Land East of Mons Block
St. Andrew's Park, Uxbridge
Construction Management Plan

July 2024

ST. ANDREW'S PARK

UXBRIDGE

1) Introduction

This Construction Management Plan details the approach to construction at the Land East of Mons Block (LEOMB) site at St. Andrew's Park, Uxbridge. The plan set out the details required by Condition attached to planning permission ref. 585/APP/2017/2819.

Condition 13 states:

"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 (please refer to informative 15 for maximum permitted working hours).
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.

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 OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)".

This plan comprises the following sections:

- Section 2: Phasing of Development Works
- Section 3: Working Hours
- Section 4: Valuable and Contaminated Materials
- Section 5: Measures to Prevent Mud / Dirt
- Section 6: Traffic Management and Access
- Section 7: Air Quality and Dust
- Section 8: Material Storage

2) Phasing of Development Works

The LEOMB site comprises cleared, brownfield land. No demolition works are proposed.

The phasing of the development works will comprise the following, the detailed programme and timing of work stages will be agreed with the contractor:

Phase 1 – Work Stages

- Existing trees to be felled in accordance with the approved 'Tree Removal Retention Plan' (ref. 2683-TS-02 Rev P2), under RM consent ref. 585/APP/2022/665.
- Setting out and construction of access road from Burton Road.
- Setting out and construction of access road from Churchill Road (St Modwen Homes).
- Setting out and excavation for building foundations and footings.
- Excavation of the basement area, ensuring sufficient depth and construction of basement walls.
- Pour basement floor slab. Apply waterproofing.
- Installation of all underground utilities.

Phase 2 – Work Stages

- Install tower cranes.
- Construction of residential blocks and erect structural framework for blocks and podium space.
- Construct floors and walls for each block and install utilities and services as necessary.
- Build up podium structure.
- Roof works.

Phase 3 – Work Stages

- Apply exterior finishes to new build blocks and residential fit out works.
- Install soft and hard landscaping at podium and ground floor level.
- Completion of external works.
- Connection to St. Andrew's Park District Heat Network.

3) Working Hours

The following working hours, will be adhered to at all times:

Working Hours	
Monday to Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sundays, Bank Holidays and Public Holidays	No works

4) Valuable and Contaminated Materials

To ensure that all valuable and potentially contaminating materials and fittings are identified and safely removed from the site, the following procedures will be implemented:

- Valuable and potentially contaminating materials and fittings will be identified and the risk they pose assessed. Secure on-site facilities for the temporary storage of removed materials, segregating them based on their value, potential for reuse, or need for special processing will be provided. Valuable materials and fittings will be placed in locked storage areas were required.

- The site may store some a small amount of fuel for construction vehicles / machinery. Storage and handling of fuel will be carefully managed. Spillages will be cleaned to prevent any environmental damage. Soakage materials such as spill kits, with absorbent material and padded bunds will be present on site in case of any spillages. Staff will be trained in their use. An Emergency Procedure for dealing with spillages will be prepared by the Site Contractor, this will be prominently displayed within the site.

- Any toxic substances will be segregated and tightly covered to prevent spills and possible site contamination.

- Sheet vehicles will used when transporting any contaminated material from site. These materials will be removed intact where possible. Special attention will be given to preventing any release of contaminants during the removal process.

- Site operators will ensure best practice regarding site waste management, and sort out waste into their appropriate recyclable and land fill skips as required, and incorporate skips/containers for any contaminated material.

- Health and safety protocols will be implemented to protect workers and the environment during the removal process. This will include appropriate personal protective equipment (PPE), training, and safe handling procedures for hazardous materials.

- Notify through the Site Manage the Environmental Agency and Local Authority of any significant uncontrolled contaminating spillages and / or issues.

- A record of materials including their condition, storage location, and destination for reuse or processing. This documentation will ensure traceability and compliance with relevant regulations.

5) Measures to Prevent Mud/Dirt

All reasonable measures to avoid mud and dirt being deposited / tracked on footways and roads adjoining the site. The following measures will be adopted:

- A designated access point for construction vehicles to minimise the distance they travel on unpaved surfaces.
- The Phase 1 works and delivery of the access road from Burton Road, will ensure a stablished construction entrance. This will provide an easily cleanable and properly drained hardstanding for vehicles entering, parking on and leaving the site.
- The provision of a wheel washing facility. This will comprise a high pressure hose system operated by site personnel. It will be positioned towards the site exit but set back to ensure that the wash water does not run outside of the site boundary. The cleaning process will follow a standard protocol for cleaning the vehicles before leaving site focussing on the tires, wheel arches and undercarriage of the vehicle. The vehicle will be inspected following the clean prior to leaving site.
- The use of approved mechanical road sweepers, to clean hard-standings and any mud or debris deposited by site vehicles on roads or footpaths in the vicinity of the site. If the mud or debris remains after mechanical sweeping, site operators will manually clean these areas.
- Secure sheeting of lorries carryings spoil or other particulate materials.
- Signage will be erected, within the site, to indicate the location and importance of wheel washing facilities.
- Site workers and drivers will be made aware of the importance of keeping mud and dirt off the footways and roads adjoining the site.

6) Air Quality and Dust

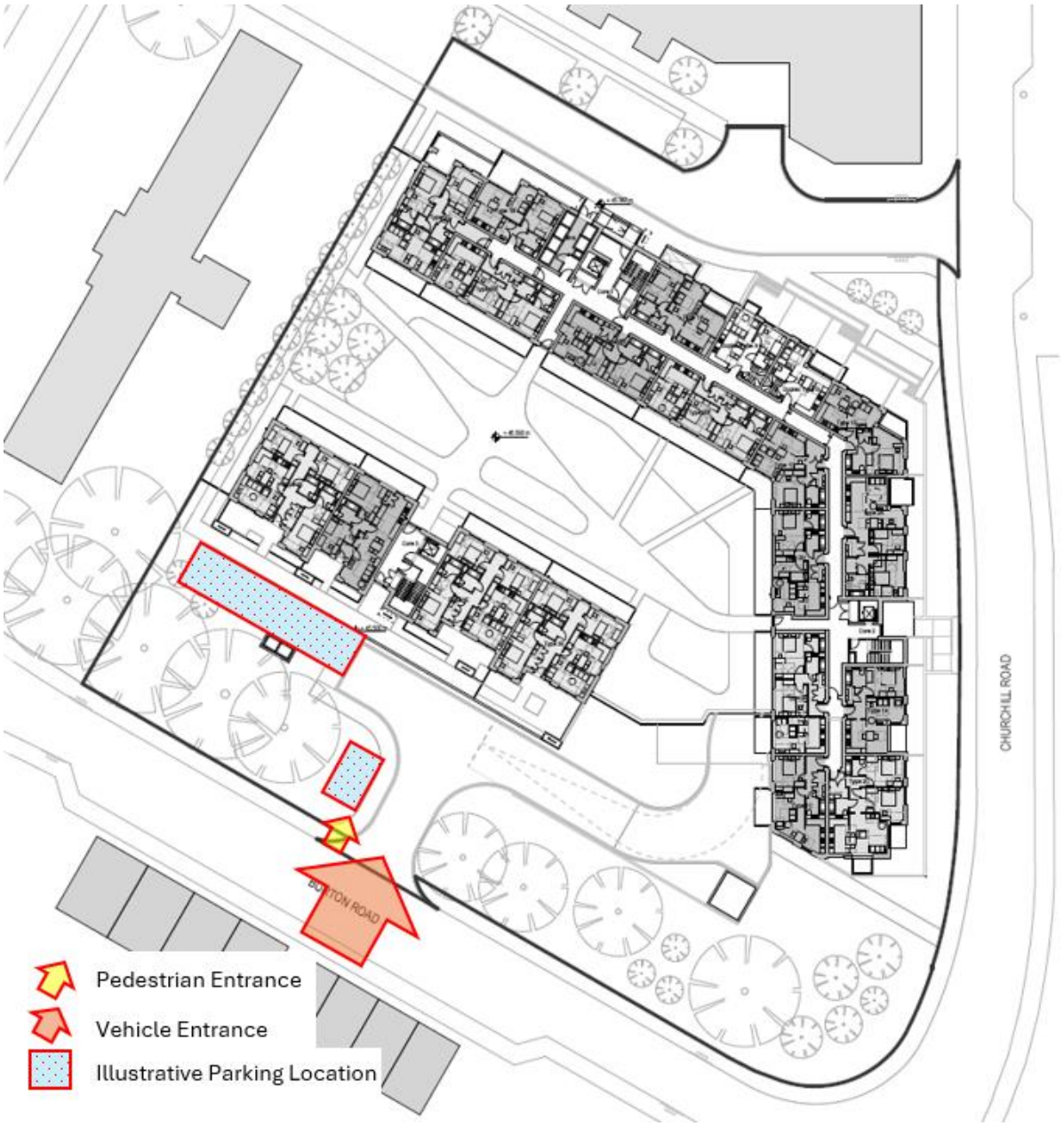
Contractors will be expected to take measures to minimise the presence of airborne dust during the construction process. The following measures will be adopted to reduce the impact of the development on local air quality and dust:

- Working methods which seek to reduce dust at the source with water and / or vacuumed extraction measures.
- Water bowsers with spray attachments will be held in readiness and roadways will be kept as clean as possible at all times through regular cleaning patters.
- The Phase 1 works and delivery of the access road from Burton Road, will ensure a stablished construction entrance. This will reduce the potential amount of dust generated from the site and the spread of dust.
- Design controls will be implemented for construction equipment and vehicles and appropriately designed vehicles are to be used for materials handling.
- The site and surrounding roads will be regularly inspected, and site boundaries will be checked for dust deposits. These will be removed as necessary.
- There will be no burning of materials on site.
- Water sprays to suppress dust during construction activities will be used as necessary; for example, in hot, dry weather conditions.
- Vehicle speeds on site will be limited.
- The site will be regularly swept and cleaned to ensure dust is removed.
- Drop heights for materials will be kept to a minimum to avoid dust generation when unloading from vehicles.
- Identify a person to be responsible for supervising air quality and dust management.

7) Traffic Management and Access Arrangements

Figure 1 below shows the access arrangements for the site. Further details regarding vehicle access, traffic management and pedestrian access are set under relevant sub-headings.

Figure 1: Access Locations & Parking



6.1 Vehicle Access & Management

All construction vehicles will enter the site from Burton Road via Hillingdon Road.

Parking provision for contractors will be provided within the site; the spaces will be accessed from the internal access road. The illustrative location for parking is shown on Figure 1.

Access to the site for construction vehicles is via Hillingdon Road and Burton Road. Large construction vehicles will access Hillingdon Road via Park Road or via Oxford Road from

Junction 1 of the M40 to the norther, and from Junction 4 of the M4 to the south via Harlington Road. Vehicles will exit the site via Burton Road or Churchill Rd / St. Andrew's Road.

Figure 2: Vehicle Routes from M40

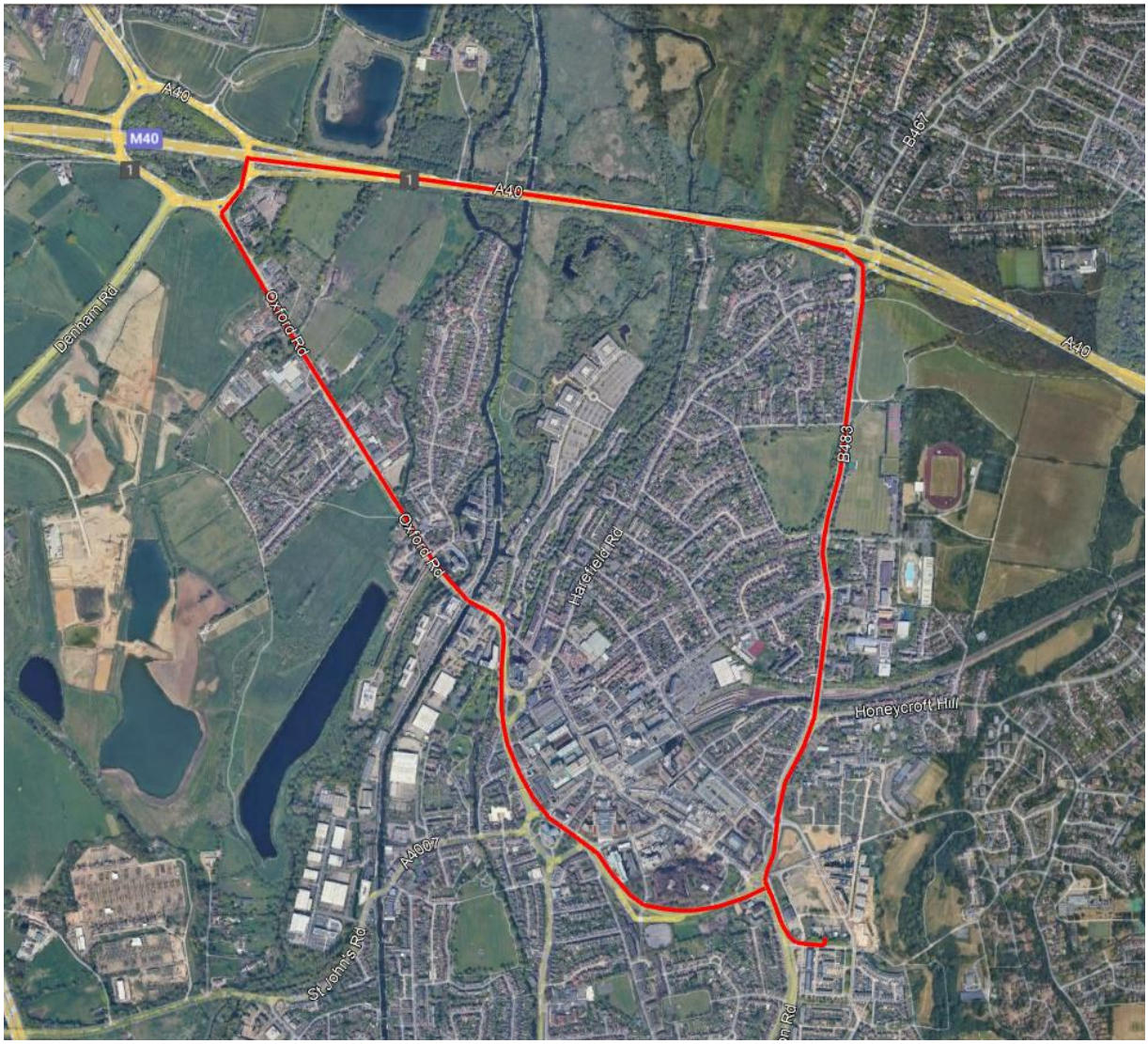


Figure 3: Vehicle Route from Local Road Network

All areas of work that involve vehicle movements and the interface with personnel will have a Traffic Management Plan (TMP). The TMP will be prepared by the contractor and managed by an appointed person who will act as the Traffic Management Co-ordinator (TMC).The objectives of the plan will ensure:

- The safe and efficient working environment for all staff, visitors and contractors when on the site.
- To ensure visiting traffic and deliveries arriving and leaving the site can operate within definitive areas.
- To ensure that any contractors on site can operate their workforce, plant and equipment in a safe manageable environment.

The site layout will be planned to provide safe segregation between plant, vehicles and pedestrians wherever practical. The reversing of site plant, vans and lorries will be avoided if possible but where this is necessary will be under the supervision of a vehicle banksman / controller.

Anything removed from site will be managed in a ‘just in time’ basis to minimise the chances of congestion. There will be a requirement for delivered to site during the construction phases. The timing of deliveries will be managed to avoid the peak hours of 08:30-09:30 and from 15:00 – 16:30, in term time to take into account the finishing time of John Locke Academy.

All audible and visual devises will be used on plant undertaking loading/unloading i.e. reversing alarm and flashing beacon. Personnel working in the storage area will wear high visibility clothing at all times.

Reversing vehicles will be managed by a banksman, each contractor will supply a trained and competent banksman to oversee their operations.

It is not thought that any abnormal loads will be used on this project. Where possible, deliveries will be broken down in size, so that smaller deliver vehicles are used. If abnormal loads are delivered to site, the local constabulary will be contacted. All recommendations from the police will be adhered to.

Construction vehicles which relate to the site must adhere to the following measures:

- There will be no daytime or overnight parking of lorries in the vicinity of the site. All deliveries shall enter site directly on arrival from Burton Road and not wait on any road in the vicinity.
- All vehicles shall have their engines switched off while not in use to avoid idling.
- All Heavy Goods Vehicles shall comply with the Direct Vision Standard. A rating of 3 stars (or more) will be required. The Direct Vision Standard came into force on 1st March 2021 and forms part of the Safety Permit for all HGVs entering London (an area bounded by the M25 Motorway). It is the haulier’s responsibility to comply with these regulations prior to entering the Enforcement Zone. Enforcement operates 7 days a week, 24 hours a day.
- All deliveries, particularly Heavy Goods Vehicles, to site shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC. This is to ensure improved fields of vision across the front of the vehicles.
- There will be no daytime or overnight parking of lorries within the vicinity of the construction site. All deliveries shall enter site directly on arrival and not wait on any road in the vicinity of the site.

6.2 Pedestrian and Cyclist Access

Pedestrians and cyclists will enter the site from Burton Road

The site will provide a secured restricted access as the sole means of entry to site for cyclists along with secured turnstile entrance for pedestrians.

Cycle parking will be available for contractors / workers within the site boundary.

8) Material Storage

Materials will be stored in designated areas. These areas will be chosen to ensure accessibility, safety and minimise disruption to the construction activities on site. Figure4, shows the illustrative location of the material storage areas. The exact location and dimensions of the material storage areas will be confirmed during the site set up phase and by the contractor. The material storage areas will:

- Will avoid any RPA associated with the trees that will be retained on site.
- Be positioned as close as possible to key work areas to avoid the need for multiple trips of long-distance transportation whilst address the site constraints (specifically the retained trees).
- Be denoted with clear signage. Barriers will be used to demarcate storage areas, preventing unauthorised access and ensuring that materials are only handled by trained personnel.
- Store materials off the ground, via palettes (or similar) in a stable manner.
- Be secured. Surveillance systems will be installed as necessary to monitor these areas.

Figure 4: Material Storage Areas