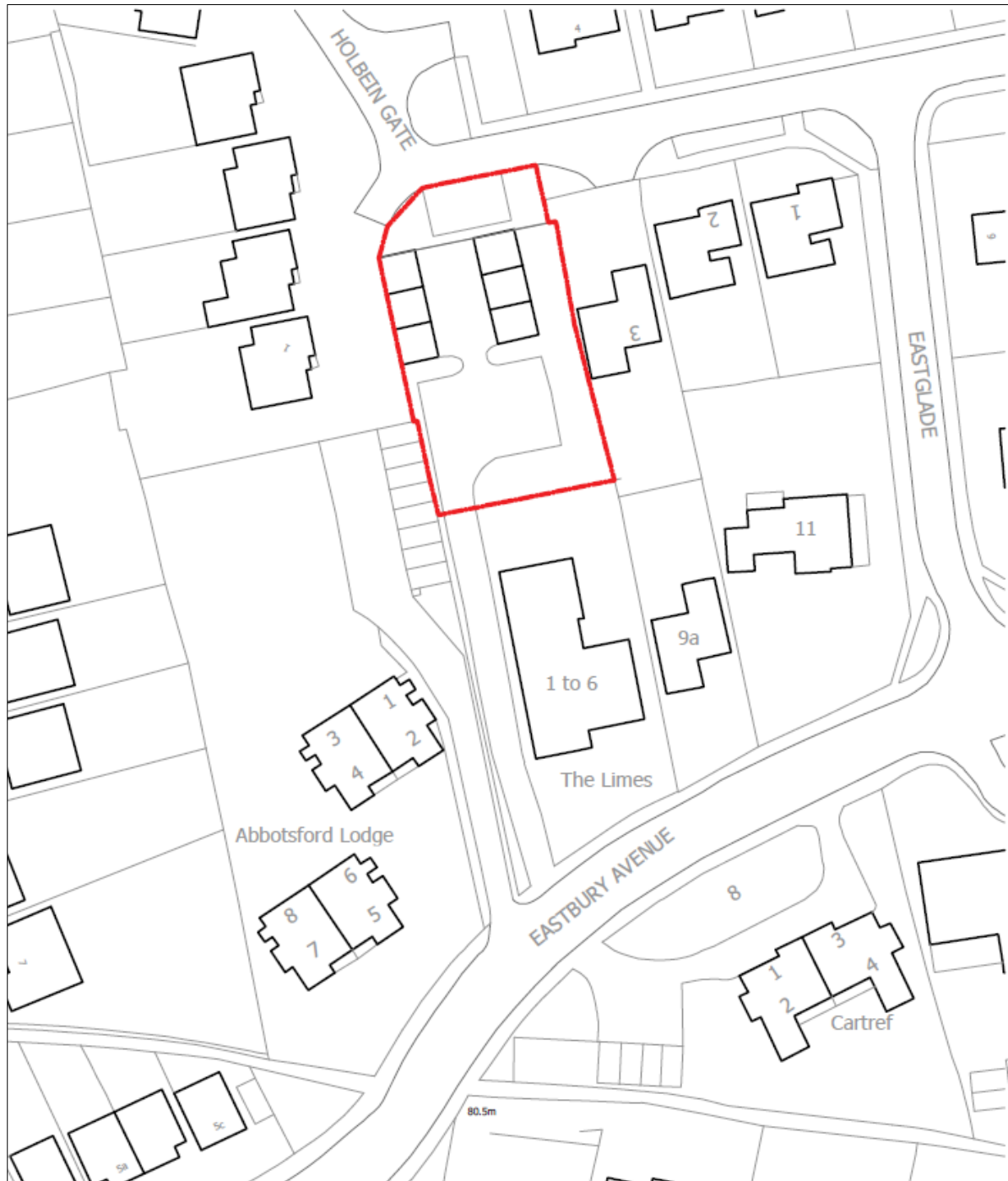
## 1. PROJECT PARTICULARS

ISSUE NO.	Version 1
DATE:	5 <sup>th</sup> August 2021

### 1.1. FULL ADDRESS OF THE SITE

ADDRESS:	Land at the rear of The Limes 9 Eastbury Avenue, Northwood HA6 3LB
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Figure 1: Site Location Plan



**1.2. PLANNING PERMISSION REFERENCE**

<b>PLANNING REFERENCE NO.</b>	19/0455/FUL
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**2. HOURS OF OPERATION**

**TABLE 1**

GENERAL CONSTRUCTION WORKS	
Monday - Friday	08:00 – 18:00
Saturday	09:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
NOISY WORKS - PILING & EARTHWORKS	
Monday - Friday	08:00 – 18:00
Saturday	09:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
HIGH IMPACT WORKS - DEMOLITION, CONCRETE BRAKING	
Monday - Friday	08:00 – 18:00
Saturday	09:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted

**3. DESCRIPTION OF THE WORK**

Demolition of garages and erection of two detached dwellings with associated parking and access.

**4. ESTIMATED START DATE AND DURATION OF WORKS**

<b>ESTIMATED START DATE</b>	Mid 2021
<b>ESTIMATED DURATION OF WORKS</b>	52 weeks

## 5. CONTACT DETAILS FOR CONTRACTOR COMPLETING THE PROJECT

ROLE:	Principal Contractor
COMPANY NAME:	Westfields Homes Ltd
CONTACT NAME:	Ben Smith
POSITION:	Associate Director
TEL:	01923 270465
EMAIL:	<a href="mailto:Ben.s@westfieldshomes.co.uk">Ben.s@westfieldshomes.co.uk</a>

### 5.1 DETAILS OF THE PERSON RESPONSIBLE FOR THE COMPLETION OF THIS DOCUMENT

COMPANY NAME:	South Downs Safety Ltd
CONTACT NAME:	Mark Edgar
POSITION:	Planning Support Consultant
TEL:	07545 898 726
EMAIL:	<a href="mailto:mark.edgar@southdownssafety.co.uk">mark.edgar@southdownssafety.co.uk</a>

## 6. DETAILS OF COMMUNITY LIAISON

Ongoing community liaison will take place in the form of letter drops, issued by Westfields Homes Ltd, to immediate neighbours providing them of advanced notice and the opportunity to comment regarding any potentially disruptive construction activities.

The development team will continue to engage with all stakeholders throughout the duration of the development.



## 7. CONSTRUCTION VEHICLE SITE ACCESS AND EGRESS ROUTES

Construction vehicles will access and egress site as detailed below and shown in figure 2.

Site Access - Green Arrow:

1. Travel on Watford Road (A4125) and enter Eastbury Avenue.
2. Continue along Eastbury Avenue in a westerly direction.
3. At the junction with Eastglade turn right into Eastglade.
4. Continue along Eastglade and pull up within the designated vehicle setdown area.

Site Egress - Yellow Arrow:

5. Exit the vehicle setdown area and continue along Eastglade to the junction with Eastbury Avenue.
6. At the junction with Eastbury Avenue turn left onto Eastbury Avenue and continue along Eastbury Avenue in an easterly direction to the junction with Watford Road (A4125).
7. Enter Watford Road (A4125) and continue in either a southerly or northerly direction.

The nearest main road (Watford Road, A4125) is highlighted in blue.

Figure 2: Construction Vehicle Site Access And Egress Routes



## 8. PROGRAMME OF WORKS AND MEASURES FOR TRAFFIC MANAGEMENT

### 8.1 PROGRAMME OF WORKS (ESTIMATED)

TABLE 2	
SITE ACTIVITY	DURATION (WEEKS)
Site set up and demolition	1
Sub-structure	5
Super-structure	24
Fit-out, testing and commissioning	22
<b>TOTAL</b>	<b>52</b>

### 8.2 CONTROL OF CONSTRUCTION VEHICLE MOVEMENTS

The Site Management Team will implement a robust Delivery Management System, with the primary objective of ensuring that construction vehicles are able to be received directly into site on arrival.

The main elements of the Delivery Management System will be as follows and will be implemented as the site layout and scope of works permits/requires:

- 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. Gateman/Banksman and the Site Management Team will manage and direct all construction vehicle site access and egress movements at all the times
- g. Gateman/Banksman will wear appropriate high-vis clothing and PPE
- h. Gateman/Banksman will use appropriate signage to forewarn public of construction vehicle movements
- i. Gateman/Banksman will use expandable barriers to separate the public from construction vehicle movements, as required
- j. Gateman/Banksman will have relevant training and appropriate qualifications and/or certification to undertake their daily tasks
- k. Deliveries will only be scheduled and accepted within the permitted delivery hours
- l. When expecting a delivery, and if required, the site will be made ready to accept vehicles directly into site, this includes banksman being ready to supervise the construction vehicle manoeuvres into site and to ensure separation of construction vehicles and the public



**8.3 PROTECTION OF PEDESTRIANS**

Protecting pedestrians is of paramount importance, a bankesmen will be in attendance at all times that there are vehicle or construction materials moving in the vicinity of the site. During vehicle movements, the bankesmen 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.

**8.4 HOURS OF ACCESS**

The permitted traffic hours for both deliveries and collections will be as detailed below. The permitted contractors traffic hours (restricted hours) will form part of the contract and sub-contractors contracts and supply orders.

<b>TABLE 3</b>	
<b>PERMITTED HOURS FOR DELIVERIES AND COLLECTIONS</b>	
Monday – Friday	08:30 – 16:30

All relevant personnel involved in deliveries, sub-contracting work, site visits, etc. will be briefed and made aware of the permitted contractors traffic hours. Attention will also be drawn to other relevant information, such as that contained in this document relating to vehicle routing.

The delivery and collection restrictions will be enforced by:

- Informing suppliers of time restrictions via written instructions
- Instructing the Site Foreman not to accept and/or schedule deliveries/collections outside the given times
- The Foreman keeping a written log, detailing the arrival and departure times of deliveries/collections, which will be periodically reported to the contractor
- Communicating any infringements to the supplier company and warning them that any repeat non-compliance will result in the contractor using alternate suppliers

## 9. CONSTRUCTION VEHICLE TYPES AND QUANTITIES

The programme for these works will be an estimated **52 weeks** with an anticipated start date of **Mid 2021**.

Table 4: Site activities and estimated vehicle movements for the duration of the project:

TABLE 4						
SITE ACTIVITY	DURATION (WEEKS)	VEHICLE MOVEMENTS PER WEEK				
		RIGID DELIVERY LORRIES	CONCRETE WAGONS	SPOIL REMOVAL WAGONS	BOX VAN	TOTAL (AVG) PER WEEK
Site set up and demolition	1	1	0	0	3	4
Sub-structure	5	3	4	5	0	12
Super-structure	24	24	0	0	8	32
Fit-out, testing and commissioning	22	19	0	5	10	35

Table 5: Construction vehicle descriptions:

TABLE 5			
VEHICLE DESCRIPTION	LENGTH (M)	WIDTH (M)	DWELL TIME (MINS)
Rigid Delivery Lorries	8	2.4	30
Concrete Wagons	8.7	2.4	60
Spoil Removal Wagons	9.5	2.5	60
Box Van (Luton/Transit)	6	2	40
Crane Delivery Vehicle*	10.5	2.5	TBC

\*NB: APPENDIX A SHOWS THE CRANE DELIVERY VEHICLE ASSESSING AND EGRESSING SITE

Table 6: Expected abnormal loads for the duration of the project:

TABLE 6			
PROGRAMME STAGE	DURATION (HOURS)	MAX NO OF VEHICLES/DAY	VEHICLE TYPE
Site set up and demolition	N/A	N/A	N/A
Sub-structure	N/A	N/A	N/A
Super-structure	TBC	1 (x2 movements, site access and egress)	40T City Crane*
Fit-out, testing and commissioning	N/A	N/A	N/A

## 10. PLANT AND MATERIAL DELIVERY ARRANGEMENTS

It is proposed that material and plant delivery vehicles will position themselves within the plant and material loading and off-loading area which will be located within the secure site hoarding as shown in Figure 3. The loading and off-loading area will be constructed of a solid substrate which will be kept free of mud and dirt in order to avoid potential trackout onto the public highway.

All materials will be unloaded whilst delivery vehicles are positioned within the plant and material loading and off-loading area and will then be transported to designated material storage areas.

During plant and material delivery activities it will be ensured that the access road *“shall be fully maintained available for use at all times during the period of site work”*.

Whilst attending site all delivery vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered prior to leaving site.

At the beginning of the day the banksmen will be briefed by the person in charge, details will include how many construction related vehicles are scheduled to attend site. During all vehicle manoeuvres a banksman will be present either side of the vehicle to aid the driver and to stop vehicle movements, therefore allowing pedestrians and vehicles to pass safely at all times. Although banksmen will be present, as an additional precaution, and as required, signage and suitable barriers will be erected to protect pedestrians and vulnerable pedestrians.

During deliveries operatives will be closely monitored by suitably qualified and experienced banksmen to ensure public safety and that street furniture and surrounding private property is not damaged. Trees will be protected by adequately designed “boxing” as required.

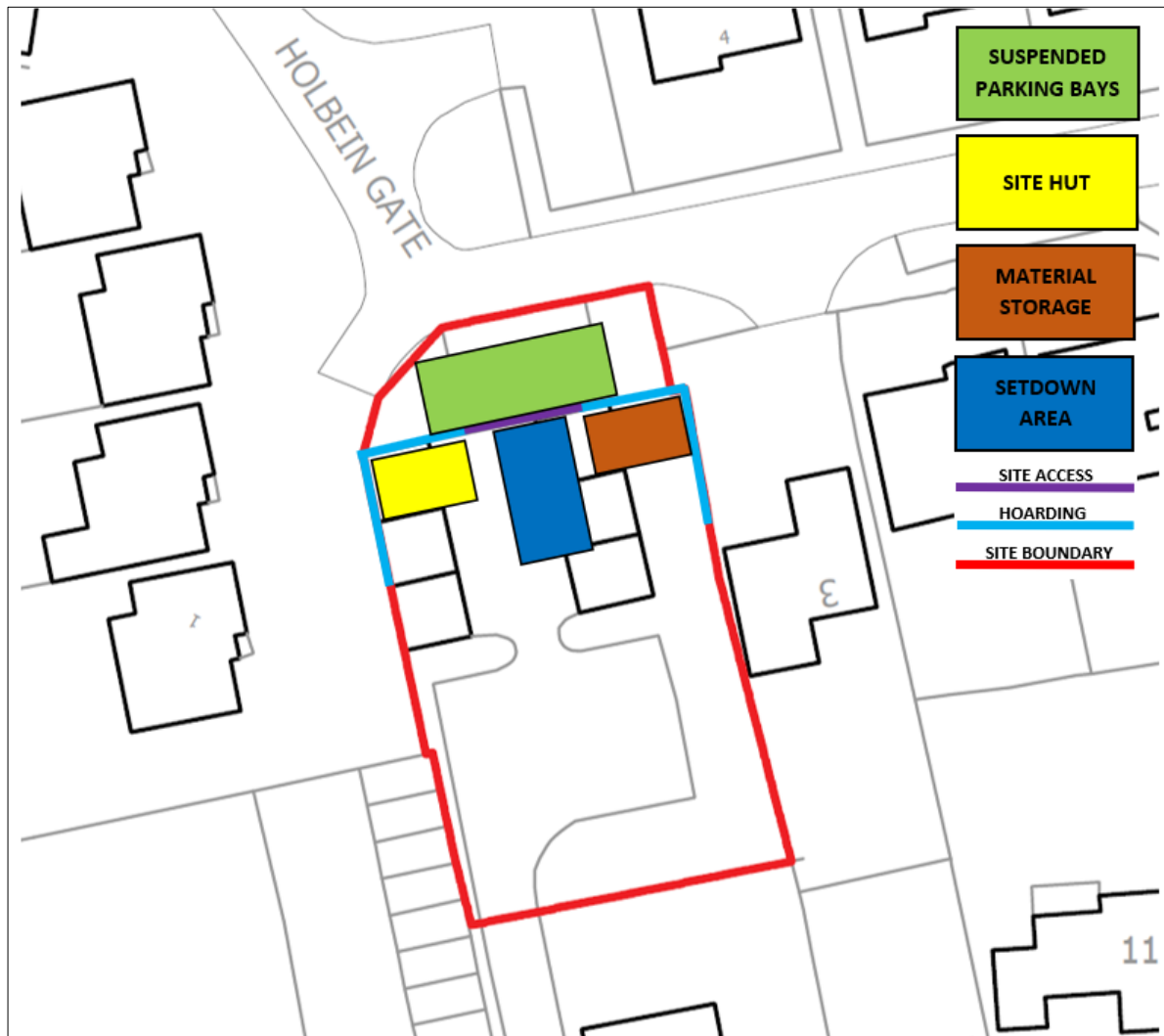
All delivery Companies and hauliers shall be contacted to confirm that all their vehicles have FORS compliant signage displayed including "Cyclists Do Not Pass on This Side" and are fitted with additional mirrors and reversing cameras.

All vehicle manoeuvres will be carried out in accordance with the guidance detailed with “The Safe Use Of Vehicles On Construction Sites” (HSG144).

Please refer to:

Appendix A: Vehicle Swept Path Analysis

Figure 3: Site Layout Plan



## 11. SPOIL REMOVAL ARRANGEMENTS

All spoil removal will be via wait and load using spoil removal vehicles which will be loaded via integrated hydraulic grab arm and grab bucket. Vehicles will be loaded whilst spoil removal vehicles are positioned within the plant and material loading and off-loading area which will be located within the secure site hoarding as shown in Figure 3.

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 manoeuvres/activities will be supervised by suitably qualified and experienced banksman.

Please refer to:

Figure 3: Site Layout Plan

Appendix A: Vehicle Swept Path Analysis

## 12. CONCRETE DELIVERY ARRANGEMENTS

Concrete delivery will be via a ready-mix wagon, with the concrete delivery vehicle positioned within the plant and material loading and off-loading area which will be located within the secure site hoarding as shown in Figure 3. Concrete will then be pumped around the site as required.

The 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 concrete delivery manoeuvres/activities will be supervised by suitably qualified and experienced banksman

Please refer to:

Figure 3: Site Layout Plan

Appendix A: Vehicle Swept Path Analysis

## 13. PARKING SUSPENSIONS AND DISPENSATIONS

No parking suspensions or dispensations are required during this development.



#### 14. THE PARKING OF VEHICLES OF SITE OPERATIVES AND VISITORS

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

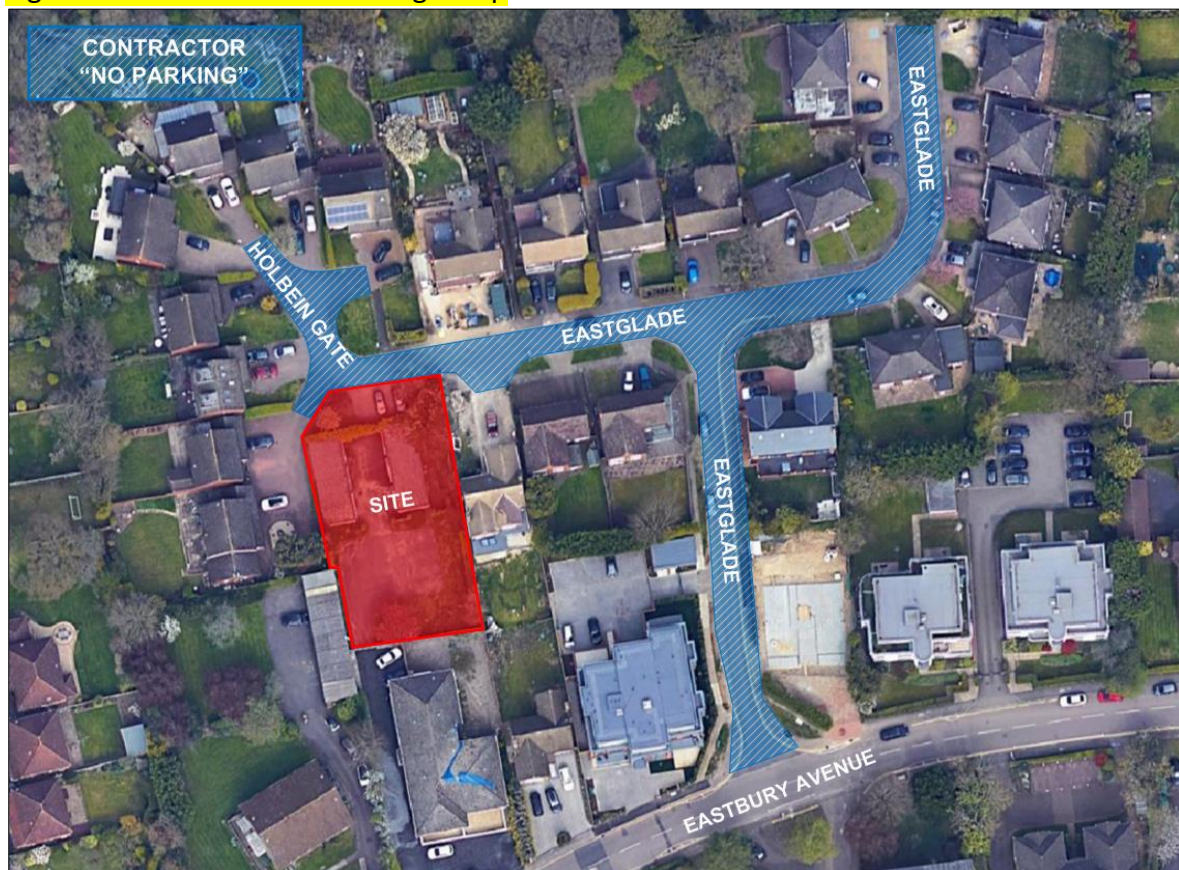
In an effort to reduce the impact on local traffic and parking The Site Management Team will request that whenever possible operatives and visitors are to use public transport and other sustainable means of transportation, i.e., cycling or car sharing. The Site Management Team will thoroughly investigate 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

As shown in figure 4 below contractors will not be permitted to park within Holbein Gate and Eastglade.

Figure 4: Contractor “No Parking” Map





## 15. DETAILS OF BOUNDARY 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 and prevention of unauthorised access. The hoarding will clearly display the contractors contact detail and relevant information regarding the development.

The site hoarding will:

- Be high enough that it can't easily be scaled
- Be secure enough that it can't be knocked/down or penetrated
- Control access to the site through secure gates/access points

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

- The pedestrian passage is maintained at all times
- There will be qualified and experienced banksmen 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 banksman 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 bankesmen 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

## 16. LIAISON WITH OTHER SITES TO MANAGE CUMULATIVE IMPACTS

As considered appropriate the Principal Contractor will liaise with contractors completing work on other local sites with the aim of pro-actively managing the cumulative impacts of local construction projects.

Contact will be made with contractors operating these sites to ensure that communication between sites can take place to coordinate constriction activities (where possible) to minimise potential disruption to local residents and the local highway network.

## 17. DETAILS OF BEST PRACTICAL MEASURES TO BE EMPLOYED TO MITIGATE DUST, SMOKE AND ODOUR ARISING OUT OF THE 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

## 18. DETAILS OF BEST PRACTICAL MEASURES TO BE EMPLOYED TO MITIGATE NOISE AND VIBRATION ARISING OUT OF THE 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. 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 suppress 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.)

## 19. STORAGE OF PLANT AND MATERIALS USED IN CONSTRUCTING THE DEVELOPMENT

### 19.1 STORAGE OF PLANT AND MATERIALS USED IN CONSTRUCTING THE DEVELOPMENT

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.

On all projects the arrangements for materials storage should be discussed and agreed between contractors and the project client.

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.

### 19.2 THE LOCATION OF ACCOMMODATION OF ALL SITE OPERATIVES, VISITORS AND CONSTRUCTION VEHICLES DURING THE CONSTRUCTION PERIOD

Security gates or barriers will be used to control entry into the work area and all personnel attending site will be made aware of the procedure for obtaining access to site. There will be no provision for the on-site parking of operatives, visitors and construction vehicles.

The location of material storage/goods receiving areas will be planned carefully to reduce any need for delivery vehicles to travel through site. These areas may need to be relocated as the site progresses. 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.

## 20. MEASURES TO PREVENT THE DEPOSIT OF MATERIALS ON THE HIGHWAY

It is proposed that material, plant and concrete delivery, and spoil removal vehicles will position themselves within the plant and material loading and off-loading area which will be located within the site boundary as shown in Figure 3.

The loading and off-loading area will be constructed of a solid substrate which will be kept free of mud and dirt in order to avoid potential trackout onto the public highway. Any mud or dirt unexpectedly tracked out onto the highway will be cleaned up immediately.

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

In addition, the points below will also be implemented *as the scope of works and site layout dictates*:

- A wheel wash facility shall be provided at all vehicular egress points of the development site to ensure that mud/detritus originating from the site is removed prior to leaving site, and is therefore not deposited on the public highway
- Wheel washing will be carried out by a suitably attired operative using a water only system. All removed waste will be bagged up and disposed of using a regulated waste disposal contractor
- At no time will mud be washed into the foul water drainage system
- Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared. No development dirt shall be evident on the highway at the end of any working day
- Where required the main contractor will provide an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits

Please refer to:

Figure 3: Site Layout Plan

## 21. FORS ACCREDITATION

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

## 22. NON-ROAD MOBILE MACHINERY (NRMM)

Prior to the commencement of the development, the development will be registered on the Non-Road Mobile Machinery (NRMM) register <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/non-road-mobile-machinery-register/login>

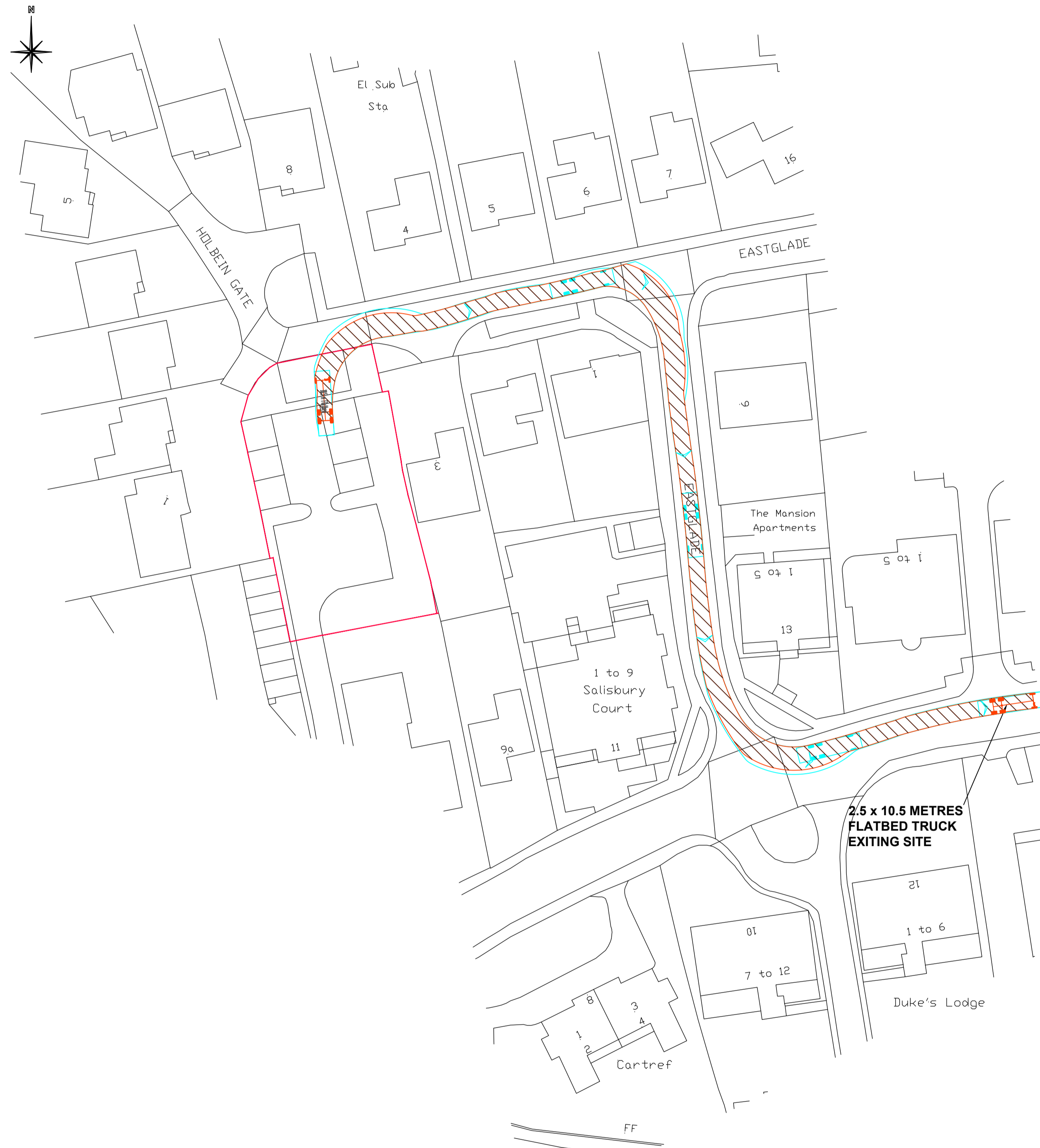
All NRMM will meet, as a minimum, the Stage IIIA emission criteria of Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IIIA equipment is not available. All NRMM will be regularly serviced and service logs will be kept on site for inspection. Records will be kept on site which details proof of emission limits for all equipment.

The development will only be carried out in accordance with the details submitted to the NRMM register.



# **APPENDIX A**

## **SWEPT PATH ANALYSIS DRAWING**



NOTES

Rev	Date	Description	Drawn	Auth'd
AMENDMENTS				

**southdownssafety**

02079711422  
www.southdownssafety.co.uk

Client  
**WESTFIELDS HOMES**

Project Title  
**R/O THE LIMES  
9 EASTBURY AV  
NORTHWOOD**

Drawing Title  
**VEHICLE SWEEP PATHS  
10.5 m FLATBED TRUCK  
WITH CRANE**

Scale	Date	Drawn	Authorised
1:500@A1	30.6.21	AS	ME

Drawing Status  
**PRELIMINARY**

Drawing No:	Revision
SDS 111	P1