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DEMOLITION AND CONSTRUCTION MANAGEMENT PLAN

Site Address:
109, Coldharbour Lane
Hayes, UB3 3EG

CHL Rev 00

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1. Introduction

This Demolition and Construction Management Plan (DCMP) has been created in support of proposals for an upward erection to provide 9 new dwellings at 109, Coldharbour Lane, Hayes. This DCMP focuses on the measures that will be put in place to ensure that the scheme is delivered in an organised, safe, and professional manner and with the minimum disruption to its immediate neighbours.

The existing building contains 21 residential apartments, with commercial units on the ground floor. The site already has a permitted residential use. (see Figure 11 and Figure 1.2 below). The site is within Hayes Town Centre, as defined by the Hillingdon Local Plan policies map. There is a wide range of shops and facilities available along Coldharbour Lane, and most are within an easy 250m walk of the site.

Figure 1.1 Site Location

Figure 1.2. Proposed Development Plan

The purpose of this DCMP is to ensure that the construction process is safe and efficient and to minimise the congestion and environmental impacts on the local road and the immediate neighbourhood associated with the proposed development. The DCMP includes the following sections and is structured as follows.

- Section 2 –construction phasing and programme, and hours of operation.
- Section 3 – outlines the construction site layout, including the storage of the site plant and materials, site loading/unloading and parking.
- Section 4 – outlines the volume and type of construction vehicles likely to access the site, the routing of construction vehicles, and proposed traffic and delivery management measures.
- Section 5 – outlines the demolition and construction methodology
- Section 6 – describes any highway licenses and traffic orders that may be required, and outlines the measures proposed to manage the impact of construction on local residents and the public.
- Section 7 – describes dust and noise management measures,

- Section 8 – Describe the methods to control asbestos
- Section 9 – Erection and maintenance of a security hoarding.

2. Phasing, timing, and programming of the scheme

It is anticipated that the proposed development will be carried out within 60 weeks. Table 2.1 below summarises the work undertaken, and the time (in weeks) required for each task.

2.1 Construction Phasing

Table 2.1: Duration of the project

Time (weeks)	Task
5	Demolition & site clearance of the existing flat roof
1	Site set up
49	Superstructure and roof
	Services & systems installation
5	Landscaping & finishes
Total 60 weeks	

Given the relatively restricted nature of the site, full consideration will be given to off-site fabrication where reasonably appropriate to minimise deliveries, on-site storage and the overall construction programme.

2.2 Hours of construction activity

The site operation hours will be in accordance with the guidelines as per the council, which states that all works (including activities audible beyond the site boundary) will be restricted to the below-mentioned timings.

Table 2.2: Hours of construction activity

General construction works	
Monday - Friday	08.00 – 18.00
Saturday	08.00 – 13.00
Sunday	Not permitted
Bank & Public Holidays	Not permitted
Noisy works – Piling & earthworks	
Monday - Friday	08.00 – 18.00
Saturday	08.00 – 13.00
Sunday	Not permitted
Bank & Public Holidays	Not permitted
High impact works – Demolition, concrete breaking	
Monday - Friday	08.00 – 18.00
Saturday	08.00 – 13.00
Sunday	Not permitted
Bank & Public Holidays	Not permitted

3. Construction site layout

3.1 Details regarding on-site facilities and materials storage are set out below.

The contractor will locate (the site office/welfare, toilet etc.) on the site. Construction materials will be stored on-site, away from the public domain. However, due to the site constraints, the contractor will need to liaise closely with their subcontractors to ensure that materials are delivered as and when required to avoid overloading the site.

3.2. Temporary site access

To access the site, the Main Contractor may believe it necessary to suspend part of the existing parking spaces along the East Way. If any parking suspension is required, a Section 171 application must be submitted by the Main Contractor and approved by the Council before any suspension occurs.

3.3. Parking for site operatives and visitor vehicles

It is considered that the number of operatives working on-site will be low, and the number of visitors to the site will be negligible. There is no capacity on site to accommodate any parking for operatives or visitors. There is a reasonable opportunity to park acceptably within a short walk to the vicinity of the site. The Site Management Team will thoroughly investigate any instances of "inconsiderate or anti-social" parking within local streets.

Operatives also have the option to travel to/from the site by public transport. The site is within walking distance of Hayes Station. The nearest bus stops at 90m and 120m from the site are served by regular bus services between Hayes town centre and Hayes train station.

It is also anticipated that occasional visitors will be advised to travel to the site by public transport. However, visitors that do arrive by car, will be encouraged to park in the nearby Lane where there is space during site operating hours.

3.4. Plant and materials - loading and unloading

The Main Contractor will seek to reduce the number of deliveries required. All materials will be delivered on a timely basis, which is considered efficient and will provide accurate progress reporting of the project's programme. The material delivery will be provided in line with the materials

required on-site. Up-front orders will be minimised to reduce the over-stocking of the material on site.

All contractors and suppliers will be met and briefed before commencement on-site, and a copy of the Construction Management Plan will be included in their contracts/orders.

Materials will be unloaded via lorry-mounted hi-abs or lorry-mounted Moffatt, with a crane and materials will then be placed within the compound or transferred directly to the work area.

4. Construction traffic

4.1 Type and size of vehicles using the site.

It is considered that during the demolition and construction phases, the likely vehicles using the site will be:

Table 4.1: Typical construction vehicle dimensions

Vehicles	Dimensions
Large tipper	Overall dimensions. 10.2m(l) x 2.5m(w) x 2.9m(h)
Small tipper	Overall dimensions. 6.5m(l) x 2.5m(w) x 2.9m(h)
Concrete mixer	Overall dimensions. 7.1m(l) x 2.5m(w) x 2.9m(h)
10m rigid	Overall dimensions. 10m(l) x 2.5m(w) x 2.2m(h)
Large HIAB delivery truck	Overall dimensions. 10m(l) x 2.5m(w) x 2.2m(h)
Articulated low-loader	Overall dimensions. 16m(l) x 2.5m(w) x 3.4m(h)
Small mobile crane	Overall dimensions 10.2m(l) x 2.5m(w) x 2.9m(h)

If it is found that materials will need to be hoisted to the upper floors during construction, then a small mobile crane may be required. The typical dimensions of a mobile crane are also outlined above.

4.2. Construction vehicle activity

It is considered that during the demolition and construction phases, the proposed development could generate a relatively modest number of construction 2 vehicles per day (five days/week), and it is, therefore, considered that vehicle activity is unlikely to have a significant adverse impact on the local highway network. It is estimated that there would be a maximum of 1 grab during the demolition phase each day. The timings of the grabs and all other heavy deliveries will be in such a way that it doesn't arrive during rush hour for school pickup and drop off. Also, all deliveries will be scheduled in the site diary to arrive on a "just-in-time basis".

4.3 Routing and manoeuvring

It is considered that the implementation of a heavy goods vehicle routing strategy will reduce the impact of the operation on the local highway network. The drivers will be advised of:

- the designated route to ensure vehicles use the most appropriate route to enter and exit the site; and,
- the timings of deliveries to and from the site via the Main Contractor.

The exact originations of the heavy goods vehicle movements are not known; however, this report sets out the recommended routes from the Strategic Highway Network. It is considered that construction vehicles will access the site from the A4020 (Uxbridge Road) to Cold Harbour Lane.

4.4 Traffic management

The traffic management plan aims to minimise congestion and impact on the surrounding areas as a result of the construction works, whilst maintaining safe access routes for pedestrians and other stakeholders. The Main Contractor will instruct all of its suppliers and contractors that all plant and materials delivered to the site should be loaded and unloaded within the development site, via the access directly off the A4020.

If any parking suspension is required, a Section 171 application will need to be submitted by the Main Contractor as per Section 3.2 within this plan and approved by the Council before any suspension takes place. Delivery vehicles will not be allowed to reverse on the public road or the adjacent roads, without the assistance of Banksmen.

All construction vehicle movements will be very closely supervised by suitably qualified and experienced Banksmen with the use of 'STOP/WORKS' signs, and if required the use of radio contact between them as necessary; to ensure the footway remains open to the public and to ensure the safety of the public, and to protect public and private property.

To avoid congestion along Cold Harbour Lane and East Way, and to avoid delivery vehicles conflicting along this route, the number of delivery vehicles allowed to access the development at any one time will be controlled. To control the number of delivery vehicles accessing the development, a call-up procedure will be put in place where any delivery vehicle will be required to contact the Site Manager, before arriving at the development for permission to proceed to the development.

The Gatesman/Banksman will be responsible for managing the entrance and exit of the delivery vehicles from the development and will inform the Site Manager when a delivery vehicle has left the development.

4.5. Delivery management system (DMS)

The Site Management Team will implement a robust Delivery Management System (DMS), with the primary objective of ensuring that construction vehicles can be received directly at the site on arrival.

The main elements of the Delivery Management System will be as follows:

- Consideration will be given when placing orders to avoid "part loaded" vehicles and to best coordinate orders to reduce generated construction vehicle road trips and to avoid traffic during peak hours.
- All contractors must inform the Site Management Team about all deliveries a minimum of 48 hours before attending the site.
- All drivers will contact the Site Management Team a minimum of half an hour before attending the site, to avoid vehicles having to "layup" or "circle" around the site.
- In cases of delayed or failed delivery, the contractor must inform the Site Management Team as soon as possible to rearrange delivery.
- Gateman/Banksmen and the Site Management Team will manage and direct all construction vehicle site access and egress movements at all times.
- Whilst vehicles are parked the engines are switched off, unless required for powered loading. Gateman/Banksmen will wear appropriate high-vis clothing and PPE.
- Gateman/Banksmen will use appropriate signage 'STOP/WORKS' (to warn the public of construction vehicle movements).
- Gateman/Banksmen will use expandable barriers to separate the public from construction vehicle movements if required.
- Gateman/Banksmen will have relevant training and appropriate qualifications and/or certification to undertake their daily tasks.
- Deliveries will only be scheduled and accepted within the permitted delivery hours.
- When expecting a delivery, and if required, the site will be made ready to accept vehicles directly into the site, this includes Banksmen being ready to supervise the construction vehicle manoeuvres into the site and to ensure separation of construction vehicles and the public.

4.6. Storage of materials

A good standard of "housekeeping" will be achieved and maintained throughout the site, and all materials will be securely stored within the site boundary.

Safe and efficient materials storage depends on good cooperation and coordination between everyone involved including, clients, contractors, suppliers and the construction trades.

The delivery vehicles will be unloaded on the East Way Road, and the materials offloaded will be distributed to the appropriate required areas. On all projects, the arrangements for materials storage should be discussed and agreed upon between contractors and the project client.

Best practices for materials storage include:

- Storage areas - designate storage areas for the plant, materials, waste, flammable substances e.g. foam plastics, flammable liquids, and gases such as propane and hazardous substances e.g. pesticides and timber treatment chemicals.
- Pedestrian routes – do not allow storage to "spread" in an uncontrolled manner onto footpaths and other walkways. Do not store materials where they obstruct access routes or where they could interfere with emergency escape.
- Flammable materials - will usually need to be stored away from other materials and protected from accidental ignition.
- Storage at height - if materials are stored at height e.g., on top of a container, make sure necessary guard rails are in place if people could fall when stacking or collecting materials or equipment.
- Tidiness - keep all storage areas tidy, whether in the storage areas or on the site itself.
- Deliveries - plan deliveries to keep the number of materials on site to a minimum as required.

4.7. Scaffolding

The external elevations will be surrounded by a fully boarded scaffold. The scaffolding will be enclosed with monoflex plastic sheeting.

5. Demolition and Construction Methodology

5.1. Demolition Project Overview

109, Coldharbour Lane project involves the demolition of the existing roof for an upward erection to provide 9 new dwellings.

5.2. Site preparation:

- Erection of safety barriers and signage to demarcate the work area and ensure public safety, particularly due to the location on the main road.
- Disconnection of any utilities (e.g., electricity, water) that may be affected by the demolition process.
- All necessary permits and permissions will be obtained from local authorities for road closure or traffic management if required.
- Temporary fencing will be installed around the perimeter of the work area to prevent unauthorised access.

5.3. Structural Assessment:

- An assessment will be done before demolishing the existing flat roof to identify hazards, weaknesses and potential risks and the best approach for demolition will be considered for structural integrity, nearby structures and safety precautions.

5.4. Demolition method:

- Before any demolition works begin, an advance notice will be sent to all the tenants to make necessary arrangements, about the upcoming demolition works. It will include details such as the start date, expected duration of potential noise and disruption, safety precautions, and contact information for any concerns or enquiries.
- A controlled demolition method will be ensured for the safety of the workers and to minimise disruption to the surrounding areas. Appropriate demolition equipment will be used for the removal of the roof.
- The demolition process will start from the outer edge of the roof work and then towards the centre to prevent collapse and ensure controlled removal of debris.
- Implement dust suppression measures such as water spraying to minimise airborne dust and mitigate environmental impact.

5.5. Safety measures

- All workers will be provided with appropriate personal protective equipment (PPE) including hard hats, gloves, safety glasses and high-visibility vests.
- Clear communication channels will be maintained between workers, supervisors and site management to address safety concerns or emergencies promptly.

5.6. Emergency Procedures

- Emergency measures and evacuation routes will be marked in case of accidents, fires and any other unforeseen events.
- First aid kit and fire extinguishers will be maintained on-site and regular checks will be conducted to ensure its readiness.

5.7. Superstructure and Envelope

- The structure is formed of traditional brickwork and blockwork loadbearing walls from the second project level to the third floor with timber joists and floorboards, and then from the third floor to the roof.

5.8. Fitout Works

- The first fix for the fit-out to the communal areas and flats can commence as soon as the temporary weathering has been completed, which will allow the interior fit-out together with mechanical, electrical and plumbing systems will commence. Both operatives and materials will be supplied to each floor utilising materials hoists strategically located around the building. Work shall progress from the lowest floor upwards. Temporary lighting and power systems will be installed on each floor to serve these operations.

5.9. Internal Finishings

- The key to the internal fitting-out construction sequence will be maintaining trade continuity, this is best achieved by waiting for all the areas of the upper floors to be available for 1st fix services installation, once the envelope is substantially watertight the dry trades of plasterboard partitions and drylining to walls and ceilings will commence without any risk for water damage. The houses will progress through to the 2nd fix stage with joinery, kitchens and bathrooms being installed and completed with decorations and flooring. The public access routes corridors and stairs will be the last areas to be completed, ready for snagging, de-snagging and handover.

6. Highways licenses and traffic orders

As outlined above, it is anticipated that a small part of the existing road along East Way may need to be suspended to accommodate the swept path of certain construction vehicles/delivery vehicles accessing the site as shown in Figure 6.1.

Figure 6.1. *Anticipated parking area to be suspended*

The Main Contractor will need to discuss and agree on any parking suspension requirement, its extent and duration with the local highway authority, and the Main Contractor will also be responsible for preparing and submitting any necessary temporary Traffic Regulation Orders and receiving approval from the Council before any suspension takes place.

6.1 Pedestrians

It is anticipated that the existing footway fronting the site will need to be closed when deliveries are being made to the site.

6.2 Management of Impact on Residents

The Main Contractor will take steps to ensure that the impact on residents is minimised, and therefore, the following measures will be applied:

- The sequence of development will be carried out efficiently to shorten the overall programme;
- Ensuring that vehicle and pedestrian access for residents is maintained;
- Ensuring that all residents are safe at all times by maintaining a clear separation between the site and communal areas;
- Works will be carried out during approved hours as specified by Hillingdon Council; and
- Liaising with residents and ensuring that all issues are dealt with professionally with the appointed individual to be appointed to deal with any concerns and complaints.
- Contractor details, contact details for the Site Manager, project duration, and site working hours are displayed clearly on the site hoarding.
- A person appointed to deal with complaints.
- All staff and subcontractors will be briefed on noise mitigation and permitted hours for noisy work, including restricted hours for high-impact activities.
- Keep the public safe at all times by maintaining a clear separation between the site and public areas. If any temporary closures or road signage to guide construction vehicles into the site are required, permission and licenses will be obtained, and appropriate barriers and signage will be provided.

6.3 Highway condition survey

An initial Highway Condition survey will be undertaken (by the Main Contractor) of the existing highway in the vicinity of the site, before the erection of the hoardings around the site. The extent of the survey will need to be agreed upon with the Council.

The Gatesman/Banksman will also inspect the adopted carriageway, kerbs and footpath (fronting the site) and note any damage to the adopted carriageway, kerbs, and footpath, and inform the Site Manager as to the nature and location of the damage.

The Site Manager will inform the local highway authority that damage has occurred to the adopted highway and will then arrange for the damage to be repaired to adoptable standards.

6.4 Methods of Protection of Adjacent Highway Infrastructure

It is confirmed that appropriate measures will be taken to protect the public highway from damage arising from construction-related activity and to prevent concrete and other detritus from being washed into the public highway drainage system. In addition, we also confirm that the Local Authority will be informed promptly should any such damage to the highway occur.

It is anticipated that wheel washing facilities may be required on-site during the initial phase as construction vehicles (grabs) will be entering the site to collect the debris but since there is the site erection is on the airspace, there is no major muck away coming in. But if the vehicles are required to be washed they will go through the wheel washing facility which involves high-pressure water jets onto the wheels to remove any remaining dirt or debris. Some facilities may also require brushes or other cleaning agents.

The deposit of mud/detritus on the highway originating from the site or any construction vehicle associated with the development is unacceptable. And will be cleaned accordingly.

Under no circumstances will concrete residue or other detritus be washed into the drainage system. Consideration will also be given to protecting the road and pavement surfaces from HGV movements, skips, outriggers and other related plants, materials and equipment.

All construction vehicle manoeuvres/activities will be supervised by suitably qualified and experienced Banksmen to ensure that public and private property is not damaged, if required adequate "boxing" will be installed to further protect public and private property.

Please refer to Appendix A: Survey of the existing conditions of the adjacent roads

7. Environmental – dust and noise

The most likely causes of a potential construction-related nuisance to local adjoining occupiers are considered to be (including but not limited):

- Dust
- Noise and vibration
- General disruption resulting from the development

7.1. Dust suppression

The GLA guidance, which is used as a benchmark for developments across the UK, suggests several mitigation measures that should be adopted to minimise impacts from dust during the demolition and construction phases of development.

These appropriate measures will be adopted in the demolition and construction phases of the proposed development which include:

- Sufficient water suppression during demolition work and other major dust-generating activities, such as cutting, grinding, and sawing.
- Skips, fences, gates, chutes, and conveyors are to be completely covered and, if necessary, enclosed to ensure that dust cannot migrate or escape easily.
- No burning of any materials will be permitted on site. Any excess material is to be reused or recycled on-site in accordance with appropriate legislation.
- Following earthworks, exposed areas and soil stockpiles should be re-vegetated to stabilise surfaces, or otherwise covered with fleeces/hessian or mulches.
- Stockpiles are to be stored in enclosed or bunded containers or silos and kept damp where necessary.
- The site is mainly comprised of hard surfaces, these will be used for haul routes where possible.
- Haul routes to be swept/washed regularly.
- Vehicle wheels are to be washed on leaving the site (only as required).
- All vehicles carrying dusty materials are to be securely covered.
- Delivery areas, stockpiles and particularly dusty items of the construction plant are to be kept as far away from neighbouring properties as possible.

7.2. Noise

Below are practical measures to be employed to mitigate noise and vibration arising out of the demolition and construction processes.

1. The first action that would be taken at the site level would be to simply undertake a different (less impactful) activity on site if this were an option that did not affect productivity or compromise health and safety in any way.

2. If the above were not possible, the next option would be the mitigation of noise by limiting the periods of noisy work during any particular day. This would be for example limiting work to 2 hours on/off to allow respite periods during the working day.

Where, for practical reasons, such activity (1) or time limiting (2) cannot be achieved i.e. when undertaking a concrete pour or due to health and safety and/or structural reasons, - the proactive construction of a noise enclosure, which should reduce noise levels in line with the noise criterion for all phases of the proposed work should be determined.

7.3. Neighbourhood liaison

Communication with the residents and businesses is important and will ensure any concerns about the adverse impacts due to construction are reduced.

It is advised that Best Practical Means (BPM) are employed throughout the construction process to reduce the likelihood of noise and vibration complaints. All contractors and sub-contractors should be made aware of the working practices implemented to reduce complaints. This should be informed at all site inductions.

The proposals with regard to the general noise and vibration mitigation would be in accordance with Best Practical Means (BPM) as specified in BS 5228-1:2009 and would comprise the following, where possible.

- Investigate the cause of the complaint.
- Investigate whether the agreed limits have been exceeded.
- Respond to the complaint.
- Good communication with the adjacent residents is required, especially during periods of high noise and vibration.

- Switching off engines where vehicles are standing for a significant period.
- Fitting of acoustic enclosures to suppress noisy equipment as appropriate.
- Operating plant at low speeds and incorporating automatic low-speed idling.
- Selecting electrically driven equipment in preference to internal combustion power, hydraulic power in preference to pneumatic.
- Properly maintaining all plant (greased, blown silencers replaced, saws kept sharpened, teeth set and blades flat, worn bearings replaced, etc.

8. Measures to Control the Presence of Asbestos

The following measures can be implemented to control the presence of asbestos.

1. Asbestos Identification: The first step in controlling the presence of asbestos is to identify any asbestos-containing materials (ACMs) that are present in the workplace. This can be done through a comprehensive asbestos survey or by consulting an asbestos expert.
2. Risk Assessment: Once ACMs have been identified, a risk assessment should be carried out to determine the level of risk they pose to employees and others who may come into contact with them. Based on the risk assessment, appropriate control measures can be implemented.
3. Management Plan: A written asbestos management plan should be developed, which outlines the procedures for managing and controlling ACMs within the workplace. The plan should include measures to minimize the risk of exposure to asbestos fibres, including procedures for working with ACMs, employee training, and regular monitoring of ACMs.
4. Control Measures: Various control measures can be implemented to control the presence of asbestos, including encapsulation, enclosure, removal, and ongoing management. Encapsulation involves sealing the ACMs with a protective coating to prevent the release of fibres. Enclosure involves constructing a physical barrier around ACMs to prevent exposure to fibres. Removal involves safely removing and disposing of ACMs. Ongoing management involves regular inspections and monitoring to ensure that ACMs are in good condition and not releasing fibres.
5. Employee Training: All employees who may come into contact with ACMs should receive appropriate training on how to work safely with asbestos and the importance of following the procedures outlined in the asbestos management plan.

By implementing these measures, the presence of asbestos can be effectively controlled, reducing the risk of exposure to asbestos fibres and protecting the health and safety of employees and others who may come in contact with it.

9. The erection and maintenance of a security hoarding

Heras fence and hoardings will be erected towards the entrance sides of Coldharbour lane and East Way.

Maintenance – Once the hoarding has been erected, it will be regularly maintained to ensure that it remains secure and visually appealing. This may involve repairing any damage that occurs, replacing any worn or damaged components, and cleaning the hoarding to keep it looking its best.

Appendix A: Survey of the existing conditions of the adjacent roads

The following images are screenshots taken from Google Street View as of 10/2024

1. **Cold Harbourlane**

2. **East Way**

3. East Avenue