# Demolition & Construction Management Plan

**September 2021**

**On behalf of MacNiven Quays Ltd.**

**17-23 High Street, Ruislip HA4 7AU**

**Rev: 4**

Issued by:

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# Contents

# 1.0 Introduction

This document has been prepared by K2 Consultancy on behalf of MacNiven Quays Ltd. to discharge pre-commencement conditions prescribed by London Borough of Hillingdon relating to the development of the site at 17-23 High Street, Ruislip HA4 7AU [1].

Condition 8 of the planning permission states that:

**Prior to commencement of development 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 – see Section 1.2**

**(ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours). – see Section 3.4.2**

**(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. – see Section 3.7**

**(iv)Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities). – see Section 4.1.2, Appendix A**

**(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). – see Sections 4.1.2 and 4.2**

**(vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process. – see Sections 3.4 and 3.5**

**(vii) The storage of demolition/construction materials on site. – see Appendix A**

**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 DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)**

In general, this Demolition and Construction Management Plan (hereafter referred to as the "DCMP") sets out:

- An environmental management framework to which the Principal Contractor's management systems will apply;
- Environmental management and monitoring measures to be adopted and implemented throughout the construction phase;

- Responsibilities for implementation of management and monitoring measures during the construction phase;
- Traffic management and logistics policies to be adopted and monitored throughout the project lifecycle.

Measures set out in this DCMP are assumed to be adopted for the purposes of assessing likely environmental effects of this phase of the development.

The DCMP applies to enabling, demolition and construction works within the boundary of the site and compliance with its content will be a mandatory requirement in all associated construction contracts.

In response to the anticipated requirements of the planning conditions, this document will address the following issues:

- Noise;
- Vibration;
- Dust;
- Smoke;
- Emissions;
- Contact arrangements;
- Routing of site traffic;
- Waste Storage, Separation and Disposal;
- Site security.

Section 1 outlines the location of the site and the scope of the project. Section 2 outlines the Principal Contractor's responsibilities, section 3 describes procedures for managing the site, and section 4 contains the traffic management plan. Sections 5 and 6 describe the demolition and construction phases, and finally section 7 outlines the programme.

## 1.1 The Site Location

The site is situated on the north-east side of the High Street in Ruislip (figure 1) and occupies an area of 499 sqm or 0.0499Ha [2].

The site comprises number 17 and 17A High Street which is an external yard and undercroft which forms a parking area and an area for refuse bins, and a first floor office (Use Class B1(a)). It also comprises an area at first floor level between number 17a and the first floor of number 25 High Street. This is currently a flat roof for numbers 19 – 23 High Street.

The site is located on the east side of the High Street within Ruislip district centre (figure 2). At ground floor level it forms a secondary shopping frontage at the northern end of the High Street. The ground floor retail units are occupied. To the east of the site is a church hall. This lies to the south of, and within the curtilage of the church of St Martin of Tours which is a grade I listed building. To the north west of the site is an open area which forms the frontage of an office building which is recorded on the Historic England Listing Schedule as 9 – 15 High Street and which is a grade II* listed building. 2.6 Diagonally opposite number 17 High Street lies the Swan Inn which is at the junction of the High Street and The Oaks, and number 6 High Street. These are grade II listed buildings.

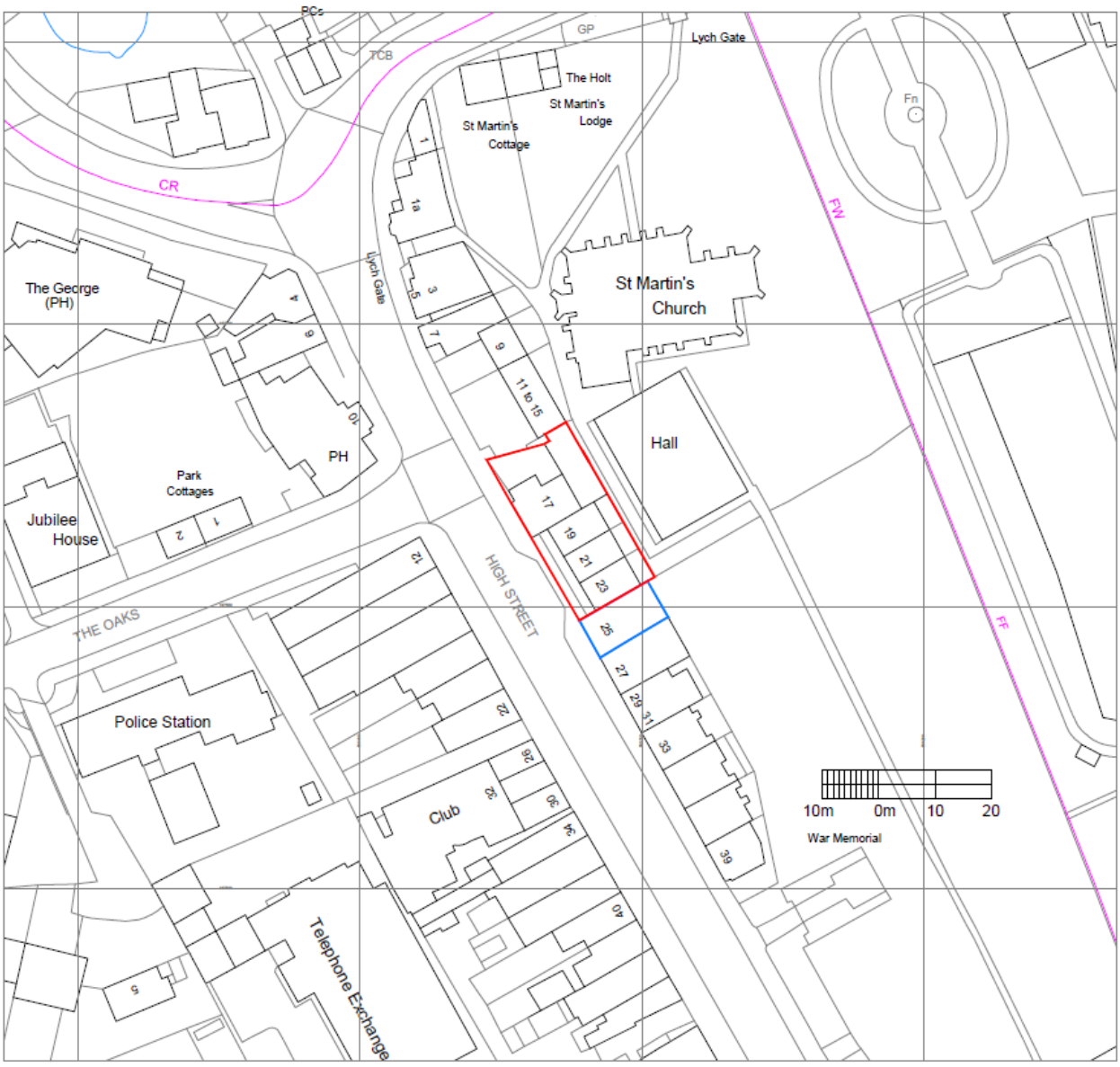





**Figure 1:** Site location plan.

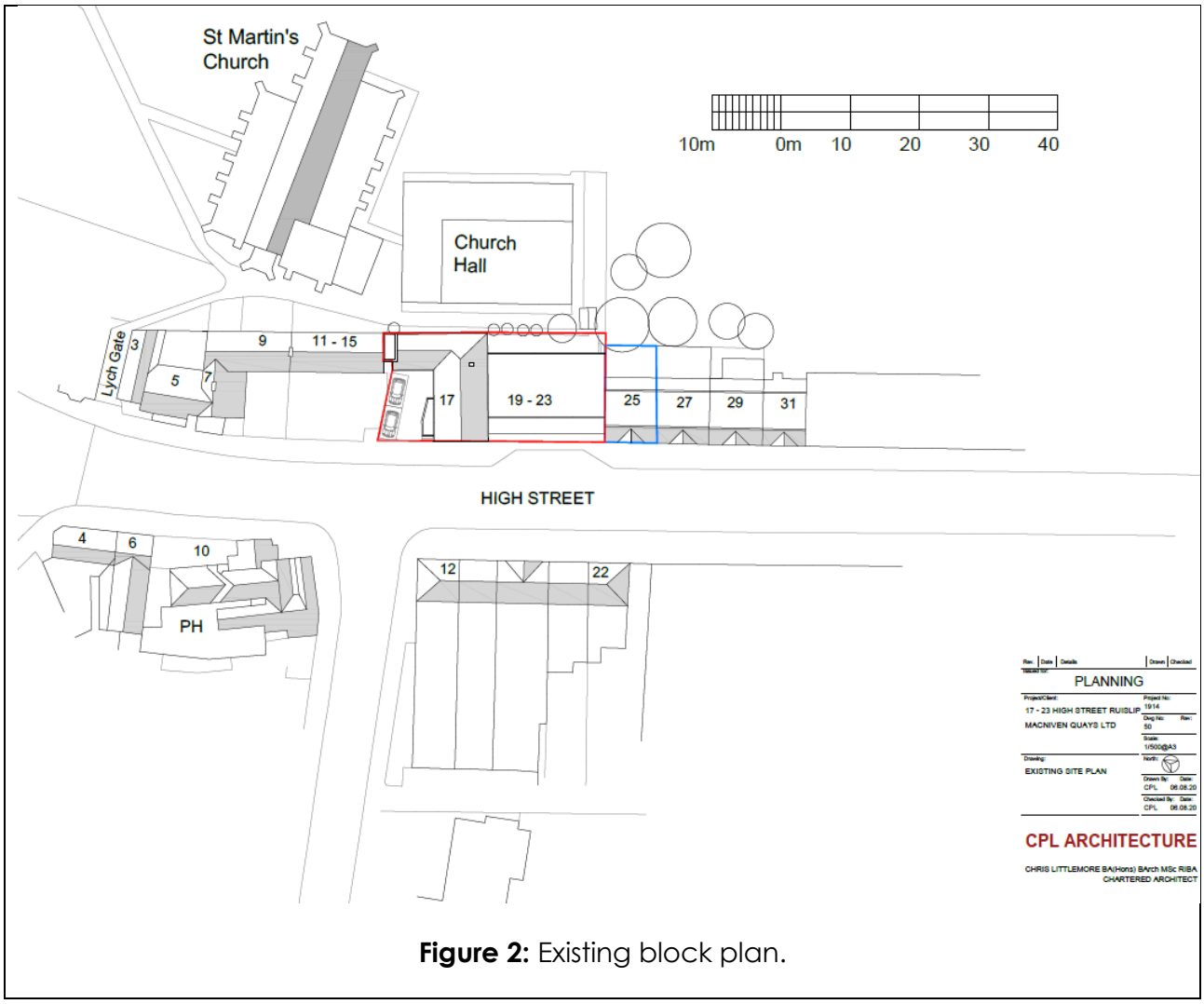



**Figure 2:** Existing block plan.

## 1.2 Scope of works

As per [1] the scope of the project is the creation of first floor level and change of use of existing offices to create 2 x 2-bed and 3 x 1-bed self contained flats, parking and cycle storage involving alterations to elevations and associated works.

This will be achieved by extending and change the use of number 17a from an office to flats, to remove the staircase adjoining number 17 and replace it with a staircase beneath the undercroft and to build three flats and private amenity space at first floor level at numbers 19 – 23 High Street. Two parking spaces and six cycle parking spaces for the flats and four for shop employees are also proposed. Refuse areas, of sufficient size to accommodate waste and recycling for both the flats and the existing shops are also proposed.

The general sequence is outlined below:

- Demolition
  - Removal of single storey extension to no. 17A High Street.
- Substructure
  - Installation of foundation within external undercroft area to rear;
  - Foundations for brick piers supporting extension at first floor level for no's. 19-23 High Street.
- Superstructure
  - Construction of 1st floor extension above retail units;
  - New staircases.
- External Finishes
  - Clay tiled pitched roofs;
  - Brick external walls;
  - Render;
  - Grey and white aluminium windows;
  - Grey aluminium rainwater goods.
- Internal Finishes & Commissioning
  - Dry lined walls and partitions.
  - Domestic plumbing, ventilation, and electrical services
  - Kitchens, bathrooms and typical residential finishes and decorations.
- External Works
  - 2 no. car parking spaces;
  - Hard landscaping (concrete interlocking block on permeable sub-base);
  - External lighting and security cameras;
  - Amenity area;
  - Cycle parking spaces and racking;
  - Refuse/recycling storage areas for both residential and commercial areas.

# 2.0 Responsibilities

The Principal Contractor shall:

- Be responsible for the site environment and adhere to the obligations and recommendations set out in this Plan whilst also placing the same responsibility on all sub-contractors through pre-start meetings and the approval of their detailed method statements and risk assessments. The Principal Contractor's site-based construction manager will be the key person contactable on-site related issues.
- Ensure management systems comply with this Plan.
- Provide London Borough of Hillingdon with information of key personnel.
- Ensure that they, and their sub-contractors, provide and maintain tools, plant and equipment that are fit for purpose and without risks to health, safety, and the environment.
- Obtain all necessary permits and licences from regulatory bodies. Information on the nature and timing of all key site activities will be provided by the Principal Contractor to London Borough of Hillingdon, the emergency services and other Statutory bodies as required.
- Ensure a safe place of work at all times with safe means of access and egress from the place of work.
- Ensure safe handling, transporting and storage of articles and substances that will be incorporated into the works, or used on the project.
- Only utilise competent employees and sub-contractors who are trained and deemed competent in the safe working practices for the work they undertake, appropriate levels of supervision will also be maintained.
- Provide adequate resources to ensure the health, safety and environmental objectives for the project are met in full.
- Provide all persons on the project with information on the risks to health, safety and environment and the safe working practices to be implemented, to eliminate or reduce those risks to acceptable levels.
- Ensure the health and safety of operatives, members of the public and others who come onto site or come into contact with the Principal Contractor's work activities.
- Carry out all works without undue inconvenience and nuisance to members of the public and surrounding residents.
- Ensure adequate welfare facilities are available throughout the project in compliance with CDM.
- Monitor work activities to ensure health and safety standards and objectives are being achieved and maintained by all involved with the project.
- Co-operate with the Principal Designer, and sub-contractors to ensure the highest standards of health and safety are achieved.

- Comply fully with all duties under the Construction Design and Management Regulations (2015) and other relevant health and safety and environmental legislation (Appendix C).

# 3.0 Management Procedures and Controls

## 3.1 Good Housekeeping

The Principal Contractor will ensure that the site is kept in good order at all times, including the maintenance and management of all entrances and hoardings

### 3.1.1 Pedestrian Access

Pedestrian access will be via a separate gate that will be separate from the vehicle entrance (see Appendix A).

Pedestrian routes within the site will be identified on the site traffic and logistics plan and explained during the site induction process showing all secure entrances and exits for both vehicles and pedestrians.

### 3.1.2 Project administration and Welfare Facilities

The Workplace (HS&W) Regulations 1992 specify the requirements for temporary facilities for the Works normally comprising of suitably sized canteen, changing and drying room and toilets. The location of the welfare accommodation and storage compounds will be located fully within the site boundary and will be sized appropriately for the demolition and construction phases (see Appendix A).

### 3.1.3 Site Security

The site will be made secure via the erection of a hoarding around the perimeter. All access gates will be securely locked out of hours (see section 3.1.5).

In addition, it will be recommended that valuable items and power tools should be securely stored in site strong boxes or storage containers. Site boundaries will be secured when not in use and potentially hazardous materials will be safely secured e.g., fuel outlets will be locked, plant and equipment will be immobilised overnight.

### 3.1.4 General Good Housekeeping Measures

Measures to ensure the site is safe, secure, and presentable at all times will include but will not be limited to the following:

- Clear access routes with appropriate signposting;
- Segregation and regular removal of waste including food stuffs;
- Keeping the site tidy and clear;
- Inspecting hoardings frequently, repair and repaint as necessary;
- Visual inspections of plant, equipment and material storage areas for leaks and spills;
- Toilet, changing and drying facilities will be kept clean;
- Open fires will be prohibited at all times;
- Hard standings for vehicles will be cleaned frequently;
- Mud will be minimised on access routes. A jet wash will be provided at the site exit.

### 3.1.5 Hoarding and Fencing

Hoarding will be used to separate all construction works from general access. The extent and height of hoarding or fencing at a particular location will be selected to maintain effective security and achieve visual screening in line with the hoarding line shown on the Logistics Plans in Appendices A and B. The hoarding will be decorated according to the same standards and display relevant health and safety notices, directional signage, and contact details.

Generally, the hoarding must:

- Be high enough so that it can't be easily scaled;
- Be secure enough that it can't be knocked/blown down or penetrated;
- Obscure the site visually, to deter opportunistic theft or temptation to enter;
- Control access to the site through secure gates/access points.

Hoarding will be maintained in good condition at all times and any unofficial advertising / graffiti will be removed as soon as possible.

Lockable gates will be located on the entrances / exits from the site access road and will remain closed.

## 3.2 Transport

A Traffic Management Plan has been developed setting out the methods of control, application, and monitoring of construction site traffic. This can be found in section 4.

## 3.3 Potential Environmental Impacts of Construction

| Issue | Potential | Mitigation |
|---|---|---|
| **Noise** | Increased road noise levels from vehicles.<br><br>Increased noise levels from plant during demolition and excavation and general construction works (e.g. from the use of air compressors and diamond cutters). | Defined working hours, baffles to certain plant, local acoustic screening.<br><br>Vehicle routing.<br><br>Beepers, radios etc. to be silenced.<br><br>Engines to be switched off when vehicles are idle or on site. |
| **Vibration** | Increased vibration levels from vehicles.<br><br>Increased vibration levels from plant during demolition and general construction works. (e.g. from hand operated breakers) | Defined working hours.<br><br>Selection of appropriate plant and work.<br><br>Phased deliveries to minimise number of vehicles attending site.<br><br>Engines to be switched off when vehicles are idle or on site. |

| | | |
|---|---|---|
| **Dust / Air Quality** | Windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials.<br><br>Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates. | Cover all open backed vehicles, 'water down' demolition activities; switch off vehicle engines when parked.<br><br>Cover waste skips on site. |
| **Waste** | Waste from demolition.<br><br>Waste from construction. | Instigate Site Waste Management Plan and re-cycling programme |
| **Water** | Increased sediment loadings to storm water system.<br><br>Potentially contaminated storm-water runoff. | Do not allow direct discharge of water into sewerage collection system. |
| **Traffic** | A relatively small increase in traffic expected during the Demolition and Construction Phases.<br><br>Minor potential traffic disruption caused by site traffic.<br><br>Increased vehicle movements mainly consisting of Heavy Goods Vehicles (HGVs).<br><br>Nominal levels of transfer of mud and material from vehicles onto the public highway.<br><br>Disruption from abnormal or hazardous loads.<br><br>Exhaust emissions. | Phased deliveries to minimise numbers of vehicles attending site, switch off vehicle engines when parked, minimise abnormal loads.<br><br>Vehicles to be attended when at the site boundaries.<br><br>Vehicle routing applied to all vehicle commercial vehicles attending the site.<br><br>Loading/unloading only to take place within the site boundary, off of the main highway. |
| **Storage of fuels and construction materials** | Accidental spills, discharges to drains/storm-water systems.<br><br>Contamination to ground.<br><br>Minimal storage of small quantities of Diesel/Propane/Oxyacetylene anticipated. | All fuel tanks etc. to be bunded, no discharge allowed into the sewerage collection system.<br><br>No significant storage of fuels on site is expected during the construction Phase<br><br>Ventilated Gas storage cages.<br><br>Materials to be stored within the secure site boundary in clearly identified location. |

| | | |
|---|---|---|
| **Pedestrian access** | Restrictions on pedestrian access to walkways, footpaths and roads. | Erect protective barriers and hoardings adjacent to public footpaths. |
| **Hazardous and contaminated materials** | Exposure of the workforce to deleterious / hazardous materials and contaminated land, mobilisation of any source contaminants and creation of pathway from source to groundwater receptor. | Asbestos R&D survey to be undertaken.<br><br>Identified asbestos to be removed. See separate Asbestos Remediation Strategy being submitted under planning condition 9 for further details. |
| **Ecology** | Water / mud run off into the drains.<br><br>Disturbance of bats and breeding birds. | Do not allow direct discharge of water into sewerage collection system, utilise interceptors where necessary.<br><br>Works which may impact wildlife and /or their habitats to follow ecological method statements and relevant mitigation measures. Any wildlife discovered to be referred to appropriately qualified professional before developing appropriate measures to proceed. |
| **Archaeology** | Damage to any archaeological remains which may exist on the site. | |

# 3.4 Noise

## 3.4.1 General Measures

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order, and operated in such a manner as to minimise noise emissions.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

Measures will be identified and employed to reduce the noise and vibration arising from this phase of the development. Specific measures will include:

- Selection of construction methods and programme to minimise noise and vibration at sensitive receptors.
- Selection of routes and programming for the transport of construction materials, spoil and personnel to minimise noise and vibration at sensitive receptors.

- The design and construction of temporary infrastructure to minimise noise and vibration.
- The use of a 2.4m high hoarding, of at least 5 kg/m2 surface density, on the external boundaries of the Site.
- Where possible, 'silenced' plant and equipment will be used at all times.
- Where vehicles are standing for a significant period of time, engines will be switched off.
- Acoustic enclosures will be fitted to suppress noisy equipment.
- Plant will operate at low speeds, where possible, and incorporate automatic low speed idling.
- Where possible, electrically driven equipment will be selected in preference to internal combustion powered, hydraulic power in preference to pneumatic and wheeled in lieu of tracked plant.
- During enabling works, materials will be lowered whenever practicable rather than dropped; and, consideration will be given to temporary screening or enclosures for static noisy plant to reduce noise emissions and plant should be certified to meet any relevant EC Directives/UK/BS5228 standards.

Only plant conforming to relevant national & international standards, directives and recommendations on noise and vibration emissions will be used.

Plant or equipment liable to create noise or vibration will be located away from sensitive receptors or will be controlled by the use of lined and sealed acoustic covers or enclosures.

Any covers or enclosures will remain in place whilst the relevant noise generating equipment is in use.

Vibration will be controlled in order to minimise disturbance to residents and other users of buildings close to the works. Impact piling methods will be avoided unless there is no viable alternative from a technical perspective.

### 3.4.2 Working Hours

No construction, demolition or associated deliveries shall take place outside the following hours:

- **Mondays to Fridays 0800hrs – 1800hrs**
- **Saturdays 0800hrs - 1300hrs**
- **And at no time Sundays and Bank/Statutory Holidays.**

When unforeseen circumstances result in noisy works (audible beyond the boundary of the site) extending beyond normal working hours, the Principal Contractor will notify and seek approval from London Borough of Hillingdon and records will be kept of such events by the Principal Contractor.

### 3.4.3 Monitoring

The impact of noise will be mitigated by the selection of appropriate plant and / or techniques and / or use of noise barriers. The Principal Contractor will carry out weekly

assessment of noise levels at selected positions across the site layout and a log of results to be retained in the site offices.

## 3.5 Air Quality

There are a number of Best Practice mitigation measures that can be used by contractors to ensure that the impacts experienced in close proximity to the construction site are minimised. Such measures include:

- On the site boundary, display the name of the site Air Quality Manager/Environmental Site Manager for the site, and contact details for head office;
- Compile a risk-based Dust Management Plan;
- Record details of all dust and air quality complaints made and of all significant air quality incidents.
- Erect solid barriers around the site boundary when dust-generating activities being undertaken for an extensive period;
- Remove dust generating activities from site and cover or screen potentially dusty objects (e.g. stockpiles, goods coming into site);
- Use mains powered generators and switch off vehicles when idle;
- All HGVs leaving the site should have loads covered and utilise wheel washing to reduce trackout;
- Employ dust suppression or minimisation techniques during site operations and ensure dust suppression equipment is accessible; and
- Minimise drop heights from conveyors and loading shovels, etc.

If Best Practice mitigation techniques are implemented, it is considered that the potential risks from the construction phase would be negligible.

Air quality effects will be controlled through the selection of appropriate plant and machinery, careful planning of works and effective site management. Planning of works will take into consideration local topography, prevailing wind patterns and local sensitive receptors.

Referring to visible dust, it is imperative to prevent statutory nuisance arising from the demolition, construction works or dusty activities. Therefore a philosophy of the prevention of dust formation in the first place shall be adopted. Dealing with dust should be in the following fashion:

1. Prevention
2. Suppression
3. Containment

These three principles are well established and are central to the control strategies to control dust. They follow a hierarchy to control the emissions.

Method statements shall identify all the dusty operations and establish the best available techniques that are required to control dust emissions.

The main principles for preventing dust emissions are containment of dusty processes and suppression of dust using water or proprietary suppressants. Suppression techniques need to be properly designed, used and maintained, in order to be effective. For example, where water is used for dust suppression, processes require an adequate supply of water and all water suppression systems need adequate frost protection.

### 3.5.2.1 Haul Roads

- Hard standing surfaces will be provided at site entrances and exits.
- Site haul roads will be regularly maintained and kept clean.
- To prevent the creation of dust, haul areas will be damped down using water sprays and repeated regularly and frequently during dry and / or windy weather.
- Access roads will be regularly cleaned via jet washing and road sweeping as when required.

### 3.5.2.2 Plant and Vehicles

- All loaded vehicles leaving site with the potential to cause dust will be sheeted.
- Vehicles will not be overloaded.
- All site vehicle engines, generators or site plant engines will be switched off when not in use.
- Plant and equipment will be kept in good repair and regularly maintained in accordance with the manufacturer's specifications.
- All crushing, grinding, concrete batching and coated roadstone plant will be subject where necessary to a permit issued under the Environmental Permitting Regulations (2016).
- Plant and equipment maintenance records will be kept on site for the duration of the works.

### 3.5.2.3 Earthworks

- Completed earthworks will be sealed or seeded as soon as practicable.
- Exposed earthworks will be kept damp to minimise air borne dust emissions.

### 3.5.2.4 Materials handling and storage

- Stockpiles will be located out of the prevailing wind or protected to minimise the potential for dust generation.
- Silos or stockpiles will be sited away from sensitive receptors including watercourses.
- Tipping height of potentially dust generating materials will be minimised.

### 3.5.2.5 Concrete work

- Large quantities of concrete, mortar or similar process where possible will be ready mixed and stored in enclosed / shielded areas to prevent the escape of dust.
- After concrete pours, the surface of the concrete will be kept free of dust and mud until cured.

#### 3.5.2.6 Smoke and odours

Measures will be taken to avoid causing nuisance from smoke, odours, dust and other air emissions including the following:

- Burning of materials / fires are completely banned on site.
- Vehicles and plant will be maintained in accordance with manufacturer's guidance.
- Waste will be managed and will be removed from site on a regular basis to avoid excessive accumulation.
- Materials containing volatile organic compounds (VOCs) are banned from use on site.
- The siting of activities with the potential to emit aerosols, fumes, odours and / or smoke including refuelling and site ablution, will take account of prevailing wind and will avoid where practicable the transmission to locations of sensitive receptors.

### 3.5.7 Monitoring

Beyond the measures to prevent, control and mitigate the factors affecting air quality, monitoring will be carried out to include regular visual inspections of dust levels undertaken particularly during dry periods and action to reduce levels where necessary.

Where there is evidence of airborne dust from the building construction/demolition activities on the site, the contractor should make their own inspection and assessment, and where necessary undertake ambient monitoring with the aim of identifying those process operations giving rise to the dust. Once the source of the emission is known, corrective action should be taken without delay.

## 3.6 Rodent Control

Regardless of whether the site has been previously developed the Principal Contractor shall take the necessary measures to ensure proper control of rodents. The demolition method statement will include how the destruction/dispersion of rodents will be controlled during demolition works.

The method statement shall demonstrate if / how the presence of rats and mice has been ascertained and how they will be destroyed if they have been/are found on site.

At all times the site shall be kept free, so far as is reasonably practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage &

Waste Disposal). Existing and new drainage will be sealed during the construction process to prevent rodent ingress.

## 3.7 Waste

### 3.7.1 Site Waste Management Plan (SWMP)

In order to minimise the generation of waste and waste disposed to landfill, all spoil, construction arisings and wastes will be managed in accordance with the waste hierarchy and relevant regulatory controls.

Measures to reduce excessive quantities of material storage on site will include adopting a just in time approach to material deliveries.

A Site Waste Management Plan (SWMP) will be produced as part of the Construction Phase Plan adopting best practice procedures in as many areas as possible. The SWMP will be updated as the project progresses capturing any changes that may result in differing waste streams and quantities. The SWMP provides a structure for waste disposal at all stages of the construction project. It helps to identify:

- Who will be responsible?
- What type of waste will be generated?
- How will the waste be managed, reduced, reused or recycled?
- How will the quantity of waste generated from the project will be measured?

Waste will be segregated into separate skips in order to minimise the amount sent to landfill and maximise the amount recycled. All operatives shall be informed of the procedure for separating waste during their induction.

### 3.7.2 Material selection

During procurement buying schemes (such as group purchasing) will be sought to minimise packaging and waste wrapping of products. The buyer shall ensure accurate scheduling and ordering of materials in order to minimise waste through over ordering.

Materials such as timber will be selected from certified sustainable sources.

### 3.7.3 Waste Management

Compliance with all aspects of the Duty of Care (Environmental Protection Act 1990) will be achieved during construction in order to protect the interests and safety of others from the potential effects of handling, storing, transporting, and disposing of materials and wastes arising from the works.

Disposal of waste from site will be carried out by a licensed waste carrier.

All non-hazardous waste leaving site will be accompanied by a waste transfer note.

Copies of waste transfer notes for non-hazardous wastes will be kept for a minimum of 2 years.

If waste is to be deposited, kept, or treated on the site, a Waste Management Licence or an exemption will be obtained.

Where concrete crushing is to be undertaken, the crushing plant will have a relevant local authorisation issued under the Environmental Permitting Regulations (2007).

Copies of documentation for the transport of hazardous waste will be kept for 5 years.

### 3.7.4 Storage of soil, materials, and waste

Waste will be clearly labelled and segregated on site.

Measures will be taken to ensure that wastes cannot blow away.

Should soils require disposal, the Principal Contractor will undertake Waste Acceptance Criteria (WAC) testing prior to disposal.

Housekeeping measures will be followed for the storage of materials to ensure that materials are protected as much as possible.

The burning of waste on site will not be permitted.

Site management will ensure that materials are not delivered to site too early and are not exposed to damage from weather or poor storage. Off cuts will be reused where possible (i.e., timber off cuts greater than 300mm in length could be used as noggins or packers).

### 3.7.5 Monitoring

Materials and waste taken off site will be measured and monitored.

As a minimum, the following waste management data will be provided:

- Quantity of materials and waste removed from site by type in volume and weight;
- Outcome of the materials and waste on and off site;
- Waste transfer notes;
- Hazardous waste consignment notes.

## 3.8 Ecology

### 3.8.1 Bats

All British bats are classed as European Protected Species under the Conservation of Habitats and Species Regulations 2017 and are also listed under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). As such, both bats and their roosts (breeding sites and resting places) receive full protection under the legislation.

The existing buildings offer limited opportunities for roosting bats. However bats are highly mobile and can colonise suitable features at any time. Therefore, it is recommended that a precautionary approach to demolition and construction works be adopted to minimise the risk of harm to bats, which would involve:

- A toolbox talk should be given to all relevant contractors by a suitably qualified ecologist to brief them on the potential presence of bats and a site wide watching brief maintained to enhance awareness of bats;
- Removal of any features with potential to support or conceal roosting bats, e.g. ridge tiles, roof tiles, hanging tiles, lifted lead flashing etc. in the building should be undertaken using a precautionary approach (i.e. by hand or using hand tools) with care during favourable weather conditions (e.g. not during heavy rain, high winds or unseasonably low temperatures); and
- Should any bats be encountered, works would need to stop and an ecologist contacted so that suitable mitigation can be agreed prior to works re-commencing. This may potentially involve discussion with Natural England and acquisition of a development licence for works to resume.

### 3.8.2 Birds

To avoid a potential offence under the Wildlife & Countryside Act 1981 (as amended), no clearance of suitable vegetation at the rear of the building should be undertaken during the bird-nesting season (1st March to 31st August inclusive). If this is not practicable, any potential nesting habitat to be removed should first be checked by a competent ecologist in order to determine the location of any active nests. Any active nests identified should then be cordoned off (minimum 5m buffer) and protected until the end of the nesting season or until the birds have fledged.

These checking surveys would need to be carried out no more than three days in advance of vegetation clearance works.

## 3.9 Trees

There are no trees within the site boundary, but there are trees in close proximity on adjacent land to the rear (east), which are to be retained and will require protection during redevelopment. The necessary tree protection measures will be detailed within the Arboricultural Method Statement (submitted separately).

## 3.10 Community Relations

The Principal Contractor shall keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

A Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that neighbours can channel their questions and complaints to a member of staff who has the authority to take action.

All Contact Boards shall include the following materials:

- The title 'Contact Board';
- Name of the Principal Contractor, address and person to whom correspondence should be addressed;
- Name of the site manager;
- Month and year of completion of works;
- Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

Should noise/vibration/dust complaints arise from the construction works, these complaints must be recorded in a complaints register and made available to London Borough of Hillingdon, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then where practicable all works being the cause of complaint must cease until such time as further agreement to work is negotiated.

# 4.0 Traffic Management Plan

A Transport Statement has been prepared by PFA Consulting on behalf of Macniven Quays Ltd in support of this planning application [3].

## 4.1 Construction Traffic Routing

### 4.1.1 Regional Routing

The site is located on the eastern side of the High Street, which is part of the A4180 that passes through the Borough on a broadly north-south axis linking the A404 at the north to the A40 to the south (figure 3).

Site delivery vehicles will be instructed to approach the site from via the A4180 from the north (Bury Street) or south (West End Road), avoiding local residential roads.

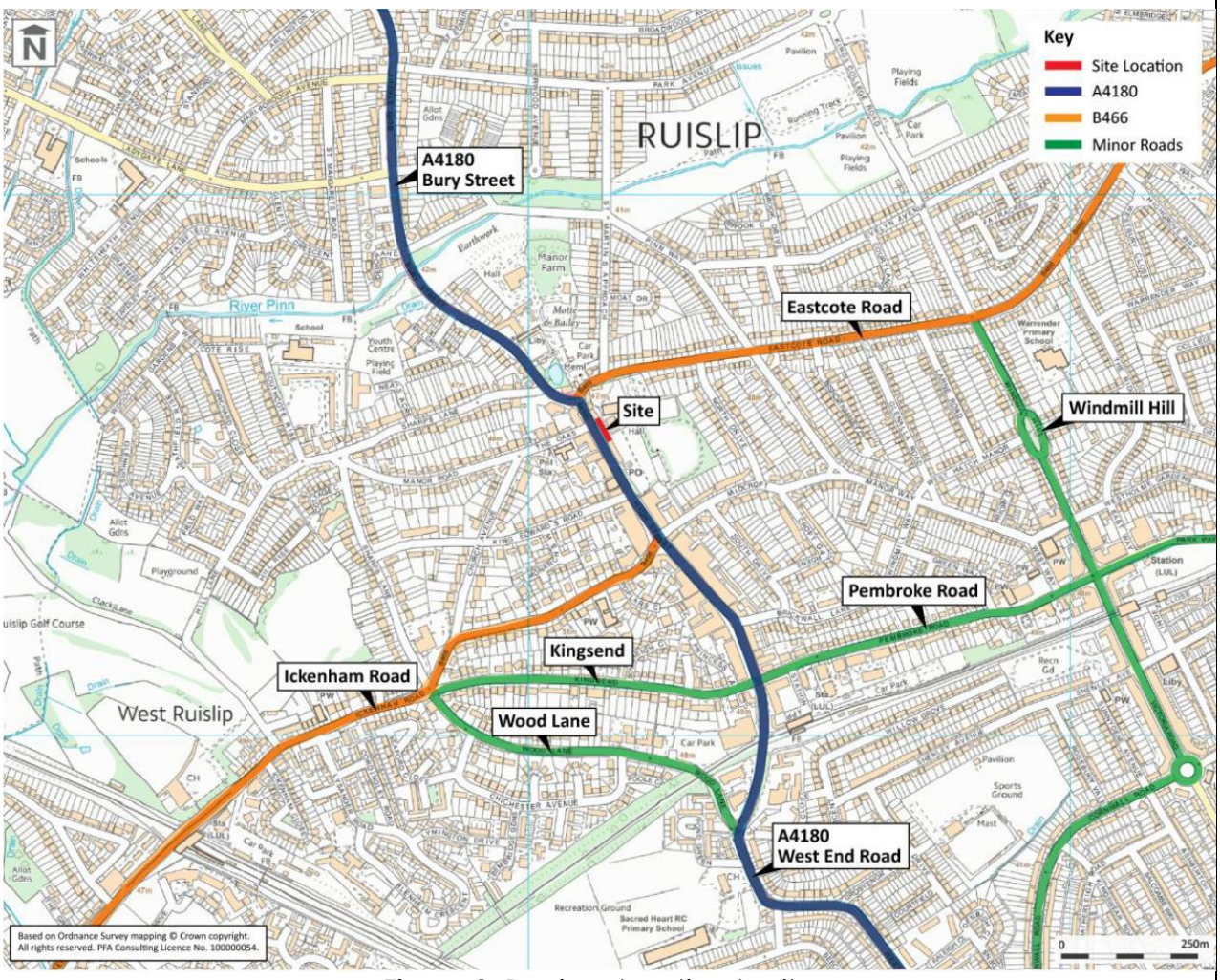



**Figure 3:** Regional routing to site.

### 4.1.2 Local Approach to Site

The A4180 High Street is a two-way road that includes marked parking bays on both sides. It has footway provision on both sides, is street lit and subject to a 30mph speed limit. At its northern end it forms a mini-roundabout junction with Eastcote Road, which is the B466, and Bury Street which carries the A4180 to the north. At its southern end the High Street forms a crossroads junction with Kingsend, Pembroke Road and West End Road. Midway between these two junctions is the crossroads junction with the B466 Ickenham Road and Midcroft.

The footway network in the vicinity of the site is comprehensive, and there are formal pedestrian crossing points across the High Street and roads leading off it. There is a zebra crossing equipped with tactile paving, Belisha beacons and guardrails located 30m to the north of the site on the High Street (A4180). There are further zebra crossings on the Eastcote Road and Bury Street arms of the mini-roundabout junction with the High Street (A4180) 60m north of the site, along the High Street approximately 30m south of the junction with Ickenham Road and Midcroft, and around 65m to the north of the junction with Brickwall Lane.

To the south, at the High Street crossroads junction with Pembroke Road, Kingsend and West End Road, there are signalised pedestrian crossings with tactile paving and guardrails at each arm of the junction. There are pedestrian refuge islands at the High Street, Pembroke Road and Kingsend arms of this junction.

As shown in Appendix A, vehicles will access site via the vehicle gates or will unload in the loading bay. For the safety of the general public, the footpath outside side and loading bay will be closed for the duration of the project (licences will be applied for by the Principal Contractor). However, for safety deliveries must be carefully managed, and a banksman made available at all times to assist with all vehicle manoeuvres in and out of site.

All deliveries to site will be pre-booked with the site manager in advance. By using a pre-booked delivery system, the quantity of site traffic arriving at the same time shall be minimised. Unless otherwise agreed with site management HGV's and other delivery vehicles will not be permitted to arrive on site until after 09.30hrs and should leave site before 17:00hrs to minimise the impact on peak hour traffic.

All delivery vehicles will also be required to contact site 10 minutes before reaching the site. This will allow the gate staff to prepare and assess any traffic congestion on site. Construction delivery vehicles will not be permitted to circle the site or idle their engines at any time. All plant and materials will be unloaded at the designated area of site and moved to the appropriate storage area. A jet-wash will be made available just inside the side entrance so that vehicles' wheels can be cleaned before they re-join the main highway, should this be necessary (see Appendix A).

Details of permitted hours (as per section 3.4.2) will be clearly provided with all sub-contract and materials orders and clear directions will be provided to all delivery drivers.

### 4.2 Site Travel Plan

Due to the very constrained nature of the site, no parking will be available for any vehicles. The Principal Contractor will seek to ensure that workers visiting the site do not park on the neighbouring residential streets. During the induction process, which all workers on site will undergo before starting work, the local parking arrangements and enforcement will be clearly explained; any construction workers found to be parking locally will be dealt with by site management.

Operatives will be encouraged to use public transport to get to site, and detailed information on travel options will be made available during site inductions.

### 4.2.1 Bus Services

The nearest bus stop (The Oaks Stop H) is located immediately opposite the site on the High Street. The Oaks Stop G is located just 80m south of the site. Services that operate from these bus stops include routes 331, H13 and U10. Both bus stops are equipped with a shelter, seating and timetable information.

### 4.2.2 Rail Services

There are three stations in the immediate area, all within Zone 6. The closest is Ruislip

Underground Station which is located approximately 640m south of the site ( around 7½ minutes' walk or 2½ minutes' cycle). Ruislip Station is served by the Metropolitan and Piccadilly underground lines. The Metropolitan line provides access to Uxbridge to the west and central London (Baker Street, Euston and Liverpool Street) to the south-east terminating at Aldgate in the City of London. The Piccadilly line provides access to Uxbridge to the west and central London (Earls Court, Piccadilly Circus and Leicester Square) to the south east.

To the east is Ruislip Manor Underground Station. This is approximately 1.3km from the site and is also served by the Metropolitan and Piccadilly lines.

To the south west of the site is West Ruislip Station. This is located approximately 1.1km from the site (around 13½ minutes' walk or 4½ minutes' cycle). The station is served by both the London Underground and National Rail trains on independent platforms. The station is on the Central Line and provides access to central London (Notting Hill Gate, Oxford Circus and Bank). Chiltern Railways' mainline service at West Ruislip operates between London Marylebone and Gerrards Cross on an hourly basis.

There are cycle parking facilities at all three stations.

### 4.2.3 Car Parking

For occasional visitors to site, there are several council run short and long stay car parks within walking distance of site [3].

# 5.0 Demolition Phase Management

## 5.1 Scope

The existing structures as shown in figure 6 will be demolished.

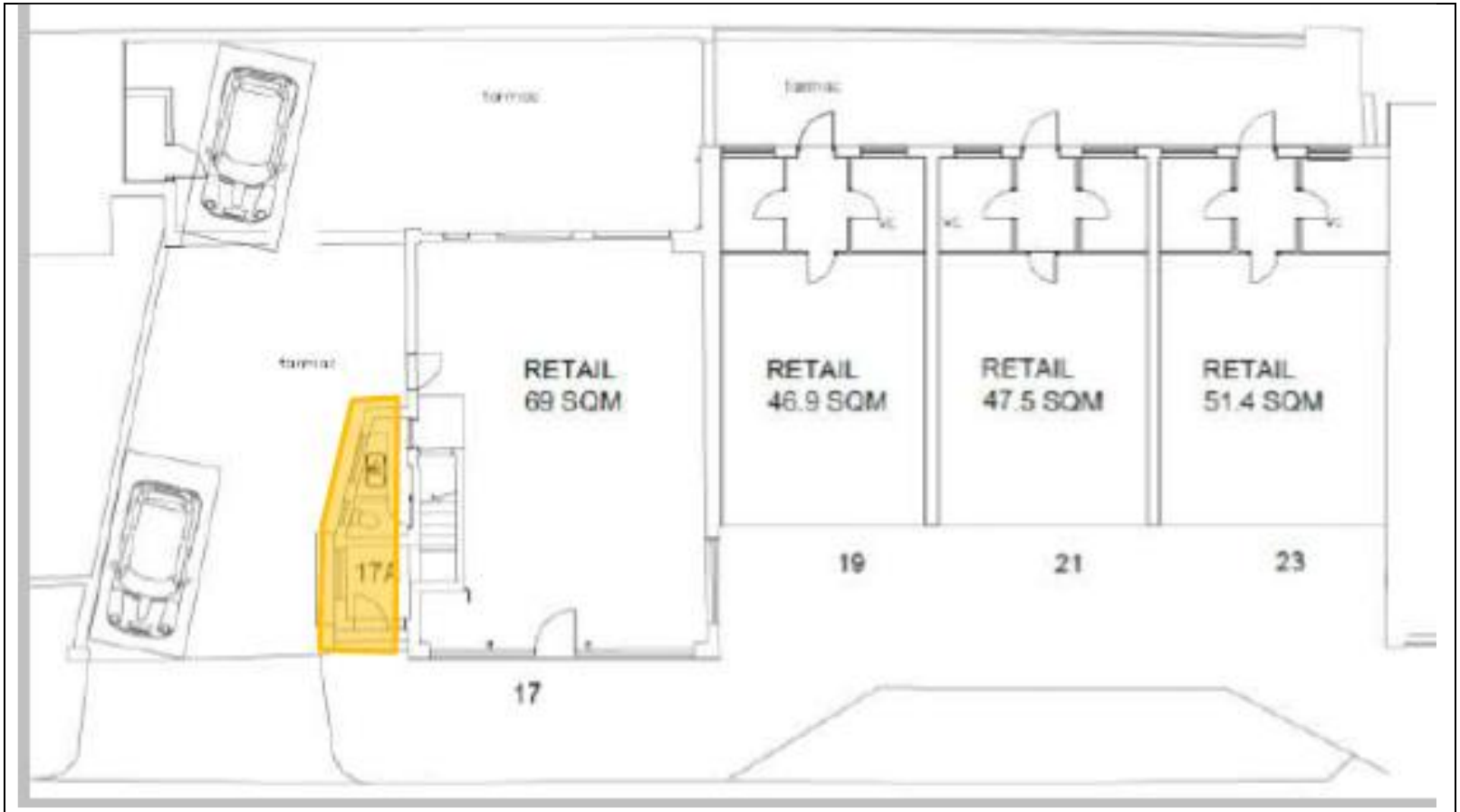



**Figure 6:** Extent of demolition at no. 17a High Street shown by orange shading.

The Principal Contractor will be required to fully assess the risks associated with the demolition prior to commencement of demolition and prepare appropriate written statements stating the method of demolition and measures to be implemented to protect the public and the site workforce.

All demolition works will be carried out in accordance with the ICE Demolition Protocol 2008.

The approach for demolishing the relevant part of the building is set out below:

- Asbestos survey and removal if required (see separate Asbestos Remediation Strategy being submitted under planning condition 9);
- Soft strip;
- Demolition of redundant structures;
- Grubbing up of ground floor slab and foundations;
- Crushing of demolition arisings to produce secondary aggregate;
- Segregation and removal of other demolition waste;
- Backfilling voids with site produced secondary aggregate.

## 5.2 Site Set Up

The logistics plan during the demolition phase is shown in Appendix A. The key points are:

- Hoarding with lockable gates to prevent public access to site;
- Site welfare (canteen, changing rooms, lockers, WCs etc) will be located within the ground floor of the existing units at 17-23 High Street
- Segregated waste area for sorting demolition material (Appendix A);
- Jet wash for wheel cleaning at vehicle exit.

## 5.3 Sequence of Works

The demolition contractor is yet to be appointed but the general sequence of works can be summarised as:

- Hoarding, gates, and signage will be placed around the perimeter of the site;
- All site operatives will be inducted and made aware of the site-specific hazards;
- Access and egress routes will be identified and demarcated by barriers to separate vehicular traffic from pedestrians;
- Access to and from the site will be detailed in the contractor's method statement and plan of work;
- Capping off of existing utilities;
- Once access is permitted hand tool soft strip operations will commence to remove all non-structural fixtures and fittings such as doors, carpets etc. The materials arising from the soft strip will be segregated and removed from site;
- Using a top-down method, hand machinery will be used to pulverise the external façade after which a crunching pulveriser attachment will be used to break up the floor slabs;
- Prior to breaking the ground floor slab structure, a CAT scan of the area will be undertaken

- The slab will be broken into sections using a hydraulic breaker fitted to 360° excavator;
- The foundations will then be grubbed using an excavator with bucket attached;
- Any voids to be back filled will be done so using the site produced 6F2 crush material compacted in layers in accordance with the specification for Highway Works.

Dust suppression measures will be implemented using suitable screens, water to damp down and the use of covered vehicle skips to remove the waste from site.

Noise will be monitored against background levels and kept to a minimum using specific tools designed for the task which are modern, maintained in good order.

## 5.4 Method Statements

Specific project method statements and risk assessments will be created for the part demolition of the building by the demolition contractor. Particularly for any asbestos removal, breaking of slabs and foundations, crushing of concrete, and backfilling of voids.

The project health and safety plan will capture the R&D asbestos survey data and its recommendations.

## 5.5 Site Management

The works will be supervised always by a competent person with appropriate experience and training. All operatives attending site will possess as a minimum a trade specific CSCS card. The site supervisor for the demolition works will carry out toolbox talks on a weekly basis and a record kept of the attendees and topics in the site office.

Exclusion zones will be established within the site boundaries using Heras type fencing or similar to keep operatives segregated from machinery operations and areas where there is a risk of falling debris.

# 6.0 Construction Phase Management

It is currently anticipated that initial construction works comprising excavation and installation of a section of foundation within the external undercroft area to the rear of the property, will be undertaken prior to demolition. Any such initial construction activity will be undertaken by a contractor in accordance with method statement(s) and risk assessment(s) produced as required for the specific works. For the avoidance of doubt, the initial construction works outlined above are considered to fall outside of the main construction phase management measures outlined below.

Upon completion of the demolition works, the main construction phase below will begin.

## 6.1Site Set Up

The logistics plan during the construction phase is shown in Appendix A. The key points are:

- Hoarding with lockable gates to prevent public access to site;
- Site welfare (canteen, changing rooms, lockers, WCs etc) will be located within the ground floor of the existing units at 17-23 High Street
- Materials will be stored at the rear of site in the outside area;
- Jet wash for wheel cleaning at vehicle exit;
- Segregated waste skips at front of site for easy loading/unloading.

## 6.2 General Sequence of Works

The contractor is yet to be appointed but the general sequence of works can be summarised as:

- All site operatives will be inducted and made aware of the site-specific hazards;
- Access and egress routes will be identified and demarcated by barriers to separate vehicular traffic from pedestrians;
- Access to and from the site will be detailed in the contractor's method statement and plan of work;
- Excavate and form foundations;
- Build superstructure;
- Install envelope (roofing, brickwork, windows);
- Once building is weathertight, begin interior fitout;
- Testing and commissioning;
- Snagging;
- Handover and demobilisation.

## 6.3 Anticipated Plant & Equipment

Consideration has been given to the type of plant that is likely to be used during the demolition and construction works. The anticipated vehicle type and use, as well as the anticipated plant and equipment associated with the construction process are set out in the tables below.

| SUMMARY OF VEHICLE TYPE, USE AND DISTRIBUTION FOR THE CONSTRUCTION PHASE | | |
|---|---|---|
| **Vehicle Type** | Use | Distribution |
| **Rigid Heavy Goods Vehicle** | Excavated material Removal,<br><br>Plant, Accommodation Units, | Strategic road network to motorway |
| **Vans** | Small plant, Plant service, materials, other Suppliers. | Distributed to local and strategic network |
| **Cars** | Occasional deliveries, Couriers<br><br>etc. | Distributed to local and strategic network |

| Plant | Site Set Up | Demolition | Foundations | Structure | Fit-Out |
|---|---|---|---|---|---|
| **Delivery vehicles fitted with crane off-load (Hi-Ab).** | ✓ | | | | |
| **Compressor with pneumatic tools** | | ✓ | ✓ | | |
| **System scaffolding/System Propping** | | ✓ | | ✓ | |
| **Lightweight Aluminium Towers** | ✓ | ✓ | | ✓ | ✓ |
| **Mobile lightweight lifting equipment** | ✓ | | | ✓ | |
| **Small tools and 110v power tools** | ✓ | ✓ | ✓ | ✓ | ✓ |
| **500kg Rack & Pinion Hoist** | | | | ✓ | ✓ |
| **Tele-Handler** | | | ✓ | ✓ | |
| **Mobile Crane** | | | | | |
| **Dumper** | | | ✓ | | |
| **360 Excavator** | | ✓ | ✓ | | |
| **Crushing Plant** | | | | | |
| **Piling Rig** | | | | | |

## 6.4 Method Statements

Specific project method statements and risk assessments will be produced for all activities.

## 6.5 Site Management

The works will be supervised always by a competent person with appropriate experience and training. All operatives attending site will possess as a minimum a trade specific CSCS card. The site supervisor for the works will carry out toolbox talks on a weekly basis and a record kept of the attendees and topics in the site office.

Exclusion zones will be established within the site boundaries using Heras type fencing or similar to keep operatives segregated from machinery operations and areas where there is a risk of falling material.

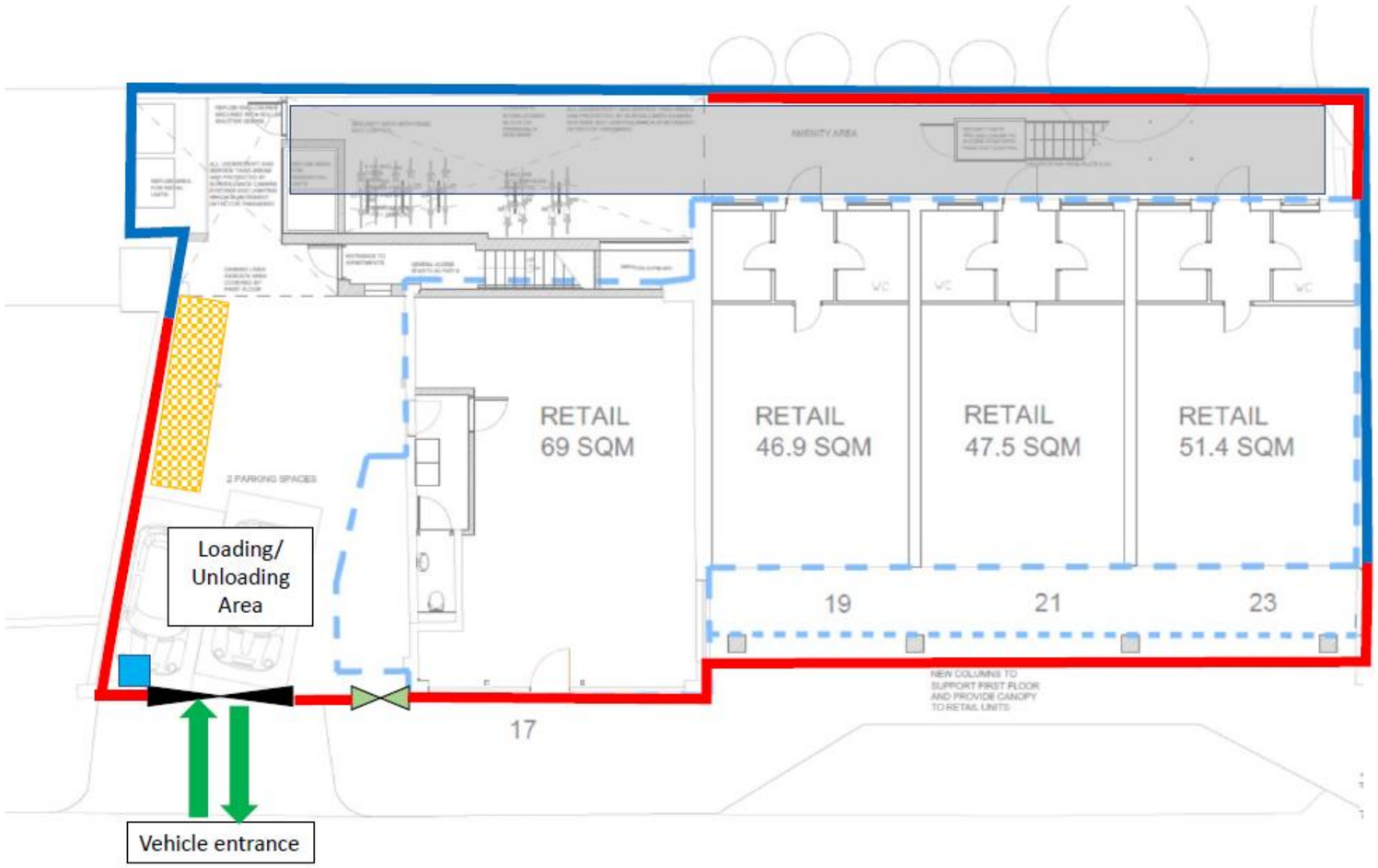
# 7.0 Programme

The start on site date is to be confirmed, and the duration of the project is currently estimated to be approximately 48 weeks on site (Appendix C).

As per section 3.4.2, the hours of operations and ancillary works which are audible at the site boundary shall normally be carried out between the following hours:

- **Mondays to Fridays 0800hrs-1800hrs**
- **Saturdays 0800hrs-1300hrs**
- **And at no time Sundays and Bank/Statutory Holidays.**

# Appendix A – Site Logistics Plan




**Construction Logistics Plan**

17-23 High Street,
Ruislip HA4 7AU

Rev: 4
Date: 16/09/21

**Key**

- Pedestrian Gate
- Vehicle Gate
- Unloading Area
- Hoarding line
- Waste Segregation Area
- Jet wash
- Material Storage
- Site ownership boundary

# Appendix B – Relevant Health and Safety Legislation

*Applicable legislation has been listed below.*

The Health and Safety at Work Act 1974

The Construction, Design and Management Regulations 2015

The Management of Health and Safety at Work Regulations 2006

The Regulatory Reform (Fire Safety) Order 2005

The Working at Heights Regulations 2007

The Control of Asbestos Regulations 2012

The Manual Handling Regulations 1992

The Personal Protective Equipment Regulations 2002

The Construction (Head Protection) Regulations 1989

Confined Spaces Regulations 1997

The Health and Safety (First Aid) Regulations 1981

The Control of Substances Hazardous to Health Regulations 2004

The Electricity at Work Regulations 1989

The Provision and Use of Work Equipment Regulations 1998

The Lifting Operations and Lifting Equipment Regulations 1998

The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013

Control of Noise at Work Regulations 2005

Environmental Protection Act 1990

IAQM Guidance on the Assessment of Dust from Construction and Demolition 2014

The Hazardous Waste (England and Wales) Regulations 2005

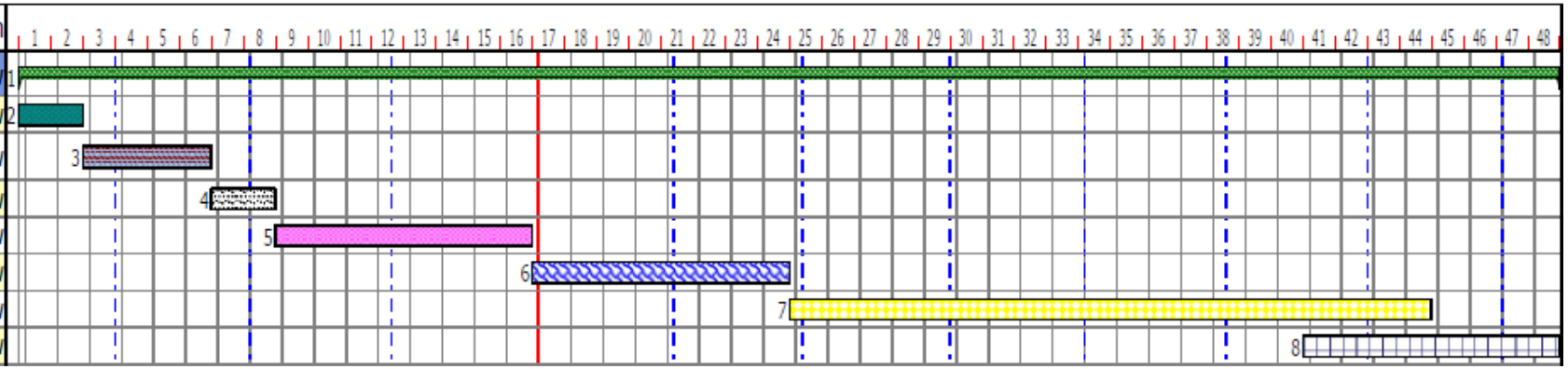
Workplace (HS&W) Regulations 1992

*Other consents and licences that are likely to be required include:*

- Utilities Consents/Licenses – Water companies and power providers.

# Appendix C – Indicative Programme

| Line | Name | Duration |
|---|---|---|
| 1 | **17-23 High St Ruislip** | **48w** |
| 2 | Site Set Up | 2w |
| 3 | Enabling Works/Demolition | 4w |
| 4 | Substructure | 2w |
| 5 | Superstructure | 8w |
| 6 | Envelope | 8w |
| 7 | Internal Fit Out | 20w |
| 8 | External Works | 8w |



# References

[1] London Borough of Hillingdon application ref. 72115/APP/2020/2688.

[2] *17-23 High Street Ruislip – Macniven Quays Limited, Design and Access Statement in Support of a FullPlanning Application to the London Borough of Hillingdon,* CPL Architecture (August 2020).

[3] *17-23 High Street Ruislip, Transport Statement,* PFA Consulting (August 2020).

[4] https://www.hillingdon.gov.uk/car-park-map