

**CONSTRUCTION  
MANAGEMENT PLAN (REV A)**

**FOR WORKS**

**AT**

**42 LYNDHURST AVENUE,  
TOLWORTH  
KT5 9LL**

**REF: 23/03439/FUL**

**CONDITION 4**

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## 1.0) Development Overview

### 1.1) Project Location

The site is located at Lyndhurst Avenue, a residential street in the Royal Borough of Kingston Upon Thames as shown on **Figure1**. The site is situated at 42 Lyndhurst Avenue.



Figure 1: Satellite Image showing the site location



Figure 2: Street View image showing 42 Lyndhurst Avenue

### 1.2) Project Description

The project involves the demolition of the existing bungalow, and the re-construction of a 2 storey, with a loft, property with a traditional brick / block cavity wall construction.

The property has an approved application from October 2023 (ref: 23/02361/HOU) which involved adding an extra first floor, and a rear extension.

Having conducted structural calculations, it is apparent the existing structure couldn't support a new level without excessive amount of support and foundation. Due to the poor condition of the soil, it was deemed necessary to rebuild the property with new foundations.

Subsequently, a further planning application was submitted. The second planning application received planning permission for the demolition of existing dwelling and erection of replacement dwelling in March 2024 (ref: 23/03439/FUL).



Figure 3: Front Elevation of Proposed development

### 1.3) Project Time Scale:

**Commencement:** March 2024

**Completion:** September 2024

**Duration:** 30 Weeks

### 1.4) Site Preparation & Means of enclosure of the site:

A secure and solid 2.4m high perimeter hoarding, with gates, is erected along Lyndhurst Avenue, and to neighbouring properties, 40 & 44 Lyndhurst Avenue. The purpose of the hoarding is to provide additional security, both to prevent unauthorised personnel from accessing the site as well as providing suitable segregation between pedestrians and the works being undertaken.

The hoarding will be inspected by Site Management daily to ensure its integrity and quality of appearance and any deficiencies identified will be immediately dealt with.

### **1.5) Site Security**

Security on site during the Construction Phase will be provided at the site entrance while the site is operational, and the management team will be responsible for:

- Recording vehicle movements on and off site
- Checking deliveries against the delivery schedule
- Validating deliveries that have not been notified with Site Staff
- Ensuring operatives, staff and visitors are equipped with PPE on entry

Security lighting will be provided around the cabin accommodation and storage internally and externally.

### **1.6) Working Hours**

In accordance with planning condition 5 attached to the planning permission for the site, site working hours will be 08.00am to 18.00pm Mondays to Fridays, and between 08.00am to 13.00pm on Saturdays and not at all on Bank Holidays and Sundays.

The purpose of this is to safeguard the amenity of neighbouring occupiers in accordance with Policy DM10 (Design requirements for new developments including housing extensions) of the LDF Core Strategy adopted April 2021.

For any noisy works where there is a direct impact upon surrounding properties within the specified times, the neighbour's will be contacted to consult on the duration, extent, and impact of works.

## **2.0) Logistics**

### **2.1) Loading / Unloading materials**

A designated loading zone will be established with the site area for dealing with delivery. This zone will include a holding area for short term containment of goods to facilitate effective offloading and movement of delivery vehicles onto and off site.

Following acceptance of a delivery and as required by programme and site progress, materials will be distributed from the holding area to the site storage area or relevant location on site. Concrete pumps will be employed to place concrete for foundations and slabs.

Vehicles will access the loading bay situated in the front driveway of the site to load / unload, where they will reverse for approximately 6 – 8 meters, before existing in forward gear turning onto Lyndhurst Avenue. A banksman will meet all deliveries on site prior to them undertaking manoeuvres.

All loading and unloading of plant and material will take place within the site boundary and away from public highways.

### **2.2) Routes to and away from site for muck away and vehicles with materials; Delivery & Traffic Management**

*To reduce the impact of site parking and deliveries we will:*

- Provide clear and prominent site signage for vehicle access into the site.
- Ensure that major deliveries will be managed and co-ordinated by key members of our site team. Weekly schedules will be agreed with suppliers to ensure main routes do not become congested with 'waiting' vehicles. The delivery schedule will take account of peak traffic time on neighbouring roads and within the site

### **2.3) Managing Deliveries & Vehicle Frequency**

Our intention to adopt a 'just in time' approach for materials through effective planning, thus minimising storage space required. A designated storage area will be established for a limited amount of materials. Vehicles will have to book a timeslot which will be allocated on a first come first serve basis. A board where the delivery slots can be reserved will be put up on site. Where feasible, we will seek to avoid school drop off and pick up times for large deliveries to minimise disruption on the surrounding high network.

This will be strictly managed to control content and to ensure that there is no more than one delivery vehicle on site at any given time.

A designated member of the site team will be responsible for the management and co-ordination of key vehicle movements and lift operations. They will also ensure that all plant and equipment is operated within current health and safety guidelines.

### **2.4) Signing System**

Health and Safety signs and any directional signage will be clearly displayed on the hoarding.

### **2.5) Storage of Plant & Materials**

All materials and plant will be stored within the site boundary away from the public highway. They will generally be covered and safe. Dedicated material storage areas and suitable containers and covers that prevent / minimise the risk of contamination from spilled materials or loss through exposure.

### **2.6) Parking for Visitors and site Operatives**

All parking and turning of vehicles will be off the carriageway in designated areas. As part of the initial site set up, hardstanding will be created to ensure on site turning for construction vehicles.

Parking will be available for visitors on Lyndhurst Avenue, and the surrounding adjacent roads. Paid parking is also available locally.

Site operatives & visitors will be encouraged to car share or use public transportation to help mitigate congestion in the local area.

### **3.0) Mitigation**

#### **3.1) Waste Management**

Maintaining a high standard of site cleanliness is essential to allow works to progress in an efficient safe manner. Our approach to site cleanliness will be to make the suppliers responsible through site constraints.

Waste will be segregated into the following:

- Specialist Waste (e.g., oil drums, paint tins, spray cans etc.)
- Waste timber for recycling
- Waste metal for recycling
- Gypsum based products (e.g., plasterboard)
- General waste

Skip and muck away providers will be asked to outline method of recycling prior to collection of waste. It is our intention to engage only with waste collection providers that clearly outline a commitment to recycling.

All operatives on site will be trained and advised on waste management.

#### **3.2) Noise Prevention**

Having considered the issue of Noise Pollution on this project, we have identified the main sources of noise on the project as:

- Demolition works
- Groundworks
- Site Vehicles and Site Plant operating on the site

The measures we will take to reduce noise pollution will be as follows:

- We will work closely and cooperate fully in terms of working in normal site hours, as set out by Royal Brough of Kingston upon Thames
- The quietest vehicles and plant shall be used as far as is reasonably practicable
- Keep voices and conversation outside the site perimeter to a minimum and low in volume
- No banging of doors, gates, scaffolding, or other objects
- No machinery starting up on site before the designated start time
- Locating plant, equipment in intermittent use will be shut down or throttled down to a minimum when not in use
- Fixed items of construction machinery will be electronically power rather than powered by diesel or petrol (where feasible)
- Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum
- No engines left running on vehicles unloading/loading on site
- Construction personnel carefully placing waste into the skips / vehicles when loading
- Residents will be advised of the start and finishing date/times of particularly noisy works (e.g., demolition) and these will be times to minimise the disruption to local residents

Noise arising from Site Vehicles and plant will be managed first of all by rigorously implementing the site hours, with endeavours to keep noise levels to a minimum at all times.

Machine operatives will be instructed to isolate plant and equipment during idle periods reducing noise levels and ensuring efficient running of equipment and reducing fumes.

All the measures mentioned above, and others will be monitored by site staff.

### 3.3) Dust and Dirt Prevention

Having considered the issue of Dust and Dirt Pollution on this project, we have identified the main sources of dust and dirt on the project as:

- Demolition works
- Groundworks
- Site Vehicles and Site Plant operating on the site

The measures we will take to reduce noise pollution will be as follows:

- Dust emissions will be monitored visually throughout working hours. If dust is observed either in the air or deposited on vehicles or other sensitive receptors, works will be immediately suspended and working practice reviewed to determine a method to prevent the issue reoccurring
- High pressure hoses will be used to saturate all bulk materials with water during the process and whilst loading the waste materials
- All spoil and waste materials stored on site temporarily will be covered to avoid wind whipping
- The existing fencing will be left in place and will be sheeted during demolition of the existing buildings and oversite. When the boundary fencing is removed temporarily, hears fencing will be erected to ensure that access to the site is restricted. The use of sheeting during demolition will minimise the spread of dust
- Dust generating activities will be minimised and carried out as safe distance from adjoining properties and site boundaries. Where possible, dust generating activities will be undertaken off site.
- Power tools used in dust generating activities will be fitted with cavum bags to minimise dust
- Machinery exhaust emissions will be kept as low as is practicable by using well maintained vehicles and machinery
- All on road vehicles accessing the site will comply with the requirements of the London Low Emission Zone
- All machinery will be switched off when not in use to minimise emissions as well as noise
- Portable petrol cut off saws will be operated with an automatic water applicator. The water application is designed to dampen any rising debris and dust as well as reduce water to the blade. The use of cut off saws without water attachments will not be tolerated under any circumstances
- Burning of materials on site will not be permitted to prevent smoke emissions
- Wheel washing facilities will be used on site and on the hardstanding to ensure the surrounding highways remain in a clean acceptable condition
- Skips and storage area for cement, sane and fine aggregates will be sheeted / covered when not in use
- Footways fronting the vehicular access being used for the demolition and construction will be swept daily, and the need for this will be continually monitored throughout the day, in light of site operations and weather conditions. Goods, waste material and wheelbarrows will be secured and covered prior to being transported to and from the site to prevent the escape of debris and dust
- Daily inspections of the site and roads surrounding the site to ensure dust control are complied with

### 3.4) Fuel and Emissions

The procurement of local operatives will help minimise transport costs and impact on the local environment. Procurement of materials locally will also help mitigate the requirement for prolonged journeys and reduce emissions.

The booking system for deliveries will help minimise the number of vehicle movements that would be generated.

Delivery vehicles will be asked to switch off engines as they are waiting in the hording area or at the site, thereby preventing unnecessary idling vehicles.

We are committed to the procurement of materials from companies that demonstrate a commitment to Low Emissions through schemes such as Forms which promote cleaner vehicles and fuel efficiency practices to reduce environmental impact.

We are committed to demonstrate compliance with Non – Road Mobile Machinery (NMRR) guidelines, ensuring engines meet Euro Stage IV minimum equipment standards, and have markings displayed on the engine to provide it has the right type of approval. Site machinery to meet the minimum standards will be Excavators, dumpers & telehandlers.

All oil and fuel will be stored in 1m3 fuel containers.



## **4.0) Construction Methodology**

### **4.1) Site Clearance**

All redundant fences, structures, slabs and tree stumps will be removed, followed by stripping of the topsoil, which will be stored along the western boundary, clear of the wall.

The hardstanding for the cabins and the access road will be formed and the cabins erected, allowing the temporary services to be connected and the lighting and security installations.

### **4.2) Sub Structures**

The subsoil is clay and strip foundations up to 1.3 metres in depth are required for the houses.

Once the foundations have been completed, the plinth walling will be laid up to the underside of ground floor slab level.

Drainage and Services connections outside the site will be made at the earliest point in the programme as possible and we will liaise with the local authorities and statutory bodies to ensure that relevant permits are in place and that connections are completed in line with our programme requirements.

A precast concrete beam and infill block ground floor is proposed, and this will be manufactured off-site and delivered/installed by the manufacturer.

### **4.3) Superstructure**

When the substructures are suitably advanced the construction of the reinforced masonry walling will commence.

Scaffolding will be erected to permit the raising of the walls, ground floor flat roof construction and internally, timber floors will be installed.

Trussed roof components fabricated off-site will be craned into position onto the wall plates and secured/wind-braced, followed by the actual roof coverings.

### **4.4) Building Envelope**

As the superstructure and the floors are completed, the trades associated with the completion of the building envelope will follow.

External render application, installation of doors and windows will be coordinated with the installation of the roof coverings to ensure that a weather tight structure is achieved in a timely manner with no adverse impact on health and safety standards, or programme.

Ground floor partitions will be built using masonry and first floor partitions with timber studwork.

Ceilings, linings, and plastering will then complete the actual construction works

### **4.5) Service Installation**

A designated M&E co-ordinator will be responsible for managing the design and installation of building services.

The services installation will generally follow the works sequence as outlined above, so that services can be installed, tested, and commissioned by the completion date.

The M&E co-ordinator will be responsible for managing a sign-off process aimed at identifying and dealing with defects throughout the construction period. This process will commence at the first fix stage with a permit system being operated to log inspections and sign off to allow next stage of works to progress.

The process outlined above not only serves the construction process but also provide an early compliance check in regard to design. Throughout this process we engage closely with Building Control and the warranty provider to ensure they are fully involved and informed on works progress and quality standards.

#### 4.6) Internal Fit Out

The internal fit-out will commence as soon as the houses are made watertight. Wet trades such as floor screeds and plastering will be completed at the earliest opportunity to take account of drying out periods in readiness for applied finishes.

Maintaining the phased sequence outlined previously the fit-out will progress through 5 key phases as follows:

##### **First Fix:**

Co-ordinated closely with the Mechanical and Electrical installation the first fix stage of the fit out will mainly be focused around installing floor screed and constructing partition walls.

##### **Second Fix:**

Maintaining strong links with the Mechanical and Electrical installation teams the second fix stage will see the completion of partition walls, fire stopping, installation of ceilings, plastering, first fix joinery, and general preparations for applied finishes.

The aim will be to activate the building heating systems as early as possible during this stage of the works to assist with drying out create a suitable environment for the final finishing stages.

When all parties are satisfied that the first fix element is complete the permits will be signed off to provide clearance to progress to the next stage.

##### **Finishes:**

At this stage the M&E installations will be substantially complete and progressing into the pre-commissioning stage.

This stage of the works will be focussed on second fix joinery e.g., door sets, fitted furniture, wall protection, wall and floor finishes. Having activated the building heating systems during the previous stage the aim will be to maintain a consistent environment to allow natural materials to acclimatise and avoid stressing due to sudden changes.

The snagging process during this phase will become very focussed on the standards of finishes and quality of workmanship in driving towards a defect free.

During this stage of the project the aim is to complete the construction works and achieve a 'dust free' environment to enable us to move into the final testing and commissioning of the building services.

##### **Snagging / De-snagging:**

This stage of the process will run parallel with the testing and commissioning process. A final detailed snagging procedure will be implemented in conjunction with an independent Inspector.

The snagging works will be inspected and signed off until all items are closed out.

At the appropriate stage a final builder clean will be carried out to prepare the building for completion.

#### 4.7) External Works

The external areas can only be started once the external scaffolds around the perimeter of the houses have been dismantled and in order to maintain as much space as possible on site, the majority of the utility connections and site drainage will be completed during the Substructures stage.

Around the perimeter of the houses the hard landscaping works will follow the dismantling of the external access scaffolds and the site hoarding.

During the last weeks of the contract, the site cabins will be removed to permit the completion of the car park and access drive.

Fences and gates will be erected, paths laid, and soft landscaping planted/turfs laid.

**5.0) Summary:**

**A) Provision for loading / unloading materials:**

All loading and unloading of plant and materials will take place within the site boundary and away from the public highway.

**B) Storage of Plant, Materials, and operative vehicles:**

All materials and plant will be stored within the site boundary away from the public highway. They will generally be covered and safe/

**C) Temporary Site Access:**

See attached Plan:

**D) Signing Systems for Work Traffic:**

Health & Safety Signs and any directional signage will be clearly displayed on the hoarding

**E) Measures for the laying of dust, suppression of noise and abatement of other nuisance arising from the development works:**

Noist, Dust and splashing will be minimised through following correct safety procedures

**F) Location of ancillary site buildings:**

See attached plan.

**G) Measures to protect any trees, shrubbery, and other landscape features to be retained on the site during the course of development:**

N/A

**H) Means of enclosure of the site:**

This will be with a 2.4m high hoarding with gates which will be kept closed apart from deliveries.

**I) Wheel washing equipment:**

A banksman will be used to check all lorries leave site with clean wheels. This will ensure that mud is not tracked down the road causing difficulties for other road users and pedestrians.

**J) The Parking of Vehicles of the site operatives and visitors:**

All parking and turning of vehicles will be off the carriage way in designated areas. As part of the initial site set up, hardstanding will be created to ensure on – site turning for construction Vehicles.

Parking for Vehicles for site personnel, operatives and visitors will be provided on site.

**K) The erection and maintenance of security hoarding:**

This will be with 2.4m high hoarding with gates which will be kept closed apart from deliveries.

Appendix A – Site Location Plan

