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1 INTRODUCTION

1.1 Purpose Of Report

1.1.1 Consilio Town Planning Ltd have been instructed by the applicants to prepare this Construction Management Plan (CMP) in connection to the permitted residential development on land to the rear of 10 Old Hatch Manor, Ruislip.

1.1.2 Planning permission was granted for the erection of a new dwelling following the demolition of the existing dwelling, under application reference 31427/APP/2023/2554.

1.1.3 Condition 6 stated:

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail: (i) The phasing of development works (ii) The hours during which development works will occur (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing. (iv)Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities). (v) 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). (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process. (vii) The storage of demolition/construction materials on site. (viii) How trees and ecological habitats would be protected. The approved details shall be implemented and maintained throughout the duration of the demolition and construction process. REASON In in the interest of the health of the trees at the site, amenities of surrounding occupiers and to ensure the safe operation of the adopted highway during the construction of the development in accordance with Policies DMHB 11, DMHB 14 and DMT1, DMT 2 of the Hillingdon Local Plan Part 2 (2020).

1.1.4 This CMP has been prepared to discharge Condition 6.

1.1.5 Condition 6 could be divided into following requirements:

- Site Setup Plan showing material storage, facilities for operatives and vehicle parking.

1.1.6 This CMP provides this information.

1.2 Site Context

1.2.1 The application site comprises a detached bungalow located on the southern side of Old Hatch Manor. Dwellings within the vicinity of the site are characterized by their regular plots and large rear gardens.

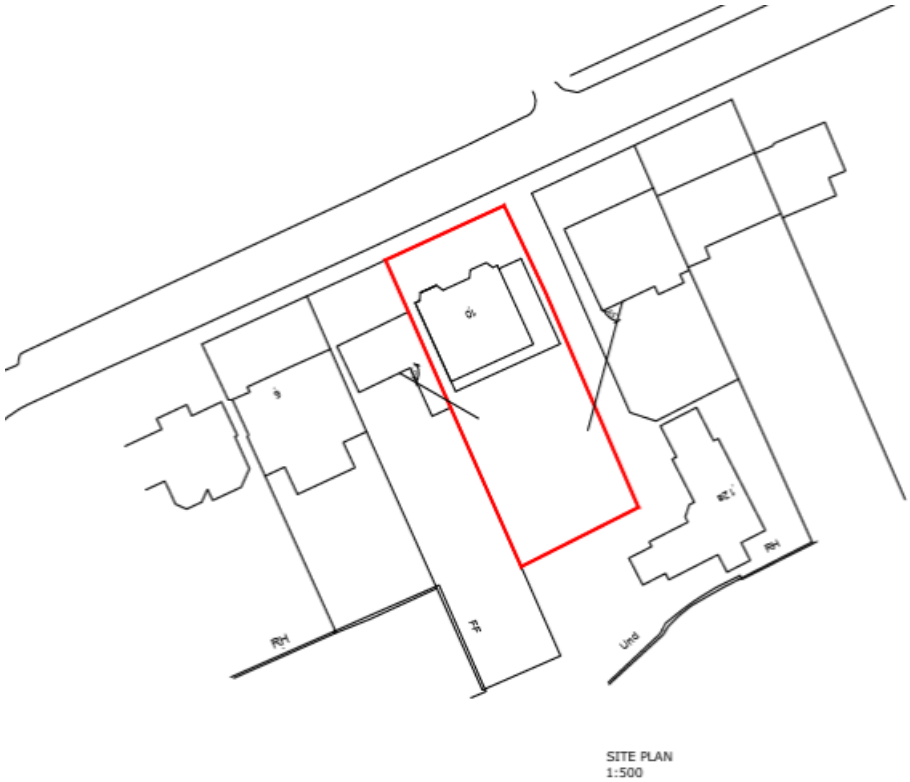
1.3 Development Proposal

1.3.1 The existing use of the land is residential dwelling. The proposal would result in the erection of a single detached family unit.

1.3.2 The site access will be via the existing driveway which provides an in and out arrangement. No new accesses are proposed as a result of the scheme.

1.3.3 The proposed site plan is shown in Figure 1A.

Figure 1A Proposed Site Plan



1.4 CMP Structure

1.4.1 Section 2 outline site setup plans.

2 SITE SETUP PLAN

2.1 Site Setup Plan

2.1.1 The Demolition and Construction Site Setup plans are provided in Appendices 1 and 2. This shows material storage area, waste/spoil storage area, welfare cabins, parking for construction operatives and visitors and loading and unloading area.

2.1.2 The hoarding will be erected around the site, placed at a safe distance away from any trees/vegetation along the site boundaries.

2.1.3 The secure gates will be provided approximately 12 metres from the public highway. This will ensure that the access to the site is maintained at all times.

2.1.4 Both demolition and construction Site Setup plans have been devised keeping in mind the proposed building perimeter lines.

2.1.5 **Construction works would only take place strictly between the hours of 08:00 to 18:00 Mon to Friday and 09:00 to 13:00 on Saturdays with no works on Sundays or Bank Holidays.**

Demolition

2.1.6 During demolition of the existing dwelling, the operatives would be asked to park their vehicles within the driveway area of No. 10, after discussions with the residents of No.10. These vehicles will be immediately removed, if No. 10 requires them to do so.

2.1.7 A mini hydraulic excavator would be used if deemed feasible. This would be transported to the site via a flatbed lorry.

2.1.8 A skip will be placed in front of the dwelling which is proposed to be demolished. A Skip Exchange method would be implemented whereby a skip lorry will be used to remove the skip laden with spoil and drop off an empty skip.

2.1.9 A flat pack Office and Welfare cabin will be placed at the northern end of the development site at the start of demolition phase; keeping in mind the following construction phase to avoid unnecessary moving the cabin in between phases. The flat pack material will be transported to the site via a flatbed lorry, of similar size as that

used to transport mini-hydraulic excavator and assembled on site.

Construction

2.1.10 Up on demolition of the existing dwelling, the existing hard stand access will be utilised as a flat base. The same material will be used within the on-site vehicle manouvering space as shown in Appendix 2.

2.1.11 The Office and Welfare cabin which will be placed on the northern end of the site during demolition phase will be retained.

2.1.12 An area of hardstanding will be created where soil/vegetation currently sits for the proposed dwelling to provide storage for construction material and storage within secure containerised storage units.

2.1.13 There would be area designated for car/van parking on site, as shown on Site Setup plan. This area could accommodate up to four cars/vans. In addition to the above, there would be facility to accommodate up to four bikes within a covered cycle store.

2.1.14 The staff and visitors will not be allowed to park their cars/vans on Old Hatch Manor or neighbouring residential streets. The Contractor will make sure this requirement is strictly adhered to.

Dust and Noise

2.1.15 The contractor will provide an on-site dust suppression during construction works which includes spraying a low mist of water during demolition works or activities which are notorious with resulting in dust within the air.

2.1.16 In addition, prior to vehicles leaving the site, the wheels of all vehicles will be sprayed and washed down to ensure no materials or debris are carried over into the public highway. Any materials falling onto the highway will be swept and cleared following the respective vehicle leaving the site.

2.1.17 Construction activities will be limited to 08:00 to 17:00 Monday to Friday to ensure no works are carried out during unsocial hours. For any more noisy activities ,neighbors will be informed of this within 24 hours prior to the works being carried out.

- Avoidance of the use of percussive plant where alternative non percussive plant is available

- Restriction on the use of radios, other sound systems or tannoys on site.

- Minimsation of cutting operations or other noisy tasks through off-site fabrication.

- Training of all scaffolding personal on the importance of handling the scaffolding to maintain minimum noise levels.

- Prohibition of delivery or removal from waiting within the site with their engines running

Security

2.1.18 The responsibility for devising, implementing and managing security arrangements at the site will rest with the site manager. However, it is envisaged that the regime is likely to include the following:

• Fencing to be provided around site compound; with lockable access gate;
• Fencing to be provided around active build areas; with lockable access gate;
• Fencing to be checked at the beginning and end of the working day to ensure it remains intact;
• Faulty/damaged areas of fencing to be replaced as soon as possible;
• Public information board to be attached to security fence providing out of hours contact details so that any breaches of security can be reported; and,
• “Construction Site” and “Keep Out” signing to be provided in prominent locations.

3 VEHICULAR MOVEMENTS

3.1 Access to the Development Site

3.1.1 The demolition and construction traffic will enter the development site through the existing access arrangements for 10 Old Hatch Manor.

3.2 Demolition Phase

3.2.1 Flatbed lorries and skip lorries will be used to transport demolition equipment, flat pack office and welfare cabin to/from the site and spoil away from the site.

3.2.2 The typical dimensions of these vehicles are as follows:

- Flatbed Lorry = 5.9m (L) x 2.0m (W) x 2.2m (H)
- Skip Lorry = 6.3m (L) x 2.4m (W) x 3.65m (H)

3.2.3 These vehicles would use the existing in and out access to turn around and reverse into the site towards the dwelling that is to be demolished.

3.2.4 Traffic Marshals will be present on public highway at all times when the demolition vehicles are attending the site to ensure that there is no conflict between demolition vehicles and other road users.

3.2.5 Banksmen will be present on site to ensure safe handling of demolition equipment and plant.

3.2.6 The Contractor will liaise with No. 10 Old Hatch Manor to allow the operatives to use their drive for van parking. The vans will be removed immediately, if the householder of No. 10 requires them to do so. There would be no more than two vans parked on site at any given time. Given the demolition phase would last for up to 2 weeks, this is unlikely to cause operational issues to both the contractor and residents of No. 10.

3.3 Construction Phase

3.3.1 During construction phase, all vehicles will enter and exit the site in forward gear. Traffic Marshals will be present on the public highway at all times when the construction

vehicles are attending the site to ensure that there is no conflict between demolition vehicles and other road users.

3.3.2 The types of construction vehicles that would be used is as follows:

- Flatbed Lorry = 5.9m (L) x 2.0m (W) x 2.2m (H)
- Concrete Mixer = 6.7m (L) x 2.4m (W) x 4.2m (H)
- Skip Lorry = 6.3m (L) x 2.4m (W) x 3.65m (H)
- 7.5T Panel Van = 7.2m (L) x 2.2m (W) x 2.5m (H)

3.4 Demolition and Construction Vehicular Routes

3.4.1 During the early stages of construction, the majority of materials required, such as bricks/blocks for the main structures, are normally fabricated offsite and delivered in sections. It is expected that such materials would be sourced from factories both within and outside of the region, and therefore this stage of construction would generate a number of trips on the wider road network.

3.4.2 The Contractor will ensure that the transportation of such material is carried out using primary and strategic routes only in order to avoid local and residential streets as much as possible. Majority of the materials will be brought in from further afield, with construction vehicles using A40 and the M40.

Route to the site

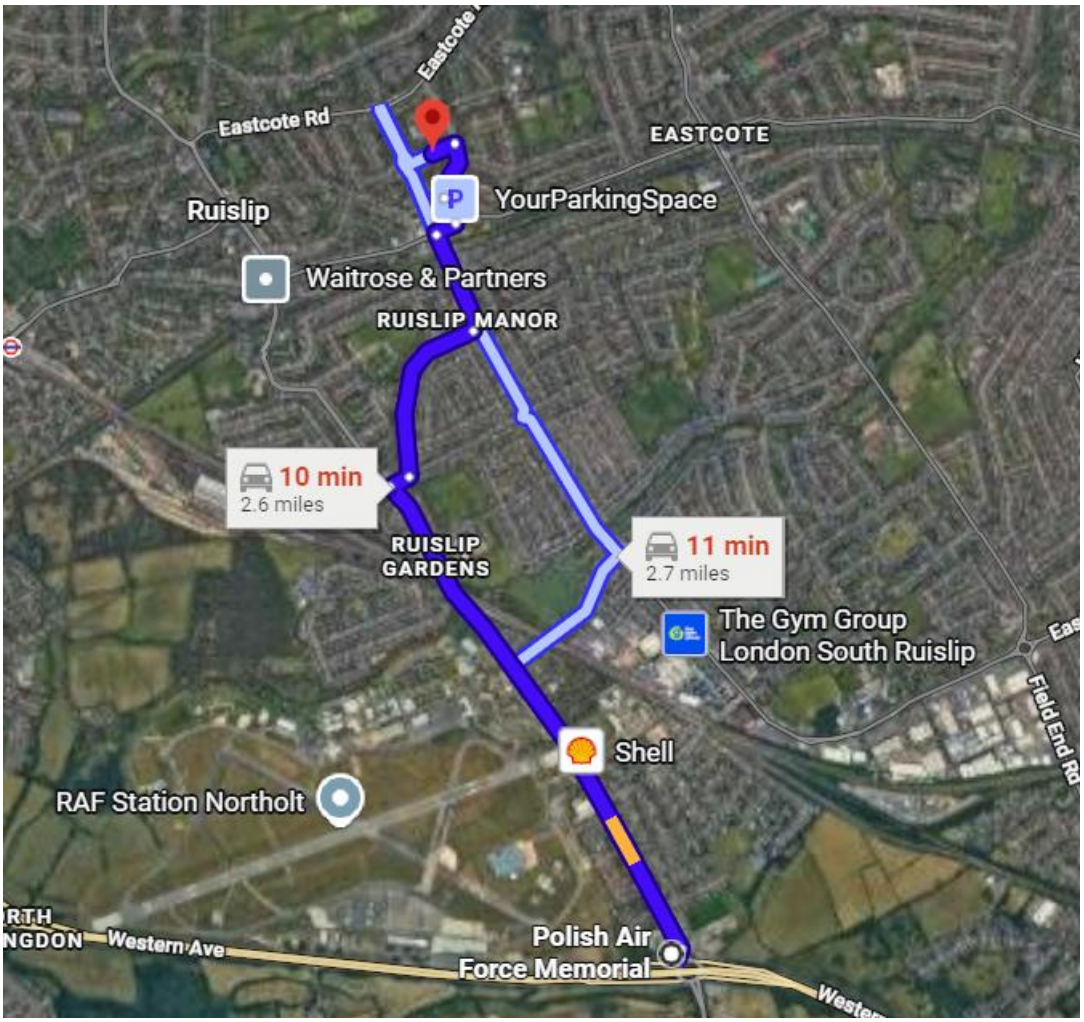
- From A40, travel northbound from Polish War Memorial towards the site
- Continue on West End Road, and then to Victoria Road.
- Continue for 0.9km to Old Hatch Manor.

Route from the site

- Route to the site from the A40 would be reversed here.

3.4.3 The vehicle routes are shown diagrammatically in Figure 3A.

Figure 3A Vehicular Routes



3.4.4 It is expected that the supply of the majority of the materials required during the latter stages of construction could be sourced from local businesses and merchants. Such trips will therefore originate from towns and cities in the local area such as Ruislip and Uxbridge. This would mean that the impact of such trips would be spread across a variety of routes to the site. It is also expected that the majority of these deliveries would be made by van or LGV which are not considered to present an impact of greater significance on the road network than a typical private car.