

CONSTRUCTION MANAGEMENT PLAN

29 Clammas Way, Cowley, Uxbridge
UB8 3AN

Application Reference:	77795/APP/2025/2979
Local Planning Authority:	London Borough of Hillingdon
Development:	Demolition of existing bungalow and erection of 2x two-storey, 3-bed semi-detached dwellings with associated parking, amenity space, cycle and refuse stores
Client:	Mr K Singh
Principal Contractor:	London Design and Build Limited
Principal Designer:	RP Designs
Revision:	Rev J
Date:	June 2026
Revision Date:	September 2026

London Design and Build Ltd
Principal Contractor

1. Introduction

This Construction Management Plan (CMP) has been prepared by London Design and Build Ltd to discharge Condition 4 of planning permission 77795/APP/2025/2979, granted by the London Borough of Hillingdon on 27 April 2026.

The development comprises the demolition of an existing bungalow and erection of two semi-detached, two-storey, three-bedroom dwellings at 29 Clammas Way, Cowley, Uxbridge UB8 3AN. It is a small-scale residential scheme with a combined GIA of approximately 220 sqm. Construction impacts are therefore inherently limited in scale and duration.

The CMP has been prepared in accordance with the requirements of the London Borough of Hillingdon and reflects relevant planning policies from the Hillingdon Local Plan and the NPPF. This document addresses each of the seven matters required by Condition 4:

- Phasing of development works
- Hours during which works will occur
- Programme for the safe removal of potentially contaminating materials
- Measures to prevent mud and dirt tracking onto footways and adjoining roads
- Traffic management, access arrangements and contractor parking
- Measures to reduce impact on local air quality and dust
- Storage of demolition and construction materials on site

2. Site Description and Context

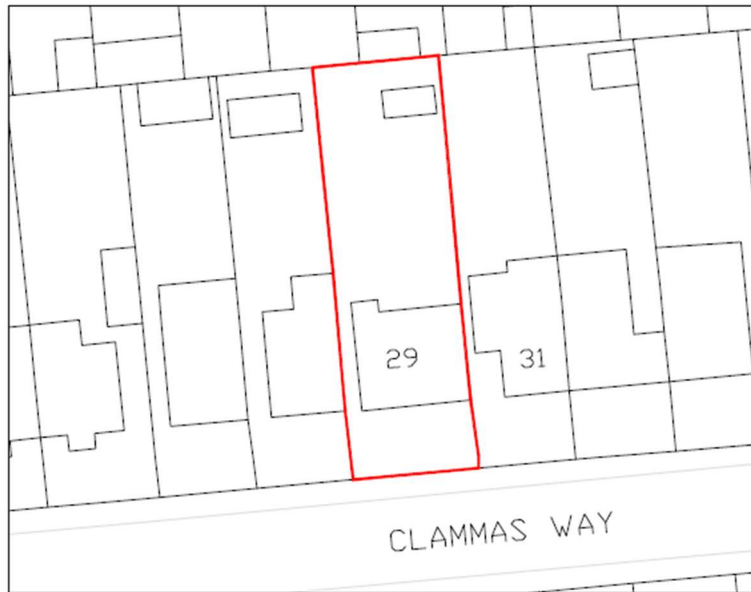
2.1 Site Location

The site is located at 29 Clammas Way, Cowley, Uxbridge, UB8 3AN, within the London Borough of Hillingdon. The site currently comprises a detached bungalow within an established residential area characterised by semi-detached and detached dwellings. Clammas Way is a quiet residential cul-de-sac accessed from Cowley Road.

The site benefits from good transport links. Uxbridge Underground Station (Metropolitan and Piccadilly lines) is approximately 0.8 miles away. Multiple bus routes operate in the vicinity, and the A408 Cowley Road provides direct access to the wider road network connecting to the A40 and M40.

Street View



Site plan with red boundary**2.2 Nearby Emergency Services**

Facility	Address / Distance
Hillingdon Fire Station	Park Road, Uxbridge UB8 1NQ — approx. 0.9 miles
Hayes Fire Station	65 Shepiston Lane, Hayes UB3 1LL — approx. 2.4 miles
Hillingdon Hospital	Pield Heath Road, Uxbridge UB8 3NN — approx. 1.2 miles
Mount Vernon Hospital	Rickmansworth Road, Northwood HA6 2RN — approx. 4.1 miles

3. Project Team and Key Contacts

Client:	Mr K Singh
Principal Contractor:	London Design and Build Ltd
Principal Designer:	RP Designs
CDM Principal Designer:	London Design and Build Ltd
Site Manager:	Mr K Singh
24-Hour Emergency Contact:	To be displayed on site hoarding prior to commencement – Mr K Singh

The Principal Contractor will nominate a named Public Liaison Officer prior to commencement. The Liaison Officer will be the primary point of contact for neighbouring residents throughout the construction period, and will:

- Coordinate construction vehicle movements to minimise disruption to residents, informing them in advance of the times when heavy vehicles will be arriving and departing
- Ensure construction vehicles do not arrive early and occupy local road space while waiting
- Maintain a formal complaints and enquiry log on site recording the date, nature of complaint, action taken, and resolution
- Distribute advance notice to neighbouring properties before major phases of work including demolition, heavy deliveries, or utility interruptions
- Be available to meet with residents in person to explain the works if required

The 24-hour emergency contact number will be prominently displayed on the site hoarding before any works commence.

4. Phasing and Programme of Works

The construction programme will span approximately 12 months from the anticipated start date of 9 September 2026. The works will proceed in the following sequential phases:

Phase	Key Activities
Phase 1 — Site Establishment Weeks 1–3	Erect 2.4m hoarding to site perimeter; establish welfare facilities and site compound; install site signage and 24-hour emergency contact board; issue advance notice to neighbouring properties
Phase 2 — Demolition Weeks 4–7	Pre-demolition survey; asbestos and hazardous material removal; soft strip and salvage of reusable materials; controlled demolition of existing bungalow; site clearance and levelling
Phase 3 — Groundworks Weeks 8–18	Service disconnection and new connections; excavation; foundation construction; below-ground drainage and utility connections; ground floor slab
Phase 4 — Superstructure Weeks 19–36	External masonry wall construction; first floor structure; roof construction and weatherproofing; installation of windows and external doors
Phase 5 — Internal Fit-Out Weeks 37–44	First and second fix M&E; plastering; internal joinery; kitchens, bathrooms and fittings; painting and decorating
Phase 6 — External Works Weeks 45–52	Driveways and parking areas; boundary treatments; bin and cycle stores; soft landscaping; snagging and final inspections

5. Hours of Working

Construction operations will be restricted to the following hours in accordance with Informative I15 of the planning permission and the Control of Pollution Act 1974:

Day	Permitted Hours
Monday to Friday	08:00 to 18:00
Saturday	08:00 to 13:00
Sunday and Bank Holidays	No works permitted

No works will take place outside these hours without prior written consent from the Council under Section 61 of the Control of Pollution Act 1974. All subcontractors and delivery companies will be issued written confirmation of permitted working hours.

6. Removal of Hazardous and Valuable Materials

Prior to demolition, a pre-demolition survey will be carried out by a competent person. The following materials will be assessed, safely removed, and fully documented before any demolition works proceed:

- Asbestos-containing materials (ACMs) — a Type R asbestos survey will be commissioned; all ACMs will be removed by a licensed contractor under the Control of Asbestos Regulations 2012 before demolition commences
- Lead-based paints and other hazardous coatings
- Fuel oil storage tanks and associated pipework
- Gas and electrical infrastructure — to be decommissioned by Gas Safe and NICEIC registered operatives respectively
- Reusable materials — timber, brickwork, roof tiles, joinery and sanitary ware will be salvaged and retained or recycled where practicable

Demolition arisings will be segregated on site and processed as follows:

- Crushed concrete and brick — assessed for re-use as engineered hardcore fill on site where practicable
- Timber and metal — directed to licensed recycling facilities
- Remaining inert arisings — removed by a licensed waste carrier to an authorised facility
- Hazardous waste including ACMs — removed by a licensed specialist contractor with appropriate consignment notes

7. Site Security, Welfare and Health & Safety

7.1 Site Security and Hoarding

A 2.4m high plywood hoarding on a timber frame will be erected to secure the full perimeter of the site before any works commence. The timber frame will be attached to posts concreted into the ground. The hoarding will be maintained in good condition and painted in accordance with Council requirements throughout the construction period.

- Gates will be installed in the hoarding for pedestrian and vehicle access; gates will remain closed and locked when the site is unoccupied
- The 24-hour emergency contact number will be displayed prominently on the hoarding at all times
- Special care will be taken at the rear and side boundaries to prevent dust movement into neighbouring properties
- Checks will be made for active bird nests during hoarding erection and site clearance in accordance with the Wildlife and Countryside Act 1981

7.2 Welfare Facilities

The Principal Contractor will establish appropriate welfare facilities on site prior to commencement, proportionate to the size and duration of the works. These will include site office, changing and

drying facilities, WC and washing facilities, and canteen provision. Water and electrical power will be obtained from temporary supplies.

7.3 Health and Safety

The development is subject to the Construction (Design and Management) Regulations 2015. A Construction Phase Plan will be prepared prior to commencement. All site operations will be managed by a full-time Site Manager. Risk assessments and method statements will be produced for all key activities and made available on site.

Operatives will wear appropriate PPE at all times, including: hi-vis vest, hard hat (BS EN 397), safety boots (BS EN 345), protective gloves (BS EN 388), eye protection (BS EN 166), dust mask (BS EN 143), and ear defenders (BS EN 352) where required.

7.4 Emergency Procedures

- In the event of an emergency, the person discovering the incident shall call 999 and state which emergency services are required
- The Site Manager will direct emergency services to the scene
- Adjacent properties will be informed at the earliest opportunity
- A trained first aider and first aid kit will be present on site during working hours
- Any reportable incident under RIDDOR 2013 will be reported to the HSE within the prescribed timescales

8. Prevention of Mud and Dirt Tracking

The following measures will be in place from the commencement of groundworks to prevent mud and debris being deposited on the public highway:

- A jet wash / wheel wash facility will be maintained at the site exit and used on all vehicles leaving site during groundworks and any phase involving earth-moving
- No vehicle will leave site with mud, earth or debris adhering to its wheels or bodywork in quantities likely to foul the highway
- A road brush will be kept on site; the public highway will be inspected and swept by a site operative throughout the working day
- In the event of any material being deposited on the highway, the Site Manager will arrange for immediate cleaning at no cost to the Council
- A temporary hardstanding will be maintained at the site entrance to provide a clean running surface for vehicles exiting onto Clammas Way
- All loads leaving site will be covered with sheets or tarpaulins to prevent material escaping during transit

9. Traffic Management, Access and Parking

9.1 Road Network and Access Route

The site is accessed directly from Clammas Way. All construction traffic will approach and depart via Clammas Way, connecting to Cowley Road (A408) and onward to the A40/M40 corridor. Given the small scale of the development, the volume of construction traffic will be modest throughout the programme.

Vehicle Access Point Location

Following a review of the site boundary and in response to highways comments regarding visibility and potential conflict with street furniture, the vehicle access point has been relocated to a central position along the Clammas Way site frontage. This central location has been selected to maximise visibility for drivers entering and exiting the site in both directions along the carriageway, to improve sightlines for pedestrians on the adjacent footway, and to avoid potential conflict with lighting columns and parked vehicles at either end of the frontage. The revised access position is shown on the submitted site logistics plan and has been designed to allow vehicles to enter and exit the site, or park for kerbside unloading, without obstructing the carriageway or creating visibility hazards for other road users.

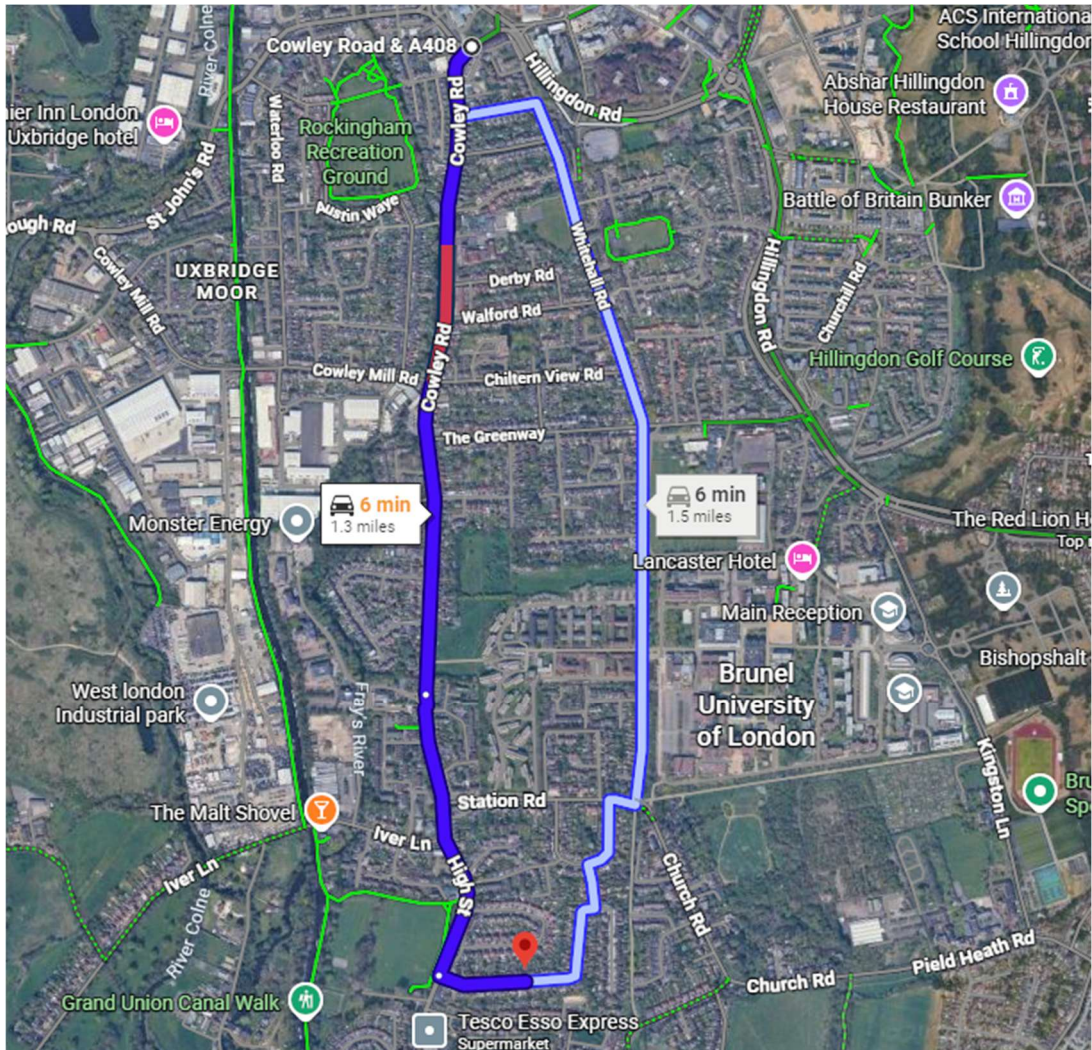
Vehicle Dimensions

The largest vehicles anticipated to access the site during the construction programme are rigid 8-wheel lorries, which will be used for concrete mixer deliveries, grab lorry spoil removal, and bulk block and aggregate deliveries. The maximum dimensions of such vehicles are as follows:

Dimension	Rigid 8-Wheel Lorry (largest expected)	Notes
Overall Length	Up to 10.5 metres	Rigid vehicle — within 12m legal max
Overall Width	2.55 metres	UK legal maximum for HGVs
Overall Height	Approx. 3.5 metres	Well within 4.95m bridge clearance threshold
Gross Vehicle Weight	Up to 32 tonnes	Rigid 8-axle — within legal limit

No articulated HGVs are anticipated on this scheme. The majority of deliveries will be made by smaller rigid lorries (7.5–18 tonne) and transit vans. A banksman will supervise all large vehicle movements at the site entrance.

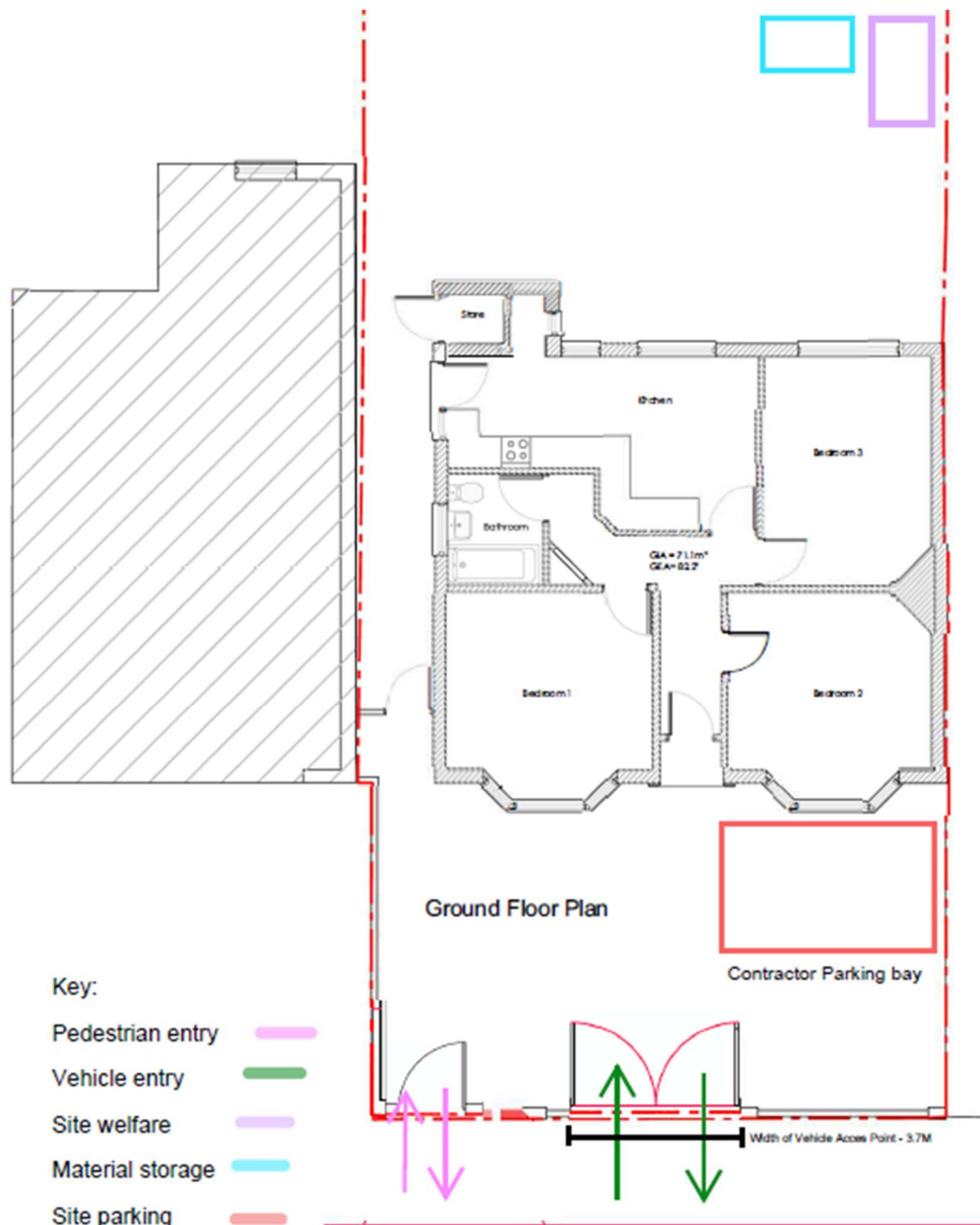
Vehicle Access from Cowley Road (a408)



9.2 Site Logistics Plan

The site logistics plan below identifies the location of the material storage area, contractor parking, and vehicle access and egress points. All operations will be contained within the site boundary. Contractor parking provision is clearly identified on the submitted logistics plan, showing the designated on-site parking bay for use by the Site Manager and essential site operatives during the construction period.

Site Access Plan



9.3 Delivery Management

- All deliveries will be scheduled in advance by the Site Manager and phased across the working day to avoid unnecessary congestion on Clammas Way
- A trained banksman wearing high-visibility clothing will be stationed at the site entrance during all deliveries to marshal vehicles and maintain pedestrian safety
- The site access opening within the hoarding will be a minimum of 3.7 metres in width. This dimension will be clearly indicated on the submitted site logistics plan
- Due to the constrained size of the site, rigid 8-wheel lorries — being the largest vehicles anticipated on this scheme — will not be permitted to enter the site directly. These vehicles will park immediately outside the site on Clammas Way for the purposes of unloading only, and will depart as soon as unloading is complete. Materials will be transferred from the vehicle into the site by hand or using manual handling equipment
- To ensure all kerbside unloading operations are carried out safely, the following personnel will be in attendance for every rigid lorry delivery: a trained banksman to control vehicle positioning and manage pedestrian and traffic movements on Clammas Way; a minimum of two site operatives to manage the unloading of materials; and the Site Manager or a delegated supervisor to oversee the operation. No unloading will take place without the full team in position
- A one-way vehicle system will be implemented where site geometry permits, to minimise reversing on the public highway
- No construction vehicles will be permitted to queue, park or wait on Clammas Way, Clayton Way, or any of the surrounding residential roads; vehicles will be pre-booked and timed to arrive only when the site is ready to receive them
- Where a vehicle needs to wait before accessing the site, the designated holding point will be the layby / turning area on Cowley Road (A408), approximately 150 metres from the Clammas Way junction. The Site Manager will coordinate all deliveries by phone so that vehicles proceed to the site only when the entrance is clear and ready to receive them
- A holding point plan will be communicated in writing to all hauliers and subcontractors prior to commencing works
- All subcontractors and suppliers will be issued written confirmation of the access arrangements and permitted delivery hours prior to commencing works
- Local speed limits will be strictly adhered to by all site vehicles at all times

9.4 Contractor Parking

- A designated parking area for site operatives and the Site Manager will be provided within the site boundary, as shown on the logistics plan
- Contractor vehicles and subcontractor vehicles will not park on Clammas Way, Clayton Way, or any of the surrounding residential roads during working hours, with the exception of a maximum of one contractor's van or car which may park on Clammas Way for the purposes of site management. This restriction applies to all other site operatives, subcontractors, and delivery drivers at all times whilst engaged on this development
- Operatives will be encouraged to travel by public transport where practicable; bus stops are within walking distance of the site and Uxbridge Underground Station is approximately 0.8 miles away

9.5 Spoil Removal

- Excavated material will be removed in a phased and managed manner; grab lorry movements will be pre-scheduled and coordinated by the Site Manager
- All loads leaving site will be sheeted to prevent debris escaping in transit

10. Air Quality and Dust Control

Dust and emissions will be controlled throughout demolition and construction in accordance with the Mayor of London's Best Practice Guidance: The Control of Dust and Emissions During Construction and Demolition (2014) and BS 5228-1:2009. Given the small scale of the development, impacts will be limited and temporary.

10.1 Dust Suppression

- Demolition debris and disturbed areas to be damped down with a fine water spray during dry conditions
- All masonry cutting to be water-suppressed; cut-off saws to be fitted with dust collection or extraction systems
- Concrete to be ready-mixed and delivered by mixer truck; no hand mixing on site
- Materials and stockpiles to be covered with polythene sheeting or tarpaulin; drop heights minimised
- Fine powders such as cement to be stored in enclosed containers or delivered in silos
- Skips to be covered with mesh netting or tarpaulin
- No bonfires or burning of waste materials on site

10.2 Vehicle and Plant Emissions

- All vehicles and plant to comply with a strict no-idling policy; engines switched off when not in use
- Low-emission plant fitted with catalytic converters or diesel particulate filters to be specified where available
- Ultra-low sulphur fuels to be used in all plant and vehicles on site
- All plant to be maintained in accordance with manufacturer's recommendations; plant emitting excessive exhaust to be taken out of service immediately
- All vehicles to hold current MOT certificates or equivalent and comply with exhaust emission regulations for their class

11. Waste Management and Recycling

Construction waste will be managed in accordance with the waste hierarchy throughout the programme:

- Waste streams will be segregated on site into separate skips for timber, metal, concrete/masonry, plastics, and general waste
- Skips will be collected regularly by a licensed waste carrier and materials directed to authorised recycling and disposal facilities
- No waste materials will be burned on site

- Hazardous waste — including insulation, chemicals, asbestos materials, and contaminated soil — will be separately documented and removed by certified specialist contractors with appropriate consignment notes
- Materials will be delivered on a just-in-time basis to minimise waste from weather-damaged stockpiles

The following materials will be delivered in sequence as the build progresses, minimising the volume held on site at any one time:

Substructure / Early Stage	Superstructure / Fit-Out
Engineering bricks, beam and block flooring	Timber for stud partitions
Bricks, blocks and insulation	Plasterboards
Timber joists and plywood/sheeting	Tiling, kitchen and bathroom materials
Roof structure timber, insulation and tiling	Flooring and painting materials
Guttering and downpipes	Paving and external works materials
External doors and windows (manufactured off-site)	Fencing and boundary materials

12. Storage of Demolition and Construction Materials

All materials will be stored within the site boundary at all times. No materials, skips or plant will be stored on the public highway without the appropriate highway licence from the Council.

- A designated material storage area will be established within the site compound, clearly demarcated and accessed directly from Clammas Way
- Materials will be stored on raised pallets under weatherproof covers
- Materials can also be stored within constructed spaces as the build progresses, further reducing surface storage requirements
- Hazardous materials including fuels, oils and chemicals will be stored in bunded containers; drip trays and spill kits will be maintained on site at all times
- Plant and tools will be stored within the security fencing and locked when the site is unoccupied
- Any skip placed on the highway will require the appropriate skip licence from the Council prior to placement, however this should not be necessary as there is ample space for skips to be placed on site.

13. Construction Management Action Plan Summary

The following table summarises the key commitments contained within this CMP:

Topic	Commitment
Working Hours	Mon–Fri 08:00–18:00; Sat 08:00–13:00; no work Sundays or Bank Holidays
Noise and Dust	BS 5228:2009 compliance; no-idling policy; damping down; dust extraction on cutting equipment
Waste Management	Segregated skips; licensed carriers; no burning on site; hazardous waste by specialist contractor

Traffic and Access	All access from Clammas Way; banksman on duty during deliveries; no vehicles queuing or waiting on Clammas Way, Clayton Way, or surrounding residential roads; holding point on Cowley Road (A408)
Contractor Parking	Parking within site boundary; no parking on Clammas Way, Clayton Way, or surrounding residential roads; operatives encouraged to use public transport
Mud and Wheel Wash	Jet wash at exit during groundworks; daily highway inspection and sweeping
Material Storage	All materials stored within site boundary on raised pallets under cover; just-in-time deliveries
Community Contact	Named Liaison Officer; advance notice before major phases; complaints log maintained on site
Emergency Contact	24-hour contact number displayed on site hoarding at all times
CDM / H&S	Construction Phase Plan prepared prior to commencement; full-time Site Manager; RIDDOR compliance

14. Conclusion

This CMP sets out a proportionate and comprehensive framework for managing the demolition and construction of two semi-detached dwellings at 29 Clammas Way, Uxbridge in accordance with Condition 4 of planning permission 77795/APP/2025/2979. All seven matters required by the condition have been addressed.

The approved details will be implemented and maintained throughout the full duration of the demolition and construction process. London Design and Build Ltd, as Principal Contractor, accepts full responsibility for compliance and will ensure all site personnel, subcontractors, and delivery companies are briefed on and bound by the requirements of this plan.