

Project - 1 Elm Lawn Close, Uxbridge. UB8 1NX

Revison 01/CMP/1ElmLawnClose

Dated Dec 2024

# **Demolition & Construction Management Plan**

## **Project**

**1 Elm Lawn Close**

**Uxbridge**

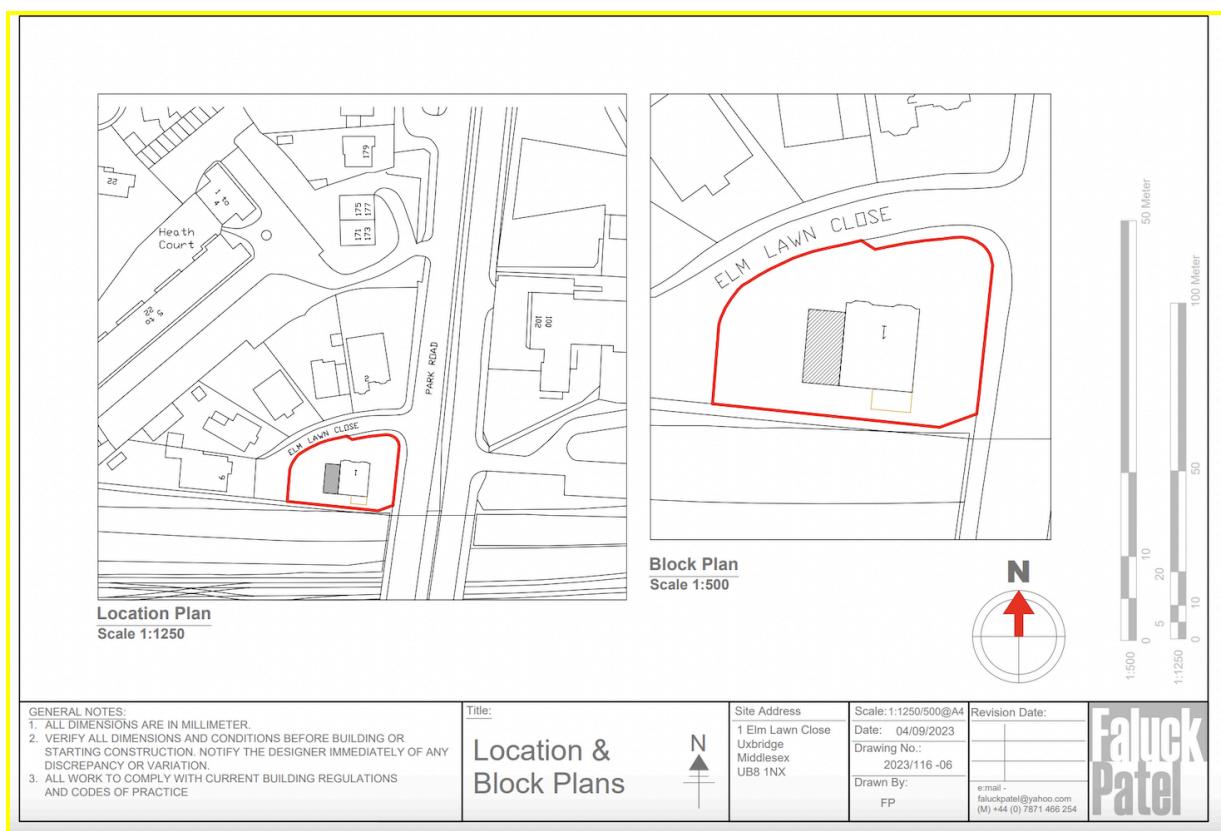
Application number –

78276/APP/2024/1904

## 1.0 Introduction

Erection of a part single part two storey side extension. Erection of an additional floor to the bungalow to create a two storey dwelling.  
Installation of rooflights and the demolition of the existing rear extension.

See location and block plan below



**1.2 Summary of the Construction Phases, Demolition techniques are traditional for the rear extension and will be phased out including the foundation, new build using a traditional scaffold as access, the site will have no crane and all lifting will be on delivery where we will request a vehicle with a hiab or Moffat.**

Table: Summary of the Construction Phases

Start date approx. TBA

Construction phases	Time line
Enabling works & Demolition	2- 3 weeks
Substructure	6 weeks
Superstructure	8 weeks
External Elevations	8 weeks
Fit out	10 weeks
External works	8 weeks
Landscaping	6 weeks
Handover	2 weeks

### 1.3 Relationship to the Development Control Requirements

We agree to follow the requirements in respect to CMP that are set out in the local authority planning requirements by Hillingdon councils guidance document.

1.4 The project is approx. 12-13 months from start to completion with landscaping see Table in section 1.2

## 2.0 Deliveries

### 2.1 hours of delivery

All deliveries will be limited to working hours 8am-5pm

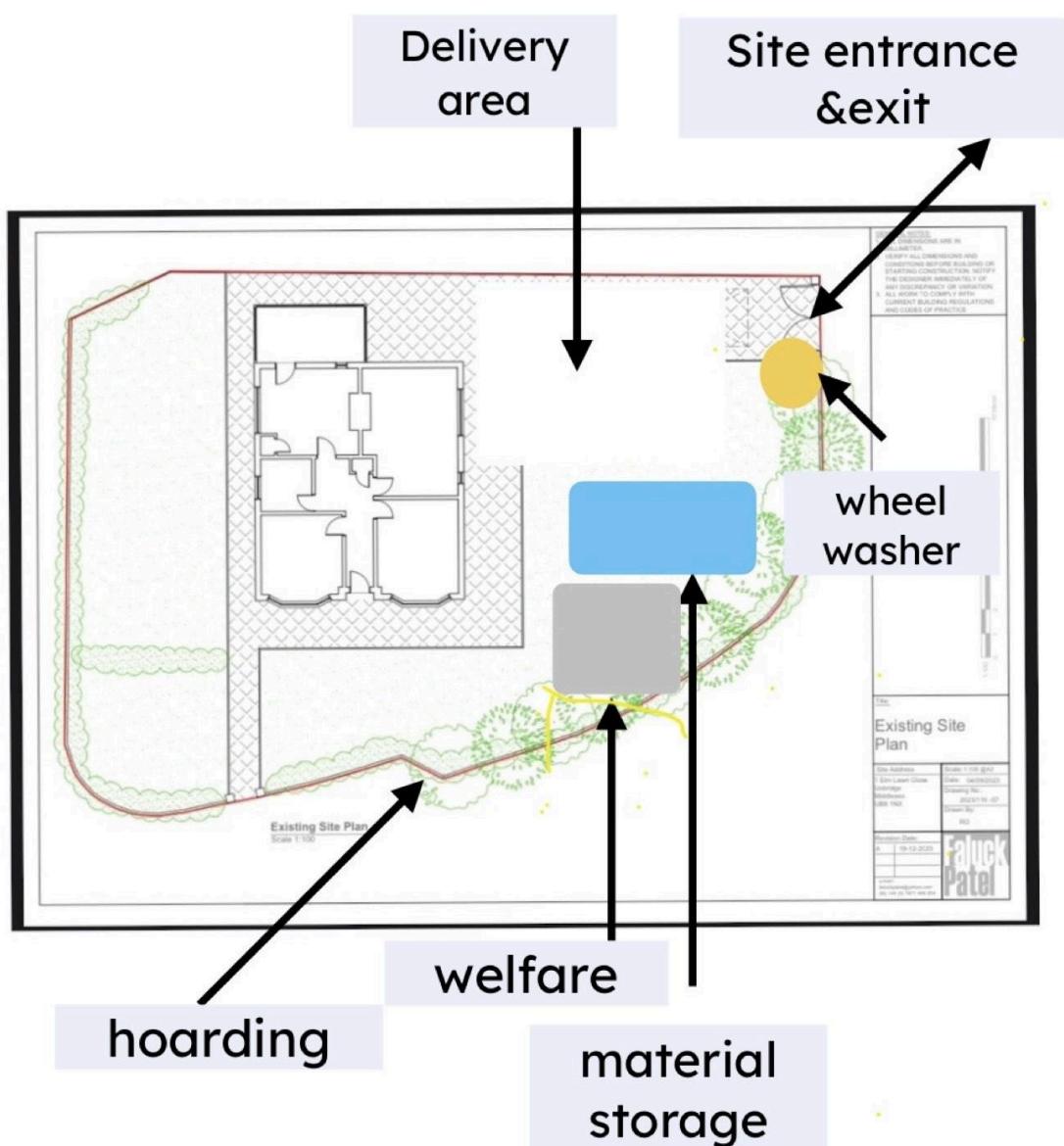
We are fully committed to ensuring that the deliveries will be scheduled to avoid peak traffic times, no audible outside of these times.

And these times will be specified within the remits of all work packages and be appropriate to the road network leading up to the site, and are taking into account secular rush hours and local school pick up and drop-off timings where associated traffic will likely affect the construction route. And "No deliveries" should be

scheduled to arrive, nor accepted into site should they turn up anyway during the restricted times.

All construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance. The Plan shall be implemented as and maintained throughout the duration of the construction works period.

### See below - Site logistics plan



## **Rules for delivery**

- All Heavy Goods Vehicles shall comply with the Direct Vision Standard. A rating of 3 stars (or more) will be required. The Direct Vision Standard came into force on 1st March 2021 and forms part of the Safety Permit for all HGVs entering London (an area bounded by the M25 Motorway). It is the haulier's responsibility to comply with these regulations prior to entering the Enforcement Zone. Enforcement operates 7 days a week, 24 hours a day.
- Freight Operators Recognition Scheme (FORS) Silver standard is to be mandated by all freight operators delivering to this site to support this development.
- All deliveries, particularly Heavy Goods Vehicles, to site shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC. This is to ensure improved fields of vision across the front of the vehicles.
- The equipment must comply with at least BS-7580-2 1997 Type 2 specification, as required by BS 5228-1:2009 "Code of practice for noise and vibration control on construction and open Sites 2 Part I: Noise. Annex G.
- Where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded, the precautions set out to eliminate or reduce noise levels are to be implemented. Details of maximum exposure times are to be conveyed to the relevant Site Personnel and strictly adhered to.
- The site will comply and follow the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.
- Contact details of site person in charge during and out of hours will be provided to the Borough
- The CDMP will provide on-site cycle parking for staff.
- The plan will mention the route entering and leaving the site including which strategic network of road will be used for routing the construction vehicles.
- The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.
- There will be no daytime or overnight parking of lorries within the vicinity of the construction site. All deliveries shall enter site directly on arrival and not wait on any road in the vicinity of the site. This is to reduce local congestion.
- All vehicles will have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered"

## **2.2 Supply Chain Management (all managed by the appointed principal contractor)**

The deliveries to the site will be managed by the principal contractor, all supply management will be managed by the project manager and their head office office who will manage the orders and ensure all deliveries are aware of any limitations prior to arriving on site, they will have ultimate control of the logistics operations to and on site. It will not vary at any stage of the project as all works are being controlled by one contractor. The deliveries will be expected to adhere to the times

agreed .

### 2.3 Frequency of visits

**Delivery Booking and Scheduling** A booking-in system which will be agreed for deliveries times of 8am – 5pm

There will be a delivery schedule which is planned and organized for deliveries in advance, this is to provide greater control over delivery management and vehicle movements around the site.

### 2.4 Types of vehicles

All construction vehicles load (to a minimum Euro 6/VI Standard) during the construction period and machinery to comply with the emission standards.

Wheel washing station will be provided for all deliveries on exiting the site.

**Table 2 - Indicative programme and vehicle movements for the duration of the project:**

<b>Table 2a</b>	<b>Site Activity</b>	<b>Programme</b>	<b>Durati on (week s)</b>	<b>Number Of Vehicle Movements Per Week</b>				<b>Total Movements Per Week</b>
				<b>T 1</b>	<b>T2</b>	<b>T 3</b>	<b>T 4</b>	
Site set up	0-2	2	2	-	-	2		4
Demolition & enabling works	3-7	8	5	-	5	-		10
Groundwork's	8-12	6	1	-	3	-		4
Superstructure/RC Frame	12-22	10	3	2	1	2		8
Roofing/external envelope	23-27	4	2	-	1	2		5
Internal fit out	28-58	30	2	-	2	5		9

<b>Table 2.b</b>				
Type	Vehicle Description	Length (meters)	Width (meters)	Potential Dwell Time
Type 1	Delivery Lorries	8	2.4	30 minutes
Type 2	Concrete Wagons	8.7	2.4	60 minutes
Type 3	Muck-away Wagons	9.5	2.5	40 minutes
Type 4	Box Van	6	2	40 minutes

<b>Table 2.0</b>	
<b>Type 1 - Rigid Delivery Lorries:</b>	These will be a maximum of 8 m long by 2.4 wide. These vehicles will be used to deliver various materials including temporary site accommodation, scaffolding, steelwork, timber, brick and block work, roofing materials, plaster, joinery etc.
<b>Type 2 - Concrete Wagons:</b>	These will be a standard ready mixed lorry with a maximum size of 8.7 m long by 2.4 m wide, concrete pumps will be 3.8 m long x 1.7 m wide.
<b>Type 3 - 6 axle Muck Away Wagon:</b>	This will be a maximum of 9.5 m in length and 2.5 m wide and will be used to remove spoil.
<b>Type 4 - Box Van (Luton/Transit):</b>	These will be up to 6 m in length with a maximum width of 2 m.

## 2.5 Onsite loading and off loading of materials

All deliveries need to be coordinated by the trained Banksman, to direct vehicle movement on or around the site, they are often also called traffic marshals.

The deliveries will be offloaded as shown on the site plan in the delivery area for the site and a pallet truck will be used to allocate materials accordingly to the materials storage area.

## 2.6 Waste Management

There will be a waste plan to ensure that waste collection is co-ordinated, fit for purpose and maximises any opportunities for recycling and reuse of materials on site with regular collections. Any contaminated materials will be disposed of via the demolitions contractor.

We have a good working relationship with Ron Smith Recycling Ltd : a family business that has more than 35 years' experience in recycling and waste management. They are a Licensed Waste Transfer Station using the latest waste separation technology and collect waste using our modern euro-6 fuel efficient

transport fleet. Our mission is to recycle 100% of waste produced and we are constantly looking at ways of improving as we believe recycling is the way forward to a green cleaner and sustainable environment.

## 2.7 Use of Alternative Modes

All materials and waste will be by road only.

## 2.8 Utility co-ordination:

There will be multiple utilities required for the new connections to be made in the roadway, and these will be planned early so as to allow the different utilities sufficient time to co-ordinate their efforts and carry out all respective works under a single road/lane closure. This is to minimise disruption to residents. We will ensure that the utilities should each apply for a collaborative permit to prevent separate permits with overlapping dates in the same location from being denied.

## 3.0 Site Access

is the access into the site with vehicles and adjacent on the right hand side the rails between the wall will be removed to allow pedestrians in and out.

### 3.2 Access to site vicinity

The existing gate off 1 elm lawn close will be used for the first phase , then once the building progresses the entrance will be extended. No parking outside the gates for any deliveries.

### 3.3 Materials Storage and Security ( see site logistics plan)

The plan shows provision of on-site storage facilities for equipment, tools and materials that would allow reduced trips by suppliers to the site. These facilities are located at a point where they can easily be loaded and unloaded without causing either a hazard or congestion on the main road.

### 3.4 Staff Travel Plans

staff will be encouraged to take into consideration the covid requirements and travel safe, we encourage the train (direct links are available) the nearest main train station is Uxbridge station.

We also suggest cycling where possible etc. If they are coming by car they will be able to use nearby paid car parks

### 3.5

## Environmental & Ground Issues

Risk	Control
Noise - above 80dB(A) or 10dB(A) above background noise out of hours	Any disruptive works completed within normal working hours of 8am-6pm Mon-Fri and 8am-1pm on Saturday. Ear Protection for operatives made available. Further details can be found in the demolition method statement.

Exposure to high levels of vibration	Work on vibrating equipment will be minimized. Exposure will be restricted within the legal limits.
Dust exposure to operatives	Dust masks provided for activities if required, particularly silica containing products and water suppression will be in place for any raiding dust exposure . Further controls can be found in the demolition method statement.
Risk of water contamination through spillages	Refueling areas away from natural water or surface water drainage. Spill kits provided.
Removal of construction and contaminated items	Contractor to supply skip through licensed company
Contact with services (Gas, electricity, water, sewers etc.)	Services to be located and marked on site Services within close proximity to proposed ground works to be disconnected and/or re-routed as necessary. Hand digging within 2m of live services

## 4.0 Implementation

### 4.1 Contractual Arrangements

is the Principal Contractor managing the works, they will manage all deliveries on site. We will have a list of our suppliers on completion of appointment and updated as required,

4.2 We will have the rules of the CLP requirements in the contract and purchase order, site induction and it will be displayed on the information board. Because the provisions of the CLP apply to the site as a whole, all parties will find it helpful to have a written instruction about the actions that they need to comply with

4.3 Neighbour Liaison and notifications to interested parties will be managed by the project manager. We will ensure that the site perimeter displays the details of the company , their contact details and, who will also take on the responsibility of the liaison officer and display monthly progress. A number will also be available for comments or complaints.

## 5.0 Monitoring Arrangements

### 5.1 Data Collection

There will also be a Photographic survey of pre-existing footway/roadway condition in vicinity of the site, the purpose of this survey is to establish any defects and damage that pre-date the site works. Any damage to the footway or

roadway that is found after the development has been completed would otherwise be attributed to the construction activity and the developers would be charged for the cost of repairing any damage or defects found.

5.2 Review Meetings & Data Sharing , the data collected on this site will be reviewed every month as part of the project progress.

### 5.3 Targets

1. to reduce the impacts of the logistics activity.
2. to reduce the number and frequency of deliveries by vehicle type.