

Crowthorne Care Home
Lower Wokingham Road
Crowthorne
Wokingham

Barchester Healthcare

Construction Management Plan v3

October 2025

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1.0 INTRODUCTION

1.1 This Construction Management Plan (CMP) has been prepared on behalf of Barchester Healthcare in regards to development of a permitted 60 bedroom residential care home off Lower Wokingham Road in Crowthorne, Wokingham.

1.2 Planning permission for the care home was granted in September 2024 at Appeal under reference APP/X0360/W/23/3336000 in relation to application reference 223256 to Wokingham Borough Council. Planning condition 10 relates to construction matters:

Prior to the commencement of development, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the local planning authority. The CMP shall deal with the treatment of any environmentally sensitive areas, detailing the works to be carried out showing how the environment will be protected during the works.

The CMP shall comprise following elements:

- i) the parking of vehicles of site operatives and visitors,*
- ii) approach to deliveries, loading and unloading of plant and materials,*
- iii) storage of plant and materials used in constructing the development,*
- iv) wheel washing facilities,*
- v) measures to control the emission of dust and dirt during construction,*
- vi) a scheme for recycling/disposing of waste resulting from demolition and construction works,*
- vii) construction working hours; and*
- viii) a construction communication plan.*

The approved CMP shall be adhered to throughout the construction period of the development hereby permitted.

1.3 Three other planning conditions set out in the consent deal with compliance matters and relate to retention and protection of trees on the site during construction, conditions 5 and 26, and reporting of contamination during construction, condition 11.

1.4 A previous CMP, July 2025 prepared by Kori Construction Ltd has been submitted to Wokingham Borough Council under planning reference 251426 to discharge condition 10. Initial comments from WBC Highways have been provided with a request for additional information. This CMP also addresses the matters raised by officers.

1.5 This CMP sets out the approaches and measures that will be implemented at the site for construction of the care home in accordance with the requirements of conditions 10, 5, 26 and 11 of the planning consent.

- 1.6 A contractor to construct the care home has not yet been appointed and therefore a number of considerations and measures are subject to confirmation and updating when the contractor is instructed. If necessary this CMP will be updated prior to starting on site to confirm any additional details.

2.0 SITE LOCATION AND ACCESS CONTEXT

2.1 Local Road Network

- 2.1.1 The site is off the west side of the A321 Lower Wokingham Road some 2.2km north west of Crowthorne High Street and 4km south of Wokingham town centre with Bracknell some 6.8km to the north east and Camberley some 6.7km to the south east of the site. The local area and road network are shown at Appendix 1.
- 2.1.2 The A321 Lower Wokingham Road is subject to a 40mph speed limit in the vicinity of the site and locally provides direct access to residential properties. The A321 continues north as Sandhurst Road and Finchampstead Road into Wokingham and south via Sandhurst to meet the A30 in Camberley.
- 2.1.3 The A321 Lower Wokingham Road/Wokingham Road meets the B3348 Wellingtonia Avenue/Duke's Ride at the Wellingtonia roundabout some 740m south of the site. The A321 Lower Wokingham Road/Sandhurst Road meets the B3430 Nine Mile Ride at the Queensmere double roundabout some 850 north of the site. The B3348 and B3430 provide west-east routes through the local area including links to Bracknell.
- 2.1.4 In the wider area the B3430 and B3348 continue east from their respective junctions with Lower Wokingham Road and meet the A3095 Foresters Way at a signalised crossroads junction and roundabout respectively some 4.1km east of the site. The B3430 continues east for 2.6km and meets the A322 Bagshot Road at a signalised crossroads junction.
- 2.1.5 The A322 continues south for some 5.8km where it meets the M3 junction 3 and north for some 3.4km through Bracknell to meet the A329 Berkshire Way near the town centre. The A329 continues west and becomes the A329(M) into the eastern part of Reading. The A329(M) meets the M4 junction some 7.4km north west of Bracknell town centre.
- 2.1.6 From the site the A321 continues south through Sandhurst and the west side of Camberley to meet the M3 junction 4. In Sandhurst the A321 passes under a railway line where the tunnel has a height restriction of 3.6m.

2.2 Development Site Access

- 2.2.1 Vehicular access to the permitted care home development will be provided at an improved 4.8m wide bellmouth arrangement off Lower Wokingham Road in the central part of the site frontage. A 1.8m wide footpath will be provided through the site to the building entrance and connect to the existing footway along Lower Wokingham Road north of the vehicular access.
- 2.2.2 The access road will lead to a hammerhead road arrangement that will serve car parking and servicing.

3.0 DEMOLITION STAGE MEASURES

3.1 Site Contact and Public Engagement

- 3.1.1 The site is occupied by a single residential property Oakdale and associated outbuildings served by a crossover access off Lower Wokingham Road.
- 3.1.2 The first stage in the development process will be demolition of the existing building and structures on site. Contact details of the demolition contractor's representative including a 24-hour emergency contact phone number will be displayed at the site during the demolition period in case any issues are identified. If requested the representative's details will also be provided to planning and/or highway officers at Wokingham Borough Council.
- 3.1.3 Residents near the site that could be affected by the works will be informed of the likely programme schedule including starting date. In the infrequent event that abnormally large vehicles need to arrive at the site, advance notification will be provided to residents that could be affected including if a large vehicle needs to wait momentarily on the carriageway.

3.2 Site Preparation

- 3.2.1 Protection to neighbouring land and property boundaries will be provided as necessary. This could include 2.4m high timber security hoarding with appropriate decals or alternatively fencing/scaffolding with appropriate sheeting. Part of an existing wall at the access will be removed to widen the available space for vehicles to enter. Security gates will be provided at the widened access. Any breaches in the hoarding will be repaired by the contractor and thereafter maintained throughout the construction process.

- 3.2.2 Prior to the start of demolition works appropriate arboricultural protection measures will be installed to protect trees on site that are to be retained and pruning undertaken to facilitate vehicle movements. The measures will accord with the advice and guidance provided in the Arboricultural Method Statement (AMS), June 2025 prepared by Bea Landscape Design as submitted to Wokingham Borough Council or any subsequently agreed Arboricultural Method Statement. The AMS includes a Tree Protection and Removal Plan drawing no. BEA-2394-C-02. Measures will include tree protective fencing, no-dig ground protection materials and cellular confinement systems for root protection as well as supervision and monitoring by an arboriculturalist.
- 3.2.3 A condition survey of the highway on Lower Wokingham Road will be undertaken prior to commencement of demolition. The scope and extents will be agreed with a highway officer from Wokingham Borough Council but will typically include the section of the road adjacent to the site and for a further 50m in each direction. The highway officer will be informed of and invited to attend the initial survey. Photographic and video evidence will be used to record any existing defects or issues identified.
- 3.2.4 The existing site layout as well as likely extent of available space for parking, manoeuvring and storage on the site for the demolition period are indicated at Appendix 2.

3.3 Access

- 3.3.1 The existing site access will be widened by removing part of the boundary wall to the property as well as structures and vegetation along the site frontage not being retained to allow large vehicles to enter from Lower Wokingham Road. Appropriate temporary surfacing will be put down on the widened road. Qualified banksmen and/or demolition contractor staff will supervise and help guide the drivers and manage passing traffic on Lower Wokingham Road when large vehicles are manoeuvring.
- 3.3.2 Swept path analysis for typical vehicles entering and leaving the existing site is provided at Appendix 3 including a tipper lorry. Initially it may be necessary for HGVs bringing large equipment to the site to stop momentarily on Lower Wokingham Road adjacent to the access to offload demolition plant and equipment under supervision of staff and banksmen. However this will be minimised as far as is practicable.
- 3.3.3 Parking for contractor staff that need to drive to the site will be arranged on site outside of protected tree areas.

3.4 Dust Management Plan

- 3.4.1 As part of environmental management procedures on the site the level of dust emissions will be monitored by the contractor and appropriate measures in accordance with best practice implemented to maintain dust emission at or below acceptable levels. This particularly will apply in adverse weather conditions that could propagate dust emissions.

- 3.4.2 Monitoring and remedial measures will have regard to advice from the Institute of Air Quality Management (IAQM) contained in '*Guidance on the assessment of dust from demolition and construction*', January 2024 v2.2 or subsequent versions.
- 3.4.3 Ongoing dust monitoring will be undertaken with receptors to excessive dust including operatives on site, nearby residents and the public passing along adjacent roads. Any complaints or concerns raised by residents of excessive pollution emanating from the site will be directed to the site manager and dealt with by appropriate measures put into place to contain emissions if and where necessary.
- 3.4.4 Measures relevant to the demolition stage include to:
- suppress dust from waste stockpiles with water;
 - avoid explosive blasting and use manual or mechanical methods;
 - bag and remove any biological debris or damp down material before demolition;
 - prohibit bonfires on site;
 - soft strip inside buildings before demolition;
 - use water or ventilation system as suppressant when using cutting equipment;
 - sheeting of waste materials when loaded onto lorries or into skips;
 - minimise stockpiles of waste and delays to removal off site; and
 - restrict vehicle speeds on local and urban haul routes.
- 3.4.5 A suitable water supply will be maintained to serve the site including to suppress dust emissions as well as for staff facilities.
- 3.4.6 Wheel washing facilities will be provided within the site to clean vehicle wheels and undersides on leaving the site if necessary to avoid depositing debris on the highway.

4.0 CONSTRUCTION STAGE MEASURES

4.1 Site Contact and Public Engagement

- 4.1.1 The main building contractor's appointed representative will deal with the day to day management of construction operations and traffic and implementation of the measures set out in this Construction Management Plan. Contact details of the representative and site manager, if different, will be displayed at the site entrance during the construction period. The details will include a 24-hour emergency contact phone number.
- 4.1.2 If requested the representative's contact details will be provided to planning and/or highway officers at Wokingham Borough Council.
- 4.1.3 Neighbouring residents in the vicinity of the site that could be affected by the works will be informed of the likely programme schedule including starting date in advance. This could be way of a letter drop or visit by a contractor or developer representative.

4.2 Construction Site Access

- 4.2.1 The proposed construction site layout and access, based on the permitted development layout and building footprint, as well as the likely layout for car parking, HGV manoeuvring, office/staff facility huts and storage areas on the site during the construction period are shown at Appendix 4. Any significant changes required to the construction site layout will be confirmed to the planning/highway officers by the contractor.
- 4.2.2 The existing access widened at the start of demolition as well as any temporary surfacing provided will be maintained during the initial construction period with any additional widening undertaken, if necessary and within the scope of the Arboricultural Method Statement, to accommodate larger vehicles. As part of obligations under planning condition 18 the works to formalise the access to the necessary minimum of 4.8m will be undertaken towards the end of construction to avoid unnecessary damage.
- 4.2.3 Security gates will be installed in the site access location and set back into the site where possible subject to retained trees with vehicle entry controlled by site security staff. The gates will open fully into the site and will remain open over the day during all operational periods. The first staff on site will arrive before any deliveries are due to ensure the gates are open and so that lorries can enter and wait on the access road off the public highway.

4.3 Site Preparation

- 4.3.1 The permitted internal road/parking aisles and car parking areas will be formed at an early stage with an appropriate road construction/hardcore surface provided suitable for use by construction vehicles and contractor vans and cars.
- 4.3.2 The trees and any vegetation to be retained on the site will continue to be protected with appropriate measures in accordance with the information provided in the Arboricultural Method Statement. This includes providing additional ground protection if required within tree protection areas to allow for large lorry movements travelling along the internal road.

4.4 Site Security and Safety

- 4.4.1 The hoarding/fencing around the perimeter of the site will be maintained throughout the construction process to screen and secure the site as well as provide protection to neighbouring properties. Any breaches in the hoarding will be repaired by the contractor. Scaffolding will not be erected outside of the hoarding.
- 4.4.2 Temporary signage will be erected as necessary to ensure that contractors and visitors are able to find their way safely and easily around the site. Appropriate lighting for the site will be provided if required. During construction the contractor shall operate all best practice to minimise nuisance to local residences and passing vehicles from any on-site lighting.

4.4.3 Works on the main building structure will not usually be undertaken once darkness has fallen unless under special circumstances and therefore lighting requirements will generally be limited to internal use for building fit out. However, if external lighting is required the contractor will operate under best practice to minimise nuisance from the lighting devices to local residences and with regard to environmental considerations such as bats and other nocturnal creatures.

4.4.4 If external construction and related works are to be undertaken during hours of darkness then the following principles will be adhered to:

- The lighting will seek to minimise visual intrusion and upward light spillage. This includes use of directional and hooded lighting fixtures. Unnecessary use of lighting should be avoided altogether.
- Lighting will be positioned and directed to minimise nuisance to residents and avoid creating distractions or confusion to passing drivers on adjacent public roads.
- Where necessary lighting to site boundaries will be provided with illumination sufficient for the safety of the passing public.

4.4.5 If fuels or chemicals are to be stored on site measures will be provided in accordance with best Health and Safety practice to ensure their safe storage and handling. Measures include:

- provide a well-lit and ventilated store with impervious floor and controlled access;
- provide external tanks in bunded areas with appropriate labels;
- ensure all chemicals are correctly labelled and warning signs provided in store;
- check regularly for leaks;
- provide in convenient locations suitable fire extinguishing equipment, spillage clear-up kits and personal protective equipment such as coveralls, gloves and masks;
- arrange for safe disposal of spilt chemicals, empty containers and other related waste.

4.5 Dust Management

4.5.1 The level of dust emissions during construction will continue to be monitored by the contractor and appropriate measures in accordance with best practice maintained as described above in para.3.4.4.

4.5.2 Wheel washing facilities will be maintained at the site exit to clean vehicle wheels and undersides on leaving the site.

4.6 Construction Traffic

4.6.1 The majority of deliveries to the site will be undertaken by rigid lorries with few, if any, articulated vehicles anticipated and only to transport large plant and equipment on and off site primarily at the start and end of construction.

- 4.6.2 Construction traffic will typically consist of rigid vehicles (4-axle/12m and 2-axle/10m), concrete mixers (3-axle/8m long) and tipper lorries (4-axle/10.2m). It is expected that any articulated lorries required to bring on and take off site the largest pieces of equipment will be of a medium length and no longer than 13.9m. There will also be a number of smaller vehicles such as vans associated with the contractors and sub-contractors employed on the site.
- 4.6.3 The number of large construction vehicles to the site is anticipated to be no more than 8-10 large vehicles per day during peak periods of the build.
- 4.6.4 Delivery movements will predominately consist of vehicles arriving on site, dropping off or collecting materials and equipment and leaving within a short space of time. Delivery drivers will be permitted to use the on-site welfare facilities if required.
- 4.6.5 Delivery schedules will be coordinated as far as is practicable to ensure that only one lorry is on site at any one time. In the rare event of overlapping deliveries because of an unforeseen delay to a scheduled delivery already on site, lorries will be positioned along the internal roads and manoeuvring space to enable two vehicles to be on site at the same time. This will prevent the second vehicle from having to wait on the highway.
- 4.6.6 The arrangement of the permitted parking aisles with the access road as a hammerhead will provide a turning facility. Temporary over-runnable areas of hardstanding will be added where necessary to accommodate the vehicle movements. This means that articulated and large rigid lorries will be able to enter and leave the site in a forward gear. Qualified banksmen and site staff will specifically guide construction vehicles in and out of the site and manage passing traffic on Lower Wokingham Road as and when necessary.
- 4.6.7 Swept path analysis for a 12m rigid lorry and a medium articulated lorry manoeuvring into and out of the site is provided at Appendix 5. This confirms that articulated and rigid lorries will be able to satisfactorily enter, turn around and manoeuvre entirely within the site and leave again in a forward direction.

4.7 HGV Access Routes

- 4.7.1 The principal routes to the site from the wider road network for construction related vehicles will be east and west along the M4 which is north of the site and east and west along the M3 which is to the south. The location of the site away from strategic roads means there is a choice of routes from the M4 and M3. The routes will aim for HGVs to avoid travelling through town centres as far as is feasible.
- 4.7.2 The proposed HGV routes to the site from the wider area are shown at Appendix 6.

- 4.7.3 Vehicles arriving along the M4 from either direction can join the A329(M) at junction 10 towards Bracknell, turn off the A329 at Jennett's Park Roundabout, head south along Peacock Lane and Old Wokingham Road and then turn west on to the B3430 Nine Mile Ride to get to Lower Wokingham Road.
- 4.7.4 Vehicles arriving from the M4 west direction could also leave at junction 11 to travel along the B3270 on the southern outskirts of Reading, join the A327 southbound at the Black Boy Roundabout towards and then past Arborfield Green, join the B3340 towards Finchampstead and turn left on to Lower Wokingham Road.
- 4.7.5 Vehicles arriving from the M3 west or the A331 from the south at Farnborough can join the A327 at junction 4a and continue north around the outskirts of Yateley and Sandhurst to join the A321 Wokingham Road and on to Lower Wokingham Road. From the M3 east vehicles can join the A322 northbound at junction 3 and turn west on to the B3430.
- 4.7.6 Notification of the local access routes to the site from the wider road network will be provided to all contractor and sub-contractor personnel and delivery companies as part of contract agreements.
- 4.7.7 Subject to discussions and approval by the Highway Authority appropriate signage will be provided to direct construction and delivery traffic along the routes local to the site including at the Wellingtonia Roundabout at the southern end of Lower Wokingham Road and the Queensmere Roundabout at the northern end.
- 4.7.8 Signage at the site access on Lower Wokingham Road will also help inform all local road users of the existence of construction traffic movements.

4.8 Construction Site Operation

- 4.8.1 Site huts for contractor staff facilities and storage space for materials and equipment will be provided on site. The proposed hut locations as shown on Appendix 4 include behind the southern car parking row to the south of the access. A two-storey stacked arrangement for huts will be considered to maximise efficient use of the available space.
- 4.8.2 Deliveries of materials and plant to the site will be coordinated and pre-agreed with suppliers and scheduled to limit the number of vehicles on site to one at any one time as far as is feasible and practicable. This will help prevent issues with managing large vehicles within the site and avoid vehicles having to wait on the public highway.
- 4.8.3 Deliveries will be scheduled to occur outside of the local traffic sensitive time periods on Lower Wokingham Road of 07:30-09:30 and 16:30-18:00. In any case deliveries will only be undertaken within working hours of the site to ensure that the site is open and staff are on site to receive and off-load goods.

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- 4.8.4 Communication will be maintained with suppliers to check deliveries are within the preferred time slots and, if necessary, changes made to schedules in the event of delays to minimise disruption and impact on subsequent deliveries. Loading and unloading will occur within the site as far as is feasible. If a delivery arrives before a previous lorry already on site has left the vehicle positions will be managed by staff within the available internal space to allow the second lorry to enter and not have to wait on the highway.
- 4.8.5 The demolition and building contractors will aim to maximise the potential for recycling waste materials for the development. This will help minimise the number of vehicles required to remove waste off site. Hard demolition material that can be reused in the construction process will be crushed and stored on site. The remainder will be taken off site for recycling that cannot be carried out on-site or taken to landfill.
- 4.8.6 If crushing of material is required then measures will be implemented to control and minimise the effect and spread of dust. The operation of crushing equipment will be restricted to between 10:00-16:00 to minimise the noise impact on neighbours.
- 4.8.7 Lorries leaving the site, particularly if loaded with waste material, will be sheeted to prevent material and dust falling onto the highway.
- 4.8.8 Waste management arrangements for the demolition and construction phases including disposal procedures will have due regard to and be in accordance with best practice measures identified in the following guidance documents. No waste will be burnt on site:
- Health and Safety at Work Act 1974;
 - Control of Substance Hazardous to Health Regulations (COSHH) 2002;
 - Control of Asbestos at Work Regulations 2002;
 - Control of Asbestos in the Air Regulations 1990.
- 4.8.9 Appropriate disposal of 'domestic' waste and recyclable materials from the office and staff facilities huts will be organised to keep these separate from construction waste.
- 4.8.10 Construction operations and works will be carried out in accordance with BS 5228 '*Code of practice for noise and vibration control on construction and open sites*' to control and minimise the effects of noise and vibration on local amenity, contractor workers and the development.
- 4.8.11 Noise mitigation during construction works will include:
- adherence to operating hours;
 - use of timber hoarding as acoustic screening where practicable;
 - keeping noise to a minimum including when unloading plant and materials;
 - maximising use of 'quiet' plant and positioning for minimum disturbance; and
 - shutting down equipment and vehicles in intervening periods between usage.

4.9 Staff Parking and Travel

- 4.9.1 Car parking space for staff and visitors will be maximised on site where feasible around storage provision and welfare facilities where vehicles will not cause obstruction to operational requirements. Contractor personnel that need to travel by car will be encouraged to park within the site as far as is practicable and the site manager will make reasonable endeavours to prevent or minimise parking occurring on local residential streets such as Bramley Grove and The Brambles.
- 4.9.2 In the event of occasional excessive demand for car parking potential off-site parking options will be communicated to staff and visitors when necessary. This includes the public car park at Crowthorne train station on Duke's Ride which is a 980m/12-13 minute walk south east from the site. Some 42 car spaces are available at the station operated by APCOA Parking with a weekday daily charge for parking of £3.40.
- 4.9.3 Staff will also be encouraged from the outset to use sustainable modes of travel to the site to minimise the demand for parking on site. These include walking, cycling, use of public transport and car sharing. Allowances for driving works cars and vans will be made for bringing tools and equipment to site at the beginning and for removal at the end of their work period.
- 4.9.4 Bus stops are provided on the B3430 Nine Mile Ride a 940m/12 minute walk from the site to the west of the Queensmere Roundabout. The bus stops serve the 125/125A/125B Thames Valley Buses service between Wokingham and Crowthorne/Pinewood Crossroads via Finchampstead.
- 4.9.5 Cycle stands for securing bicycles will be provided within the site subject to demand.
- 4.9.6 Car sharing is likely to be the primary form of sustainable travel among staff and will be promoted from the start on site.

4.10 Working and Delivery Hours

- 4.10.1 Normal working hours on the site for all construction related activities will be restricted to the following times unless otherwise agreed with the Local Planning Authority:
 - 08:00 - 18:00 Monday to Friday;
 - 09:00 - 13:00 on Saturday; and
 - No construction work permitted on Sundays or Bank/Public Holidays.
- 4.10.2 During the construction period it may be necessary in exceptional circumstances to work outside of the prescribed working hours. In this event Wokingham Borough Council will be consulted on the potential to temporarily extend the working hours.

- 4.10.3 The contractor will avoid scheduling HGV traffic movements to the site in the local traffic peak periods of 07:30-09:30 and 16:30-18:00. The site manager will ensure that should there be traffic congestion in the local area deliveries will be suspended until such time that the congestion has cleared to avoid disruption.

4.11 Planting and Landscaping

- 4.11.1 Works relating to new landscaping for the care home site including planting of new trees and features will be undertaken towards the end of the construction period. This is when large construction plant has been moved off site and temporary manoeuvring spaces and material storage areas around the building have been cleared.

5.0 FURTHER MEASURES

5.1 Condition Survey

- 5.1.1 An initial condition survey of the highway adjacent to the site on Lower Wokingham Road will already have been undertaken prior to commencement of demolition in liaison with a highway officer as described above at para. 3.2.3.
- 5.1.2 A follow-up survey of the agreed section of highway will be undertaken at or near the end of construction of the care home in liaison with the highway officer. Any damage to the highway identified in the survey relating to the construction works will be reviewed by the contractor and highway officer and remedial works agreed and undertaken as necessary.

5.2 Debris Control

- 5.2.1 Wheel washing facilities will be provided on site close to the access. When appropriate and if required construction vehicles that have entered will undergo a wheel washing procedure prior to leaving again. Adequate sheeting will also be provided on all vehicles carrying waste materials from the site. This will minimise the amount of mud, dirt and other debris transferred on to the public highway by vehicles leaving the site.
- 5.2.2 During the demolition and construction periods the requirement for road sweeping on Lower Wokingham Road will be assessed daily. If and when necessary, or if requested by Wokingham Borough Council, an approved mechanical road sweeper will be used to clean the roads and footways of any debris deposited by site related vehicles. This includes checking that debris is not swept into road gullies. In addition road signs will also be checked and cleaned or repaired as required.
- 5.2.3 Measures to ensure surface water from the site is controlled and does not run onto the highway will be implemented at the site by the contractor. This includes use of ditches, interceptors and soakaways and providing suitable permeable surfacing where vehicles are likely to travel along or stand. Any accidental run-off of water or mud on to the highway will be cleared immediately by site operatives.

5.3 Vehicle and Plant Emissions

- 5.3.1 When on site HGV drivers will be required to switch off their engines when stationary for long periods such as during unloading of materials from delivery vehicles. The only exception is when the engine needs to power lifting hoists and other related equipment.
- 5.3.2 Mechanical plant on site which operates with an engine will be serviced in accordance with relevant schedules. This is to ensure machines operate efficiently and to minimise the risk of a breakdown. Equipment will be switched off rather than kept idling when not in constant use.

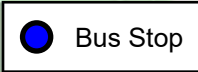
5.4 Consideration for Neighbours

- 5.4.1 When the contractor is appointed it is intended for them to sign up to the Considerate Constructors Scheme if not already a member. All the nearby neighbours will be notified of the start date of works and will be kept up to date with the construction process including by way of notices at the site access.
- 5.4.2 In the event of any major works or transport arrivals at the site advance notification to local residents will be distributed in the form of a letter drop.
- 5.4.3 Contact details for the care home site management will be made available to local residents for ongoing liaison and updates. Concerns raised by neighbours such as inconsiderate off-site parking or obstruction of a private access will be investigated and dealt with at the earliest opportunity by the appointed contractor representative.

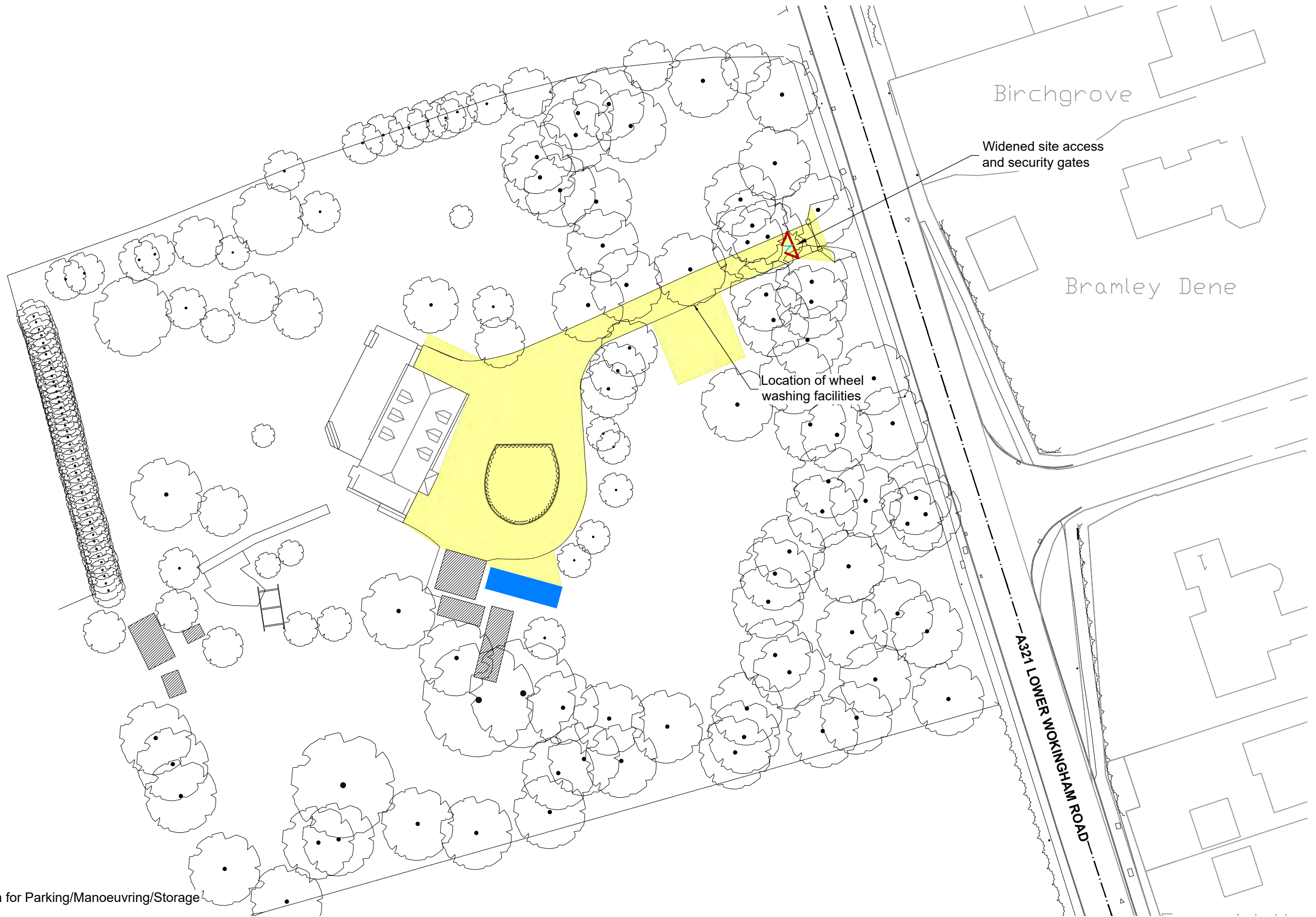
6.0 SUMMARY

- 6.1 The specific requirements of planning condition 10 are addressed in the referenced paragraphs:

Condition 10 Summary	CMP Paragraph Nos.
Parking of staff/visitor vehicles	4.9.1
Approach to deliveries/loading/unloading	4.6.1 – 4.6.7, 4.10.3
Storage of plant and materials	4.2.1, 4.8.1
Wheel washing facilities	3.4.6, 4.5.2, 5.2.1
Measures to control dust and dirt	3.4.1 – 3.4.6, 4.51 – 4.5.2, 4.85 – 4.8.6
Recycling/disposal of waste	4.4.5, 4.8.4, 4.8.7, 4.8.8
Working hours	4.10.1, 4.10.2
Communication	3.1.2, 3.1.3, 3.2.3, 4.1.1 – 4.1.3, 4.7.6, 4.8.2, 4.8.3, 5.1.2, 5.4.1 – 5.4.3

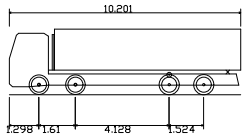
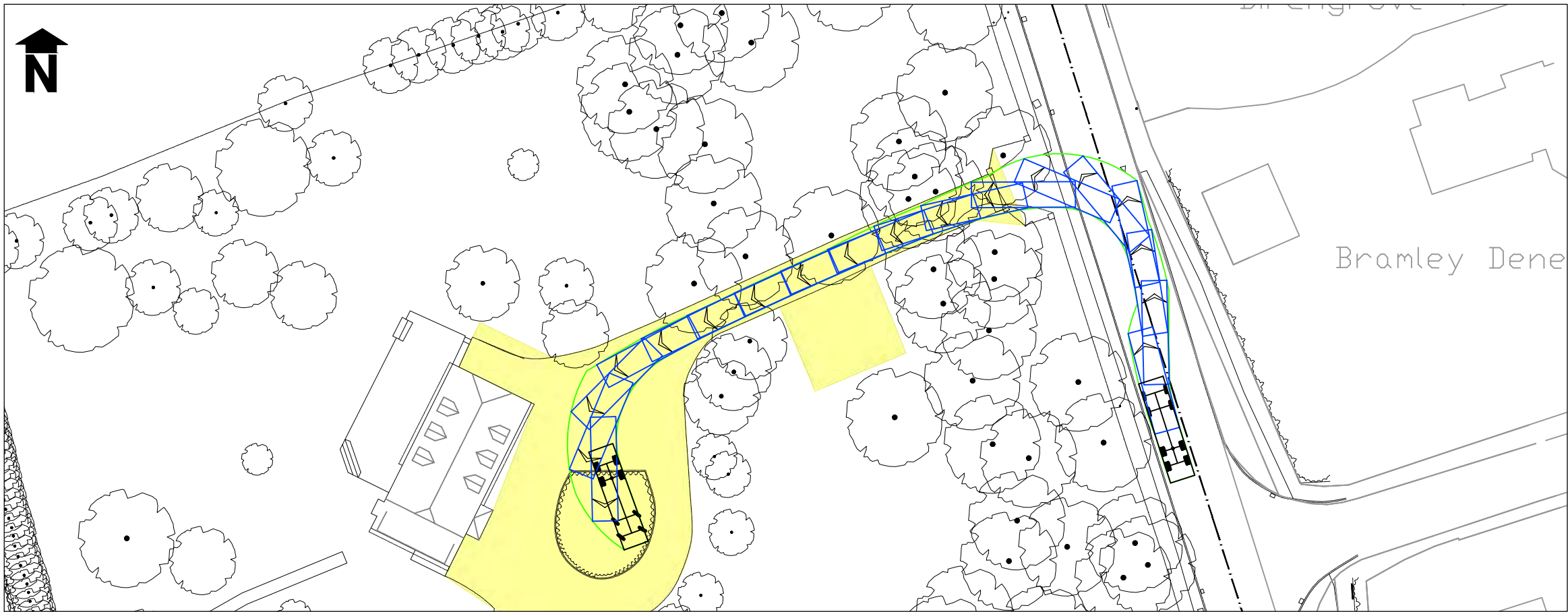


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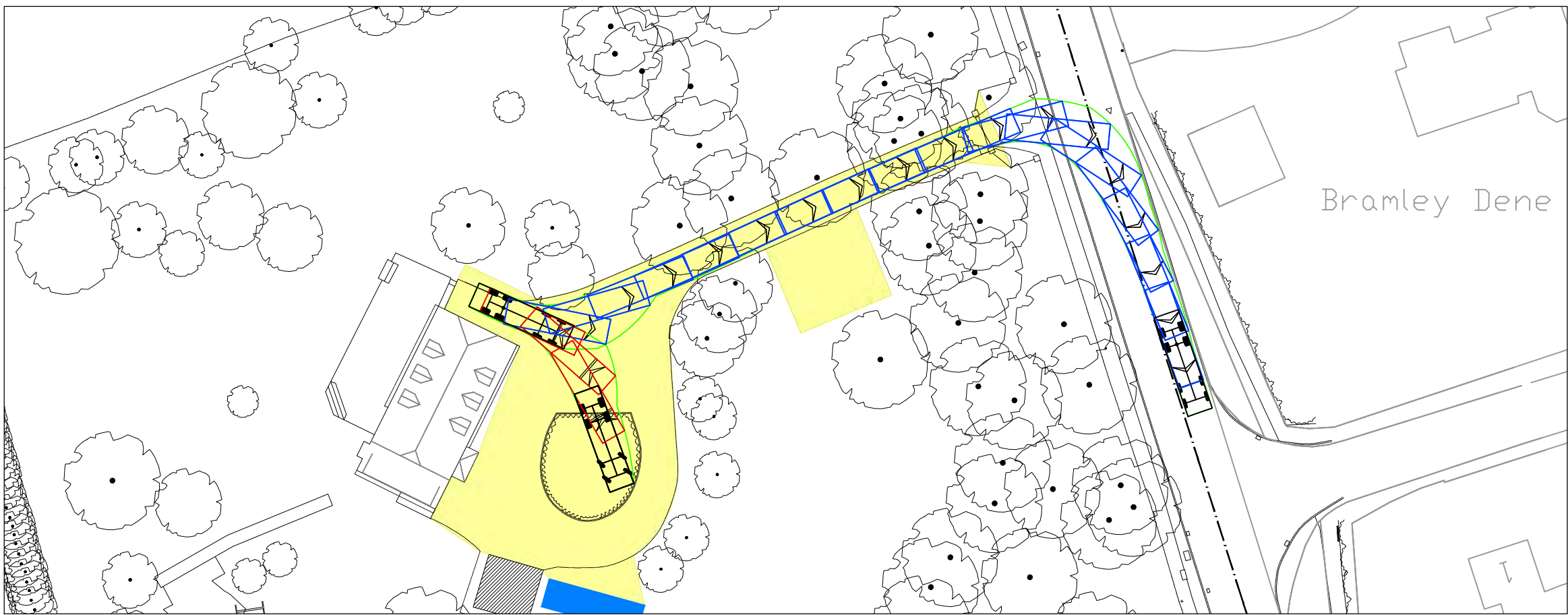


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Large Tipper	10.201m
Overall Length	2.500m
Overall Width	2.893m
Overall Body Height	0.343m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	



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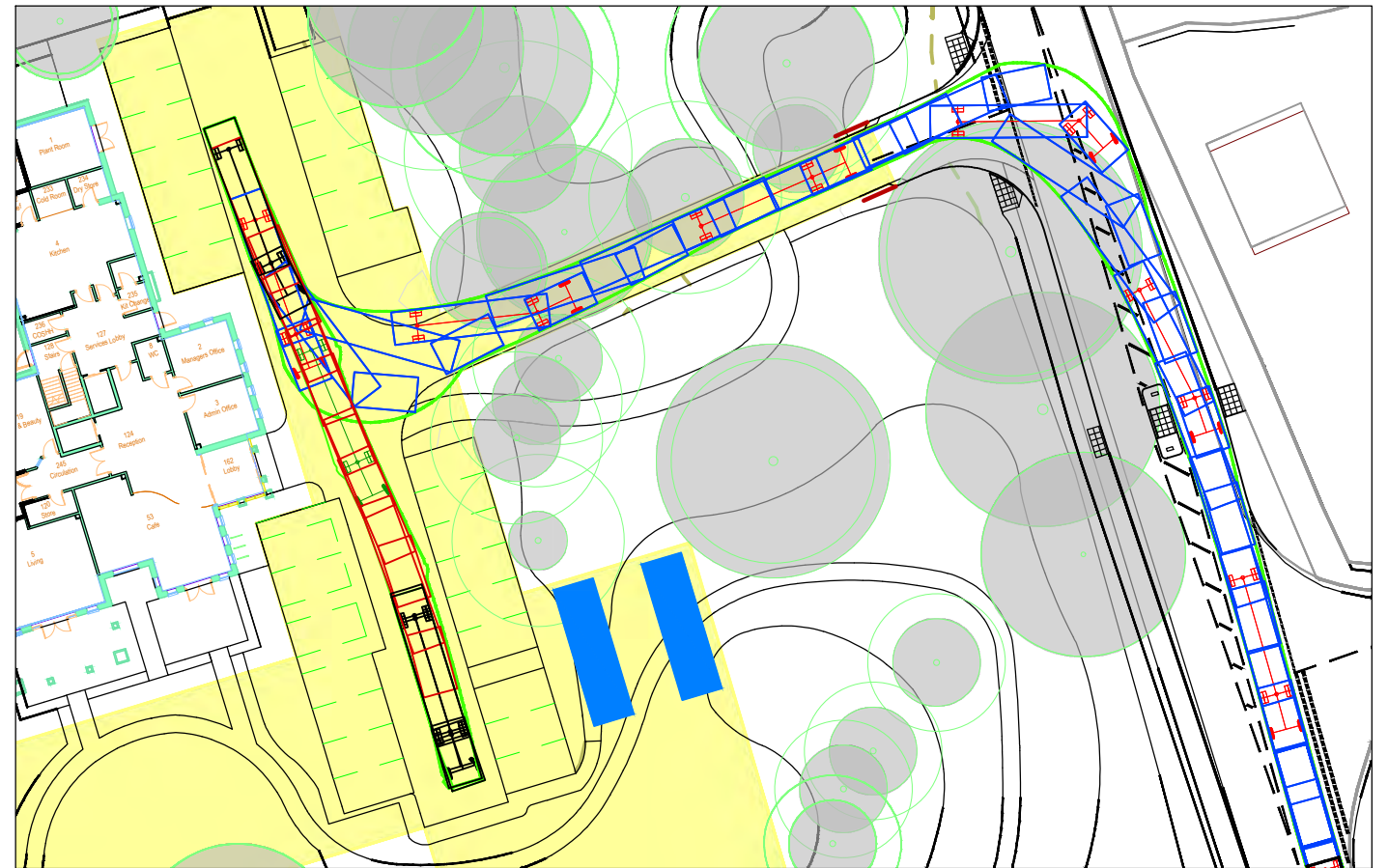
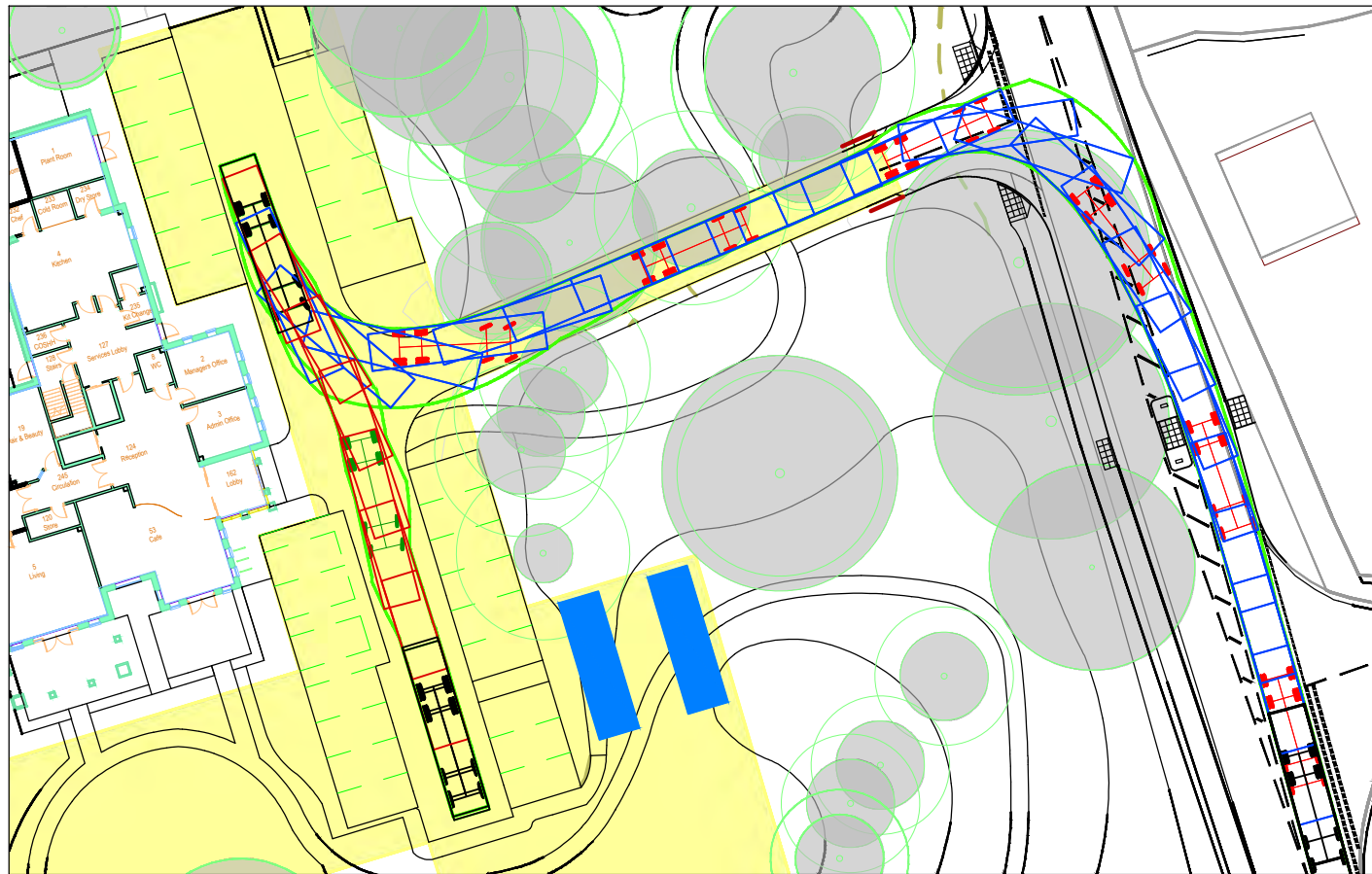
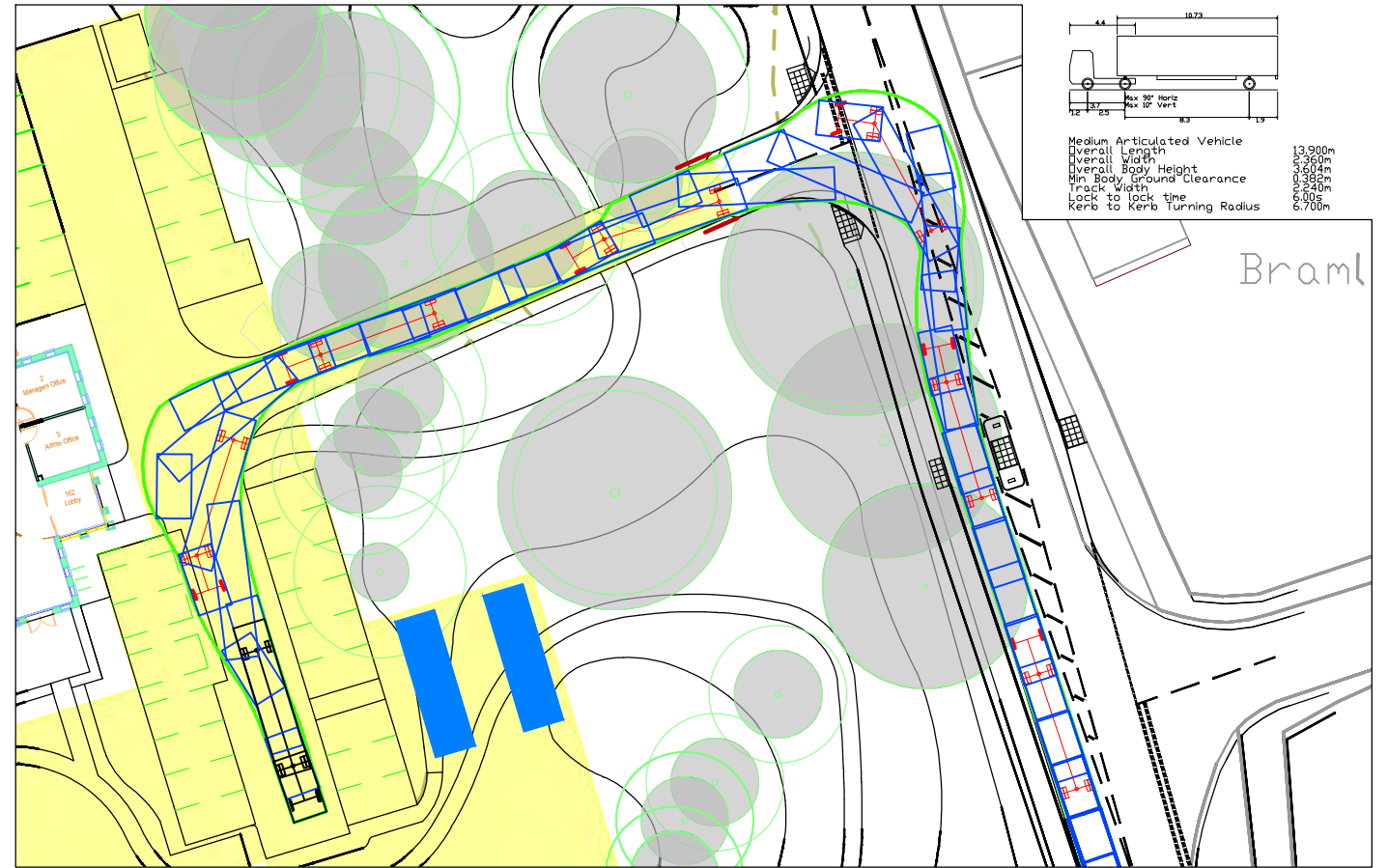
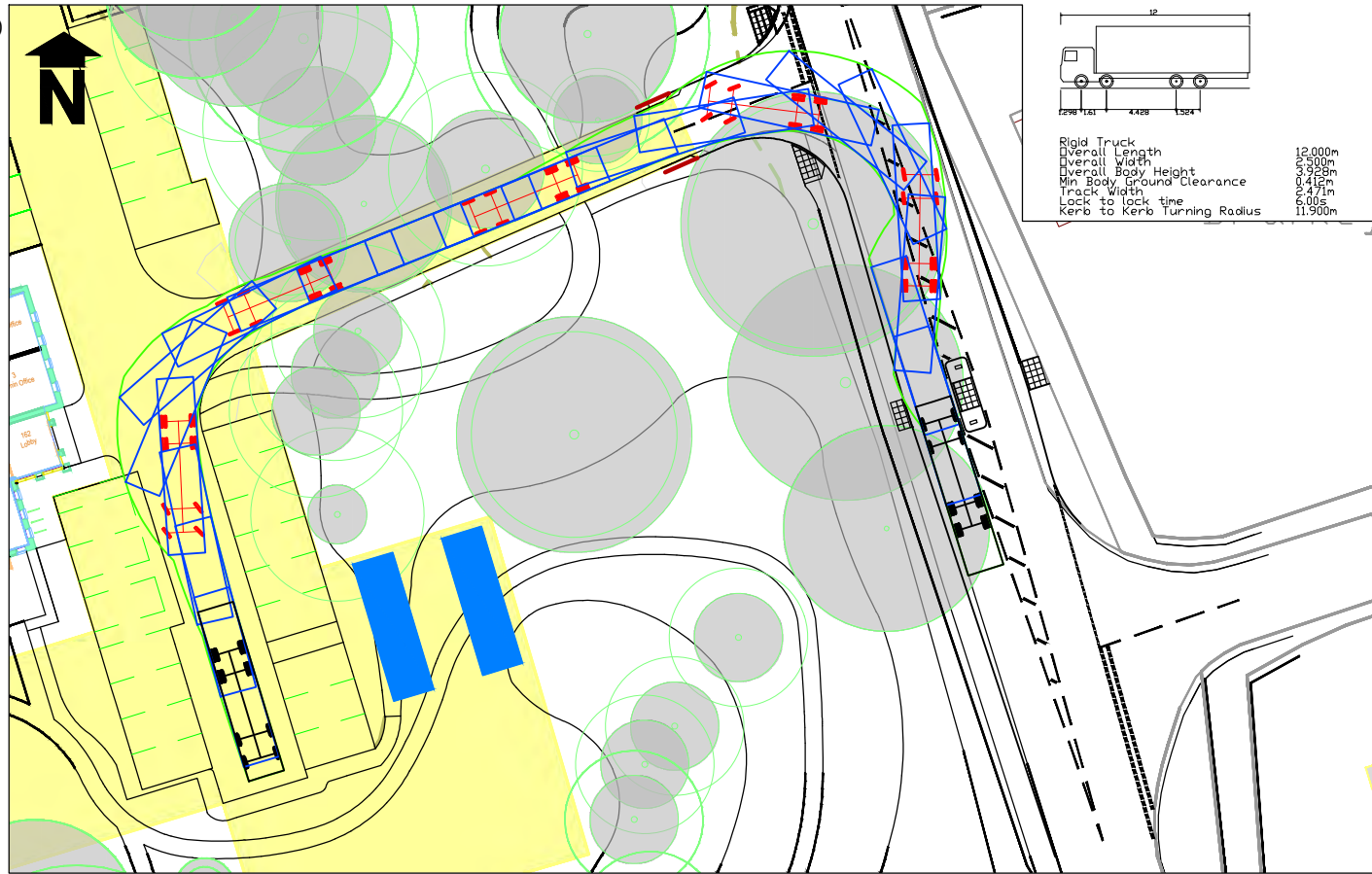


- Manoeuvring/Parking/Storage Areas
- Office/facilities Huts and Storage Containers



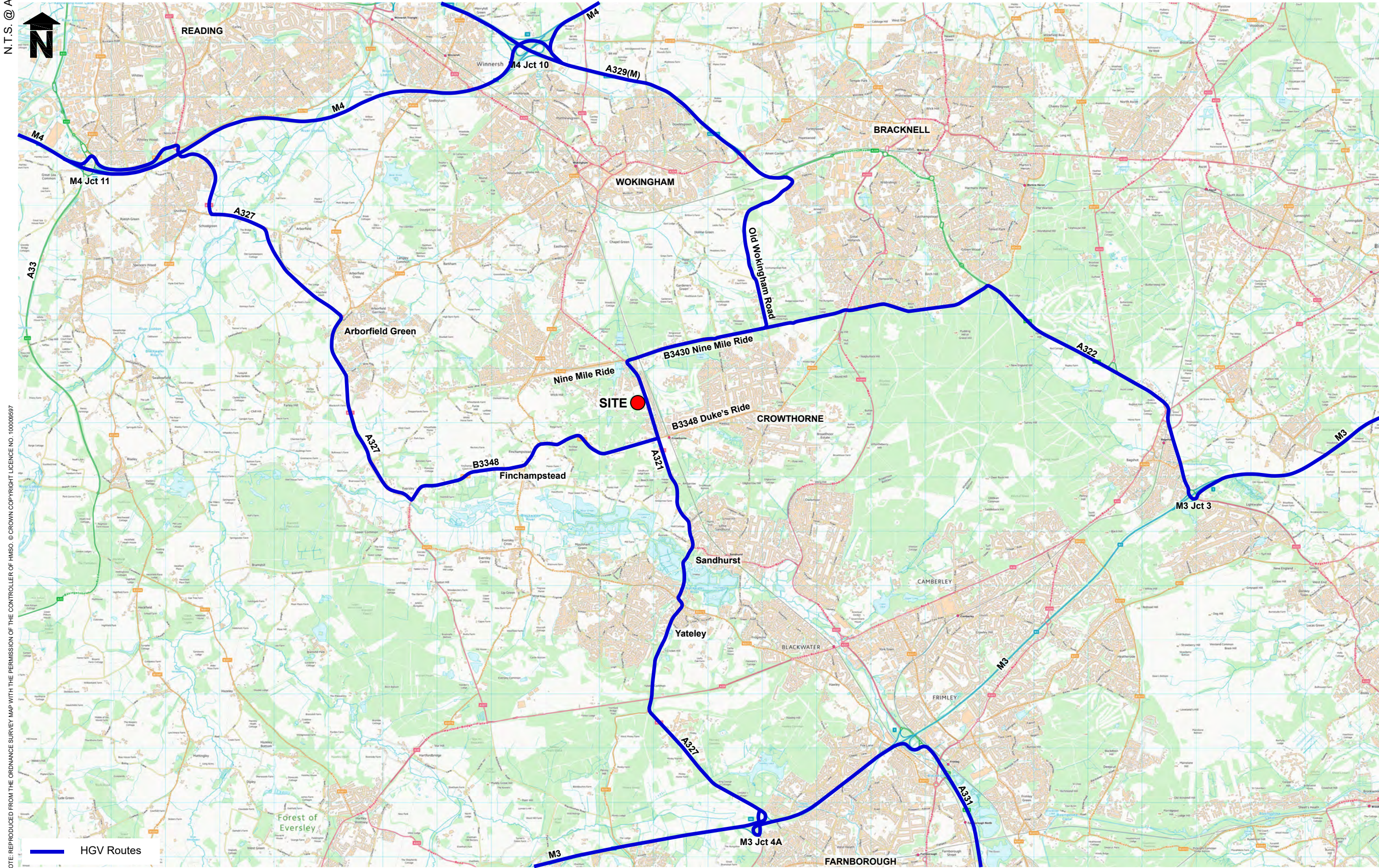
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