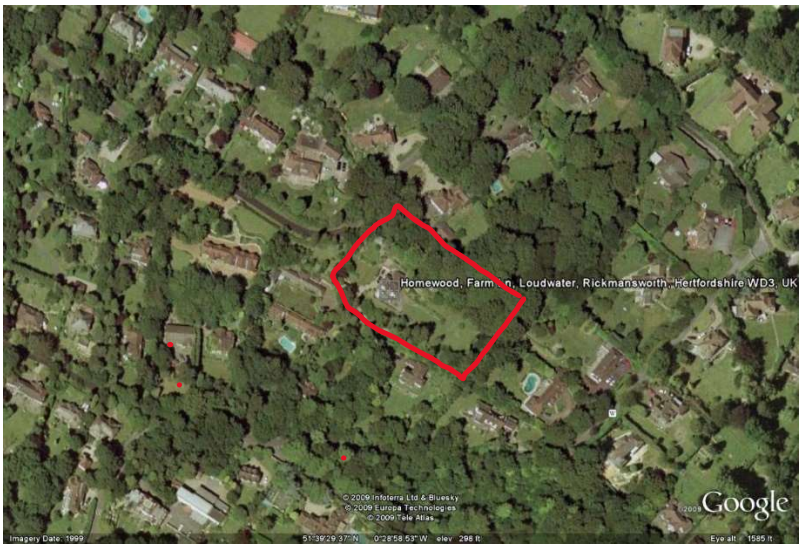
Content

1. Site Location

Home Wood is detached family house approached through lower-lelvel woodland to its south that it stands back, isolated by enclosing vegetation and trees, high above the plot entrance. . The site has two established access one via Farm lane to the South West and the other along Trout Rise to the North West. The widest size of the plot to the North-Eastern boundary is with a length of 100m and depth of 62m to the North-Western boundary.

Site Plan



Site areal Image

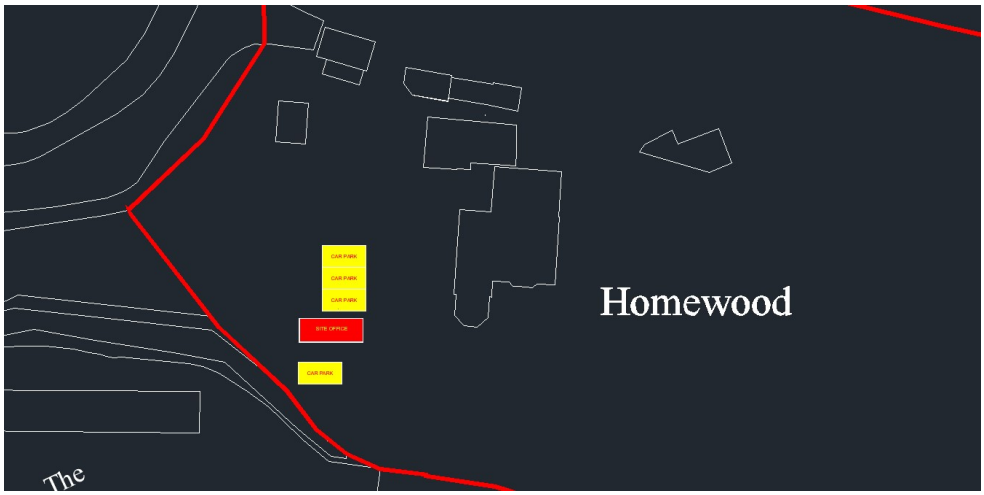
2. Purpose of this Statement

This statement is written in order to meet condition 3 of planning application reference 21/2314/FUL g= & appeal decision APP/P1940/D/22/3293936. This statement has been compiled by A M Meri Architects. The site shall be organised in such a way that, so far as is reasonably practicable, pedestrians and vehicles can move safely and without risks to health. This project specific plan has been developed appropriate to the project, its location, the risks, the volume of pedestrians, vehicles and mobile plant, and the interface issues with the surrounding environment. Its purpose is to consider at the planning stage the arrangements to be set in place for the management of the minimum flow of pedestrians in this private estate and mobile plant / vehicles throughout the duration of the project. Adequate consideration at an early stage can prevent expensive reactive management of traffic issues on site. The traffic and pedestrian management plan should be part of a regular review process at each of the various stages of the project.

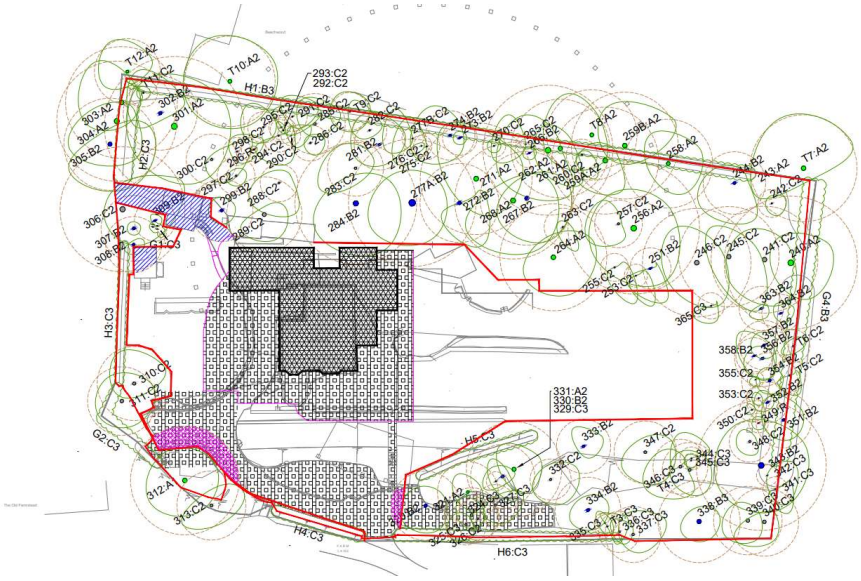
3. Site Set-up for Offices and Welfare Facilities

Welfare facilities and office/storage space will be provided within a dedicated site cabin, located within the site boundaries. The site will be maintained in a safe and tidy manner with the implementation of good housekeeping procedures, this will be regularly checked by the Project Team

Site plan with Office Cabin position



Site office and Site car parking space



Tree protection Fence shown in red

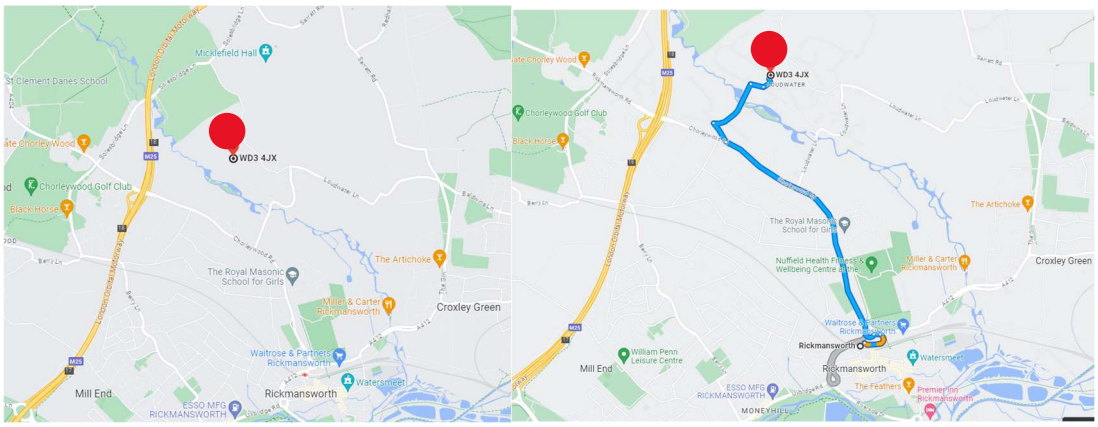
4. Materials

The building will be constructed using a range of construction materials, Brick, Clay roof tile, concrete, steel, internal finishes, timber, render ; all the usual materials normally associated with a building of this classification. Accurate design information, material specifications and drawings have been issued by the A M Meri Architects. These documents will be printed and made available/displayed on site. This will enable the Owner purchasing to specify precisely what materials are needed on site. This exercise reduces over-ordering, off-cut wastage and re-working. The detailed drawings prepared by our Architect and specialist are also provided to the sub-contractors to allow them to order materials in the same way. In a similar fashion, the subcontractors will provide detailed vendor drawings for the building components they intend to supply. This information will be distributed through the supply chain mainly to the following key sub- contractors and suppliers:

- Strip out
- Accumulated debris away
- Underground services
- Structural Steel
- Scaffolding
- Reinforcing steel
- Brick & Blockwork
- Roof tiles
- Stud Partition
- Insulation
- Mechanical and electrical plant. Ventilation ducting and fans Air conditioning units
- Roof material Roofing suppliers. •
- Stone suppliers
- Staircase manufacturers
- Doors, Windows
- Case-good items, finishes, carpets, Porcelain , Engineered floor and furniture.
- Kitchen units, appliances and worktops
- Bathroom sanitaryware
- MVHR
- Air Source heat pump

5. On Site Worker Parking

Given the nature of the site, there will be enough on-site car parking for site labour force. However they will be encouraged to use public transport where the available parking space on site is fully used. Any local traffic management measures for site access will be agreed with the Loudwater Resident Association Estate Resident Association. The nearest train station is Stanmore Station.



6. Construction Vehicle Movements / Deliveries

Heavy Goods Vehicle (HGV) movements during this phase will have to be monitored closely with detailed traffic management and logistics plans updated and monitored daily. The management of the site logistics is key to the success of the project and will require a dedicated member of the team to develop a detailed plan to control and manage the site. Deliveries will only be accepted on a just-in-time principle. There will be no long term storage allowed on-site and it is expected that all deliveries will be booked in with the principal contractors logistics team not less than 24 hours prior to arrival on-site. All materials delivered to site will be manhandled and taken up the outside of the building, using hoists and lifting equipment to ensure that the disruption to the residents is kept to a minimum. In view of the location of the site, it will be agreed with the Construction site team to nominate a liaison officer responsible for communication with the Loudwater Estate resident association and neighbours with regard to traffic problems, planned large deliveries and road maintenance issues. In this way it is anticipated that the risk of material shortages at key times can be reduced to a minimum. Minor quantities of plant are required on a weekly basis.

7. Estimate of Total and Average Vehicle Movements

The project in itself is of small size and the site has large land outside of the TPO area. The anticipated volume of construction traffic delivering and collecting will not be high and therefore reflects the scale of this project. For a project of this size, we predict during the site set-up phase will be 2 lorry, and two flatbed lorries per week for the first 4 weeks during partial demolishing and excavation stage. During the construction phase, it's expected that an average of 1 to 2 removal and deliveries of materials and equipment will be needed average per week, occurring in various sizes of vehicle.

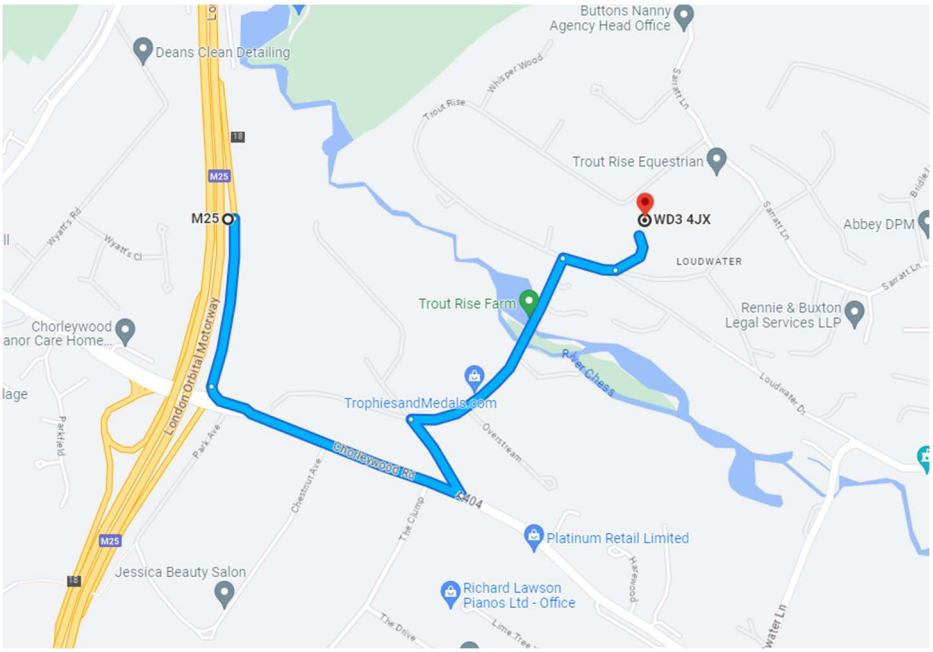
8. Considerate Construction Schemes

The site will be registered with Considerate Construction Scheme .

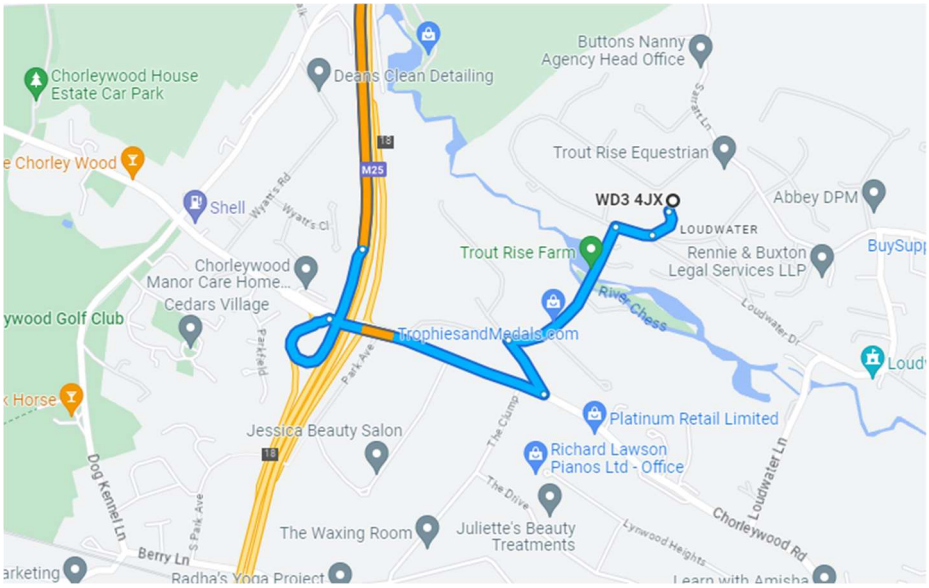
The Scheme suggests that 'the construction industry has a huge impact on all our lives, with most construction work taking place in sensitive locations. The scheme will give an image to the contractor

with a competent management, efficiency, awareness of environmental issues and above all neighbourliness, then they would become a positive advertisement, not just for themselves but for the construction industry as a whole'.

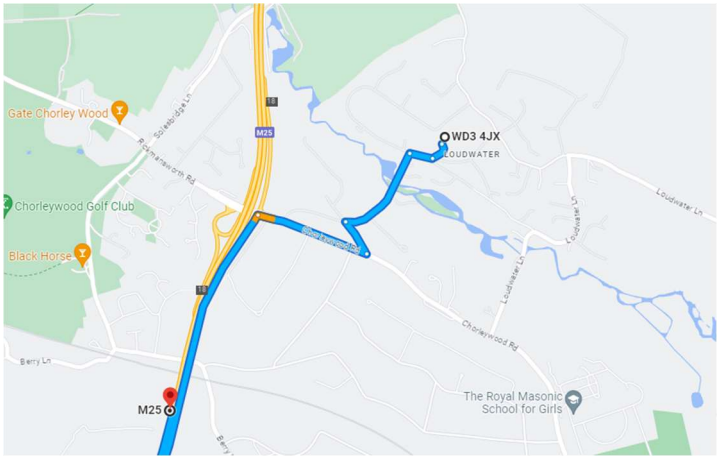
9. Preferred Access Routes



Homewood to M25 going towards Junction 16



Homewood to M25 coming from Junction 16



Homewood to M25 going towards Junction 17

10. Construction

Monday to Friday: 08:00 to 18:00
Saturday: 08:00 to 13:00
Sundays and Bank Holidays: No noisy activities on site at any time.

11. Delivery Times

The Contractor will adhere to the following key principles: no deliveries before 8am or after 6pm Monday to Friday up to 1pm on Saturdays.

12. Delivery Vehicles

For delivery vehicles, there will be a delivery rota system, whereby deliveries must be pre- booked at least 24 hours in advance to avoid the areas peak travel hours. Deliveries will arrive to Site direct via Farm Lane which is also owned by the Homewood owner with right of way to other.

Delivery vehicles will be restricted to a specific size, so they can be driven into an allocated space on High Road. No Special deliveries expected to the site that , if there is a need it will be coordinated with the Local Authority highways department to avoid congestion during peak traffic periods.

Traffic Marshalls will be available on site to make sure access and exit of site vehicles is processed in a safe manner. Any vehicle arriving without this prior booking may, at the discretion of the logistics staff, be turned away and advised to return at another appointed time. This procedure will be detailed within the contract documentation for both subcontractors and suppliers, to ensure that all delivery drivers are aware of the requirements. A traffic management system shall be established if needed to avoid congestion in the vicinity of the Proposed Development.

Loading and unloading will be restricted to certain times of the day to further minimise the likelihood of congestion on Farm lane and strict monitoring and control of all vehicles delivering to the site will be maintained including;

• The setting of specific delivery and collection times;
• Consolidation of deliveries wherever possible;
• A system of 'just in time' deliveries; and The requirement for prior authorisation when visiting the site via vehicle, which is managed by the logistics manager. The manager will agree at least a week in advance delivery schedules and then review and prioritize them daily; and
• Early Deliveries will be considered in order to mitigate the effects of the restricted delivery hours the developers will engage Three River District Council as and when required.
• Regarding an 'early doors' arrangement where in both parties will work with the local community to establish agreements whereby deliveries may be made early in the morning prior to the start of the AM traffic peak period.

13. Wheel Washing / Road Cleanliness

Cleaning of wheels as necessary by controlled water jet. Regular wet cleaning of hard-surfaced roads used to enter site with sweeper vehicle as required; Ensuring that dusty materials are transported appropriately (e.g. sheeting of vehicles carrying spoil and other dusty materials.

14. Dust Suppression Measures, Noise Attenuation and Monitoring

Best practicable means of preventing, reducing and minimising dust will be adopted. It is expected that the Proposed Development will adhere to the relevant Code of Practice during construction and the GLA's SPG on the Control of Dust and Emissions. On-site good practice procedures will be followed in order to mitigate noise, vibration and air pollution (e.g. through dust and fume generation) impacts under the Considerate Contractors Scheme. Measures currently planned to be adopted include:

a. Non-Road Mobile Machinery

An Inventory and details of registration of all NRMM will be kept on site and updated as required, all Machinery (NRMM) of net power between 37kW and 560kW will meet the specific standards. For both demolition and the construction of the building this will also apply to NRMM engines for both Nitrogen Oxides (NOx) and Particulate Matter (PM) emissions, based upon engine emissions standards set in EU Directive 97/68/EC. The contractor will use and apply Information from the GLA Non-Road Mobile Machinery (NRMM) Practical Guide.

b. Noise, Dust and Smoke Control

The various phases of this project are likely to create some noise and dust, although given the work scope, it is not considered to be significant. Provision for the control and reduction of noise and dust will be made within specific method statements and risk assessments. In particular damping down

during the works will form an integral part of the dust management strategy. Noise will be managed in conjunction with the local authority & neighbours.

- Use of scaffolding with fixed mesh screening assist in the screening of noise and dust generation from low-level sources.
- Hydraulic construction to be used in preference to percussive techniques where practical.
- Off-site pre-fabrication to be used, where practical, including the use of prefabricated structural elements.
- All plant and equipment to be used for the works to be properly maintained, silenced where appropriate, and operated to prevent excessive noise and switched off when not in use and where practicable.
- Plant will be certified to meet relevant current legislation and British Standard 5228 (BS5228) Standards.
- All Trade Contractors to be made familiar with current legislation and the guidance.
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas.
- Deviation from approved method statements to be permitted only with prior approval from the Main Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken.
- Noise complaints, or exceeding of action levels, will be reported to the Main Contractor and immediately investigated.
- Brushing and water spraying of heavily used site hard surfaces and access points as required.
- Wherever possible, plant and equipment will be switched off when not in use.
- Vehicles transporting materials capable of generating dust to and from site to be suitably sheeted on each journey to prevent release of materials and particulate matter.
- Effective wheel/body washing facilities to be provided and used as necessary.
- Burning of wastes or unwanted materials will not be permitted on-site.
- All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products to be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundled storage areas.

- As far as possible, construction works will be carried out using methods that minimise noise. For actions such as breaking out of old foundations, there is little reasonable choice other than to use percussion tools in one form or another. Quieter types of machinery will be specified for these works where possible.

- Existing electrical power to be used once it is made safe by Authority for temporary use. As Necessary and In addition, Power banks will be used by all site workers to supplement use of diesel generators on-site. This will allow for a reduction in the size/capacity of generators specified for on-site use, leading to savings in cost, noise, pollution and residents' complaints.

15. Site Waste Management Plan

Public Relations The client is acutely aware of the effects that the disposal of waste can have on the environment and our policy is clearly to reduce wastage in all possible areas. One of the key principles of the approach is to make the operatives more responsible for waste and waste management. This is embodied in the preference for each sub-contractor to be responsible for supplying its own materials, this ownership results in the minimising of unnecessary waste. These concepts will be incorporated within the sub-contract documentation, such that each sub-contractor considers the most environmentally acceptable solution to the packaging of their deliveries. A management plan will be developed to organize the segregation of waste into separate containers so that recyclable items such as metals and timber can be recovered.

The following practices will be adopted and monitored by the Main Contractor:

- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste;

- Attention to material quantity requirements to avoid over ordering and generation of waste materials;

- Segregation of waste at source where practical and re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or reprocessing);

- Burning of wastes or unwanted materials will not be permitted on-site; and

- All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products will be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundled storage areas. / Complaints Procedures.

16. Public Relations / Complaints Procedures

A designated Project Team member will deal with complaints and enquiries. This individual will be named at the site entrance, with a contact number, and will be identified to the Client and Loudwater Resident Association prior to the start of construction and whenever a change of responsibility occurs. Any complaints will be logged on-site, fully investigated and reported to the Client as soon as possible. The complainant will be informed as to what action has been taken. In the event of unusual activities or events, the Client and other relevant third parties (i.e. statutory and non- statutory bodies) will be notified in advance of the work being carried out.

17. Site Security

A highly visible 24-hour contact number will be displayed always for emergency and general queries.

The hoarding will be erected as the work proceeds. Safety is paramount in the construction industry and occupies a large part of our site management daily routine. As such, all necessary protection, hoardings, covers and protected walkways will be put in place as and when required. There will be controlled access to the site, for both security and safety reasons.

At night the site compound and offices will be kept locked, and the offices alarmed. The developing team are very aware that construction sites are a “magnet” for children. The contractor will be instructed to install physical barriers, hoardings and screens to ensure that the site is kept secure. Furthermore, the contractor will provide appropriate measures to mitigate against pollutions and the dangers of removing hazardous substances and materials. All entry points will be clearly signed.

18. Materials Handling and Storage

All materials will be handled and stored in a manner that protects them from damage, moisture, dirt and intrusion of foreign materials. All pallets containing salvaged materials will be raised off the ground by 150mm in designated areas away from the boundary lines and trees to protect fencing and tree roots. Bricks will not be stacked higher than 2 pallets and will be hoisted in pallets or transported using a pallet jack. Aggregates and sand for the mortar mix will also be contained off the ground with a proper base and with kerns in a clean and dry area to protect from dirt and intrusion of foreign matter.

All passageways will remain clear of obstructions and tripping hazards.

19. Plant and equipment

The key items of plant on this site will be excavator, Grab Lorry and the mechanical concrete pumping device. Key items of construction plant are as follows:

- Kubota K-040 excavator.
- 8-tonne grab lorries.
- Concrete truck.
- Mechanical Concrete pumping device.
- MEWP.
- Fixed & Mobile Scaffold.
- Compressor.
- Generator.
- Plant and equipment is delivered to site to suit the task in hand. For this project only minor quantities of plant are required on a weekly basis.

20. Utility Connections

The Developing Team is looking at bringing utility connections up to site in a single co-ordinated set of works, with the minimum possible disruption to the traffic network. This will include providing a full list of required utility connections and specifications.

21. Tree protection

13.6 SPECIFICATION FOR SENSITIVE EXCAVATIONS

13.6.1 Where existing hard surfacing is encountered within a CEZ, sensitive excavation techniques are required to ensure the tree(s) rooting volume is properly and fully considered.

13.6.2 Excavation of the majority of the hard surfacing is to occur during the demolition phase of the development; the existing driveway however (as annotated on TP-02), should only be removed pending construction completion. (*Reason*): to ensure the RPA's of retain trees which extend within the working area are fully protected during development.

13.6.3 The following measures are to be implemented where the existing hard surface treatment is to be excavated and replaced (hard surface or turf) within a CEZ.

13.6.4 The construction personnel are to undertake the surface treatment excavation and installation work that –

- Allows for the vertical and lateral exchange of water and air;
- Does not compact the soils or allow soils shearing;
- Allows for the installation of a 'hard surface' treatment without prejudice to CEZ prohibitions as set out above in s.13.5.

13.6.5 The surface excavations within the tree(s) CEZ is to be conducted manually with the use of manually operated (hand held) machinery. Where rooting volume is encountered >25mm in diameter, the advice of ARBTECH is to be sought and agreed to by the council. Resurfacing can be conducted in the traditional manner due to the proposed surfacing being equivalent or preferential to that currently in situ.

13.7 SPECIFICATION FOR SPECIAL ENGINEERING SOLUTIONS

13.7.1 Tree #s 320, 321, 324 – 327 and 329 – 332 all require a special engineering solution to ensure their RPA is properly and fully considered during the construction and hard landscaping phase of the development.

13.7.2 ARBTECH, as part of a separate contract, will install a cellular confinement system that,

- Is a definitive 'NO DIG' solution to hard surface treatments in close proximity to protected or retained trees;
- Allows for the vertical and lateral exchange of water and air;
- Does not compact the soils or allow soils shearing;
- Allows for the installation of a 'hard surface' treatment without prejudice to CEZ prohibitions as set out above in s.13.5.

13.7.3 Cellweb (a product of Geosynthetics Ltd.) should be implemented as per TPP-02.

13.7.4 This should be installed following the manual breaking out of necessary existing hard surface treatment within a CEZ (Construction Exclusion Zone). It is to consist of a geotextile laid onto incurred ground within any CEZ, having been de compacted via air spading and exposed to a maximum depth of 100mm, with a cellular confinement system fixed atop and 'charged' with a washed, no fines aggregate. This can then be 'dressed' using traditional paving or gravel. An example drawing showing the Cellweb construction is reproduced below with the kind permission of Geosynthetics Ltd. in Plate 2.

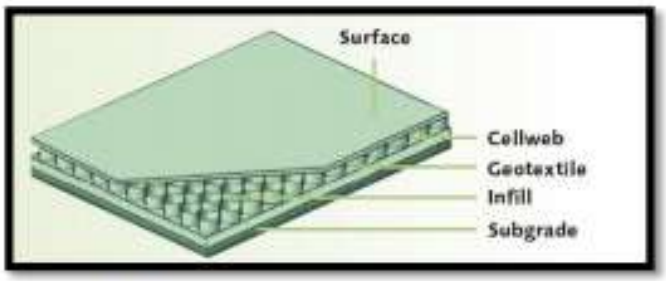


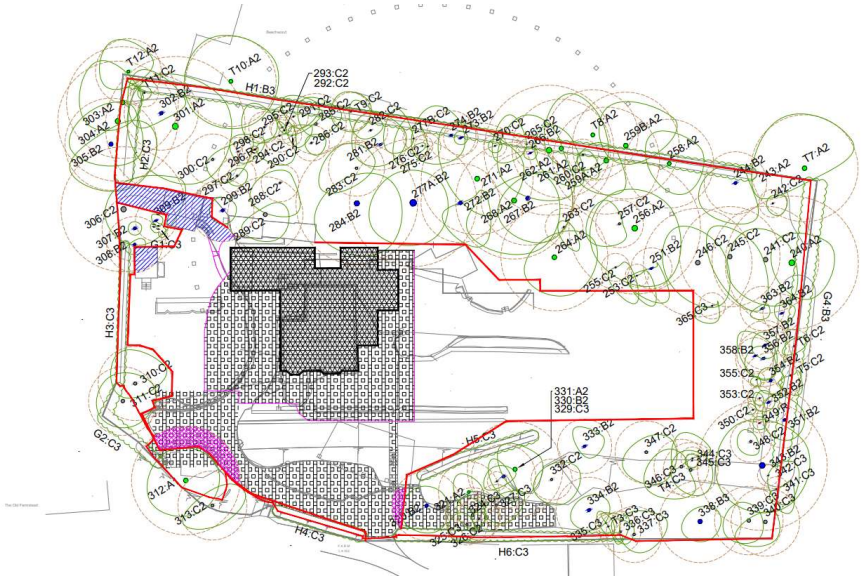
Plate 2

13.7.5 Prior to the geotextile being installed, the soils within CEZs should be de compacted with well composted organic mulch integrated in radial trenches away from the stem. (*Reason*): coupled with a 'no dig' solution for excavating the top 100mm of soil, using air spading, will protect the trees' rooting systems to the fullest standard post construction, and provide them with a very best available technology and environment in which to flourish and provide an amenity contribution in the long term.

13.8 SPECIAL CEZ INCURSION

13.8.1 Any CEZ incursion not specified above that is consented to by the council will require the CEZ to be fully protected during this process. Before special CEZ

incursion, ARBTECH should be consulted in respect of any special provision which may be necessary (may include the installation of additional geo textiles, cellular confinement systems or simple scaffold boards atop a layer of wood chips). ARBTECH will then forward a summary of this advice to the council for their express consent. Once the CEZ incursion has the consent of the council in writing the contractor will attend the site to ensure the special provisions are being implemented accordingly.



Tree Protection fence in Red

14 COMMUNICATION

14.1 All site personnel are to be provided with a copy of this AMS, TPP-01 and TPP-02

14.2 It is the recommendation of ARBTECH that this report is released to the lead consultant for them to distribute at their discretion. ARBTECH can be contacted at any time for clarification of information contained herein, or further advice (which will form part of a separate contract) via the methods on pg.2.

15 SITE MONITORING

15.1 The site is to be checked by ARBTECH at three points during the demolition and construction process to ensure the tree protective measures are being adhered to. This information will be reported to the council for their assessment and records.

15.2 A site check will need to be undertaken (i) as soon as the protective barrier fencing (PBF) is installed, (ii) at monthly intervals during the demolition and construction process, and (iii) immediately prior to the PBF being removed, to sign off the site as having correctly adhered to this AMS. All reporting will be delivered to the council electronically as a brief written statement.