

Construction Management Plan

49 Beech Avenue Ruislip, HA4 8UG



Planning approval Ref: 12926/APP/2022/1266

Date: 07/10/2022

1. Introduction

This Construction Management plan is submitted in respect of the demolition of existing bungalow and erection of 2 replacement 4-bedroom dwellings with parking and amenity space.

The construction management plan covers the information required to discharge the planning condition associated with the approved planning for this development. The condition states:

Prior to the commencement of any site clearance, demolition or construction work, a demolition and construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- (i) The phasing of development works*
 - (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).*
 - (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).*
 - (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).*
 - (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.*
 - (vi) The storage of demolition/construction materials on site.*
- The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.*

The works are detailed on Design Endeavours Ltd drawings PF-49BA-02 and PF-49BA-03, PF-49BA-01 Rev. A, PF-49BA04 Rev. B, PF-49BA-05 Rev. A, PF-49BA-06 Rev. A, PF-49BA-07 Rev.

The existing bungalow consists of traditional brick work construction with timber roof. The existing bungalow will be demolished, and all the rubbish will be removed from site before the works start for the construction of 2 new dwellings.

Particular attention will be paid to minimising the noise and air quality impact of the demolition works on sensitive receptors and to ensure demolition works follow Best Practicable Means (BPM) of Section 72 of the Control of Pollution Act 1974 to minimise noise and vibration effects.

It is acknowledged that the activities associated with demolition and construction works have potential to generate environmental effects, particularly on the closest neighbouring structures and properties.

Beech Ave is a residential street with houses consisting of single-story bungalows and two storey houses.

To the rear of the site is the allotments separated by the garden of 49 Beech Ave.

The key to a successful construction project is to fully segregate and protect the General Public and adjacent properties from the impact of the demolition and construction works both visually and physically, from debris, dust, noise & vibration.

The site can be accessed off Beech Ave which is cul-de-sac and is only accessible via Oak Grave and is used only for access to the houses at Beech Ave.

The site will be secured with a plywood hoarding.

This plan covers the environmental, public health and safety aspects of the project that may affect the interests of residents, public and the surroundings in the vicinity of the proposed construction site.

The nearest Fire Station is (Ruislip Fire Station) Bury Street, HA4 7TW.

The nearest Hospital with Accident and Emergency is 3.5 miles away. The full address is Northwick Park Hospital, Watford Road, Harrow HA1 3UJ (Tel: 020 8864 3232).

2. Scope of Work/Sequence of Construction

- Demolition of existing Bungalow
- Excavate and cast foundations
- Install service ducts
- Construct shell for 2 dwellings including all scaffolding requirements
- Construct roof to 2 dwellings
- Construct internal walls
- Fit out
- Decorate internal walls
- Install electric, gas, telecoms to second fix
- External finishes

- Complete landscaping to all areas

3. The Construction Site

3.1. Public Information

Main contractor will nominate a Liaison Officer, who will address any comments from residents.

A record of all communications with the public will be kept on site and available for review.

The liaison officer will:

- Plan construction vehicle movements to minimise disruption to the residents / neighbours and will inform residents of the times heavy vehicles will be visiting and leaving the site. This will include ensuring that construction vehicles do not arrive at site early and take up space in local roads waiting.
- Be prepared to meet residents face to face and explain the work and what will be involved, if required; and
- Ensure that residents have a contractor's point of contact for normal working hours.

A 24-hour Emergency Contact number will be posted on the hoarding.

3.2. Working Hours

Generally, the working hours will be:

08:00 to 18:00h Monday to Friday

08:00 to 13:00h Saturday

No working Sunday except where required due to carry out shutdowns, road closures, lifting and the like where required by local authority or police etc.

3.3. Programme

The demolition and construction work, including site establishment, will be illustrated in a detailed construction programme.

3.4. Site Security

A 2.4m high plywood hoarding on timber frame will be erected to secure the front of the site. The timber frame will be fixed to timber posts supported in post holders concreted into the ground.

The hoarding will be painted in accordance with Hillingdon Council guidelines.

Gates will be installed in the hoarding for vehicular and pedestrian access into the site. The gates will remain closed when not in use to prevent unauthorised access into the site

3.5. Site Accommodation and Welfare

Welfare facilities (Site Office, changing room, drying room, canteen, toilets, washing facilities) will be established by the principal contractor on the site.

Water and electrical power will be obtained from temporary supplies.

The access route from the site entrance will be clearly defined.

The scope and extent of these facilities compliment the works being undertaken, the duration, the number of employees and sub-contractors on site, the weather conditions expected during the contract and the location of the site with respect to the facilities already present in the area.

3.6. Site Health & Safety

Health and Safety requirements will be strictly followed. Site operations by their very nature are hazardous and this is particularly the case when demolition and working at height is involved.

The site will be managed by a full time Site Manager.

Demolition and Construction is dynamic with changes on site occurring very quickly.

Everyone must be aware of the need to observe safe working practices and implement all the controls that have been identified in the appropriate Method Statements and Risk Assessments.

Principal contractor or subcontractors are not expected to work unsafely nor are they expected to work in unsafe environments. Everyone also has a legal and moral duty to report unsafe conditions and when applicable stop work.

The wearing of the correct PPE is of prime importance. Operatives will wear:

- Hi-vis jacket / vest o Eye protection - BS EN 166B Grade 1 impact
- Protective gloves - BS EN 388 o Helmet – BS EN 397
- Safety Boots – BS EN 345
- Dust Mask - BS EN 143
- Ear defenders - BS EN 352 (when required)

3.7. Site Emergency Procedures

In the case of an emergency the following procedure shall be employed:

- The person who discovers the emergency shall call 999.
- Inform which emergency services are required.
- Wait until the location has been confirmed before ending the call.
- Inform adjacent properties at the earliest opportunity.

Site Manager shall direct the emergency service to the scene of the incident.

Principal Contractor will provide a trained first aider with a first aid kit located in the site office.

Any reportable incident prescribed under the 'Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 will be reported to the Health & Safety Executive on form F2508 within the prescribed notice period for that event.

4. Traffic and Transport Management

4.1. Deliveries

Beech Ave is cul-de-sac and is only accessible via Oak Grave and is used only for access to the houses at Beech Ave.

All deliveries to and from site, in particular H.G.V's, will be carefully controlled to ensure minimal disruption to the local environment is caused.

All local speed limits will be observed.

A banksman (wearing hi-vis) will be posted in the road whilst marshalling wagons or delivery vehicles to / from the site.

Vehicles will enter the site and will remain on the hardstanding at all times

No vehicles will leave the site with earth, mud etc., adhering to the wheels in a quantity which may result in its being deposited on the public highway or footpath, and creating nuisance, or hazard to vehicles, or pedestrians.

The roadway adjacent to the site will be regularly swept during the course of the working day to maintain cleanliness and to minimise the mess that vehicles leaving the site can cause.

All loads will be sheeted prior to leaving site to ensure dust and debris does not spill out, or get blown out, from the wagon or skip.

Site and road conditions will be continuously monitored, and adequate facilities will be provided for wheel washing (jet washer) and road cleaning should it be necessary.

Debris removal / deliveries will be carried out at times when rush hour traffic is not affected.

No construction materials will be stored outside of the hoarding.

Delivery vehicle movements will comply with The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance.



Figure 1: Traffic Plan - 49 Beech Avenue Ruislip

4.2. Dust and Emissions

The objective of this dust and emissions management plan is to as far as reasonably practicable, seek to control and limit the dust and emissions levels so that affected residential properties and general public are protected from the adverse effects of dust and emissions levels associated with demolition and construction activities and will comply with The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance.

4.3. Vehicle and Plant Emissions

Adverse impacts of vehicle and plant emissions will be controlled by implementing the following measures where appropriate:

- Engines of all vehicles and plant on site are not left running unnecessarily.
- Using low emission vehicles and plant fitted with catalysts, diesel particulate filters or similar devices
- Using ultra low sulphur fuels in plant and vehicles
- Plant will be well maintained in accordance with manufacturer's recommendations and with maintenance records of work undertaken
- All vehicles, including off-road vehicles, will hold current MOT certificates, where required due to age of the vehicle, or be tested to an equivalent standard, and will comply with exhaust emission regulations for their class.

4.4. Dust Management

The following procedures will be implemented as appropriate to control dust:

Site Planning:

- Erect a 2.4m high plywood hoarding on timber frame to secure the front of the site
- No bonfires
- Minimise drop heights • Use chutes or conveyors where practicable
- Cutting, grinding, or sawing equipment to be fitted with, or used in conjunction with, suitable dust suppression
- Stockpiles to be covered
- Fine powders such as cement to be covered and / or stored in enclosed containers • Ensure adequate water supply
- Ensure disposal of run-off water from dust suppression activities is in accordance with the appropriate legal requirements
- Provide easily cleaned hard standings for vehicles
- Provide and ensure use of jet wheel wash facilities at the site exit wherever there is a potential for carrying dust or mud offsite

- Plan site layout – fixed machinery and dust causing activities will be located away from sensitive receptors
- Trained and responsible logistics manager on site during working hours to maintain logbook and carry out site inspections

Site Traffic:

- All vehicles to switch off engines – no idling vehicles
- Effective vehicle cleaning and specific fixed wheel washing on leaving site and dampening down of haul routes
- All loads entering and leaving the site to be covered
- Routinely clean public roads and access routes using wet sweeping methods
- No site runoff of water or mud
- Minimise movement of construction traffic around site
- Hard surfacing and effective cleaning of haul routes and appropriate speed limit around site

Demolition and Construction Works:

- Use water as dust suppressant - a fine water spray directed at the point of demolition, drop zones and stockpiles
- Damp down slabs before sweeping
- Minimise material drop heights in drop zones
- The controlled use of fine water sprays will be employed to assist in the reduction of dust emissions. Water arising from misting operations will be contained so as not to give rise to flooding or create nuisance outside the working area

Waste materials, including empty containers, paper, waste or debris, will be placed in designated waste disposal skips placed around the site and not allowed to be blown about the site and adjacent area

- All containers will be totally enclosed or covered by nets/tarpaulins to prevent escape of dust or waste materials during loading and transfer from site to authorised waste recycling/disposal centres
- All containers will be totally enclosed or covered by nets/tarpaulins to prevent escape of dust or waste materials during loading and transfer from site to authorised waste recycling/disposal centres
- The burning of rubbish or any other material on Site will be strictly prohibited Cutting, grinding, or sawing equipment will be fitted, or used in conjunction, with suitable dust suppression equipment

Details of wheel washing facilities

Prior to leaving the site, all trucks and plant will be washed down if necessary. While the trucks and lorries are on site, a sweeper will be working to clear any debris due to loading or unloading of construction traffic. All the efforts will be made to maintain a clean standard of surrounding roads and repair to any damaged to the road caused by the construction traffic will be carried out as soon as it happens.