

Construction Management Plan
to accompany the Planning Application
for the development at

966 Uxbridge Road UB4 0RL

PROPOSAL:

Conversion of property into 1 x 1-bed and 1 x 2-bed self-contained flats, with associated amenity space. Erection of a first floor rear extension, rear dormer and balcony

APPLICANT:

Mr Gurpreet Singh

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Revision (A)

PREPARED BY

You Architecture Ltd

1.0. Introduction

- 1.1. This Construction Management Plan is prepared to satisfy the requirements and objectives connected to the planning condition 3 of planning permission Ref: 28530/APP/2022/3892, as outlined below:

"No development approved by this permission shall be commenced until a construction management plan has been 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 115 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.*

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020)."

- 1.2. The proposed development involves "conversion of property into 1 x 1-bed and 1 x 2-bed self-contained flats, with associated amenity space. Erection of a first floor rear extension, rear dormer and balcony."

2.0. Construction Management Plan

(i) The phasing of development works:

The nature of the development is such that a phased construction is not required or appropriate. The construction will therefore be undertaken in a traditional manner such as for a domestic extension and flat conversion. Therefore development will be carried out in a single phase. The building programme for this project estimated to take approx. 24 weeks.

Site Set-up.

The management of the construction of this project will require a site toilet, changing facilities, and a canteen. It is preferable to have the facilities inside the building or close to the site itself to ensure rapid communication between facilities and site, and also to avoid having the workforce crossing to and from the site and therefore losing time.

Site Safety and Security.

Hoarding Screens will be erected at the boundary of the site where required. The solid panel hoarding will be relocated as the work proceeds. Safety is paramount in the construction industry and occupies a large part of the site management daily routine. As such, all necessary protection, hoardings, covers and protected walkways will be put in place as and when required. There will be controlled access to the site, for both security and safety reasons. At night the site compound will be kept locked. We are very aware that construction sites are a "magnet" for children. We will install physical barriers, hoardings and screens to ensure that the site is kept secure. Furthermore, we will provide appropriate measures to mitigate against pollutions and the dangers of removing hazardous substances and materials. All entry points will be clearly signed.

(ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours):

Nuisance from demolition and construction works are governed by The Control of Pollution Act 1974, the Clean Air Acts and other legislation. In particular, site working hours will be in accordance with Informative Note 3 of the Planning Permission which stipulates that:

A. Demolition and construction works which are audible at the site boundary shall be restricted to:

Monday to Friday from 8.00am to 6.00pm

Saturday 8.00am to 1.00pm

No works shall be carried out on Sundays, Bank or Public Holidays

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.'

D. No bonfires that create dark smoke or nuisance to local residents.

Where work needs to occur beyond the agreed "normal" working hours, consultation and agreement will be sought from the local Authorities at least 2days before such an event. The contractors are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if any difficulty is anticipated in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

(iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities);

At stages in the project where vehicle tyres may be contaminated with mud, wheel washing will take place on the site entrance, as noted on the relevant CMP site plan. The contractor will ensure mud does not spill onto the public highway.

The site constraints are such that wheel washing can only be carried out in a limited manner. It is therefore proposed that any mud or dirt tracking onto the road and cul-de-sac will be removed by hosing down at the end of the day's work.

During construction works an appropriate wheel-washing system shall be provided to remove mud, stones and any other extraneous materials from the wheels and chassis' of construction vehicles exiting the site and all loads of construction materials, excavation spoil or other such matter shall be fully covered in order to ensure that no material leaves the site attached to the vehicle which might subsequently be deposited on the highway.

The exit from the wheel washing system shall be constructed from a hard, nonporous surfacing material and sited as far away from the exit to the highway as is possible given the constraints of the site and the surface shall be kept clean at all times. Waste water discharged from the wheel washing system shall be stored and disposed of on-site and shall not be discharged into the public sewerage system without prior removal of soil, stones and any other suspended material.

(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);

Access will be via the existing access road for all workers, deliveries, and visitors. Deliveries and pedestrian access to the site are likely to be via the existing entrance off the existing private cul-de-sac access road.

On Site Parking.

There will be a general policy of no on-site car parking and the site labour force will be encouraged to use public transport or to be dropped off to the site.

Operatives will generally remain on site throughout the day and as such, the only traffic movements to and from site are likely to be deliveries, subcontractors, occasional visitors and the Building Control Inspector. The main contractor is responsible to confirm the access arrangement with subcontractors or other visitors in advance.

In order to minimise the volume of construction traffic visiting the site during peak hours, it is proposed that deliveries will be restricted so as to occur outside peak hours, e.g. between the hours of 10.00am and 4.00pm. Local workforce are preferred to be employed and site operatives will be encouraged to car/van share. The use of public transport will also be encouraged, given the easy access to frequent bus services on Uxbridge Road, which are linked to the nearest train service.

Unapproved parking on public roads will not be allowed. Provisions will be made within the proposed development site, where possible, for essential on-site parking only. Any local traffic management measures for site access will be agreed with the local authority. We will ensure that there is very limited parking facility on site for visitors and the disabled when needed during the construction phases. No permanent car park is envisaged within the proposed scheme.

Construction Vehicle Movements / Deliveries.

Heavy Goods Vehicle (HGV) movements during this phase will have to be monitored closely with detailed traffic management and logistics plans updated and monitored daily. The management of the site logistics is key to the success of the project and will require a dedicated member of the team to develop a detailed plan to control and manage the site.

Deliveries will only be accepted on a just-in-time principle. There will be limited storage allowed on-site and it is expected that all deliveries will be booked in with the logistics team not less than 24 hours prior to arrival on-site. A delivery zone will be established on site and will be able to hold one vehicle at any time with consideration being given to the provision of an offsite holding area for vehicles with possibly limited material storage to facilitate efficient deliveries.

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

Not only should the above measures prevent congestion on site but it will also spread the resultant traffic over a longer period. Special deliveries to the site will be co-ordinated with the Local Authority highways department to avoid congestion during peak traffic periods.

There will be no on-street loading or unloading encouraged. Delivery arrangements will of course need to be agreed in consultation and agreement with the Highways Authorities. A traffic management system will be established to avoid congestion in the vicinity of the Proposed Development. Loading and unloading will be restricted to certain times of the day to further minimise the likelihood of congestion on highways surrounding the site and strict monitoring and control of all vehicles entering, exiting and traveling across the site will be maintained including:

- The setting of specific delivery and collection times;
- Consolidation of deliveries wherever possible;
- A system of 'just in time' deliveries; and
- The requirement for prior authorisation when visiting the site via vehicle, which is managed by the logistics manager.

The principles of the Construction Management Plan will be detailed in all tender and contract documents issued to suppliers and sub-contractors. It is anticipated that site logistics will form a significant part of the pre-appointment meetings for contractors and sub contractors and that regular coordination will be held throughout the construction phase of the project.

In view of the location of the site, the constraints on traffic and the permits that will be required for vehicles to access the site, a member of the construction team will be nominated as a liaison officer responsible for communication with the local highway authorities and neighbours with regard to traffic problems, planned large deliveries and road maintenance issues. In this way it is anticipated that the risk of material shortages at key times can be reduced to a minimum.

Site lighting shall be designed, positioned and directed so as not to unnecessarily intrude on passing drivers on public highways and so as not to direct light into any windows of properties outside the site.

(v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process;

The Developer will ensure the effect of the construction activities upon the surrounding area is minimised. This means that the emission of dust and dirt from the development will be managed so that emissions are as minimal as practicable. There is demolition so emission of dust and dirt will be limited in regards to this activity. Measures that will be incorporated into the construction process include the following:

- Skips and muck-away trucks will be covered prior to leaving site to limit the spread of dust.
- Water will be used to suppress dust, where required, this will be 'damping down' by hand held hoses.
- Unloading zones and delivery areas will be from hard standings.
- Spoil heaps will be reduced to a minimum and avoided if at all possible.
- Plant and delivery vehicles will be switched off when not in use.

In periods of dry weather, damping down will take place to control dust created by the development. Any stockpiles of materials which are likely to give rise to windblown dust, will be sheeted, wetted or so located as to minimise any potential nuisance. Due to the proximity of the site to existing residential buildings, the contractor should not use bonfires and instead, all waste material will therefore be removed from site and disposed of in a suitable manner. At no time will any material that is likely to produce dark/black smoke be burnt (eg. Plastics, rubber, treated wood, bitumen etc).

Suitable measures to minimise dust nuisance caused by the operations and to ensure that no dust or other debris is carried on to the adjoining properties shall also be provided in accordance with the Greater London Authority's "Air Quality" guidance.

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

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

- Use of solid panel hoarding around the entire perimeter of the site to assist in the screening of noise and dust generation from low-level sources;
- Hydraulic construction to be used in preference to percussive techniques where practical;
- Off-site pre-fabrication to be used, where practical, including the use of pre-fabricated structural elements, cladding, toilets, mechanical and electrical risers and packaged plant rooms;
- All plant and equipment to be used for the works to be properly maintained, silenced where appropriate, and operated to prevent excessive noise and switched off when not in use and where practicable;

- Plant will be certified to meet relevant current legislation and British Standard 5228 (BS5228) Standards;
- All Trade Contractors to be made familiar with current legislation and the guidance in BS5228 (Parts 1 and 2), which will form a prerequisite of their appointment;
- Threshold vibration limits will be set and monitoring equipment established at locations outside the site that are deemed sensitive, such as nearby office areas and churches and listed buildings;
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas;
- Deviation from approved method statements to be permitted only with prior approval from the Main Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken;
- Noise complaints, or exceeding of action levels, will be reported to the Contractor and immediately investigated;
- Brushing and water spraying of heavily used site hard surfaces and access points as required. Waste water from site shall not be discharged to any public sewerage system or surface water system – Wherever possible, plant and equipment will be switched off when not in use;
- Vehicles transporting materials capable of generating dust to and from site to be suitably sheeted on each journey to prevent release of materials and particulate matter;
- Effective wheel/body washing facilities to be provided and used as necessary;
- Burning of wastes or unwanted materials will not be permitted on-site; and
- All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products to be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundled storage areas.

(vi) The storage of demolition/construction materials on site

Demolition materials will be removed from site as work progresses. All materials will be stored within the confines of the site and within specific, designated areas. Materials to be delivered as and when required to avoid storage in quantity on site.

It is proposed to site a Skip for recycling and one for non-recyclable waste in positions shown on the relevant CMP site plan. Additional bulk waste material will be removed by a grab lorry as it accumulates.

The contractors should ensure that no dangerous contaminates present on site. Any limited contaminations such as boiler flue pipe etc should will be removed from site in a sealed container and disposed of by a Licensed specialist contractor.

All plant and building materials will only be brought to site as required and in quantities that can be used within the week of delivery, if not being used straight away. Materials that need secure dry storage will be kept in a secure fenced storage area.

Site Waste Management Plan

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

Concrete will be taken off the Proposed Development site for crushing and re-use. The Government has set broad targets of the use of reclaimed aggregate, and in keeping with best practice, contractors will be required to maximise the proportion of materials recycled; segregation of waste at source where practical; and re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or reprocessing).

All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products will be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundled storage areas. As the new buildings become enclosed, the rubbish will be collected in lightweight floorbased wheeled skips that can manoeuvre around the configuration of the units. The skips will then be taken to ground floor level by hoist, and either disposed of into larger skips, or if suitable, placed into a compactor to reduce the volume of the waste before it is taken off-site.

The following measures should be also considered:

- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste;
- Attention to material quantity requirements to avoid over-ordering and generation of waste materials;
- Re-use of materials wherever feasible (e.g. re-use of crushed concrete from demolition process for fill (crushed using an on-site concrete crusher); re-use of excavated soil for landscaping; reuse of internal equipment and plant from existing buildings).

