



**Site: Land adj no.31 Ashgrove  
Hayes Middx**

**Demolition of existing garage block and erection  
of pair of terraced dwellings plus parking**

**Construction Method Statement for:**

**Mr Rajinder Singh**

**c/o 26 Langtons Meadow Farnham**

**Common SL2 3NH**

**concerning Condition 3 of permission**

**77939/APP/2023/2448 dated**

**8<sup>th</sup> April 2024**

**by**

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**Date: 12<sup>th</sup> January 2025**



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## Site Location

The development site is located on the southern side of a split junction between Ash Grove and Juniper Way. It is north of No.31 Ash Grove and to the rear of 15 Ash Grove. The site currently comprises 4 single storey garages, a parking forecourt and grass verge. The site is located within a residential area comprising predominantly two storey terraced properties finished in brick. On-site parking for other properties is limited but some of the nearby properties have detached garages or use of parking controlled bays. The development site is located within PTAL 1b and part of the site is located upon potentially contaminated land. However, the garage block comprises blockwork and new felt roof. The surrounding area is predominantly residential comprising semi-detached and terraced properties with external elevations in brick and or render.

## CMP Framework

This Construction Method Statement (CMS) has been prepared in relation to the planning permission granted by Hillingdon Council for the storage use then demolition of the existing garages and erection of a pair of terraced dwellinghouses linked to no. 31 Ash Grove, plus parking and subject to a number of conditions.

The development site is located at a split junction of Juniper Way ( a cul -de-sac ( and Ashgrove which extends west and east respectively. The adjoining block of four garage can be used temporarily for storing building materials during the construction phase prior to their demolition. Delivery and exit arrangements are shown on the access/egress route plan.

Prior to construction this practice will complete the building regulations and appoint a structural engineer and will be an important material consideration. This statement sets out the approach to the construction and management of the project, based on the indicative construction programme provided at Annex 1. The CMS is informed by the planning permission, Principal Design File (including residual CDM risks) and subsequent building regulations approved drawings.

In this case Hillingdon Council Development Management have granted a detailed planning permission dated the 8<sup>th</sup> April 2024. Condition 3 of permission 77939/APP/2023/2448 concerns the Council's requirement for a Construction Logistics Plan (CLP) as follows: -

### Condition 3 Construction Management

No development shall take place until a Demolition and Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The plan shall detail:

- a) The phasing of development works

- b) Types of vehicles accessing the site, including their ability to enter the shared driveway without affecting neighbouring properties

- c) The hours during which development works will occur

- d) How vehicles will access the site whilst protecting neighbouring sites

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

- f) 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)

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

- h) 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 ensure the development causes no harm to the local highways network or pedestrian and road user safety and to safeguard the amenity of surrounding areas in accordance with Policies DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), as well as policies D3 and T6 of the London Plan (2021).

No development shall take place until a full and detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to minimise/avoid potential detriment to the public realm.

### Background

The key elements of the construction programme confirm the following :-

A. Demolition and construction work which should not be audible at the site boundary.

B. Demolition /Construction works shall only be carried out between the hours of 08.00- and 18.00-hours Monday to Friday and between the hours of 08.00 to 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or

Public Holidays.

- C. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009. C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition. D. No bonfires that create dark smoke or nuisance to local residents.
- D. Liaison with the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) as required or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.
- E. Vehicle type will be kept to a minimum size small service vans and one pickup truck plus medium sized trucks for initial deliveries construction works packages, in line with CDM regulations can be broadly divided roughly into the following six phases as follows:-
  - 1. Pre-construction design<sup>1</sup> and approvals – such as: discharge of planning conditions, party wall agreement, building regulations approval (incl. demolition), tender, licencing and (utility) connection agreements.
  - 2. Set-up, Demolition and clearance<sup>2</sup> – such as salvage survey, SHUTTERING, recovery of recyclable materials, demolition of buildings, recovery and storage of re-useable materials (e.g., hardcore) and recovery/disposal of waste off-site.
  - 3. Below Ground – such as PILES<sup>3</sup>, excavation of site (for foundations) and disposal of inert waste off-site, utility pipes and ducts, construction of basement floor and walls
  - 4. Building Structure – such as the construction of ground floor, walls and roof.
  - 5. Fit-out – such as installation of windows, bathrooms, kitchen and toilets with associated utility connections.
- 6. Completion
- 7.
  - <sup>1</sup> CDM Regulations - <http://www.legislation.gov.uk/uksi/2015/51/contents>
  - <sup>2</sup> Health Safety & Welfare Regulations - <http://www.legislation.gov.uk/uksi/1996/1592/contents/made>
  - <sup>3</sup> SE DETAILS
  - <sup>4</sup> S140-141, Highways Act 1980 - <http://www.legislation.gov.uk/ukpga/1980/66/contents> or S50 Street Works Act - <http://www.legislation.gov.uk/ukpga/1991/22/contents>
  - <sup>5</sup> To Chapter 8 Traffic Signs Manual - <https://www.gov.uk/government/publications/traffic-signs-manual>
  - <sup>6</sup> <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services/Requisitioning-a-sewer>

In accordance with the CDM Regulations the Principal Designer has

assumed a construction methodology for design purposes, used to inform of potential noise and vibration to adjacent structures and the nearest adjacent residents (to BS 5228, 6472, 7385 et al.). The Principal Contractor may adopt a different construction methodology but shall be responsible for any variations/approvals which may require the amendment and approval of the CMS.

Once site set-up is complete the demolition will therefore begin dismantling and recovering these materials, retaining the structural 'shell' of the building. Within the public highway, any street trees are subject to a planting licence<sup>4</sup> forming part of the Local Highway Authorities (LHA)

### Demolition

Whilst the relevant boundaries will be retained as will be useful for storage as part of the preconstruction phase a salvage survey shall identify materials that can be recovered/recycled, identifying how/where materials may be stored on/off- site. Once the statutory maintenance obligation. Notwithstanding these statutory duties, the demolition of the garages shall be undertaken with mini-plant or manually with materials disposed/stored on/off-site.

### Site Set-Up

On site portable toilet and wash facilities shall be delivered to the site and made available for all construction staff for the duration of the works, unless or until adequate sanitation is available within the proposed dwelling.

Protective timber hoarding shall be erected around the construction site to deliver a high degree of safety and security. The hoarding may be removed once the two terraced dwellings are weather tight, replaced with permanent boundary fences. An on-site security camera may be erected for the works duration or construction phases on either a movement/heat responsive filming or time-lapse basis to minimise unintended neighbour intrusion (in the interests of privacy).

Site signage shall be posted at the main site entrance advising operatives/visitors about the following:

- Site access requirements, including health, safety and welfare arrangements
- Notification of ongoing construction

**Contact details** for the main contractor, which should include emergency (24-hour) call-out. As far as reasonably practicable signs should include working hours (below) and other public notices such as planned activities for coming days/weeks (e.g. Wednesday 17/10 roof truss delivery)

### Development construction hours

The following hours of construction are confirmed -

- Monday to Friday 8am to 6pm
- Saturday 9am to 1pm

No work on Sundays or

Public Holidays. Staff Nos.

3 main workers plus 2 sub-contractors as required. (parking on site plus space for dropping off).

Delivery Route

A set out on the attached plan. 2 main deliveries per day maximum. supervised by banksman.

No deliveries before 10am

Utility matters

All utility connections will be approved and agreed with utility companies in pre-construction activities and ducts/pipes laid to the boundary prior for onward connection ready for connection in Phase 5.

Thames Water will be advised prior to the construction of the dwellings required a Part 24 sewer agreement which has been granted by Thames Water.<sup>6</sup> A new manhole will be constructed on-line with the existing sewer. Thames Water an application to construct near a foul sewer TW advised that the pipe diameter is 160mm which runs into the highway. Cadent consulted on gas connections.

Construction Access

Ash Grove and Juniper Way are residential roads is residential cul-de-sac, offering good vehicular access to the building site.

To reduce the need to travel to site the main contractor will set up a secure storage facility may be provided to secure tools/equipment on or near the site.

The vehicles specified for loading and unloading shall complete loading/unloading off the highway. Any other vehicles shall be programmed with the contractor and will require delivery vehicles to reverse into the site under Banksman control/direction.

As far as reasonably practicable deliveries/collections shall be

programmed to occur outside of peak periods and normally not less than 2 days in advance so that these can be recorded on the public display board.

The contractor shall direct Construction Vehicles to access the site via adjoin main roads and shall monitor (daily), clear and (as necessary) clean the highway abutting the site to remove debris.( See Plan)

#### Construction Traffic

The building design and construction phases have been planned to minimise the construction traffic, number, frequency of deliveries.

Delivery vehicles to switch off engines once arrived at the construction site.

The contractor to make sure that vehicles are clean and tidy on entering and leaving the site and locality.

Main deliveries will be limited to 1 per day maximum due to the small scale of construction and vehicles should be as specified (see attached plan).

Proper management of any surface water run off during construction Contractors' equipment to be checked regularly and serviced and maintained.

All materials for the development will be stored within the site which is sufficient in size. Storage areas will be phased to maximise storage capacity.

Furthermore, we will produce a weekly materials delivery sheet printed out on the Friday before the next weeks construction and displayed on the site frontage. Due to homeworking with less commuting generally we propose the earliest delivery of 10am x 1 per day and no extended hours beyond 6pm on other days and obviously no Sunday working. This provides the best amenity protection for local residents.

The small delivery vehicles that will just be delivering and will be parked off road to protect residential amenity There will be correspondingly minimal pressure upon on street parking. There will no reason for the contractor to block the cul-de sac (highway) unless the on-site banksman will be directing the arrival and departure of a delivery vehicle. This operation will take around 5-10 mins.

Details of the delivery vehicles with dimensions are shown in Appendix B Any changes to the type of hire delivery vehicle will be displayed on the notice board in advance with an explanation.



Health and Safety Matters – To ensure on-site parking of contractors vehicles to minimise disruption to the local area

The contractor will ensure the following :-

1. Making sure that the vehicular access is kept clear. There is no intention to store any building materials likely to cause obstruction during construction. The CMP plan proposes use of the retained garages for storage on site. The contractor will ensure that the amount of on-site materials is kept to a minimum, and other materials will be stored within the temporary retained garages within the building site. It should be noted that all those residents who adjoin the application site, located at the end of a cul -de-sac have a main front entrance to their respective properties.

2. A boundary protection fence plan will be completed prior to the construction period,

3. Re-cycling and Waste Management

The contractor shall adopt reasonable endeavours to identify, minimise, recover and recycle any materials, in accordance with BS5906.

A waste removal strategy will be formulated. As part of the salvage survey and subsequent construction phases This strategy will be incorporated within all trade contractor orders and may involve the use of trade recycling bins at the site entrance.

For construction phases requiring the disposal of waste material off-site, the parking of skips will only on site obviating the need for a skip license. Recycling of materials to be encouraged where possible.

Temporary Structures & Scaffolding

Foundation construction

Further site investigation surveys concerning, monitoring water table, and shall therefore inform detailed construction methodology depending on the need for temporary ground water control/lowering. At this juncture, it is anticipated that the foundation works shall be undertaken in progressive stages with checks to protect the structural integrity of the new build.

On completion of Stage 1 foundations and main ground floor slab constructed prior to commencement of the superstructure to advance. As the works progress access and egress arrangements will be maintained at all times.

The advice to the contractor is that scaffolding will be required for the ground and first floor construction phases.

Scaffolding will be integrated with material such as bricks tiles to facilitate movement of these materials during the construction phase.

All scaffolding to meet health and safety requirements to include safety netting and to be fitted and subsequently dismantled by a qualified scaffolder.

#### Air Quality Control

The site is relatively open, and it will be important to maintain air quality in respect of dust and debris control from the construction activities. Skips will be located on site.

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#### Site Management

- Keep dust generating activities to a minimum.
- Use water to reduce dust spread where applicable
- Protect bricks and tiles in secure and weatherproof sheeting and securely stored

#### Noise & Vibration Management & Mitigation

The contractor to ensure that noise emissions are kept to a reasonable level particularly during the more intensive stage of construction to ground works).

Contractor to adopt the friendly contractor principles to ensure that the agreed levels are not exceeded. All in accordance with current Code of Practice for Noise and Vibration Control on Construction Sites.

This is a medium sized project which has planning permission and will require building regulation permission, prior to construction. Whilst there will be some disruption the site will be relatively secluded and screened. The level of disruption will be kept to a minimum. For example, the foundation is to be constructed using non-mechanical piling to minimise noise and avoid foundation damage to adjoining properties.

In summary design detail will be produced in both the Architectural and Structural Engineering drawings to secure the building regulations permission.

This professional approach continues with the integration of the architectural and structural engineering work as part of the current Party

Wall Agreements process.

### Construction Hours

The proposed hours of working are already specified and are to minimise impact upon neighbour amenities. The contractor to be aware of the location and the impact of noise upon adjoining residents. The contractor to ensure safe team working on site, the time frame of work and weather conditions

On-site noise / vibration levels to be monitored in accordance with the Party Wall Agreement, by a professionally qualified person. Construction activities are not likely to exceed 55dB (LAeq). The contractor shall report proposed noisier activity on a visible notice board in advance.

Use and location of equipment - Care should be taken to locate equipment sensitively (away from critical boundaries). Plant operation should be properly managed. Acoustic covers should be used and managed when running.

### Dwellings Structure and Layout

See Architectural Drawings

### Ground Floor

The contractor to refer to the BR approved Architectural drawings and Structural Engineers drawings and calculations.

### External Works

Following completion of construction and the removal of the scaffolding soft landscaping works will be implemented.

### Summary

Notwithstanding the robustness of the updated CMP, which will protect residential amenity and the reassurances we have provided, there are further structural impact safeguards for the nearest residents through the contractor friendly management. The applicant will appoint an experienced Structural engineer for the whole project. He has carefully thought through the sequence of building operations for the project based upon his structural drawings and calculations. The key objective is to ensure a robust and safe construction of the development itself and the project as a whole to minimise disruption to local residents.

Robert Young Associates (Hungerford)Ltd

Date: 12<sup>th</sup> January 2025