CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

for the proposed Development
at: Land to the North East of King George V Playing Fields, Cuffley

Produced by:
Bellway Homes Limited (North London)

Prepared by:	Reviewed by:	Approved by:
David Howell-Bewsey MAPM		
Revision 9: 26/05/2023		

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1. INTRODUCTION

1.1. Scheme Description

1.1.1. Reserved matters (appearance, landscaping, layout and scale) for outline planning permission S6/2015/1342/PP for residential development of up to 121 dwellings, associated infrastructure and a change of use from agricultural land to an extension of the King George V playing field. In addition, to approve details for Condition 4 (Construction Environmental Management Plan), Condition 6 (Surface Water Drainage Scheme), Condition 8 (Arboricultural Method Statement), Condition 9 (Refuse and Recycling), Condition 10 (Noise), Condition 11 (Air Quality), Condition 16 (Landscape and Ecological Management Plan) and Condition 19 (Flood Risk Assessment).

Fig. 1.1 Indicative Layout

1.2. Outline Planning Permission Reference

1.2.1. Application Number S6/2015/1342/PP

1.3. Planning Authority

1.3.1. Welwyn Hatfield Borough Council [WHBC].

1.4. Purpose of the CEMP

1.4.1. Bellway Homes Limited (North London) [Bellway] have prepared this Construction and Environment Management Plan (CEMP) to provide the framework and

explanation required for the planning and implementation of the residential development phase of the scheme and to discharge condition 4 in full.

1.4.2. This CEMP provides information to illustrate how any adverse environmental effects of the proposed construction works are to be mitigated.

1.5. Content of the CEMP

1.5.1. As required by condition 4 of the outline planning consent, this CEMP includes details of the following:

a) the phasing of construction and proposed construction programme;
(Section 2.6)

b) the methods for accessing the site, including wider construction vehicle routing;
(Section 6)

c) the numbers of daily construction vehicles including details of their sizes, at each phase of the development;
(Section 6.2.6-6.2.8)

d) the hours of operation and construction vehicle movements;
(Section 6.10.2)

e) details of any highway works necessary to enable construction to take place;
(Section 2.6.3 - 2.6.5)

f) details of construction vehicle parking, turning and loading/unloading arrangements clear of the public highway;
(Section 6.5)

g) provision of hoardings around the site;
(Section 7.5)

h) details of how the safety of existing public highway users and existing public right of way users will be maintained;
(Section 6.11 - 6.13)

i) management of traffic to reduce congestion;
(Section 6.1, 6.8 & 6.9)

j) control of dirt on the public highway, including details of the location and methods to wash construction vehicle wheels;
(Section 6.6, 6.7, 8.2 & 8.8)

k) the provision for addressing any abnormal wear and tear to the highway;
(Section 6.16)

l) the details of consultation with local businesses or neighbours;
(Section 9)

m) the details of any other Construction Sites in the local area;
(Section 9.2)

n) waste management proposals;
(Section 8.11 & 8.12)

o) control measures to minimise noise and vibration;
(Section 8.9) and

p) control measures to minimise dust.
(Section 8.8)

2. SITE SETTING

2.1. Project Description

2.1.1. Construction of new private and affordable residential homes with the benefit of Outline Planning Consent (See 1.2.1) with all matters reserved except for new vehicular access to serve the site, the provision of surface water discharge points and the levels of development platforms.

2.1.2. The development comprises 121 residential units with 42 units (35%) made available for affordable housing.

2.2. Description of the Site

2.2.1. The application site comprises 4.89 hectares of agricultural land to the south of Cuffley. The proposal, submitted in outline, is for up to 121 dwellings and associated infrastructure.

2.3. Neighbouring Land Uses

2.3.1. The site is bounded to the north by existing residential development and the grounds of Cuffley Primary School. A railway line and Northaw Road East (B156) form the eastern and western boundaries respectively.

2.3.2. On the opposite side of Northaw Road East, there are three pairs of semi-detached dwellings which are accessed from Colesdale to the north.

2.3.3. The southern boundary is defined by a mature hedgerow and tree belt lining the Hertfordshire Way footpath. Beyond the footpath to the south west of the site are the King George V (KGV) Playing Fields and sports pitches, which include three sports pavilions (Cuffley football Club, Tennis Club and Bowls Club), a recreation area with hard surfaced MUGA and an area of formal play equipment.

2.4. Construction Operations

2.4.1. Archaeology works have already completed on the site and there is no remediation required. The construction sequence will therefore commence with Enabling Works. These works will include:

i. Ecology works.

ii. Tree protection fencing to protect retained hedgerows on the site & arboricultural works to remove existing redundant hedges / trees.

iii. Formation of temporary access onto site,

iv. Establishment of site hoardings in locations agreed with WHBC and following approval of licence requests,

v. Site clearance, and

vi. Formation of development platform

2.4.2. All works will be carried out in accordance with approved RAMS.

2.4.3. Upon completion of the enabling works, the main construction works will commence in a phased manner.

2.4.4. The main works will include:

i. Formation of site entrance bellmouth and associated Section 278 works,

ii. Construction of site infrastructure (road, utilities and sewers),

iii. Construction of foundations, drains & sub-structures to homes,

iv. Construction of superstructures, roofs & facades,

v. Installation of building services & internal fitting out, and

vi. External works.

2.4.5. Subsequent residential phases will be constructed in a rolling sequence.

2.5. Site Management Plan

2.5.1. The plan included below identifies Bellway's proposals in respect of sequencing and site management arrangements.

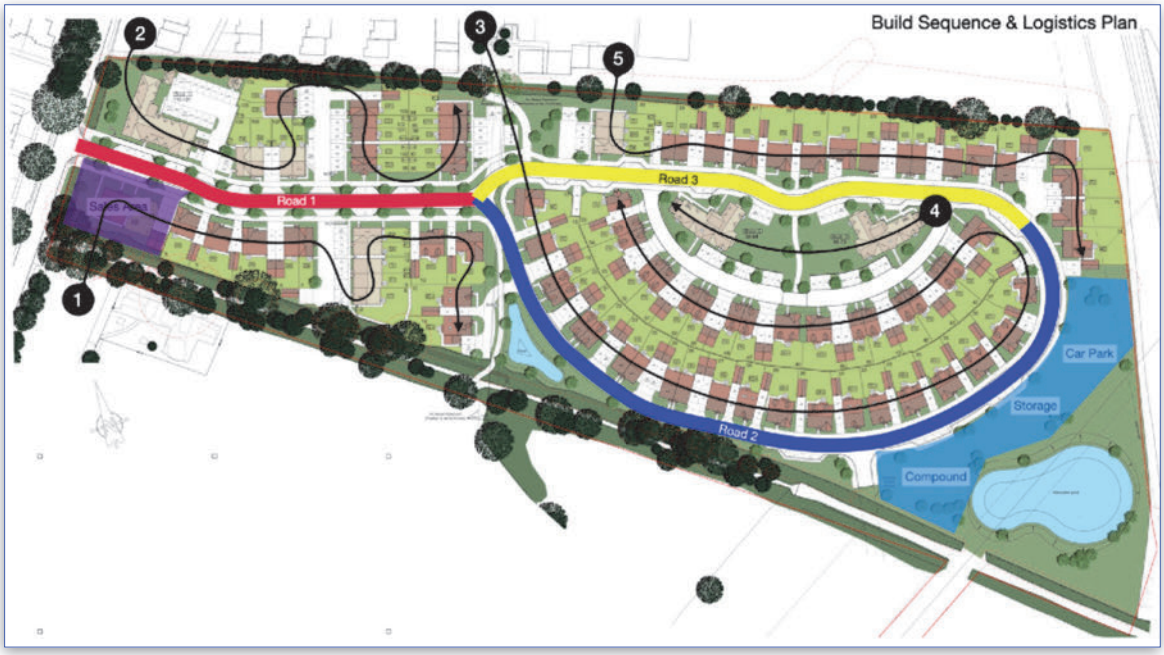


Fig. 2.1 Build Sequence & Logistics Plan

2.6. Programme of Works

2.6.1. The development will be constructed in a single continuous phasing working largely west to east across the site as illustrated at Section 2.5.

2.6.2. The Build Programme shows a construction period of 27 months with a month's lag of handovers after completion.

2.6.3. Construction of the new bellmouth will be completed within 3 months of the minor works license being issued by the Highways Authority and will involve:

i) Temporary closure of eastern footway passing the site with associated temporary pedestrian crossings and signage,

ii) Lowering of any services in the footway on the location of the entrance bellmouth,

iii) Alterations to the highway kerbs, surfacing and surface water drainage in accordance with approved plans agreed with the highways department under the minor works license application,

iv) Construction of the bellmouth entrance, kerbing, drains and footways as agreed in the minor works license application,

2.6.4. Once S278 Agreement is in place and any inspections, road space, etc are booked in, the S278 works will be completed within 3 month and will involve:

i) Alterations to the highway kerbs, surfacing and surface water drainage in accordance with approved plans agreed with the highways department

ii) Construction of the bellmouth entrance, kerbing, drains and footways

iii) Provision of signage and white lining in accordance with he approved plans

iv) Landscaping adjacent to the new bellmouth

v) Highways sign off of the new construction to the bellmouth and footways.

2.6.5. It is likely that traffic management will need to be put in place to undertake the necessary bellmouth works with temporary closure of the southbound lane whilst the works are undertaken in order to safeguard both users of the highway and construction operatives.

2.6.6. Works in the public highway will be carried out by contractors approved by the Highways Authority and in accordance with approved method statements and risk assessments.

2.6.7. The main ring road construction is programmed to complete in month 6, which will give the project a good basic in and out for construction that will also reduce the time spent with construction, sales and our customers crossing one another.

2.6.8. All other roads will follow the delivery sequence plan and are programmed to be completed by month 9.

2.6.9. Sales will still be located at entrance of project as shown on sequence and logistics plan.

2.6.10. The mains and services to the development are programmed to be installed one month after roads have commenced, which should afford a good sequence and offer a well-managed and presented scheme.

2.6.11. Mains drainage design is gravity fed but particularly deep in places so must be managed well.

2.6.12. Circa 40% units will be piled, which will be undertaken in the first 5 months.

2.6.13. The topography of the site means there is an approx. 10m difference in levels N/NE to S/SW so does mean there will be an element of under-build, retaining walls and sloped gardens with concrete gravel boards. This will dictate the number of units build released at any one time, but Bellway will plan and manage accordingly to ensure that rate of progress is controlled.

2.6.14. The foundation type is strip foundations, which will range from 1.5 to 2M in depth.

2.6.15. Bellway will have a temporary compound from month 1 to 4 whilst the spine road is constructed and a 'permanent' standard 24 x 24 Bellway compound will be installed month 5, as shown on build sequence and logistics plan at Fig. 2.1 opposite.

2.7. Plant & Equipment Requirements

2.7.1. The principal plant & equipment used during the works will be:

2.7.2. ENABLING STAGE:

i. Dumpers,

ii. 360º excavators,

iii. 'muck away' lorries,

iv. Piling Rigs,

v. Ready-mixed concrete delivery lorries,

vi. general delivery vehicles

2.7.3. GROUND WORKS /INFRASTRUCTURE STAGE:

i. 360º excavators,

ii. dumpers,

iii. 'muck away' lorries,

iv. Ready-mixed concrete delivery lorries,

v. general delivery vehicles

2.7.4. FRAME & ENVELOPE STAGE:

i. Ready-mixed concrete delivery lorries,

ii. general delivery vehicles,

iii. standing scaffolding,

iv. Fork Lift

v. Mobile Crane

2.7.5. FITTING OUT STAGE:

i. General delivery vehicles,

ii. standing scaffolding,

iii. 360º rotating forklift

2.7.6. EXTERNAL WORKS STAGE:

i. Mini-excavators / powered barrows

3. ROLES AND RESPONSIBILITIES

3.1. Introduction

3.1.1. The line of responsibility for environmental management during the residential construction phase covered by this CEMP is shown below. Descriptions of individual environmental management responsibilities are described below

3.2. Project Manager

3.2.1. The project manager is as follows:

Chandra Kancham
Bellway Homes Limited (North London)
Bellway House
Bury Street
Ruislip
Middlesex, HA4 7SD

3.2.2. The Project Manager holds responsibility for managing the Project within the agreed environmental constraints in conjunction with all other necessary management processes.

3.3. Site Environmental Manager

3.3.1. The Site Environmental Manger is:

Chandra Kancham
Bellway Homes Limited (North London)
Bellway House
Bury Street
Ruislip
Middlesex, HA4 7SD

3.3.2. The Site Environmental Manager will be responsible for monitoring the performance of the project against statutory requirements and the agreed environmental standards. Duties of the Environmental Manager will include:

i. Review the CEMP and specialist procedures and identify any areas for improvement;

ii. Identify the environmental competence of all contractors working on the Project and advise the Project Manager as to their suitability;

iii. Review method statements for environmental aspects and advise of any suggested improvements prior to work starting;

iv. Monitor construction activities to ensure that identified and appropriate control measures are effective and in compliance with the CEMP. Advise

subcontractors and individual staff of non-compliances and have the power to sanction for repeated non-compliance;

v. Act as a main point of contact between the Trade Contractors and the Project Team on environmental issues;

vi. Provision of advice and liaison with the construction teams to ensure that environmental risks are identified, and appropriate controls are developed and included within method statements and risk assessments;

vii. Assistance in the development and delivery of environmental training for site personnel and sub-contractors;

viii. Management of the environmental monitoring programme, including noise and dust and review the routine reports; and,

ix. Environmental audit of subcontractors and suppliers.

4. ENVIRONMENTAL MANAGEMENT PLAN

4.1. Introduction

4.1.1. The potential hazards, environmental compliance criteria and assessment procedures to be adopted through the construction phases are presented in the sections below.

4.2. Register of Environmental Impacts

4.2.1. This section outlines the various risks which may arise as identified from previous site assessments and investigations and should be regularly updated to reflect any additional risks resulting from Bellway's and their sub-contractors selected methods of working and changing site conditions

4.2.2. The enabling works phase will comprise preparatory works in relation to:

- Ecology,
- Protection,
- Site boundaries & access, and
- Site clearance.

4.2.3. The construction phase will comprise excavation & construction of foundations and on-site roads & footpaths; construction of new dwellings and associated external landscaping works.

4.2.4. Noise and Vibration

i. Generation of noise from site activities is certain but their significance in terms of nuisance or disruption to receptors during the residential construction phases is expected to be far less than during the enabling works stage than during the construction phase. Noise sources may include: plant engines, excavation, audible reversing warning and delivery vehicles.

ii. Sources of vibration may include earthworks and plant movements. However Bellway's proposed mitigation and management measures set out in Section 9 will minimise the impact of the works upon the local environment and upon the public.

4.2.5. Transport and Roads

i. Materials will be delivered to site and waste materials carted away which will result in increased vehicle movements on local highways. However Bellway's proposed mitigation and management measures set out in Section 9 will minimise the impact of the works upon the local environment and upon the public.

4.2.6. Waste, Recycling and Contaminated Materials

i. A scheme of remediation is not required for the site. However, Bellway procedures will ensure that any potentially contaminated soils discovered during the course of the works are investigated, analysed and dealt with appropriately including, where required, disposal to licensed controlled facilities.

ii. Bellway will implement waste management and recycling procedures to minimise the environmental impact of the project as set out in Section 9.

4.3. Risk Assessments

4.3.1. Activities undertaken on site will be subject to an environmental risk assessment. Risk assessments will be undertaken by specialist staff following an approved procedure which will:

i. Identify the significant environmental impacts that can be anticipated;

ii. Assess the risks from these impacts;

iii. Identify the control measures to be taken and re-calculate the risk; and,

iv. Report where an inappropriate level of residual risk is identified so that action can be taken through design changes, re-scheduling of work or alternative methods of working in order to reduce the risk to an acceptable level.

4.3.2. The results of risk assessments, and their residual risks are only considered acceptable if:

i. The severity of the outcome is reduced to the lowest practical level;

ii. The number of risk exposures are minimised; and,

iii. All reasonably practical mitigating measures have been taken and the residual risk rating is reduced to a minimum.

4.3.3. The findings of the risk assessment and, in particular, the necessary controls would be explained to all operatives before the commencement of the relevant tasks using an agreed instruction format.

4.4. Method Statements

4.4.1. Method statements will be completed by or on behalf of Sub-Contractors by trained or experienced personnel, in consultation with Bellway and, where necessary, environmental specialists. Their production will include a review of the environmental risks and commitments, as identified by the risk assessment, so that appropriate control measures are developed and included within all relevant construction processes.

4.4.2. Method statements will be reviewed by the Site Environmental Manger, and, where necessary, by an appropriate environmental specialist. If required all method statements will be submitted to the enforcement agencies (Environment Agency,

Environmental Health Officer, HSE etc.) as appropriate. Method statements will contain as a minimum:

i. Location of the activity and access/egress arrangements;

ii. Work to be undertaken and methods of construction;

iii. Plant and materials to be used;

iv. Labour and supervision requirements;

v. Health, safety and environmental considerations; and,

vi. Any permit or consent requirements.

5. TRAINING, AWARENESS AND COMPETENCE

5.1. Introduction

5.1.1. The raising of environmental awareness is viewed as a crucial element in the appreciation and implementation of the CEMP. Consequently, all staff will undergo environmental awareness training, initially by way of an induction process. A project-specific training plan that identifies the competency requirements for all personnel allocated with environmental responsibilities will be produced and will be contained within a site file maintained by Bellway and complementary to the CEMP.

5.1.2. Training for all personnel identified in the training plan will be completed before commencement of specific tasks. Line managers and supervisors will ensure that all personnel engaged in activities that may have an impact on the environment are competent to carry out their duties or, where necessary, arrange for suitable training to be undertaken.

5.2. Supervision

5.2.1. All activities, including those carried out by subcontractors and suppliers will be supervised (and/or regularly checked through the completion of site inspections by the Site Environmental Manger), to ensure that requirements identified in risk assessments or method statements have been implemented. The frequency and extent of this supervision will vary according to the degree of competence displayed by the workforce and the level of risk to the environment.

5.3. Inspection and Other Operational Impacts

5.3.1. Appointed environmental representatives will carry out weekly inspections of their respective areas, to verify that housekeeping or supporting controls are being implemented effectively. These inspections will utilise the site environmental standards as the minimum standards that should be achieved, with necessary actions being recorded and raised at regular progress meetings. Subsequent inspections will commence with a review of all outstanding actions from previous reports to verify that they have been completed. Inspections of deliverables required by the CEMP will be subject to regular independent inspections by either the Environmental Manager or the relevant environmental specialists. These inspections will be used to confirm that:

i. Works are progressing in accordance with the agreed method statement;

ii. Agreed protection or mitigation measures are in place, prior to, and during, the implementation of activities;

iii. No fugitive emissions to air, land and water occur during the works; and,

iv. works have been completed in accordance with the design and commitments made during the statutory process.

6. MANAGEMENT OF CONSTRUCTION TRAFFIC & SITE ACCESS

6.1. Routing of Construction Traffic

6.1.1. Figure 6.1 below illustrates the location of the site in relation to the Regional Highway Network.

Fig. 6.1 Site in relation to RHN

6.1.2. In order to reduce congestion in Cuffley centre, all construction traffic (except for personnel that live in close proximity to the site) will approach the site from M25 Junction 24 and will follow a route illustrated overleaf (Fig. 6.2).

6.1.3. Traffic departing from site will follow the same route back to the M25 Junction 24.

6.1.4. Vehicles arriving or leaving the site shall do so during normal working hours as specified below (6.10.2). Deliveries will avoid peak school hours (8:15 – 9:00am and 3:10 to 4:00 pm). Construction traffic will be paused during Colesdale Farm music events throughout the development construction.

6.1.5. Construction vehicles will access & leave site in forward gear. No reversing will be allowed to take place on the public highway. On site reversing of delivery vehicles will only be allowed when the driver is under the control of a qualified "banksman".

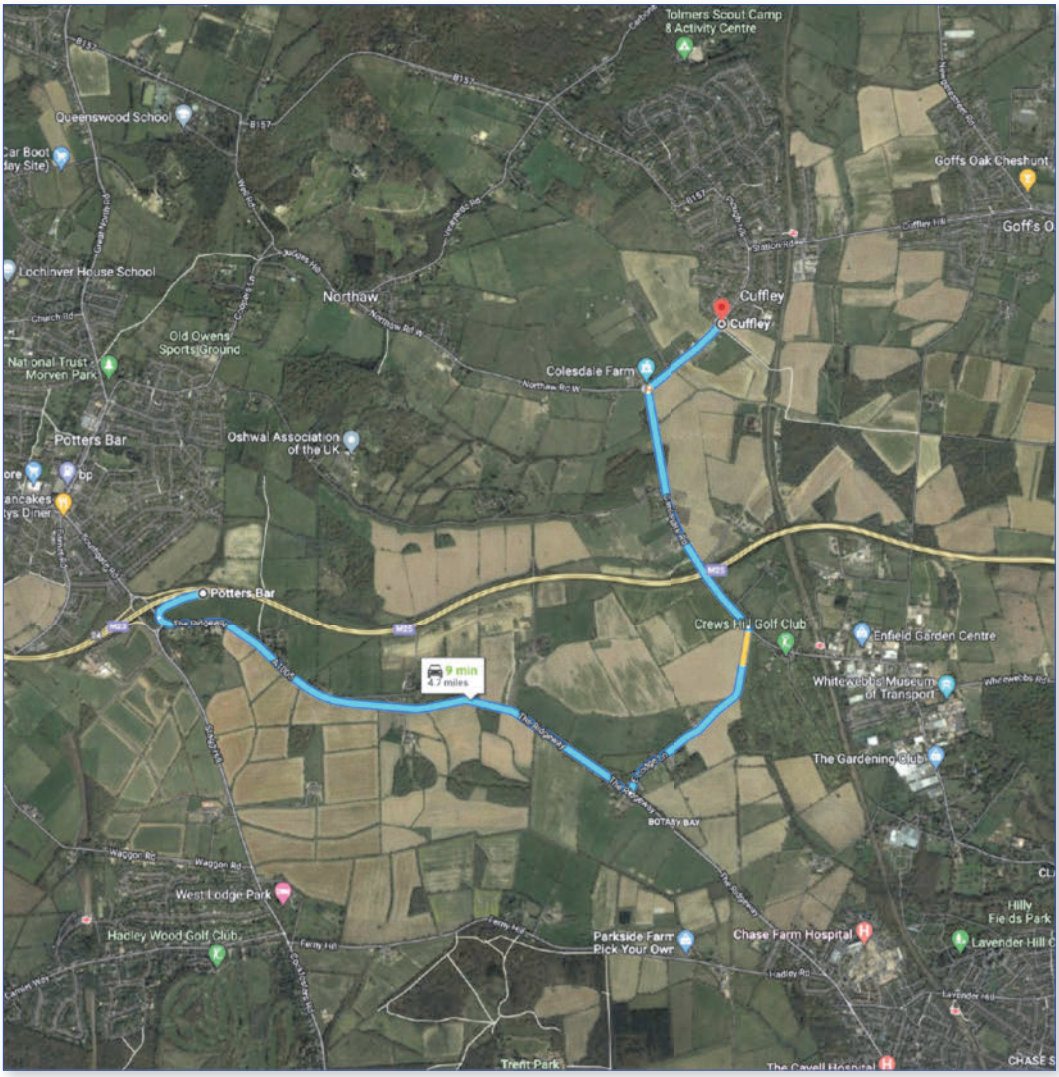


Fig. 6.2 Proposed routing between site and M25 Junction 24 (Potters Bar)

6.2. Vehicles Size & Emissions

6.2.1. No vehicles or plant will be used on the public highway that are heavier than allowed by law. There should therefore be no risk of causing damage to buried pipes, cables or services within the highway.

6.2.2. Where any crossover of the existing verge is proposed, boiler plates or reinforced concrete "spreader-plates" will be provided to reduce the point loads applied to buried services.

6.2.3. In general Bellway will insist that rigid heavy goods vehicles make the majority of deliveries to site. However, it is likely that materials such as reinforcing bars and any structural steelwork will be delivered on articulated vehicles.

6.2.4. Where possible, we will instruct suppliers and contractors to use the smallest delivery vehicles possible to ensure that they do not cause obstructions on local roads.

6.2.5. All vehicles used will be licensed for use on the public highway and will be subject to routine and periodic inspection to ensure that emissions comply with regulations.

6.2.6. Bellway anticipate there being an average of 40-60 No. HGV & delivery vehicle movements / week , spread across a five day period , equating to approximately 8-12 No. movements / day depending upon the works ongoing on site.

6.2.7. In addition there will also be personnel movements in cars, on motorbikes and in vans. These may account for a further 20-30 movements per day.

6.2.8. Based upon TRICS 2008 "Construction Traffic - Research Report" of 29.4 one-way movements per £100,000 construction value split 80%/20% HGV/other (adjusted for inflation), it is anticipated that the delivery vehicles / HGVs will be made up of the following types of vehicle:

i. Car / Pick up / 3.5T Van (average of 1.20 movements per day)

ii. 7.5T Box van / panel van (average of 2.20 movements per day)

iii. Low loader & articulated lorry (average of 0.30 movements per day)

iv. Ready Mixed Concrete truck (average of 2.80 movements per day)

v. Mobile crane (average of 0.02 movements per day)

vi. Skip lorry (average of 0.16 movements per day)

vii. 32T tipper truck (average of 5.52 movements per day)

6.3. Access Points for Site Traffic

6.3.1. S278 application for permanent site access off B156 Northaw Road East was submitted to Highways Authority in Oct 2022. The same access point is intended to be used by site traffic prior to the S278 Agreement being in place to enable development of the site. A Hertfordshire Highways minor works licence will be sought to implement this point of access once the Construction Management Plan is approved by the Local Planning Authority.

6.3.2. Whilst the S278 application is being progressed to obtain Highway's approval, a temporary site access will be created via the existing dropped kerbs adjacent to the car park entrance as illustrated below. Temporary access will be used between hours 9:30am to 2:30pm (i.e. a 5 hour period), with a commitment to maximum 5 HGVs per day (i.e. average 1 per hour). **Temporary access is meant to be for low level preparatory site works only**. The right of way will remain open and diverted as described in section 6.3.3 and Figures 6.4 & 6.5

Fig. 6.3 Proposed layout showing temporary access arrangements

6.3.3. Bellway acknowledge that this is a right of way. The Right of Way Officer, Dawn West, at Hertfordshire agreed to this proposal. Bellway met with Dawn for a site visit February 2023. Further to this, Dawn has consulted with the Parish Council and confirmed that they were in agreement with the proposal as long as the footpath will remain open and within Bellway's site. Please refer to the email chain provided at Appendix 2. Bellway's proposal complies with these requirements as shown in the mark-ups provided at Figures 6.4 & 6.5 overleaf.

6.3.4. Bellway have also included for a gateman / traffic marshal who will manage the pedestrian and vehicle access at the temporary gate to ensure the safety of the public using the footpath and adjacent car park. The temporary site access gate will remain open during the day and access will be managed by the gateman / traffic marshal. This is to ensure vehicles are not blocking Northaw Road East whilst waiting for gates to open. The following hierarchy will be prioritised (i being the highest priority), unless the traffic marshal deems it to be unsafe:

i. Priority for pedestrians using the footpath

ii. Priority for users of the car park adjacent

iii. Priority for site vehicles

Daily inspections will be conducted by the site manager along the footpath to ensure the safety of the public.

6.3.5. The specification for the temporary access is described below. Please refer also to drawings at appendix 1:

i. Temporary access width 6m for vehicles, 1.5m for footpath.

ii. Temporary access surfacing is asphalt for vehicle entry (to be taken out and replaced with footpath surfacing once access is not required). Temporary access surfacing to footpath is clean angular stone.

iii. Temporary access vehicles: max legal articulated vehicle length: 16.5m length and 2.5m wide. Refer to tracking drawings provided in Appendix 1

6.3.6. The access via the dropped kerb will be temporary and used for three months after receiving approval of the CEMP. Once access is no longer required, Bellway will make remove the asphalt and improve the footpath surfacing. Along with this, enhancements are proposed to the landscape in this area as well as the replacement of the existing blocks with staggered gates as suggested by the Right of Way Officer.

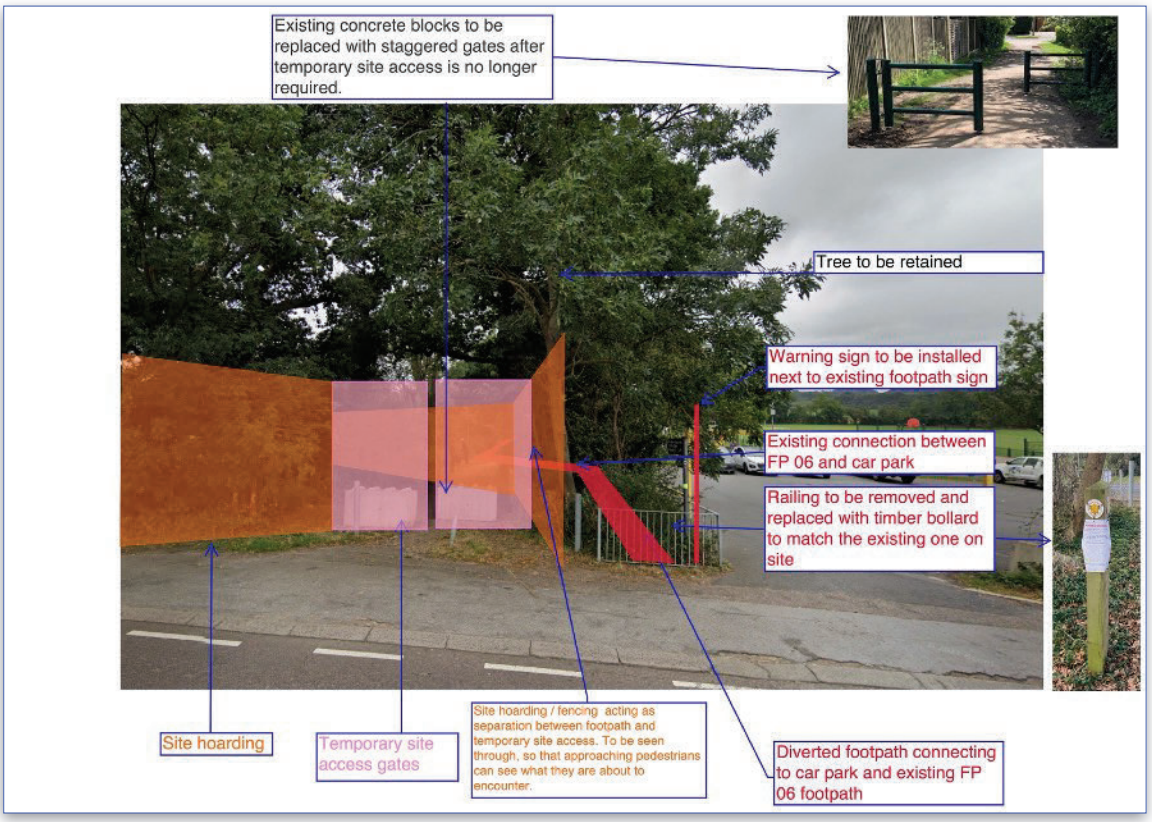


Fig. 6.4 Temporary site access image mark up

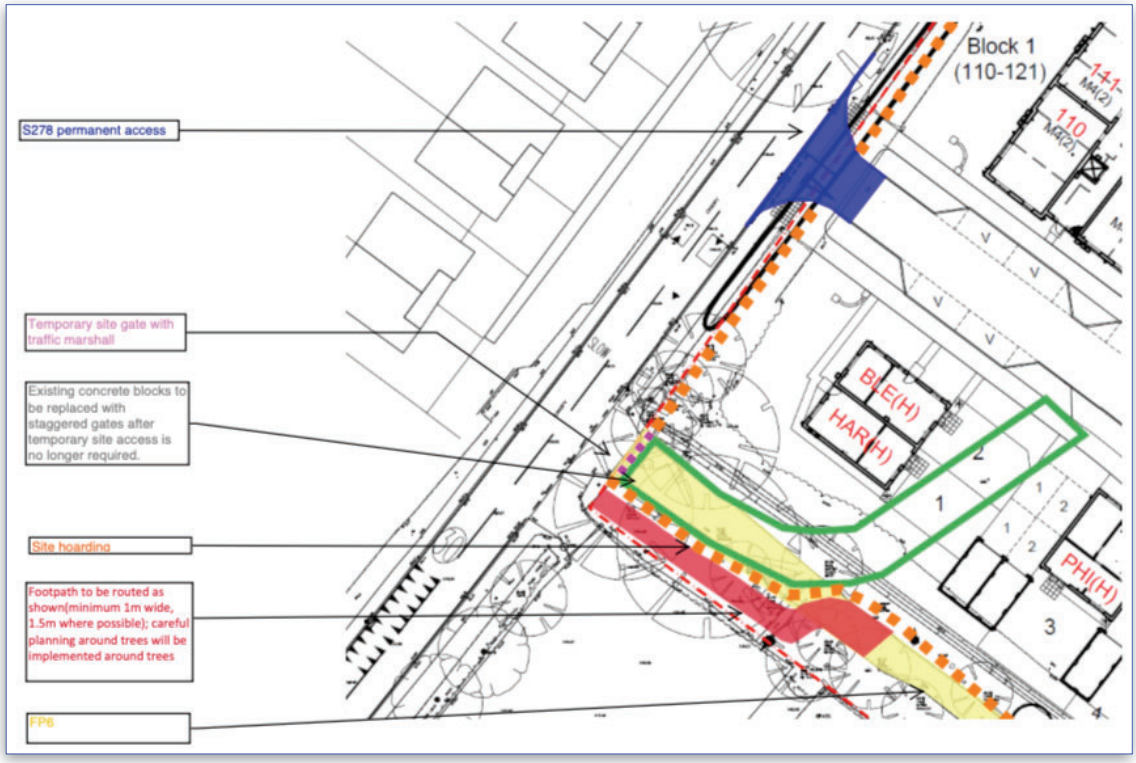


Fig. 6.5 Temporary site access location mark up

6.3.7. Northaw Road East is a main bus route single lane carriage way. Therefore, Bellway will need to work closely with the LPA and have all the necessary licences in place to form new bellmouth and carry out S278 works.

6.3.8. The adjacent roads and footpaths will require condition surveys

6.3.9. The entrance bellmouth works may require some lowering of services that will be organised with the relevant statutory providers prior to works commencing.

6.3.10. Entrances will be provided with gates that will be kept shut when not in use for vehicles and biometric pass gates for pedestrians. The accommodation compound will also include a key code access entrance/exit gate to control personnel access to the site.

6.3.11. Access gates will be manned to prevent unauthorised entry during normal working hours and securely locked out of hours. Gate personnel will act as traffic marshals to control the movement of traffic off site onto the public highway.

6.3.12. A site notice board will be provided adjacent to the main access gates containing various information including out of hours contact details for the site team and details of the Considerate Constructor Scheme.

6.3.13. Gates in the hoarding will be positioned and constructed to minimise noise transmission.

6.4. Routes Within the Site

6.4.1. Once the on-site roads are constructed and temporarily surfaced, construction vehicles will generally utilise these roads to navigate the site. Temporary and permanent routes across site will be kept free of obstructions and will be maintained and inspected regularly as outlined in Section 9.

6.5. Parking

6.5.1. Areas for the parking of construction vehicles and the vehicles of site operatives, staff and visitors will be provided in the site compound areas identified on the 'Site Management Plan' (See section 2.5).

6.5.2. Bellway's proposed compound and parking lies in the area of the existing overhead power cables located S/SW corner of project. Bellway will therefore liaise with the power network provider to understand requirements and implement accordingly.

6.5.3. There is also a railway lines adjacent to east boundary of the site and Bellway will liaise with Network Rail and satisfy their requirements.

6.5.4. No vehicles will be permitted to park on public highways.

6.5.5. No long stay, day time or overnight parking of vehicles off-site will be permitted anywhere near the site or anywhere not designated for such use.

6.6. Wheel Washing Arrangements

6.6.1. Wheel wash areas will be provided prior to exits from the site.

6.6.2. The wheel wash areas will include a hardstanding laid to falls and draining into a sump or gulley leading to (or pumped to) a settlement tank to filter water from settled mud/debris. The discharge water will pass through a petrol-interceptor whilst the settled silt will remain in the tank until it is removed. The facility will be provided with hosepipes, brushes, an adequate water supply and pressure washers together with dedicated labour to carry out the cleaning operations.

6.6.3. A traffic marshal & the vehicle driver will carry out a visual inspection of the vehicle wheels, the underside of vehicles, mud flaps and wheel arches. If necessary, they will then use the pressure washer and hoses to clean the vehicle to ensure that prior to leaving site, the wheels, chassis & external bodywork are washed free of earth, mud, clay, gravel, stones or any other similar substance. Roadways will be swept regularly with a mechanical road sweeper provided by our specialist contractor who will be retained on stand-by in case additional visits are required.

6.6.4. Attendant labour will sweep / pressure wash the hardstanding as and when necessary to keep it clean and to prevent vehicles becoming re-contaminated with mud.

6.6.5. Site management will routinely inspect the wheel was area and public highway at least daily and more frequently during periods of wet or inclement weather and when ground works are being carried out to identify:

- Whether the settlement tank needs emptying of silt, or
- Whether the mechanical road sweeper needs to be called to site.

6.6.6. Following settlement, the discharged water will pass through a petrol interceptor before being discharged under licence into existing surface water drains. As and when required, the settlement tank will be emptied of silt.

6.6.7. In the event of a break-down of the wheel washing facility, we will have a stand-by pressure washer unit available on site. We will also have a suitable stand-by portable generator available on site in case of a power failure.

6.7. Prevention of Surface Water Discharges Onto the Highway

6.7.1. In order to prevent water & slurry being carried outside the boundary and in particular onto the highway. The following will be adopted:

i. Hoardings & boundary fencing will be provided with polythene “skirts” and ballast to prevent sediment run off from the site where necessary.

ii. Where necessary, boundaries, incising gateways, may be provided with silt traps and barriers and with water collection / settlement facilities to collect any silt before discharging the water into the surface water drainage system.

iii. Where connections are permitted to new and existing sewers, traps & interceptors will be provided to settle out sediment, chemicals and fuel that may collect in the water being discharged. Any discharge of water from site will only be allowed in accordance with discharge licenses obtained from the relevant statutory undertakers.

iv. Bellway’s Project Execution Plans and Task Specific method statements will contain specific Pollution Event Control & Response Plans. These will be regularly reviewed and amended to suit the works phasing and will be communicated to all relevant personnel and statutory authorities.

6.8. Travel Plan

6.8.1. Where possible, in order to reduce congestion in the vicinity of the site, operatives will be encouraged to make use of local public transport or to use vehicle sharing / crew-buses in order to reduce the number of additional car and van journeys required to service the site and to encourage more sustainable transport choices.

6.8.2. In order to facilitate vehicle sharing, a database will be kept on site identifying those site personnel that are able to offer vehicles sharing opportunities and also

recording those personnel that would wish to partake in a vehicle sharing opportunity. The database will be managed by the Site Manager.

6.8.3. Sustainable alternatives to car/van travel such identification of local bus and rail options will be identified both within sub-contract orders and also as part of the Safety Induction that all personnel receive before starting work on site.

6.8.4. Local employment will also be encouraged where possible, again to minimise the amount of additional traffic travelling into and out of the local area.

6.9. Directional Signage

6.9.1. In agreement with WHBC, Bellway will arrange for signage to be erected on the local route from the M25 directing traffic to the site.

6.9.2. Signage may also be provided if required prohibiting development traffic (other than local traffic) from using roads through the centre of Cuffley.

6.10. Hours of Working

6.10.1. SITE WORKS

i. Bellway will adopt the working hours laid down in the outline planning consent. The hours of working will therefore be:

- Monday to Friday (excluding public bank holidays) 08:00 – 18:00
- Saturday: 08:00 – 13:00
- Sunday: No working
- Public Bank Holidays: No working

ii. There may be a requirement for exceptional working outside of the expected working hours as a result of the method of construction adopted. Such exceptions may include delivery and erection of large construction plant and equipment such as piling rigs (if specified) and scaffolds.

iii. Where such exceptional working requirements occur, we will ensure that this only happens following dialogue and agreement with the WHBC.

iv. Additionally, internal fitting out works that do not involve the use of plant or machinery and that are not audible at the boundary of the site may also be carried out, subject to LPA consent) outside of these hours provided that they do not cause a nuisance to neighbours.

6.10.2. CONSTRUCTION TRAFFIC

i. In order to minimise the impact of the works upon the local neighbourhood, HGV deliveries to and from site will be restricted to avoid peak commuter travel times as well as (during term time) Cuffley School & Cuffley Pre-School nursery drop off and

collection times. Therefore the expected periods during which vehicles will arrive and depart will be:

ii. Monday to Friday (excluding public bank holidays) 09:00 – 15:00 & 16:00-17:00

iii. Saturday: 08:00 – 13:00

iv. Sunday: No vehicle movements

v. Public Bank Holidays: No vehicle movements

vi. Exceptions to the above restricted hours may be required to complete large concrete pours or for deliveries of large plant and/or equipment. Any such exceptions will be arranged with HCC Highways Department.

vii. It should be expected that for smaller vehicles (cars, vans & light goods vehicles) access to the site will be required at all times during working hours for site works.

6.11. Pedestrian Access Past the Site

6.11.1. Bellway's proposed logistics arrangements will require the temporary closure of the east side footway on North Road East past the site whilst the Section 278 works and bell mouth are constructed.

6.11.2. In order to safeguard pedestrians and address the concerns of HCC/Highways Authority, Bellway propose maintaining the temporary closure of the east side footway on North Road past the site for the duration of the development.

6.11.3. Subject to LPA consent, pedestrians using the east side footway will be diverted via a temporary crossing to use the opposite footway before being diverted back with another temporary crossing.

6.11.4. To safeguard pedestrians and other road users, we will erect warning signage both north and south of the site entrance advising pedestrians of the likelihood that construction traffic will be entering & leaving site.

6.11.5. WHBC will be consulted in advance and agreement reached before commencing construction, which will involve interference with a carriage way or footway.

6.12. Safety of Road Users

6.12.1. It is not believed that anything contained in the proposed works will affect the normal operation of the roads around the site therefore existing pedestrian and cycle operations should be no worse affected than by any other use of the public highways.

6.13. Public Footpaths / Temporary Pedestrian & Cycle Routes

6.13.1. The Highways Act 1980 sets out requirements relating to construction work on or near the Highway and also makes it an offence to obstruct a Highway. The New Roads and Street Works Act 1991 contains updated provisions for carrying out

works to Highways and construction of new roads. The Town and Country Planning Act 1990 requires that a public right of way may not be obstructed or diverted without an Order permitting it.

6.13.2. Existing public footpath "NORTHAW 006" runs to the south of the site boundary as illustrated in Fig. 6.6.

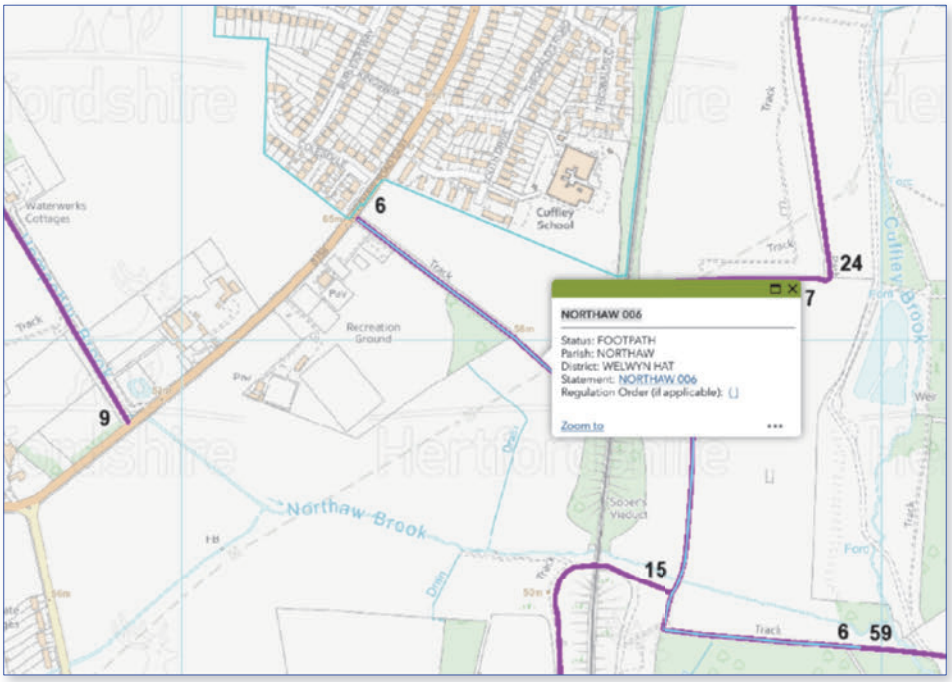


Fig. 6.6 PROW 'NORTHAW 006' route adjacent to development site

6.13.3. No works are proposed by Bellway to the existing footpath, though a financial contribution is required by Hertfordshire County Council towards improvement works for NORTHAW 006 footpath.

6.13.4. Any site boundary works carried out adjacent to the existing PROW will be carried out with heras type fencing to segregate the footpath from the site activities.

6.13.5. Public access along NORTHAW 006 will be maintained at all times and no materials or plant will be parked or stored on the footpath at any time.

6.13.6. Should any temporary closure of the footpath be required, this will be applied for and discussed with the Council and any other relevant parties.

6.14. Deliveries

6.14.1. All deliveries to site will take place within the permitted site hours set out in section 6.10 herein (avoiding school opening and closing times).

6.14.2. Events such as concrete pours will be scheduled to ensure that they can be completed within site hours (whilst avoiding school opening and closing times). However, under exceptional circumstances there may be occasions when deliveries of ready-mixed concrete are disrupted and may over-run. In the event of such an

occurrence, Bellway will contact the LPA's 'out of hours service' to make them aware.

6.14.3. Material deliveries, as with all vehicles entering site, will be controlled by the site logistics manager using a system of pre booked time slots. Suppliers and contractors delivering to site will need to book a delivery slot with a minimum of 24 hours notice in advance to ensure a controlled and efficient flow of traffic through the site. Construction traffic will not be permitted to park on local roads or travel through the centre of Cuffley to access the site.

6.14.4. Under no circumstances will deliveries be allowed to arrive prior to 08.00 or after 17.00 except as noted above.

6.14.5. In the event that a delivery is likely to miss its pre-booked 'slot', the driver will make contact with site to verify whether a later delivery time can be accommodated or whether they need to abort the delivery and re-schedule a new delivery time.

6.14.6. A temporary holding area will be provided in the site compound to allow deliveries to arrive at the site within their allocated time slot and wait on site to be called for off-loading whilst still allowing the free-flow of traffic through the site. Vehicles found not to be complying with the booking system or found to be waiting on surrounding roads will be warned and sent away. Persistent offenders will be banned from site

6.14.7. All vehicles will be marshalled into and out of the site by a suitably trained traffic marshal. A system of communication by radio will be set up and utilised to enable communication between the two gates, traffic marshals and site security.

6.14.8. A Traffic Management Plan will be incorporated in all contractors' and suppliers' orders setting out procedures for booking delivery slots and procedures to be followed by drivers.

6.15. Loading and Unloading of Plant & Materials

6.15.1. Materials and equipment will be handled in accordance with manual handling regulations and heavy loads lifted with approved appliances.

6.15.2. No plant, equipment or materials will be loaded or unloaded on the public highway except with pre-authorisation from the Local Authority and then only in exception circumstances.

6.15.3. No such materials, plant or equipment will be left unattended at any time and adequate protective materials will be provided to safeguard the highway

6.15.4. Materials will be distributed about the site by forklift.

6.15.5. Mobile carnage will be used during the construction of the apartment block and for loading out roof trusses.

6.15.6. Detailed method statements and risk assessments will be carried out prior to works commencing.

6.16. Highway Reinstatement

6.16.1. At least two weeks prior to the commencement of works a photographic survey will be undertaken with the local highways officer to agree the condition of the highway around the site.

6.16.2. The survey will be recorded and issued to the LPA/HCC Highways Department.

6.16.3. The survey records will form the benchmark for the reinstatement of any excess wear and tear that the highway suffers as a consequence of the residential development construction.

6.16.4. Works traffic using the Public Highway must take necessary precautions to prevent damage to the roads and footpaths. This is to include damage caused by activities to roads, kerbs or footpaths in the vicinity of the site. Bellway will carry out the temporary or permanent reinstatement of such roads, kerbs or footpaths in a manner approved by the local Highways Authority.

6.16.5. Every four months throughout the development works, further inspections will be carried out with the Highways Officer to identify any urgent remedial actions required to the highways.

6.16.6. Within two weeks of completion of the development, a close out survey will be undertaken with the Highways Officer to identify any final remedial actions required to the highways.

7. SITE FACILITIES & SECURITY

7.1. Site Compounds

7.1.1. Temporary site compounds will be provided on site to provide: site accommodation; messing & welfare facilities; parking for operatives, staff and visitors; and for plant and materials storage.

7.1.2. Compound locations and layouts are provided on the 'Site Management Plan' included in Section 2.5

7.1.3. During the initial stage of construction (whilst the new permanent site entrance is being formed) a temporary compound will be established near to the site access.

7.1.4. From month 5 onwards a larger temporary compound area will be provided to the east of the site for the subsequent residential constructions stages of the development. This will comprise a 24m x 24m accommodation compound with a 15m x 24m material & waste storage area as well as parking for approximately 61 cars and vans as well as additional materials stores.

7.2. Storage of Plant & Materials

7.2.1. When not in use, all plant, equipment & materials will be stored on site in designated areas as indicated on the 'Site Management Plan' included in Section 2.5. Plant & machinery will be left immobile and inoperable to prevent unauthorised use. Only small quantities of fuel will be stored on site and these will be stored in bunded, licensed containers and stored to prevent unauthorised access and vandalism.

7.2.2. Storage may be in lockable containers (for smaller or valuable items) or in purpose made racking or, in the case of bricks & blocks, on pallets or in wrapped packs.

7.3. Temporary Accommodation

7.3.1. Temporary accommodation and welfare facilities will be provided in double stacked 32x10ft container unit accommodation.

7.3.2. Materials storage and subcontractor accommodation will be provided in single stacked 21x8ft containers.

7.3.3. Temporary accommodation will include toilet and wash facilities connected either into permanent foul water drains or into an effluent tank that will be emptied by a specialist contractor as and when required.

7.3.4. Accommodation units will be provided with lighting, heating and power.

7.4. Lighting

7.4.1. It is expected that external lighting will be required to external areas, compound and storage areas during the winter months when work is being carried out.

7.4.2. External site lighting to compound and site areas will be set up to ensure that it does not point directly at neighbouring residences nor the public highway. Timer controls will be used to ensure that flood lighting is not used outside of working hours so that it does not become a nuisance to neighbours.

7.4.3. Security lighting, incorporating PIR detectors will be set up to keep illumination periods to a minimum and to avoid triggering by small animals and birds and to prevent disturbance to other protected species.

7.5. Temporary Hoardings & Fencing

7.5.1. The site perimeter will be fully enclosed to protect the general public and deter unauthorised entry.

7.5.2. Hoardings will be constructed of plywood faced on a timber frame with an approximate minimum mass of 7kg/m2. A hoarding will be a minimum of 2.4 metres high above pavement level and will be sited on the road facing site boundary generally.

7.5.3. Our Contracts Manager will meet the Local Authority on site to discuss hoarding locations and traffic management and a licence for the erection of the hoardings will be applied for in accordance with section 172 of the Highways Act 1980 where appropriate.

7.5.4. The hoarding will be provided with a copy of the licence as well as contact details for site management for use in the event of an emergency.

7.5.5. Other site boundaries will be fenced with ‘heras’ type fencing to prevent unauthorised access where existing fencing is inadequate.

7.5.6. All boundaries will be regularly inspected by the Site Manager and any deficiencies or damage repaired immediately.

7.5.7. On site, as properties are released for occupation, ‘heras’ fencing will be used to block off access to dwellings that have not been completed.

7.6. Storage of Fuels, Oils & Lubricants

7.6.1. Fuel, oils & chemicals storage will only be permitted in designate areas and these will be provided with proprietary bunds to capture & trap spilled materials.

7.6.2. In accordance with good practice. The bunds will have a capacity larger than the amount of fuel being stored. (See also 9.2.5 iii)

8. ENVIRONMENTAL CONTROL MEASURES

8.1. Introduction

8.1.1. The following control measures have been developed to best reflect the actual methods of working and programming of activities. Site teams will also use the control measures as guidance whilst completing risk assessments and method statements which will in turn provide the appropriate mechanism for implementation on site.

8.2. Control of Waste Water & Run Off

8.2.1. Disposal of waste waters (other than clean rainwater run off) will be undertaken under an appropriate consent where discharge to sewer or controlled waters is proposed.

8.2.2. A Water Management Plan will be developed & used on this project detailing drainage control measures and the use of settling tanks, oil interceptors and bunds to prevent pollution into surface water system and to prevent surface water flooding.

8.2.3. In order to prevent water & slurry being carried outside the boundary and in particular onto the highway. The following will be adopted:

i. Hoardings & boundary fencing will be provided with polythene “skirts” and ballast to prevent sediment run off from the site where necessary.

ii. Where necessary, boundaries may be provided with silt traps and barriers and with water collection / settlement facilities to collect any silt before discharging the water into the surface water drainage system.

iii. Where connections are permitted to new and existing sewers, traps & interceptors will be provided to settle out sediment, chemicals and fuel that may collect in the water being discharged. Any discharge of water from site will only be allowed in accordance with discharge licenses obtained from the relevant statutory undertakers.

iv. Bellway’s Project Execution Plans and Task Specific method statements will contain specific Pollution Event Control & Response Plans. These will be regularly reviewed and amended to suit the works phasing and will be communicated to all relevant personnel and statutory authorities.

8.3. Surface Water Drainage and Water Quality

8.3.1. The Water Resources Act 1991 establishes that it is an offence to knowingly discharge any poisonous, noxious or polluting matter or solid waste matter to any controlled waters, without a discharge consent issued by the Environment Agency.

In addition, general good site management practice is essential to protect controlled waters from accidental contamination.

8.3.2. A series of Guidance for Pollution Prevention (GPP), formerly known as Pollution Prevention Guidelines (PPG) which were withdrawn in 2015, is available. Although from a regulatory perspective these new guidelines do not apply to England, they provide environmental good practice guidance relevant to the whole UK. Remedial operations will pay due heed to relevant guidance contained within the following documents:

i. GPP4: treatment and disposal of waste water where there is no connection to the public foul sewer;.

ii. GPP5: Works and maintenance in or near water;

iii. GPP13: Vehicle washing and cleaning; and

iv. GPP21: Pollution incident response planning.

8.3.3. Specific COSSHH assessments and / or Method Statements addressing storage and security for all potential liquid pollutants used during remediation and construction should be provided. The COSHH assessments / method statements will be monitored by the Site Environmental Manager and updated as necessary by the appointed contractors.

8.3.4. Drainage

i. Any work undertaken which has the potential to disrupt water supply or drainage connections will be clearly identified before work starts and appropriate consents and measures put in place to ensure careful management of external water / infrastructure supplies.

ii. All contractors will be briefed prior to commencing work on site regarding the potential for pollution and the location of services, including water supply to avoid inadvertent impacts.

8.3.5. Preventative measures

i. The potential for impacts to occur as a result of storage of materials will be minimised by the following measures:

- storage compounds (for the storage of construction materials or temporary stockpiling of excavated soils) will be located away from surface watercourses and drains;
- drums and barrels will be stored in a designated bunded safe / quarantine area within the compound;

- all drums and barrels will be fitted with flow control taps; and,
- all drums and barrels will be properly labelled.

ii. The potential for impacts to occur as a result of disturbance of silt will be minimised by the following measures:

- all roads and hardstanding will be kept clean and tidy to prevent the build-up of oil and dirt that may be washed into a drain during heavy rainfall;
- bunding of stockpiles as appropriate;
- where appropriate, drainage runs and embankments will be bunded to prevent contamination from surface water runoff; and,
- the use of water sprays to reduce dust or wash down construction areas will be carefully regulated to avoid washing substantial quantities of silt etc, into surface water drains. Where large quantities of gravel, mud or other such material require cleaning, the area will be swept clean prior to any subsequent hosing down.

iii. The potential for impacts to occur as a result of contamination of water will be minimised by the following measures:

- storage compounds for fuels, oils or other liquid chemicals will be sited away from surface water drains. They will have an impermeable base and bund/ secondary containment with a capacity of 110% and will not drain directly into surface water drains;
- small plant such as pumps will be equipped with drip trays;
- drums and barrels will be stored in a designated bunded safe area within the site compound;
- all drums and barrels will be fitted with flow control taps; and,
- all drums and barrels will be properly labelled.

iv. The potential for impacts to occur as a result of contamination from accidental spillages will be minimised by the following measures:

- An emergency response plan will be established to deal with instances of leakages or spillages of potentially contaminating substances;
- spill kits will be located on site within the works compounds; and,
- staff will be trained in the use of the spill kits.

8.3.6. A consent will be obtained from the Environment Agency under the Water Resources Act 1991 for works affecting controlled watercourses. The application will be made to the Environment Agency in accordance with the requirements and

works will be undertaken in accordance with any conditions imposed. For discharge into the foul sewer, a trade effluent consent will be obtained from the statutory undertaker.

8.4. Soil Management

8.4.1. A soil resource survey and plan will be prepared as part of the enabling works risk assessment and method statement process to identify the areas and types of topsoil and subsoil to be stripped, haul routes to be used, methods of removal and details of the location, type and management of on site soil stockpiles and exclusion zones.

8.4.2. The soil resource plan will include identification of areas of the site that do not need to be stripped and that can be protected with fencing to prevent incursion by machinery and operatives to protect the condition of the existing soils.

8.4.3. Areas of soil to be protected from construction activities (e.g. retained trees, protected habitats, archaeology, invasive weeds) will be clearly marked out by barrier tape and exclusion signs. Haul routes will be no wider than necessary to accommodate two passing vehicles and will be stripped of soil down to a firm base. Indiscriminate vehicle movements across soil will be avoided.

8.4.4. In general, the following good practise will be followed in order to protect and conserve soils:

- When stripping, stockpiling or placing soil, do so in the driest condition possible and use tracked equipment where possible to reduce compaction,
- Confine traffic movement to designated routes,
- Keep soil storage periods as short as possible,
- Clearly define stockpiles of different soil materials
- Cover stockpiles to prevent dust spread and only uncover to use materials when the risk of wind borne dust spread is low.

8.4.5. The methodology for stripping topsoil and subsoil in general will be as follows:

- Remove surface vegetation by blading off, by scarification and raking, or kill off by application of a suitable non-residual herbicide applied not less than two weeks before stripping commences.
- Stripping should be undertaken by the excavator standing on the surface of the topsoil, digging the topsoil to its maximum depth and loading into site or off-site transport vehicles.

- Subsoil will then be stripped by the excavator standing on the surface of the subsoil in a similar manner to that identified for topsoil.
- The transport vehicle will be running on the basal layer under subsoil as subsoil is also to be stripped. If only topsoil is to be stripped, the vehicle would run on the subsoil layer.
- An archaeological watching brief might have to be accommodated during topsoil stripping.
- If sustained heavy rainfall (e.g. >10mm in 24 hours) occurs during soil stripping operations, work must be suspended and not restarted until the ground has had at least a full dry day or agreed moisture criteria (such as a specified soil moisture content) can be met.
- The stripping operations will be adequately supervised and follow a detailed stripping plan showing soil units to be stripped, haul routes and the phasing of vehicle movements. The soil units will be defined on the site with information to distinguish types and layers, and ranges of thickness.

8.4.6. In order to enable its reuse on site at a later stage, soil needs to be stored in temporary stockpiles to minimise the surface area occupied, and to prevent damage from the weather and other construction activities.

8.4.7. The main aim when temporarily storing soil in stockpiles is to maintain soil quality and minimise damage to the soil's physical (structural) condition so that it can be easily reinstated once respread. In addition, stockpiling soil should not cause soil erosion, pollution to watercourses or increase flooding risk to the surrounding area.

8.4.8. When soil is stored for longer than a few weeks, the soil in the core of the stockpile becomes anaerobic and certain temporary chemical and biological changes take place. These changes are usually reversed when the soil is respread to normal depths. However, the time it takes for these changes to occur very much depends on the physical condition of the soil.

8.4.9. Handling soil to create stockpiles invariably damages the physical condition of the soil to a greater or lesser extent. If stockpiling is done incorrectly the physical condition of the soil can be damaged irreversibly, resulting in a loss of a valuable resource and potentially significant costs to the project. The Soil Resource Survey and Soil Resource Plan should set out any limitations that the soil may possess, with respect to handling, stripping and stockpiling.

8.4.10. The size and height of the stockpile will depend on several factors, including the amount of space available, the nature and composition of the soil, the prevailing

weather conditions at the time of stripping and any planning conditions associated with the development. Stockpile heights of 3-4m are commonly used for topsoil that can be stripped and stockpiled in a dry state but heights may need to be greater where storage space is limited.

8.4.11. There are two principal methods for forming soil stockpiles, based on their soil moisture and consistency.

8.4.12. Method 1 should be applied to soil that is in a dry and non-plastic state. The aim is to create a large core of dry soil, and to restrict the amount of water that can get into the stockpile during the storage period. Dry soil that is stored in this manner can remain so for a period of years and it is reuseable within days of respreading.

8.4.13. Method 2 should be applied if the construction programme or prevailing weather conditions result in soil having to be stockpiled when wet and/or plastic in consistency. This method minimises the amount of compaction, while at the same time maximising the surface area of the stockpile to enable the soil to dry out further. It also allows the soil to be heaped up into a 'Method 1' type stockpile, once it has dried out.

8.4.14. Method 1 – Dry non-plastic soils

- The soil is loose-tipped in heaps from a dump truck, starting at the furthest point in the storage area and working back toward the access point. When the entire storage area has been filled with heaps, a tracked machine (excavator or dozer) levels them and firms the surface in order for a second layer of heaps to be tipped. This sequence is repeated until the stockpile reaches its planned height. To help shed rainwater and prevent ponding and infiltration a tracked machine compacts and re-grades the sides and top of the stockpile to form a smooth gradient.

8.4.15. Method 2 – Wet plastic soils

- The soil is tipped in a line of heaps to form a 'windrow', starting at the furthest point in the storage area and working back toward the access point. Any additional windrows are spaced sufficiently apart to allow tracked plant to gain access between them so that the soil can be heaped up to a maximum height of 2m.
- To avoid compaction, no machinery, even tracked plant, traverses the windrow.
- Once the soil has dried out and is non-plastic in consistency (this usually requires several weeks of dry and windy or warm weather), the windrows are combined to form larger stockpiles, using a tracked excavator. The surface of the stockpile is then regraded and compacted by a tracked machine (dozer or excavator) to reduce rainwater infiltration.

8.4.16. Stockpiles will not be positioned within the root or crown spread of trees or hedges, or adjacent to ditches, watercourses or existing or future excavations. Soil will have a natural angle of repose of up to 40° depending on texture and moisture content but, if stable stockpiles are to be formed, slope angles will normally need to be less than that. For stockpiles that are to be grass seeded and maintained, a maximum side slope of 1 in 2 (25°) is appropriate.

8.4.17. Once the stockpile has been completed the area will be cordoned off with secure fencing to prevent any disturbance or contamination by other construction activities. As it is likely the soil is to be stockpiled for more than six months, the surface of the stockpiles will be seeded with a grass/clover mix to minimise soil erosion and to help reduce infestation by nuisance weeds that might spread seed onto adjacent land.

8.4.18. Management of weeds that do appear will be undertaken during the summer months, either by spraying to kill them or by mowing or strimming to prevent their seeds being shed.

8.4.19. Once external works are underway, stockpiled subsoil and topsoil will be taken from the stockpiles and used to reconstruct landscaped areas. In areas where the existing substrate has become compacted, the measures in 8.5 below will be followed to relieve that compaction.

8.4.20. Topsoil placement thickness will depend on the anticipated rooting depth of the plants to be established and the quality of the underlying subsoil. Trees and shrubs require a much greater rooting depth than grasses, though this does not have to be made up entirely of topsoil. Depths of topsoil and subsoil being replaced will be in accordance with specifications issued by the Landscape Architect.

8.4.21. After re-spreading topsoil, any large, compacted lumps will be broken down by appropriate cultivation to produce a fine tilth suitable for planting (<50mm maximum aggregate size), turfing and seeding (<10mm maximum aggregate size).

8.4.22. Topsoil that has been stored in a stockpile is often compacted and anaerobic. It will therefore be cultivated to its full depth using appropriate tillage equipment to de-compact and fully re-aerate. Only when the topsoil has been fully re-aerated will it be satisfactory for planting, turfing or seeding. More than one cultivation may be required to re-aerate the entire thickness of topsoil. Undesirable material (e.g. stones, fill materials and vegetation larger than 50mm in any dimension) brought to the surface during cultivation will be removed by picking or raking.

8.4.23. If sustained heavy rainfall (e.g. >10mm in 24 hours) occurs during soil handling operations, work will be suspended and not restarted until the ground has had at least a full dry day or agreed moisture criteria (such as 'drier than the plastic limit') can be met in accordance with the Landscape Architect's specifications.

8.5. Relief of Soil Compaction

8.5.1. It is likely that the existing substrate will have become compacted by vehicles, foot traffic and material storage.

8.5.2. Prior to spreading soil the substrate will be properly de-compacted to break up any panning, to reduce flood risk, and to promote deeper root growth.

8.5.3. A small (1-5 tonne) to medium sized (13 tonne) tracked excavator, fitted with a single rigid tine is effective in restricted areas, such as in planting beds and road verges. In more open areas, a tractor-drawn subsoiler is capable of loosening soil that is not too heavily or deeply compacted. In some instances, compressed air injection can be used to decompact the soil profile. The most appropriate method will be determined prior to commencement of external works to gardens and public open spaces.

8.5.4. Deep compaction can only be effectively relieved using heavy duty ripper equipment. For loosening to be most effective, it should be carried out when the soil is sufficiently dry to the full depth of working, otherwise the tine merely cuts and smears the subsoil rather than lifting, fracturing and loosening it. A toothed excavator bucket is not an appropriate tool for ripping soil.

8.6. Measures To Protect Trees, Hedgerows & Water Features

8.6.1. Hedgerows and trees forming the development edge will be largely retained and subject to improvement works to enhance their condition and appearance as set out in the arboricultural report.

8.6.2. Damage arising from construction activities can affect trees and shrubs both above and below the ground, therefor measures will be taken to protect trees and hedges that are to be retained.

8.6.3. Any trees that are in close proximity to areas of working will be protected with a Tree Protection Barrier (TPB) to prevent damage to the existing trees / hedging and their roots.

8.6.4. Where areas of work lie outside of the Root Protection Area(RPA), the TPB will be vertical and will comprise steel, mesh panels 2.4m in height ('Heras' type) and will be mounted on a scaffolding frame (shown in Fig 2 of BS5837:2012 (Fig. 8.1 below)).

8.6.5. In areas where works abut a tree's RPA, or where they fall within the RPA, the TPB will be horizontal. These horizontal TPBs fall into two categories:

- Those allowing access to carry out construction at the edge of the RPA but for which vehicles can be prohibited.
- Those to protect buried roots in the location of the existing hard surfacing.

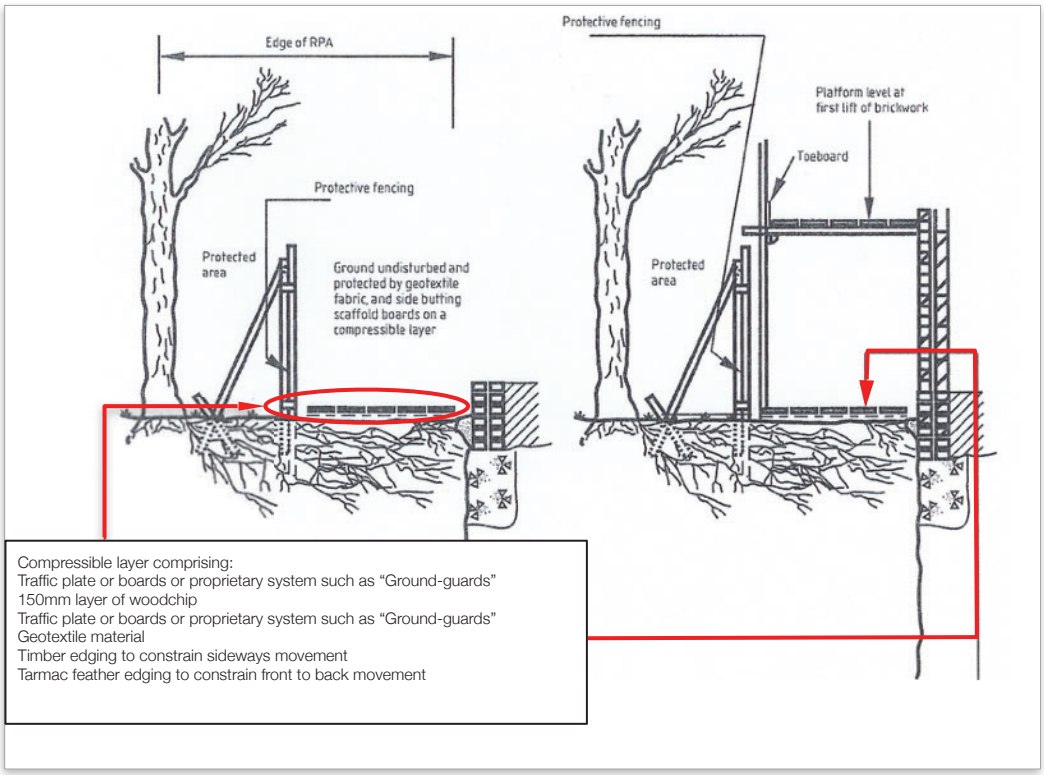


Fig 8.1 Horizontal Root Protection zone for both access / egress & vehicle exclusion zone

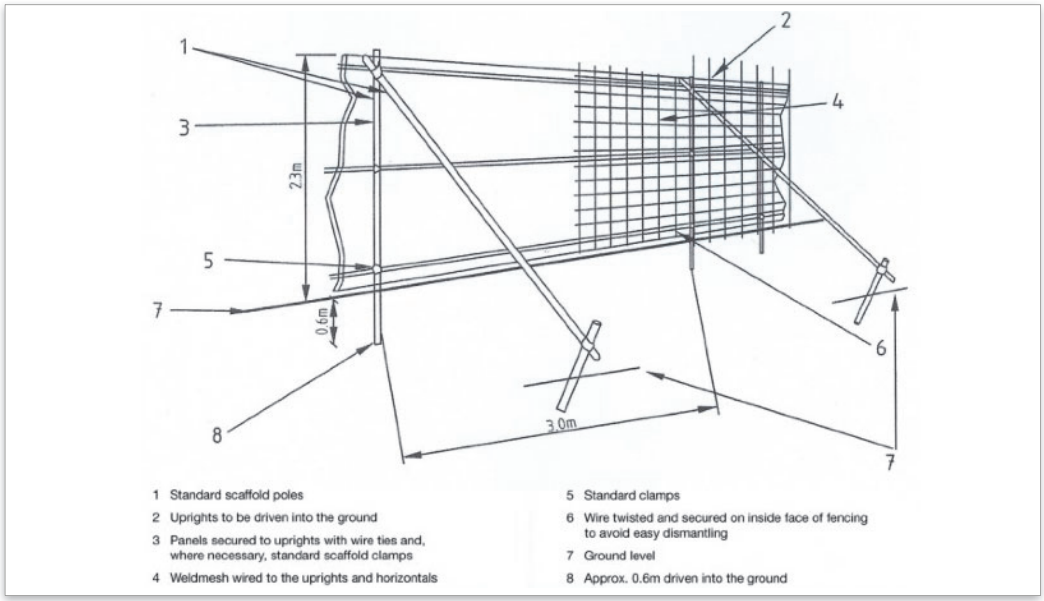


Fig 8.2 Typical Vertical Tree Protection Barrier

8.6.6. In these areas it is recommended that “No-Dig” surfacing be employed in accordance with BS5837:2012 and ‘The Principles of Arboricultural Practice: Note 12, Through the Trees to Development [APN12]’.

8.6.7. The TPB for hardstandings will be formed of a “protective sandwich” comprising: Traffic plate or boards or proprietary system such as “Ground-guards”; 150mm layer of woodchip; Traffic plate or boards or proprietary system such as “Ground-guards”; Geotextile material. This “sandwich” will be constrained on all sides to prevent horizontal movement and spreading of the protective layers. A vertical barrier as Fig 2 of BS5837:2012 will be provided at the edge of the “protective sandwich” material to prevent access to the unprotected TPA.

8.6.8. The TPB for the areas adjacent to construction that extends up to the edge of the RPA will not be required to take construction traffic and will comprise timber boarding on a layer of wood chippings, laying on geotextile material. Again, a vertical barrier will be provided as above.

8.6.9. The sketches above (Figures 8.1 & 8.2) indicate various Tree Protection Barriers / Zone types.

8.6.10. Similar barriers will be used to protect and isolate water features on the site. However, in order to prevent material being washed or carried into the water features, the protective fences will include polythene skirts and silt traps as well as debris netting or monarflex type sheeting.

8.6.11. Protective barriers will be inspected at least weekly and more regularly in windy weather by the site manager to ensure that they are intact and that they are performing the task for which they have been erected. Any repairs that are necessary will be put in hand immediately.

8.7. Ecology

8.7.1. Bellway will appoint a suitably qualified Project Ecologist to assist with the project.

8.7.2. The Project Ecologist will be responsible for all necessary ecological surveys and approvals as well as to ensure that the necessary mitigation measures are in place. All Contractors must ensure that they have the latest information prior to commencing works and adopt the necessary working methodology.

8.7.3. Heras type fencing will be installed to protect the existing and proposed Reptile Receptor Areas identified on the ‘Site Management Plan’ included in Section 2.5.

8.7.4. The Project Ecologist will be:

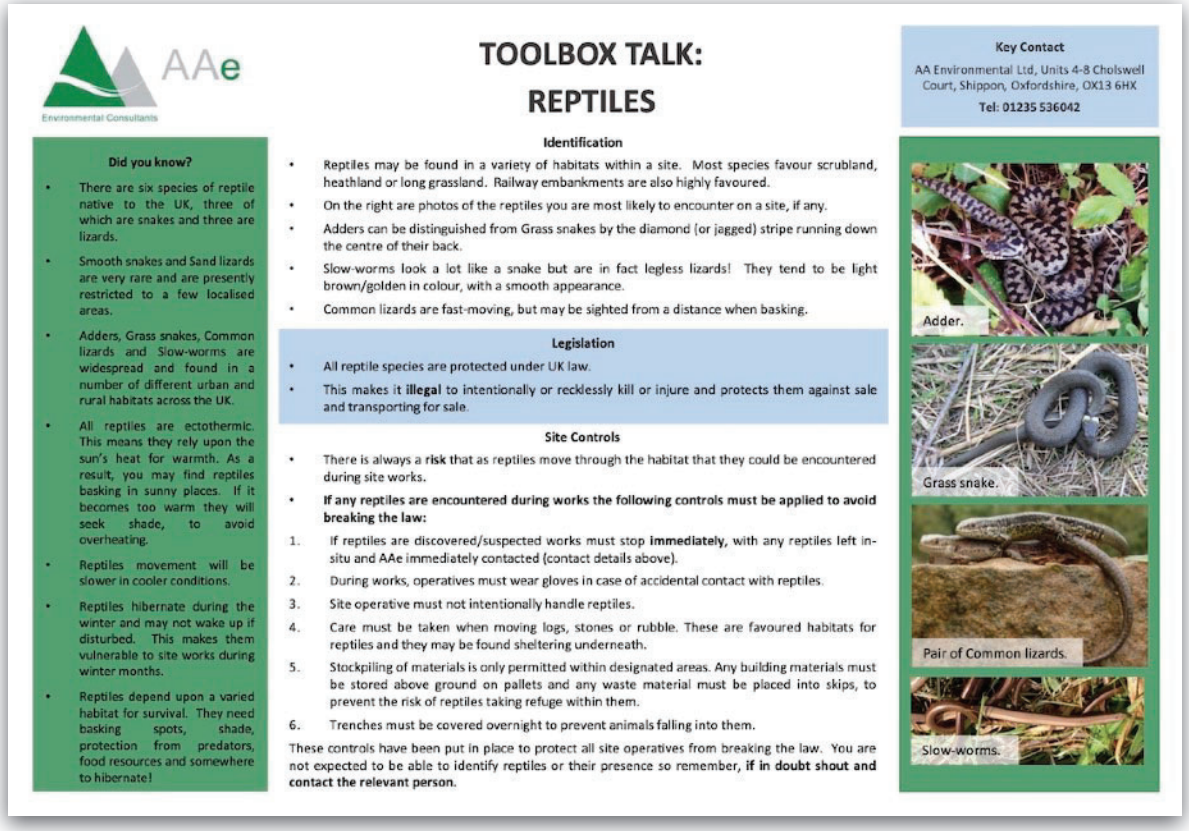
TBA

8.7.5. INVASIVE SPECIES

i. In the event that any invasive species are discovered on site, a process for their management & eradication will be developed and agreed with WHBC.

ii. Bellway's site manager will undertake daily inspections of the site and during these will watch out for growth of invasive species. Any such growth will be reported to the Site Environmental Manager and will be dealt with in accordance with the plans agreed with WHBC.

iii. Site personnel will be warned during inductions and toolbox talks about the risks and dangers of invasive species and will be instructed to raise any concerns with supervisors.



AAe
Environmental Consultants

TOOLBOX TALK:
REPTILES

Key Contact
AA Environmental Ltd, Units 4-8 Cholswell Court, Shippon, Oxfordshire, OX13 6HX
Tel: 01235 536042

Did you know?

- There are six species of reptile native to the UK, three of which are snakes and three are lizards.
- Smooth snakes and Sand lizards are very rare and are presently restricted to a few localised areas.
- Adders, Grass snakes, Common lizards and Slow-worms are widespread and found in a number of different urban and rural habitats across the UK.
- All reptiles are ectothermic. This means they rely upon the sun's heat for warmth. As a result, you may find reptiles basking in sunny places. If it becomes too warm they will seek shade, to avoid overheating.
- Reptiles movement will be slower in cooler conditions.
- Reptiles hibernate during the winter and may not wake up if disturbed. This makes them vulnerable to site works during winter months.
- Reptiles depend upon a varied habitat for survival. They need basking spots, shade, protection from predators, food resources and somewhere to hibernate!

Identification

- Reptiles may be found in a variety of habitats within a site. Most species favour scrubland, heathland or long grassland. Railway embankments are also highly favoured.
- On the right are photos of the reptiles you are most likely to encounter on a site, if any.
- Adders can be distinguished from Grass snakes by the diamond (or jagged) stripe running down the centre of their back.
- Slow-worms look a lot like a snake but are in fact legless lizards! They tend to be light brown/golden in colour, with a smooth appearance.
- Common lizards are fast-moving, but may be sighted from a distance when basking.

Legislation

- All reptile species are protected under UK law.
- This makes it **illegal** to intentionally or recklessly kill or injure and protects them against sale and transporting for sale.

Site Controls

- There is always a risk that as reptiles move through the habitat that they could be encountered during site works.
- **If any reptiles are encountered during works the following controls must be applied to avoid breaking the law:**

1. If reptiles are discovered/suspected works must stop **immediately**, with any reptiles left in-situ and AAe immediately contacted (contact details above).
2. During works, operatives must wear gloves in case of accidental contact with reptiles.
3. Site operative must not intentionally handle reptiles.
4. Care must be taken when moving logs, stones or rubble. These are favoured habitats for reptiles and they may be found sheltering underneath.
5. Stockpiling of materials is only permitted within designated areas. Any building materials must be stored above ground on pallets and any waste material must be placed into skips, to prevent the risk of reptiles taking refuge within them.
6. Trenches must be covered overnight to prevent animals falling into them.

These controls have been put in place to protect all site operatives from breaking the law. You are not expected to be able to identify reptiles or their presence so remember, **if in doubt shout and contact the relevant person.**

Fig. 8.3: AAe Typical Toolbox Talk: Reptiles

8.7.6. REPTILES, BIRDS AND OTHER SPECIES

i. Any vegetation clearance works will be carried out outside of the bird breeding season (March to August inclusive) unless clearance of species has previously been certified by a qualified person, compliant with the Wildlife and Countryside Act 1981.

ii. Prior to any activity taking place on the site, detailed task specific 'Risk Assessment/Method Statements' (RAMS) will be prepared to:

iii. Consider the impact that activities will have (including upon breeding birds and reptiles and any other protected species on site)

iv. Set out the way in which operations will take place. The Method Statements will outline the hazards involved and detail a step by step guide on how to do the job safely, they will also detail which "control measures" are to be introduced to ensure:

- the safety of everyone who is affected by the task or work process, and
- protection of the local environment & biodiversity.

v. Close boarded fencing will be provided with gaps to allow the free movement of hedgehogs and other species.

vi. Excavations will be left covered overnight to prevent animals falling into them. In addition, a simple crawl board (e.g scaffold plank) will be left in any trenches to allow any animal that does fall in to climb out.

vii. Security lighting, incorporating PIR detectors will be set up to keep illumination periods to a minimum and to avoid triggering by small animals and birds and to prevent disturbance to other protected species.

8.8. Control of Dust & Dirt Emissions

8.8.1. Statutory nuisance provisions with regards to dust are contained in the Environmental Protection Act 1990. Dust can give rise to a statutory nuisance if it is considered to be prejudicial to health or a nuisance. Controls for Air Quality are covered by the provisions of the Environment Act 1995, Clean Air Act 1993 the Health and Safety at Work Act 1974, the Environmental Protection Act 1990 and the UK Air Quality Strategy.

8.8.2. Particular care is required to maintain dust at a practicable minimum when working in environmentally sensitive areas. The use of Best Practicable Means (as defined in Part III of the Environmental Protection Act 1990) will be employed to mitigate against dust generation.

8.8.3. A dust management plan will include the mitigation measures below. The site layout where possible, will locate machinery and dust causing activities away from sensitive receptors.

8.8.4. Dust mitigation measures will include:

i. mechanical sealing of earth stockpiles;

ii. limiting the speed of general vehicles within the site to 10mph;

iii. surfacing of the haul roads as soon as possible in the programme;

iv. damping down of haul roads using mobile water bowsers;

v. use of a spray bar attachment and sprayed dust suppression during crushing activities, (and, if required, soil screening);

vi. proactive dust suppression via water spraying downwind of activities that have the potential to generate dust such as excavating and placing of soils; and,

vii. visual monitoring will be carried out at sensitive locations on a daily basis.

8.8.5. Dust mitigation measures for the import and export of materials will include:

i. sheeting of vehicles transporting materials to and from the site;

ii. drop heights when loading and unloading materials will be minimised;

iii. all dusty loads will be sheeted appropriately;

iv. provision and compulsory use of wheel washing facilities at access points onto local roads (to prevent mud from getting on the public highways); and,

v. heavily used areas and adjacent public roadways will be regularly cleaned as required;

8.8.6. The potential for dust to arise during construction is highly weather dependent. If carried out in dry weather, increased water spraying will be required to ensure the surface material remains damp and to prevent dust generation and dispersal. In wet weather greater attention will be paid to vehicle cleaning to ensure significant quantities of mud are not trafficked onto local roads, which once dry can become a significant source of dust.

8.8.7. During prolonged periods of dry weather, activities with high dust emission potential (in particular crushing) will utilise a mobile ‘dust-fighter’ suppression unit.

8.8.8. The burning of materials on the site will not be permitted.

8.8.9. ACTIVITIES

i. The proposed programme for the works runs from Q1 2023 for a period of around 27 months to Q3 2024 in a sequential manner as identified on the ‘Site Management Plan’ included in Section 2.5.

ii. The primary risks for dust generation are during site clearance / development platform formation, site clearance and ground-works stages, particularly where these are carried out within prolonged periods of dry weather.

iii. Dust generating activities will be taking place throughout the programme period to a greater or lesser extent. In order to manage dust mitigation, the steps identified overleaf will be implemented on site.

8.8.10. SITE MONITORING

i. Bellway's Site Manager or nominated deputy will carry out a daily site walkover check (during active works) to ensure that nuisance levels of dust and odours are not being generated and the dust management plan is being followed. Daily inspections will note weather, moisture levels on the ground and site activities. Site inspection frequency will be increased during prolonged dry or windy conditions and when activities with high dust potential are being undertaken.

ii. Wherever inspections identify nuisance dust, control measures will be enhanced if possible (for example using suppressant sprays). If dust levels are uncontrollable, works will be suspended until either sufficient suppression measures can be employed or adverse weather conditions improve.

8.8.11. PRE-SITE PREPARATION

i. In order to prevent dust emissions from being carried outside the boundary. The following will be adopted:

ii. Machinery, fuel and chemical storage and dust generating activities will not be located close to boundaries near sensitive receptors (existing residences) if at all possible. Furthermore, fuel & chemicals will only be stored in small quantities, if at all, in bunded storage areas and in containers designed for their containment.

iii. Solid hoardings will be provided to sensitive site boundaries to act as a barrier to the spread of dust.

iv. Hoardings will be provided with polythene "skirts" and ballast to prevent sediment run off from the site onto the adjacent highway. Settlement pits will be formed to allow run-off to be collected and the sediment removed before water is discharged in accordance with licences.

8.8.12. HAUL ROUTES

i. Unpaved haul routes across site can account for a significant proportion of dust emissions, especially in dry or windy conditions, when the generation of dust through the movement of vehicles is exacerbated. Therefore, to comply with good practice, the following will be implemented:

ii. Use of consolidated surfaces on designated cross-site routes during groundworks stage.

iii. Regularly inspect haul routes for integrity and repair when required.

iv. The site haul road will be provided with lay-by parking areas for use as 'holding' zones for vehicles awaiting loading / off-loading.

8.8.13. DAMPING DOWN

i. It may be necessary to wash or damp down haul routes on site in order to control dust emissions. A temporary water supply will be provisioned and distributed about the site to fixed points for use in damping down. In order to comply with good practise, the following steps will be taken:

ii. Road edges and pavements will be cleaned as required using agreed wet cleaning methods.

iii. Roads will be regularly inspected by our site manager and cleaned by site labour using wet cleaning methods when required.

iv. A mechanical road sweeper will be provided on stand-by with a local contractor.

v. Hard standing areas for vehicles will be provided. They will be regularly inspected and cleaned as necessary.

8.8.14. VEHICLES

i. Bellway will use the following controls to reduce dust associated with vehicles, such as the contact of tyres on the road surface or dust blowing from materials carried,:

ii. Prior to leaving site, all vehicles will have their wheels, chassis & external bodywork effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance.

iii. All loads entering and leaving site to be covered.

iv. A 5mph speed limit will be imposed on site.

8.8.15. CONCRETE BATCHING

i. Concrete & mortar batching on site has been identified as an inherently dusty activity and is not considered appropriate for use on this development. Concrete & mortar used in the works will be supplied ready-mixed from local batching plants. It is expected that mortar will be delivered and stored within silos on a regular basis for use as and when needed.

8.8.16. EXCAVATION AND EARTHWORKS

i. Excavation and earthwork activities are a potential source of dust outside the site if they are not properly controlled. The following measures will be used to minimise dust disturbance as much as possible:

- All dusty activities will be damped down, especially during dry weather.
- Temporary earthwork stockpiles will be covered if possible.
- Bellway will minimise drop heights to control the fall of materials.
- Arisings will be removed from site as often as possible to prevent a build up of spoil.

- Long-term stockpiles of material will not be retained on site.
- Secure covers on temporary stockpiles will only be removed in small areas during work and not all at once

8.8.17. SPECIFIC SITE ACTIVITIES

i. Other activities carried out on site have the potential to generate dust without proper control. Therefore, the Best Practice Methods will be implemented as outlined below:

1. Cutting, Grinding and Sawing

- Generally speaking, these activities should not be conducted on site and pre-fabricated material should be brought in where possible. In certain cases however, where such work must take place, then the following techniques should be followed:
  - All equipment will use water suppressant or suitable local exhaust ventilation systems.
  - Dust extraction techniques will be used where available.
  - Equipment will be fitted with water suppressant systems.
  - Local exhaust ventilation will be provided in areas where this is necessary.
  - All fans and filters will be serviced regularly to ensure they are properly maintained.

2. Chutes and Skips

- Skips will be securely covered.
- Drop heights will be minimised to control the fall of materials.
- Damping down with water will be carried out as necessary, particularly during dry or windy weather.

3. Scabbling

- Where scabbling of concrete surfaces is necessary the following steps will be taken to mitigate dust:
  - Pre-wash work surfaces.
  - Screen off work areas.
  - Vacuum up all dusty residue rather than sweeping away

4. Waste Disposal / Burning

  - No burning of any material is permitted on site.

- All excess material should not be wasted, but used or safely removed from site according to appropriate legislation.

5. Sand, Grit and Shot Blasting
   - Use agreed wet processes, sheet areas to contain dust and use silica-free material.
6. Planing and sanding
   - Use fans and/or filters, dust suppression techniques and water sprays.
   - Fitting out
   - Fit all machinery for activities such as plastering, sanding or rendering with dust suppression/collection equipment.
   - Vacuum all waste material.

8.8.18. Records will be kept of all dust and air quality complaints together with a report of investigations undertaken and steps taken to resolve the complaint. Records will be made available on request for the LPA.

8.9. Control of Noise & Vibration

8.9.1. The works will adhere to the legislative requirements on noise and vibration contained within the Control of Pollution Act 1974 and the statutory nuisance provisions contained within the Environmental Protection Act 1990 (s79-82). In this context compliance with BS 5228:1 2009 + A1 2014, Code of Practice on Construction and Open Sites will be required.

8.9.2. Measures will also be taken to limit vibration due to site activities, to protect residents, users of buildings close-by and passers-by from nuisance or harm. As required, additional measures will be undertaken (in accordance with BS:5228:2009 Part 2) to protect structures from physical damage.

8.9.3. Noise prevention measures and procedures will be implemented on site to minimise noise generation created by the construction works, including:

i. Cutting operations or other noisy tasks will be minimised through off-site fabrication wherever practicable. Where there may be a risk of excessive sound levels localised shielding/shrouding will be employed in accordance with BS:5228 2009;

ii. Normal working hours for both site works and deliveries are set out at 6.10 above.

iii. Any additional or alternative working hours for operational reasons will be subject to WHBC consent. Any additional or alternative working hours needed for emergency or health and safety reasons will be advised to WHBC as soon as is reasonably practicable;

iv. Use of radios or other sound systems or tannoys will not be permitted anywhere on the site; and

v. For earth-moving plant such as bulldozers, compactors, dump trucks, dumpers, excavators, graders, loaders and scrapers the source of noise is normally the engine. Sound reduction equipment will be used. Manufacturers' enclosure panels will be kept closed to cover engines when they are in use or idling.

8.9.4. Strict controls on the sequencing of works and providing noise protection will be developed on an activity-by-activity basis. These will include:

i. Static plant will be positioned away from properties;

ii. Use of modern, well-maintained plant and machinery;

iii. Machines in intermittent use will be throttled down to a minimum;

iv. Materials will not be dropped from excessive heights or, alternatively, dropping zones will be screened; and

v. Mobile plant will be turned off when not in use.

8.9.5. Obligations will also be fulfilled under the relevant Noise and Vibration at Work Regulations in order to protect on-site personnel.

8.9.6. Regular qualitative monitoring of noise and vibration will be undertaken on site, by the site manager and, when necessary, Environmental Manager and new methods of working will be implemented should an issue be detected.

8.9.7. In accordance with Section 72 of the Control of Pollution Act 1974, Bellway will use the best practicable means to minimise noise generated on site. For example:

i. All plant & equipment will be selected having regard for its published sound power level

ii. Alternative methods will be investigated to avoid the use of inherently noisy activities

iii. Effective silencers and acoustic covers will be provided and maintained in good working order

iv. Plant and equipment will be located having regard to sensitive receptors (e.g. residential property).

v. Fixed items of plant will be electrically powered rather than diesel or petrol driven

vi. Large concrete pours will be allowed sufficient periods of time to be completed within normal working hours. Where an over-run is expected due to unforeseen circumstances the Council's Environmental Protection Team will be advised as early as possible.

vii. Anti-social behaviour involving shouting, swearing and loud radios will be prohibited on site

viii. The use of temporary screens will be used where appropriate to increase the length of the sound path from a noise source.

8.9.8. Bellway's Site Manager or nominated deputy will carry out site walkover inspections (during active works) to monitor noise. Inspections will also note weather (including prevailing wind direction) and site activities.

8.9.9. In response to any noise complaints, off-site roving attended noise monitoring at the identified sensitive receptors will also be carried out by appropriately trained staff using a minimum specification Type 2 Integrating Sound Level Meter. Noise monitoring will be carried out in accordance with the BS 7445 Description and Measurement of Environmental Noise.

8.9.10. NOISE

i. The table at Figure 8.4 shows levels of noise generated by typical construction activities, taken as the 'worst case' scenario, considering the heaviest tonnage equipment listed on BS-5228 (Noise level database).

Plant/Works	dB(A) at 10m	dB(A) at 25m*
360° excavators (71 tonne)	77	69 [59]
Dumpers (29 tonne)	87	79 [69]
Roller (18 tonne)	79	71 [61]
Muck Away Lorries (39 tonne)	80	72 [39]
Concrete Delivery Lorries	80	72 [62]
Tracked Piling Rigs (CFA Piling) (33 tonne)	80	72 [62]
Powered Barrows	unavailable	-
Paving Machine (12 tonne)	84	76 [66]
Angle Grinders (grinding steel)	80	72 [62] {58} [{48}]
Concrete Breaker (handheld pneumatic breaking concrete)	95	87 [77] {73} {[63]}
Concrete Cutters (petrol circ saw 9kg)	91	83 [73] {69} [{59}]

* Minimum distance to wetland/mudflat within adjacent LWS
** Minimum distance to European Designation from site boundary
*** Minimum distance to European Designation from proposed residential construction within the site
-Figures in square brackets refer to dB(A) with the use of acoustic screening at the relevant site boundaries as a mitigation technique throughout works (reduction of 10dB(A))
-Figures in braces refer to dB(A) with the use of temporary mobile acoustic sheds orientated for maximum noise reduction towards the designated areas (reduction of 14dB(A))
-Figures in both braces and brackets refer to dB(A) with the combined usage of acoustic sheds and acoustic screening

Fig. 8.4 Anticipated noise levels resulting from construction activities (Source: Aspect Ecology)

ii. It should be noted that the attenuation provided by acoustic screening and sheds is calculated as the 'standard' figures referred to in BS-5228; this is well below the level of noise reduction possible from screening as some companies can offer acoustic screening that is up to 3x more effective than the levels referred to in BS-5228.

iii. BS5228:2009 gives several examples of acceptable limits for construction or demolition noise. The most simplistic being based upon the exceeding of fixed noise limits. Paragraph E.2 says: "Noise from construction and demolition sites should not exceed the level at which conversation in the nearest building would be difficult with the windows shut." and "Noise levels, between say 07.00 and 19.00 hours, outside the nearest window of the occupied room closest to the site boundary should not exceed:

- 70 decibels (dBA) in rural, suburban areas away from main road traffic and industrial noise;
- 75 decibels (dBA) in urban areas near main roads in heavy industrial areas.

iv. These limits are for daytime working outside living rooms and offices."

v. Bellway have used materials such as "Q1/1 - SOUNDEX® Contractor Acoustic Quilt" (Fig. 8.5) or "C2/3 - SOUNDEX® Professional Acoustic Curtain" (Fig. 8.6) affixed to fencing panels to achieve noise reductions of up to 28.2dB and 35.6dB respectively on particularly sensitive sites.

Fig. 8.5: Q1/1 - SOUNDEX® Contractor Acoustic Quilt

Fig. 8.6: C2/3 - SOUNDEX® Professional Acoustic Curtain

vi. Further measures to reduce the impact of noise upon sensitive receptors include prohibiting certain types of activity (such as use of pneumatic breakers), or adopting agreed periods when such noisy works can take place (such as 30 minutes on / 90 minutes off). The measures to be adopted on the site will be established and included within any Section 61 approval agreed with the LPA.

8.9.11. NOISE RISKS

i. There is only a very low risk that nearby residents will be adversely affected by construction noise related to the proposed development.

ii. Examples of possible sources of noise include:

- Increased noise levels on-site due to construction activities, plant and road haulage
- Increased noise levels caused by any ground treatment or remediation; and
- Increased noise levels off-site due to road haulage vehicles

iii. As part of the detailed design process, construction methods and techniques have been considered and proposed to mitigate and minimise the risk of noise impact beyond the site boundary. For example, that intrusive construction techniques such as percussive vibration pilling will not be required or allowable at this site.

8.9.12. VIBRATION

i. It is anticipated that the proposed site activities will not result in excessive ground borne vibration. However, in response to any complaints, roving vibration monitoring will be carried out by appropriately trained staff using an integrating seismograph. The seismograph will be deployed for an appropriate period as close as practicably possible to the nearest sensitive receptors.

ii. Measurement will be made in terms of peak particle velocity and vibration dose value (vdv) to ensure that the vdv levels at adjacent housing do not exceed the levels likely to cause adverse comments as set out in BS 6472 Guide to evaluation of human exposure to vibration in buildings.

8.9.13. PROTECTING BURIED SERVICES

i. Any buried services & existing drainage infrastructure that exists on the site and that are to be maintained 'live' will be surveyed and clearly marked on site.

ii. Measures will be taken to protect these services from vehicle traffic passing over them and from activities such as loading or excavation that may affect them.

iii. For any such activities, suitable protection will be provided in accordance with task specific 'Risk Assessments & Method Statements', formulated and agreed before works commence.

8.10. Control of Air Quality & Emissions

8.10.1. Bellway will take all necessary precautions to prevent the occurrence of smoke emissions or fumes from site plant and fuel storage. This will include:

i. If necessary, a misting system of vapour inhibitors will be utilised during remedial works;

ii. Plant will be well maintained;

iii. Plant will be shut down in intervening periods of work or throttled down to a minimum;

iv. Off-road mobile vehicles (bulldozers, excavators) will be run on low sulphur diesel;

v. Off-road mobile vehicles with compression ignition engines will comply with emission standards set in EC Directive 97/68/EC, meeting Stage II limits where possible;

vi. On-road construction vehicles must comply with European Directive EURO standards with regard to emission limits for pollutants and have a valid MOT to ensure compliance; and,

vii. Road vehicles will be switched off when stationary to prevent exhaust emissions and noise.

8.11. Management of Hazardous Waste

8.11.1. Any hazardous waste materials found will be recovered and removed from site by specialist contractors during the enabling works stage.

8.11.2. Any buried asbestos containing materials found will be recorded and removed, all such removal will be carried out under controlled conditions, to an approved method statement agreed (prior to works commencing) with the relevant statutory bodies (HSE) and the Employer.

8.11.3. Such work will be carried out in accordance with all relevant codes of practice, HSE guidance notes, current legislation and statutory regulations.

8.11.4. Monitoring and testing will be carried out by an independently appointed UKAS accredited laboratory and all work areas WILL have “air clearance certificates” before normal operations resume.

8.11.5. All materials arising that require controlled disposal will be bagged, identified and disposed of at an approved site, in accordance with the licence issued for their removal.

8.12. Recycling & Disposal of Non-Hazardous Waste

8.12.1. Section 34 of the Environmental Protection Act 1990 imposes a Duty of Care on any person, who produces, imports, carries, keeps, treats or disposes of controlled waste. The identification and clean-up of contaminated land is governed by the Environmental Protection Act 1990 Part IIA which was enacted by Section 57 of the Environment Act 1995. The Pollution Prevention and Control Regulations 2000 are designed to prevent, reduce, and eliminate pollution at source through the efficient use of natural resources.

8.12.2. A Site Waste Management Plan [SWMP] will be developed and will be used on this project.

8.12.3. Waste generated by the project will be diverted from landfill and either:

i. Reused on site (in-situ or for new applications).

ii. Reused on other sites.

iii. Salvaged/reclaimed for reuse.

iv. Returned to the supplier via a 'take-back' scheme.

v. Recovered from site by an approved waste management contractor and recycled.

8.12.4. Rubbish is generally defined as "waste material; refuse or litter". In the wider context of material to be removed from site, this will include:

i. Excavated materials

ii. Waste produced on site as a consequence of construction work for instance, off cuts of plasterboard

iii. Refuse produced from the site offices and canteen

iv. Unwanted packaging

v. The materials identified above can be segregated into various categories for the purposes of classification for recycling and disposal.

vi. Bellway's supply chain includes specialist waste carriers that provide services off-site to separate waste into materials that can be recycled and who then deal with the segregated waste appropriately, providing the chain-of-custody evidence needed to comply with appropriate regulations.

vii. Limited waste collection and segregation will be provided on site in the compound area. This will be achieved by the use of designated skips. Other than excavation materials that will be removed in muck-away lorries, all waste will initially be put into skips located in the site compound, sited to make them easy for pick-up and drop-off by specialist skip lorry for sorting off site. Site management will ensure that rubbish is picked up and removed to skips to maintain a tidy site and minimise the risk that materials will be blown off site.

8.12.5. All waste loads must be deposited at authorised landfill sites or transfer stations. Deposition will be in accordance with the requirements of the EA and the Duty of Care provisions of the Environmental Protection Act 1990. All Duty of Care documentation must be kept and available for inspection upon request. A ticketing system will be used to confirm that each lorry load of waste is deposited at an approved site.

9. MAINTAINING GOOD PUBLIC RELATIONS

9.1. Local Communication

9.1.1. It will be vital that good communication is established between the neighbouring land users and Bellway so that matters that may potentially cause concern are addressed immediately. To facilitate this, Bellway have designated a specific staff member that will be responsible for co-ordinating liaison with neighbours.

9.1.2. The Site Manager will be provided with a mobile telephone and will be contactable in emergency 24 hours a day whilst the Works are being carried out. Details of the contact number will be provided to the local authority, local residents and to the Police. Details will also be provided on the site hoardings.

9.2. Co-Ordination & Newsletter / Briefings

9.2.1. Bellway seek to ensure that an appropriate level of liaison is achieved with our site's neighbours from an early stage, to inform them about activities on site and to keep them informed.

9.2.2. Within one calendar month of start of works, an introductory letter will be issued to all existing dwellings near to the site (North Road East, Colesdale, South Drive, Cuffley School) and also to WHBC Ward Councillors, HCC Network Management Team, Cuffley Football Club, North & Cuffley Lawn Tennis Club . This will detail our early works activities and provide site contact details for our Manager. It will also include details of the normal working/ delivery times.

9.2.3. Further update letters will be issued to the same parties before major project events such as large plant arriving on site or to warn of any works/ deliveries taking place outside the normal working hours.

9.2.4. Once the development works commence, Bellway will engage with any other large construction projects ongoing in the vicinity of the site to try, where feasible, to co-ordinate activities, such as delivery of large items of plant or equipment, to prevent congestion in the local area.

9.2.5. At this stage, Bellway do not not know what schemes by other constructors will be running concurrently with this development.

9.3. Local Authority Liaison

9.3.1. Bellway's site manager and design manager will maintain dialogue with the LPA to review and discuss any matters that arise during the construction of the development. This will include a regular review of the CEMP to ensure compliance and address issues that have arisen. WHBC Ward Councillors will be included in the community liaison.

9.4. Complaint Management

9.4.1. Details of Bellway's aftercare team will be provided tin the letter identified in 9.2.2 above and any complaints received will be logged, recorded and investigated with the site team, and relevant trade contractors or suppliers and the complainant if appropriate.

9.4.2. A record of complaints received will be available to WHBC and matters arising will be discussed as part of the regular Local Authority Liaison. Any agreement for changes to working procedures will also be recorded and actions monitored by the Bellway Project Manager identified in 3.2 above.

9.5. Considerate Construction

9.5.1. At Bellway we take pride in our developments, from the management of the construction site and the care we give to our customers, through to the relationships built with those affected by our work practices and the finished homes we build.

9.5.2. To co-ordinate these efforts this site will be enrolled in the CONSIDERATE CONSTRUCTORS SCHEME & the site will be run in accordance with the CODE OF CONSIDERATE PRACTICE. This includes providing contact details for the Site Manager on the Considerate Constructors Scheme poster provided on the site hoarding.

9.5.3. A pioneer of considerate construction, Bellway Homes led the way as one of the first house-builders to register with the Scheme, in 1998. Since then, Bellway Homes has won several Considerate Constructors Scheme National Site Awards.

9.5.4. The Considerate Constructors Scheme's independent assessment system awards points over five categories relevant to construction sites:

9.5.5. Enhancing the appearance

9.5.6. Respecting the community

9.5.7. Protecting the environment

9.5.8. Securing everyone's safety

9.5.9. Caring for the workforce

9.5.10. Each category can be awarded a maximum of 10 points and good practice, consistency, evidence of good communication and innovation are rewarded with high scores.

10. AUDIT AND REVIEW OF PERFORMANCE

10.1. Bellway will implement an appropriate method of auditing the CEMP process via an internal auditing procedure overseen by the Production Director. Provision of evidence that the agreed auditing procedure has taken place will be provided to WHBC at review meetings with WHBC.

10.2. Reports detailing the findings of all environmental monitoring and validation of works will be provided on request.

11. TRAINING

11.1. Information identifying the requirements of the CEMP that affect daily work on site will be communicated to operatives as part of their induction process.

11.2. A copy of the CEMP will be available for inspection on site at all times.

11.3. All operatives on site are required by law to undergo a site-specific induction. The names and details of attendees at such inductions are recorded and logged as part of the Bellway management procedures for the purposes of health and safety monitoring.

11.4. Site management will continuously monitor operations on site to ensure that the requirements of the CEMP are being adhered to.

11.5. The Construction (Design and Management) Regulations 2007 Approved Code of Practice is specific about the obligations of the Principal Contractor in respect of site induction, as shown in the following abstract:

"INDUCTIONS - Inductions are a way of providing workers with specific information about the particular risks associated with the site and the arrangements that have been made
for their control. Induction is not intended to provide general health and safety training, but it should include a site-specific explanation of the following:
(a) senior management commitment to health and safety;
(b) the outline of the project;
(c) the individual's immediate line manager and any other key personnel;
(d) any site-specific health and safety risks, for example in relation to access, transport, site contamination, hazardous substances and manual handling;
(e) control measures on the site, including:
(i) any site rules,
(ii) any permit-to-work systems,
(iii) traffic routes,
(iv) security arrangements,
(v) hearing protection zones,
(vi) arrangements for personal protective equipment, including what is needed, where to find it and how to use it,
(vii) arrangements for housekeeping and materials storage,
(viii) facilities available, including welfare facilities,
(ix) emergency procedures, including fire precautions, the action to take in the event of a fire, escape routes, assembly points, responsible people and the safe use of any fire-fighting equipment;
(f) arrangements for first aid;
(g) arrangements for reporting accidents and other incidents;
(h) details of any planned training, such as 'toolbox' talks;
(i) arrangements for consulting and involving workers in health and safety, including the identity and role of any:
(ii) representatives of employee safety,
(iii) safety committees;
(j) information about the individual's responsibilities for health and safety."

APPENDICES

APPENDIX 1: Temporary Access Drawings & Tracking

DO NOT SCALE

SITE BOUNDARY

SITE HOARDING

PROPOSED DEVELOPMENT

EXISTING EXTENT OF DROP KERB

CONSTRUCTION WORKS IN CLOSE PROXIMITY TO EXISTING OVERHEAD TREE BRANCHES. CONTRACTORS HEALTH AND SAFETY DOCUMENT TO INCLUDE A METHOD STATEMENT OUTLINING A SAFE METHOD OF WORKING AGREED WITH RELEVANT STATUTORY UNDERTAKER WHERE NECESSARY.

ACCESS TO BE CONTROLLED ALLOWING ONE VEHICLE TO USE THE ENTRANCE AT A TIME

EXISTING FOOTPATH TO BE MADE GOOD AFTER TEMPORARY ACCESS NO LONGER REQUIRED

EXISTING KERB TO BE RETAINED.

BOLLARDS TO BE REMOVED

TEMPORARY SITE GATE WITH TRAFFIC MARSHALL

MATURE TREES TO BE RETAINED

SECTION OF HOARDING TO ALLOW VISIBILITY THROUGH VIA FENCING OR PANEL INSTALLED IN HOARDING.

LARGE CONSTRUCTION TRAFFIC TO ONLY ENTER THE SITE NORTHBOUND AND LEAVE SOUTHBOUND

EXISTING BUSH TO BE CLEARED UP TO DITCH LINE

PROPOSED 600mm ø PIPE TO BE LAID AT THE LEVEL OF THE EXISTING DRAINAGE DITCH. PIPE TO BE PROTECTED WITH A 150mm THICK CONCRETE COVER SLAB.

EXISTING RAILING TO BE REPLACED WITH TIMBER BALLARD.
WARNING SIGNAGE TO BE INSTALLED.

PROPOSED TEMPORARY ACCESS TO TIE INTO EXISTING PATH

EXISTING TREE TO BE RETAINED

PROPOSED REROUTED FOOTPATH

PROPOSED TEMPORARY ACCESS ROAD

SUITABLE TRAFFIC CONTROL MEASURES TO BE IMPLEMENTED.

PROPOSED 1 IN 3 TEMPORARY EMBANKMENT. EMBANKMENT TO TIE INTO PROPOSED SITE LEVELS.

CONSTRUCTION WORKS MAY BE AFFECTED BY CONSTRUCTION TREE ROOT PROTECTION AREA. CONTRACTOR MAY NEED TO USE EITHER AIRSPADES OR HAND DIGGING FOR EXCAVATION WORKS WITHIN THESE AREAS, SUBJECT TO PRIOR AGREEMENT WITH ARBORICULTURALIST. CONTRACTORS HEALTH AND SAFETY DOCUMENT TO INCLUDE A METHOD STATEMENT OUTLINING A SAFE METHOD OF WORKING AGREED WITH RELEVANT STATUTORY UNDERTAKER WHERE NECESSARY.

TREES TO BE REMOVED

SITE BOUNDARY

SITE HOARDING

WARNING SIGNAGE TO BE INSTALLED.

EXISTING FOOTPATH TO REROUTED. FOLIAGE TO BE PULLED BACK AND EXISTING MATURE TREES TO BE RETAINED. FOOTPATH TO BE A MINIMUM OF 1m WIDE AND 1.5m WHERE POSSIBLE.

EXISTING BUSH TO BE CLEARED

PROPOSED DEVELOPMENT

ALL WORKS TO BE RECTIFIED TO THE SAME OR BETTER STANDARDS AS EXISTING

LEVELS LEGEND

84.80 + Proposed level

×85.09 Existing level

64.6 64.5 64.4 Proposed temporary access road contours.

Site Boundary

Site Hoarding

Temporary Site Gate

D	FOOTPATH AND TEMPORARY ROAD RELOCATED AND WIDENED AS PER COMMENTS.	DR	16.05.23
C	NOTES AMENDED AND ADDED TO SUIT COMMENTS FROM BELLWAY.	DR	15.05.23
B	FOOTPATH REROUTED, SITE HOARDING ADDED AND NOTES UPDATED IN LINE WITH BELLWAY COMMENTS	AJM	10.02.23
A	DRAWING NUMBER UPDATED	AJM	31.01.23
–	PRELIMINARY ISSUE	AJM	30.01.23
MK	REVISION	BY	DATE

DRAWING STATUS

PRELIMINARY

CLIENT

Bellway

DRAWING TITLE

TEMPORARY ACCESS ENGINEERING LAYOUT

PROJECT Project Number P22-772

NORTHAW ROAD EAST, CUFFLEY

simpson | tws
Unit B10
Elmbridge Court Business Park
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T:01452 309 727
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W: www.simpsoneng.com
London, Henley-on Thames, and Gloucester

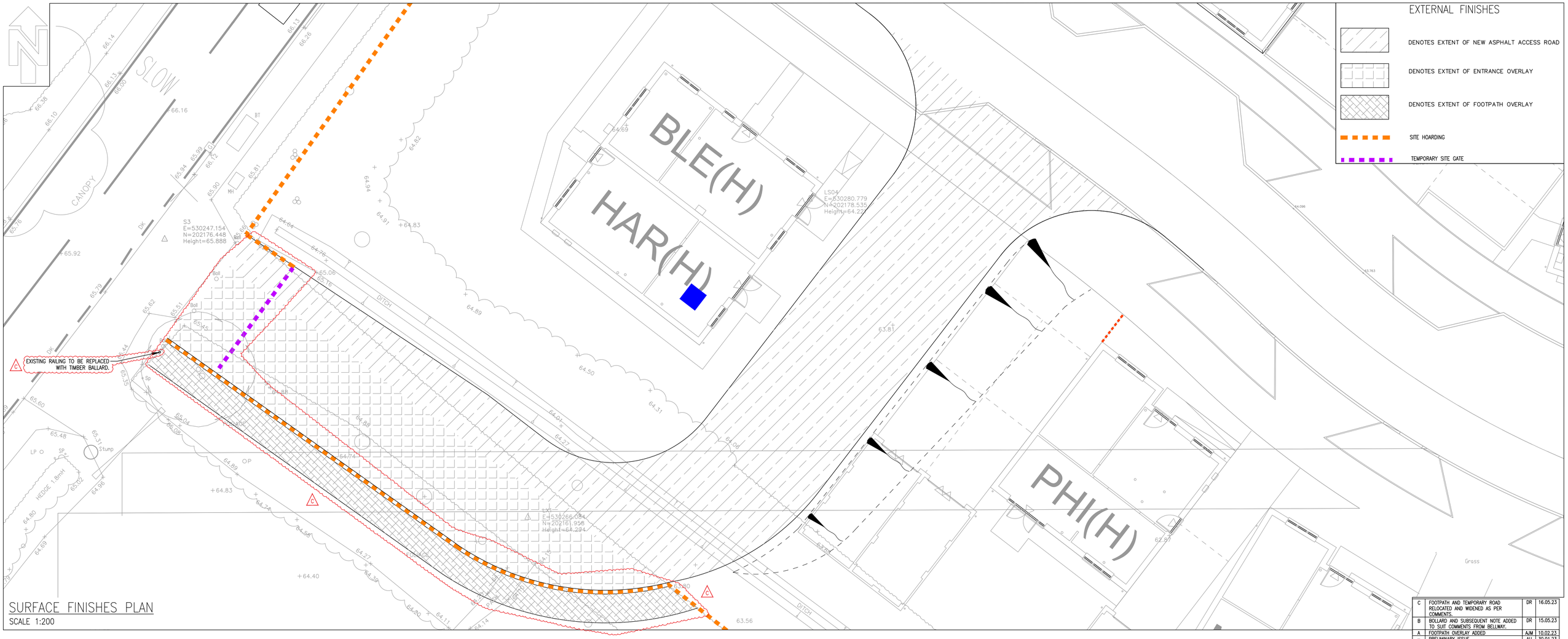
Drawn	Ch'kd	Scales	Date
AJM	AU	1:100	JAN 2023

Purpose of Issue: FOR INFORMATION

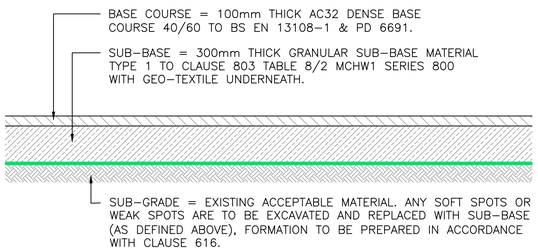
Drawing Number: P22-772-97 Revision: D

A1

DO NOT SCALE



SURFACE FINISHES PLAN
SCALE 1:200



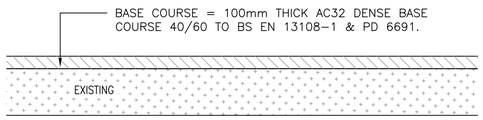
SPECIFICATION FOR NEW ASPHALT ACCESS ROAD
SCALE 1:25

NOTES:

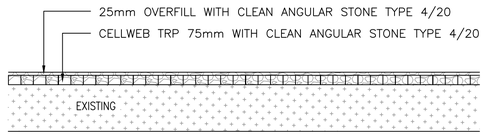
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS, DOCUMENTS & SPECIFICATIONS.
2. DIMENSIONS NOT TO BE SCALED.
3. UNLESS NOTED OTHERWISE, CLAUSES REFER TO THE SPECIFICATION FOR HIGHWAY WORKS: VOLUME 1 OF THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS.
4. CARRIAGEWAY CONSTRUCTION AND DEPTH OF CAPPING LAYER BASED ON A CBR VALUE OF 2-3% RECOMMENDED BY GEO ENVIRONMENTAL GROUP. CBR TESTS TO BE UNDERTAKEN DURING CONSTRUCTION AND ADJUSTED IN ACCORDANCE WITH TABLE 1.
5. CBR TESTING IS TO BE UNDERTAKEN DURING CONSTRUCTION TO VERIFY DEPTH OF SUB-BASE / CAPPING IN ACCORDANCE WITH TABLE 1.
6. IF SUB-GRADE IS TESTED AS FROST SENSITIVE MINIMUM CONSTRUCTION OF PAVEMENT TO BE 450mm THICK

CBR Values	Minimum thickness (mm) of Sub-Base (consolidated in accordance with MCHW Volume 1 Clause 801, table 8/1)	
	Without Geo-textile underneath	With Geo-textile underneath
Less than 2%	N/A	300
2-3%	325	225
3-5%	250	150
5-7%	150	N/A
7-20%	100	N/A

TABLE 1: SUB- BASE THICKNESS



SECTION FOR ENTRANCE ROAD OVERLAY
SCALE 1:25



SECTION FOR ENTRANCE TEMPORARY FOOTPATH
SCALE 1:25

C	FOOTPATH AND TEMPORARY ROAD RELOCATED AND WIDENED AS PER COMMENTS.	DR	16.05.23
B	BOLLARD AND SUBSEQUENT NOTE ADDED TO SUIT COMMENTS FROM BELLWAY.	DR	15.05.23
A	FOOTPATH OVERLAY ADDED	AJM	10.02.23
–	PRELIMINARY ISSUE	AU	30.01.23
MK	REVISION	BY	DATE

DRAWING STATUS
PRELIMINARY

CLIENT
Bellway

DRAWING TITLE
TEMPORARY ACCESS SURFACE FINISHES PLAN AND DETAILS

PROJECT Project Number P22-772

NORTHAW ROAD EAST, CUFFLEY

simpson | tws
Unit B10
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T: 01452 309 727
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London, Henley-on Thames, and Gloucester

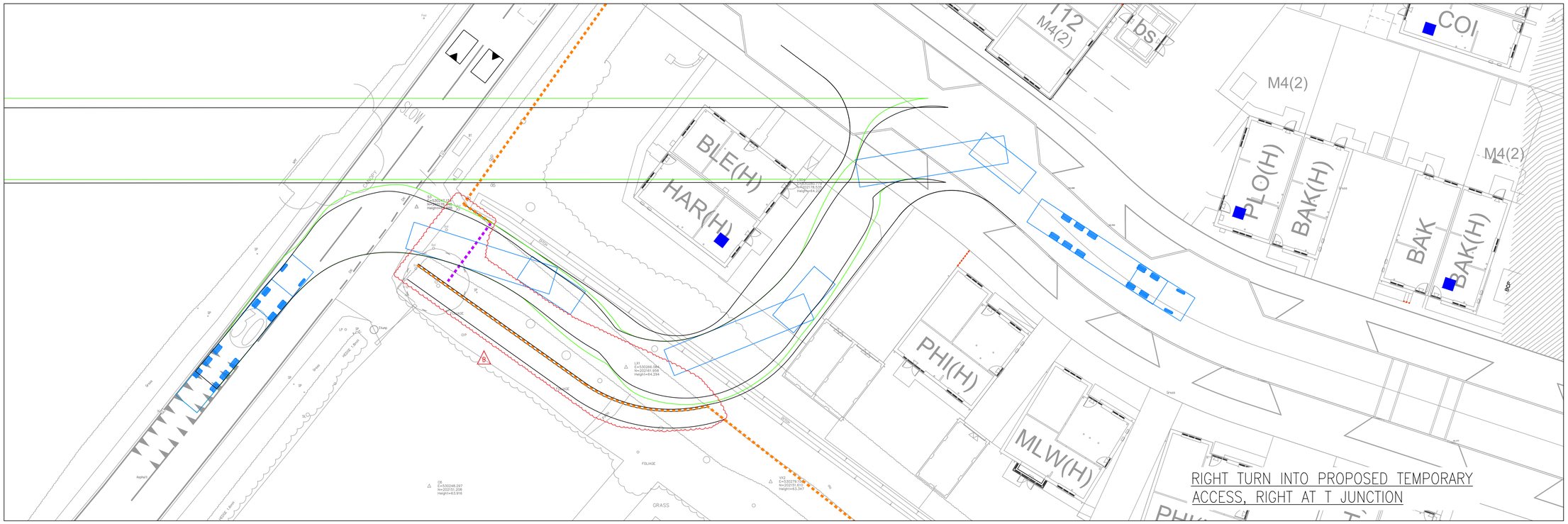
Drawn	Ch'kd	Scales	Date
AU	AR	AS NOTED	JAN 2023

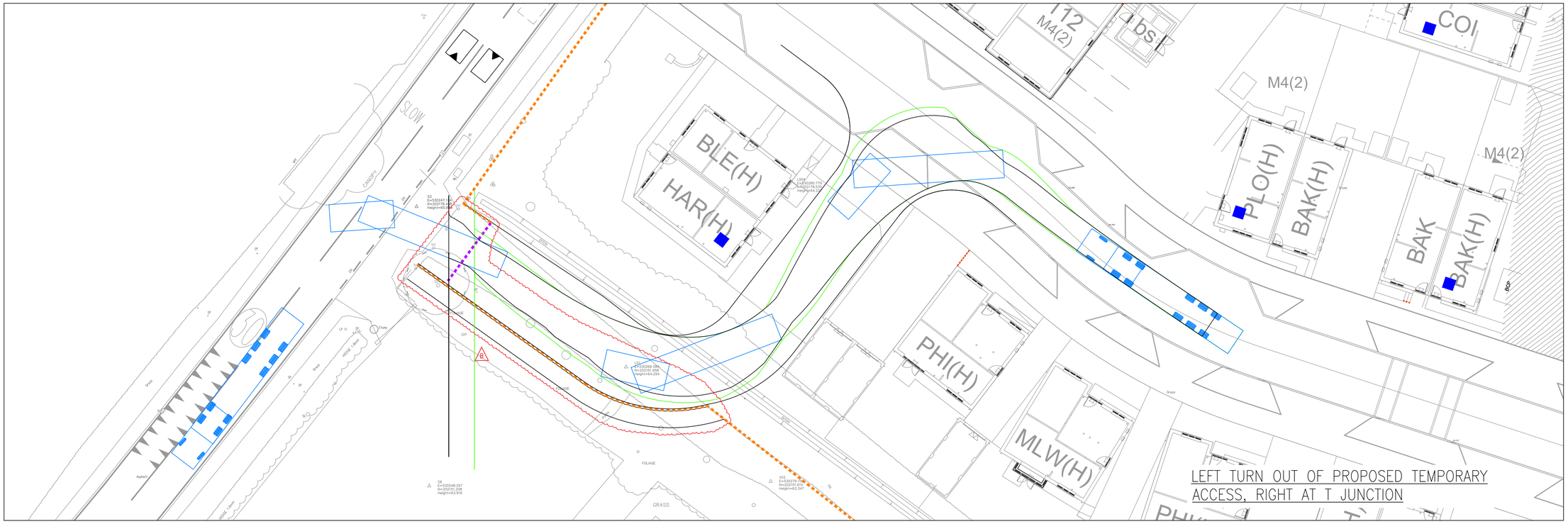
Purpose of Issue
FOR INFORMATION

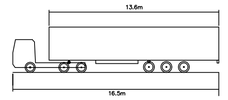
Drawing Number P22-772-94 Revision C

A1

DO NOT SCALE







Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m

ENGINEERING NOTES

1. This drawing to be read in conjunction with all relevant Architects, Engineers and Subcontractors drawings and details.
2. This drawing is based on topographical survey by THE SURVEY ASSOCIATION:

   Drawing Number 0875-T
   Dated JUN 2022
3. All levels relate to levels given on survey drawing.

B	FOOTPATH AND TEMPORARY ROAD RELOCATED AND WIDENED AS PER COMMENTS.	DR	16.05.23
A	DRAWING TITLE AND NUMBER UPDATED	AJM	31.01.23
–	PRELIMINARY ISSUE	AJM	30.01.23
MK	REVISION	BY	DATE

DRAWING STATUS

PRELIMINARY

CLIENT

Bellway

DRAWING TITLE

TEMPORARY ACCESS TRACKING SHEET 1 OF 2

PROJECT Project Number P22-772

NORTHAW ROAD EAST, CUFFLEY

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W: www.simpsoneng.com
London, Henley-on Thames, and Gloucester

Drawn	Ch'kd	Scales	Date
AJM	AU	1:200	JAN 2023

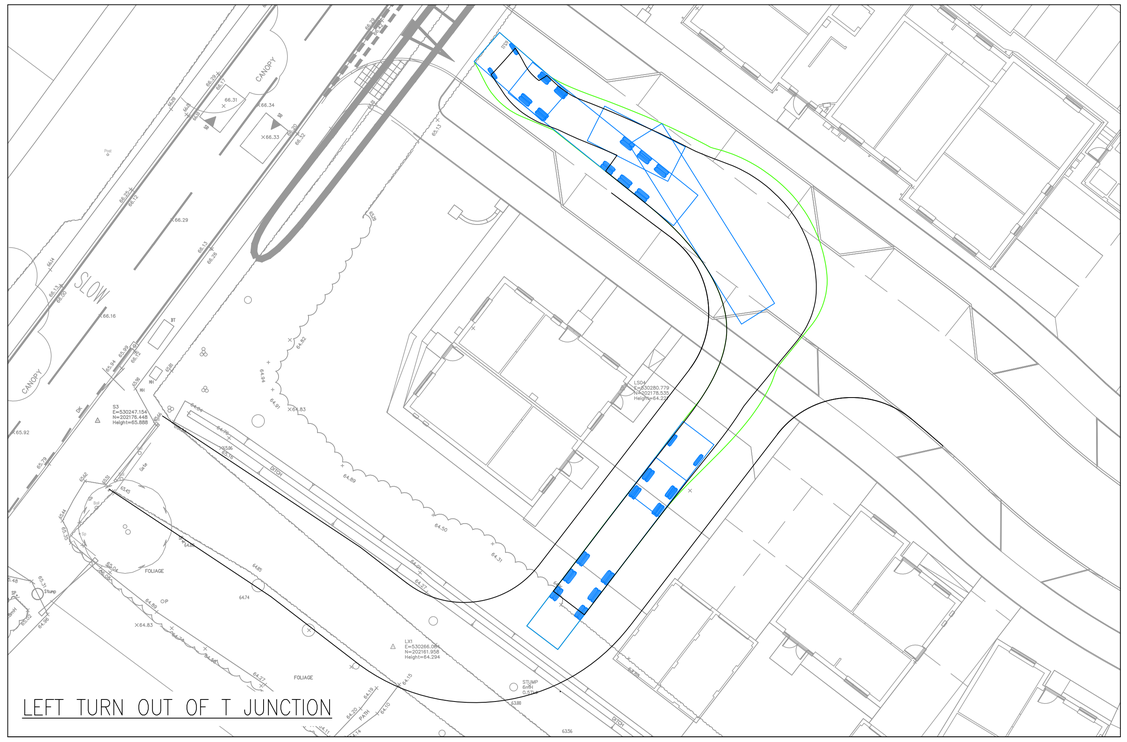
Purpose of Issue

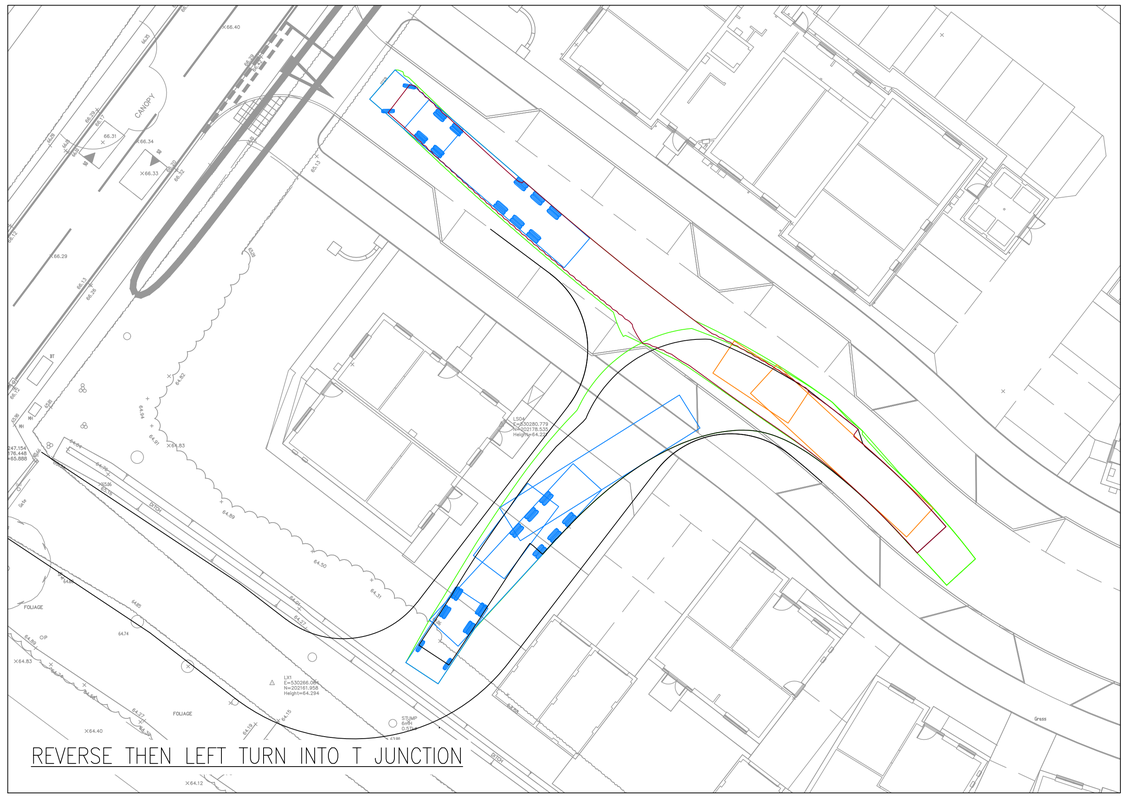
FOR INFORMATION

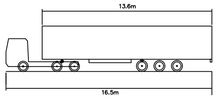
Drawing Number	Revision
P22-772-95	B

A1

DO NOT SCALE







Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m

ENGINEERING NOTES

1. This drawing to be read in conjunction with all relevant Architects, Engineers and Subcontractors drawings and details.
2. This drawing is based on topographical survey by THE SURVEY ASSOCIATION:

   Drawing Number 0875-T
   Dated JUN 2022
3. All levels relate to levels given on survey drawing.

–	PRELIMINARY ISSUE	AJM	31.01.23
MK	REVISION	BY	DATE

DRAWING STATUS

PRELIMINARY

CLIENT

Bellway

DRAWING TITLE

TEMPORARY ACCESS TRACKING SHEET 2 OF 2

PROJECT Project Number P22-772

NORTHAW ROAD EAST, CUFFLEY

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London, Henley-on Thames, and Gloucester

Drawn	Ch'kd	Scales	Date
AJM	AU	1:200	JAN 2023

Purpose of Issue

FOR INFORMATION

Drawing Number	Revision
P22-772-96	-

A1

APPENDIX 2: HCC Email Chain

From: Dawn West [redacted]
Subject: RE: Cuffley - Temporary Site Access and Permissive Path
Date: 8 February 2023 at 13:00
To: Mara Dumitru [redacted]
Cc: [redacted]

ALERT: This message originated outside of Bellway's network. **BE CAUTIOUS** before clicking any link or attachment.

Hello,
Many thanks for confirming this.
Please find the site information notice attached.
Kind regards,
Dawn

Dawn West (nee Grocock)
Access Projects Officer | Countryside and Rights of Way | Environment and Transport | Hertfordshire County Council
County Hall, Pegs Lane, Hertford, SG13 8DF, Postal Point: CHN101
T: 01992 555235 (Internal: 25235)
E: [redacted]
Update me

From: Mara Dumitru [redacted]
Sent: 08 February 2023 09:32
To: Dawn West [redacted]
Subject: RE: Cuffley - Temporary Site Access and Permissive Path
Hi Dawn,
Many thanks for this.
We will most certainly keep the larger trees. As with the smaller hedges/shrubs, we will only remove the area required to form the path. We will upcycle the shrubs to create a separation between the car park and the footpath as discussed. We will also make sure that new hedges / shrubs are planted once the temporary access is no longer required.
With regards to notifying residents, please could you provide the notification we discussed on site to note that we have consulted on this matter? I am going on site tomorrow morning so if this could be provided today I will be able to put it up and so inform residents of these works.
Kind Regards,

Mara Dumitru
Senior Technical Coordinator

01895 671196
Bellway Homes Limited (North London)
Bellway House
Bury Street
Ruislip
Middlesex
HA4 7SD
www.bellway.co.uk

Bellway | 3 FOR 23

CANCER RESEARCH UK Help raise £3million for 2023

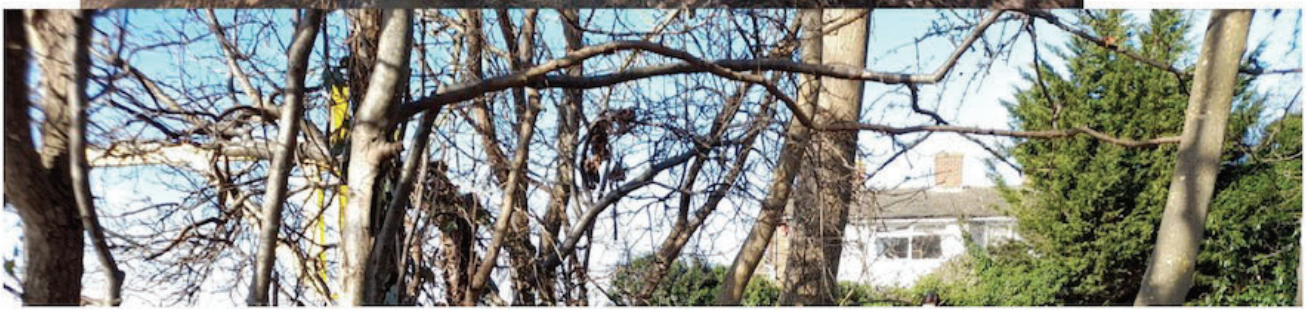
From: Dawn West <[redacted]
Sent: 07 February 2023 18:49
To: Mara Dumitru <[redacted]
Subject: RE: Cuffley - Temporary Site Access and Permissive Path

ALERT: This message originated outside of Bellway's network. **BE CAUTIOUS** before clicking any link or attachment.

Hello,
Apologies for not replying sooner. I have now heard back the following from Alex:
`I've done a quick width investigation into N&C FP6 to see if there is enough room to incorporate the developers plans to close part of Footpath 6 and keep part of it open rather than employing a TTRO. Attached are snips of all the historic OS maps of the area of the path in question, 1879 through to today. All of them clearly show the solid bounding line either side of the pecked footpath route, so it is fair to say that the entire width between the two bounding lines is the width of the footpath. This averages out at a little over 12 metres over all the maps.
The developers have set out an area on the southern boundary of the route to leave open to the public in red, see the attached developer plan. I think this area of red is within the bounding lines of the path, so, if the developers clear the scrub on the southern boundary and as long as there is at least 2 metres of the footpath available to the public, the northern side can be used as site access and there wouldn't be a need for a TTRO. `
From speaking with Carol, I believe the Parish Council raised some concerns regarding your proposals. They did also contact me regarding the scrub and tree works to make the path we discussed. I think they were concerned the large trees and hedge between the car park and footpath would be removed.
Therefore I highlighted the scrub and trees concerned on the photos below.
Hopefully you agree with this.


30 Jan 2023 11:13:
1 Colesd
Cuff
Hertfordsh
Engla


30 Jan 2023 11:12:29
1 Colesdale
Cuffley
Hertfordshire
England



I have emailed Alex back and suggested that the 2m wide path he quotes, is in regard to your fencing location and that the actual usable width will need to be subject to the larger trees. Obviously it is a bit of a balance getting a usable width and not removing more scrub and trees than needed.
I would also recommend explanation notices before the works start, so the public are aware what is happening, that the narrowing of the footpath width is temporary and access will always be available to them.
Kind regards,
Dawn

Dawn West (nee Grocock)
Access Projects Officer | Countryside and Rights of Way | Environment and Transport | Hertfordshire County Council
County Hall, Pegs Lane, Hertford, SG13 8DF, Postal Point: CHN101
T: 01992 555235 (Internal: 25235)
E: [redacted]
Update me

From: Mara Dumitru[redacted]
Sent: 03 February 2023 16:17
To: Dawn West[redacted]
Subject: RE: Cuffley - Temporary Site Access and Permissive Path
Hi Dawn,
Many thanks for this.
I have updated the minutes and option 2 and attach.
Could you please let me know if a TTRO is required for this option as we are not closing the footpath in this scenario? I understand you are waiting for a response from Alex and look forward to hearing back on this.
Kind Regards,
Mara Dumitru
Senior Technical Coordinator

01895 671196
Bellway Homes Limited (North London)
Bellway House
Bury Street
Ruislip
Middlesex
HA4 7SD
www.bellway.co.uk

From: Dawn West [redacted]
Sent: 31 January 2023 19:12
To: Mara Dumitru [redacted]
Subject: RE: Cuffley - Temporary Site Access and Permissive Path

ALERT: This message originated outside of Bellway's network. **BE CAUTIOUS** before clicking any link or attachment.

Hello,
Nice to meet you both on Monday. Many thanks for the updated information and summary of the meeting. I just have a couple of comments on this, I will follow up in more detail, but the main alteration is to item 1:
Please can this state `minimum width of 1m, 1.5m where possible.`
Alternative pedestrian route to be explored. Suggested to be located south of the temporary site access, 1m wide, within Bellway site.
Please find attached details of the suggested gate stagger barrier for footpath 6 and motorbike inhibitor for the permissive footpath.
According to the on line maps at Ordinary Watercourses | Hertfordshire County Council, the culvert for the Permissive Path will cross an Ordinary Watercourse, therefore permission for works will need to be sort from this Team and a bridge maybe their preferred option.
I have contacted Alex Swanston from the Definitive Map Team to advise on if a TTRO path closure is legally required and will let you know as soon as I hear back.
Kind regards,
Dawn

Dawn West (nee Grocock)
Access Projects Officer | Countryside and Rights of Way | Environment and Transport | Hertfordshire County Council
County Hall, Pegs Lane, Hertford, SG13 8DF, Postal Point: CHN101
T: 01992 555235 (**Internal:** 25235)
E: [redacted]

From: Mara Dumitru [redacted]
Sent: 30 January 2023 16:58
To: Dawn West [redacted]

[redacted]

Subject: Cuffley - Temporary Site Access and Permissive Path

Good afternoon Dawn,

Many thanks for the meeting on site today, we found it very useful.

I attached minutes form the meeting for your review.

In addition, I have attached mark-ups to show our understanding of the items discussed for the temporary site access and permissive path.

If you have any queries please do not hesitate to contact me.

Kind regards,

Mara Dumitru
Senior Technical Coordinator

01895 671196
Bellway Homes Limited (North London)
Bellway House
Bury Street
Ruislip
Middlesex
HA4 7SD
www.bellway.co.uk

Privacy Notice
Click here to read our Privacy Notice. A copy can also be requested by sending an email to data.protection@bellway.co.uk

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Registered Office - Woolsington House I Woolsington I Newcastle upon Tyne I NE13 8BF
Web: www.bellway.co.uk

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N&C 6 Site Notice...3.docx
614 KB

Revision History

Rev 0	Initial Issue	14/07/2022
Rev 1	Final Update	10/08/2022
Rev 2	Minor change to 2.7.4, 3.2.1 & 3.3.1	24/11/2023
Rev 3	Temporary access details added to 6.3	23/01/2023
Rev 4	Alterations to 2.6 & 6.3 to reflect minor works license and site entrance.	26/01/2023
	Alterations to 6.13 to clarify scope.	27/01/2023
Rev 5	Alterations to reflect comments received in respect of Rev 3 review by highways	27/03/2023
Rev 6	Highways concerns addressed	19/04/2023
	Further alterations to 6.3	21/04/2023
Rev 7	Further alterations to 6.3.6, 6.10, 6.14.1	15/05/2023
Rev 8	Alterations to 6.3.2 & 6.3.4	24/05/2023