Ariel Hotel, Hillingdon

INTERIM CONSTRUCTION LOGISTICS PLAN

Prepared by: Entran Ltd

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INTERIM CONSTRUCTION LOGISTICS PLAN

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Interim Construction Logistics Plan (ICLP) has been prepared by Entran Ltd in order to detail a Construction Logistics Plan to support LPA ref 1126/APP/2023/3671.

1.1.2 At this point in time, no contractor has been appointed and this is noted where relevant such that this CLP can be updated when details are provided.

1.1.3 The proposal is for the redevelopment of Ariel Hotel in Hillingdon. The proposed development includes the reconfiguration, alteration, and extension of the existing hotel to provide additional hotel rooms, along with the erection of a new apart-hotel building on the car park land to the north.

1.1.4 This ICLP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (CLOCS) scheme).

1.1.5 A CLP is an important management tool for planners, developers and construction contractors. The CLP focuses specifically on construction supply chains and how their impact on the road network can be reduced. The construction supply chain covers all movements of goods, waste and servicing activity to and from site.

1.1.6 A CLP differs from a Construction Management Plan (CMP) or Construction and Environmental Management Plan (CEMP) in that CLPs are developed earlier in the planning process and focus specifically on logistics. The information and planned measures identified in the CLP can also be included in the CMP or CEMP.

1.2 General Developer/ Company

1.2.1 CLP contact / responsible person details will be added here once appointed and added to the front cover.

1.3 Project Summary

1.3.1 The project is as follows.

The development proposals briefly comprise of the re-development of the site to provide an additional 113 new hotel rooms within a reconfigured and enlarged Ariel Hotel and 98 aparthotel units within a proposed new building along the northern boundary of the site

1.4 Construction Method Statement

1.4.1 The contractor will aim to complete the project within the contract time scale of 24 months (estimate) weeks and to the design and specification set out in the contract documents but the company will do this with all due regard to the health & safety of the local community and amenities, project personnel and the environment.

1.4.2 The contractor will actively seek to reduce any adverse impact on the environment, to levels which are reasonably practicable to attain, by implementing high standards of management and pollution control and by complying fully with all relevant legislation.

1.4.3 It is not intended to have any, structures or hoarding overhanging the public highway. The hoarding will be constructed within the site boundary and will not impose upon the public footway or any privately maintained public realm.

1.4.4 All scaffolding will be erected within the site boundary.

1.4.5 Subject to project start date and duration, the contractor will liaise with adjacent or related developments and participate in any vehicle management groups.

1.5 Site Location

1.5.1 The site location is shown below in **Figure 1.1**.

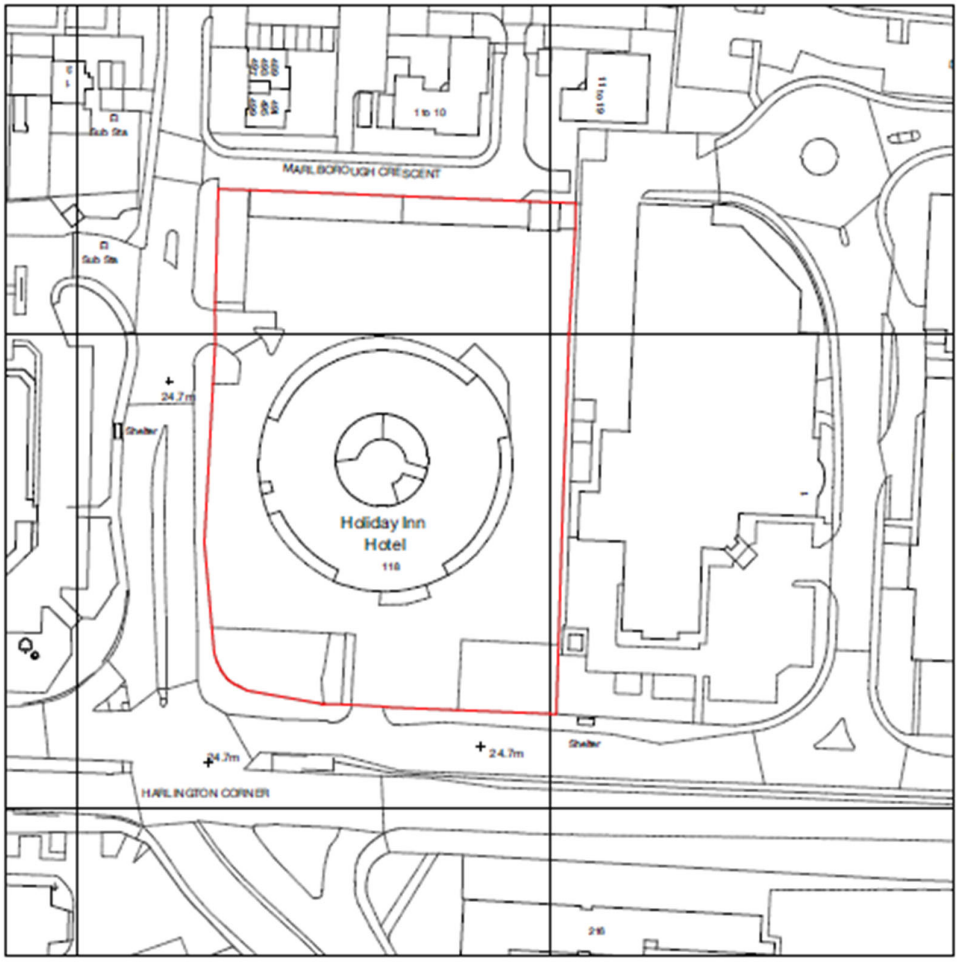

Figure 1.1 – Location Plan

2.0 CONSTRUCTION STRATEGY

2.1 Overview

2.1.1 This Chapter provides an outline of the preliminary construction strategy for the development.

2.1.2 Planning for enabling works, construction, fitting out and commissioning is necessary work in progress at this stage and may be subject to modification as programming progresses. The initial construction strategy is based on reasonable assumptions and the experience of Entran Ltd.

2.1.3 An increase of traffic movements will occur along the access road and as such an allocated slot to arrive at the site and a strict policy of no waiting outside the site will be enforced.

2.2 Construction phasing

2.2.1 The development will be completed in a single phase with dates to be confirmed and added here.

2.3 Hours of operation

2.3.1 The anticipated core hours for construction will be 7.30am to 5.00pm Monday to Friday, 8.00am to 1.00pm on Saturdays. There will be no works on site on Sunday's or Bank Holidays.

2.4 Site Facilities

2.4.1 A secure site boundary will be established and will include on site from the outset a Project Office, Site Office, Induction / First Aid and the required welfare facilities.

2.5 Access

2.5.1 There will be vehicular access on to the site but a confirmed access location has yet to be agreed although this is expected to be from High Street Hillingdon to avoid unnecessary disruption to existing activities. Once a contractor has been appointed full details will be added to the CMP, including location of gates etc.

2.5.2 All deliveries / removals / skips etc will be take place on site.

2.6 Construction Personnel Access

2.6.1 A single pedestrian access point will be located off the main fencing surrounding the site with separate pedestrian gates with segregated pedestrian routes provided as the development progresses.

2.6.2 All construction personnel and visitors will be required to sign in and out at the manned security control.

2.6.3 The location of the welfare facilities will be located away from any of the work to be carried out.

2.7 Protection of Pedestrians and Vulnerable Users

2.7.1 A perimeter hoarding of 2.4m high will be installed to segregate the works from the adjacent public footpaths and highways. Safety notices will be erected on a frequent basis to notify pedestrians of the construction work. This signage will be both written and visual images to convey the dangers associated with construction sites.

2.7.2 The signage will address different languages if deemed necessary. The perimeter of the site will be monitored 24/7 by CCTV using a remote monitoring station with audio capability. Traffic marshals will control pedestrians affected by vehicles arriving and leaving the site.

2.7.3 In addition, all deliveries will be planned in advance and consequently will be expected at a given time for arrival at the site. The planned construction works do not require working adjacent to or over the public footpath and highway. The approved traffic routes to the project will be assessed and as far as practicable will avoid schools and cycle routes. Furthermore, the Considerate Constructors Scheme will be operated for the project which promotes the significance of protecting the local residents from the hazards inherent from a construction site.

2.7.4 Pedestrians and cyclists will be protected by means of scissor barriers as necessary.

2.8 On-site parking

2.8.1 Limited on-site car parking will be provided.

2.9 Road Closures and Pedestrian Diversions

2.9.1 If the process does require road closures/occupation the Council will be contacted, and the appropriate local procedures followed.

2.10 Signage

2.10.1 All necessary entry and on / off site signage for vehicles and pedestrians will be appropriately located, as will the site's relevant contact signage etc.

2.11 Plans

2.11.1 Once a contractor has been appointed, the following plans will be attached as **Appendix A** and this document duly updated:

- Site setup
- Phasing
- Area of highway to be temporarily stopped up
- Pedestrian diversion routes
- Chapter 8 signage

2.12 Cranes

2.12.1 A portable crane maybe required for some activities.

2.13 Vehicle Routing and Site Access

2.13.1 This section consists of maps and associated text describing the vehicle routing and site access plans. The plans should be marked up versions of the plans already included to illustrate the sites, context considerations and challenges. These plans that will be completed post permission in order that known highway conditions can be considered and will include:

<u>Regional plan with a scale smaller than 1:15,000 showing:</u>

- Strategic roads that are likely to be used to access the site.
- Freight delivery infrastructure (e.g. consolidation centres)
- Community considerations

Local context plan with a scale of between 1:2,000 and 1:3,000 showing:

- Local area routing including turn back routes
- Local access roads may be required to be used for the last stages of a journey to site. Specific access routes on the local roads should be identified. The connection to/from local roads to the strategic road network should also be shown
- Routes that are off-limits to site traffic
- Community considerations
- Freight delivery infrastructure (e.g. consolidation centres)

Site plan with a scale of between 1:500 and 1:1,000 showing:

- Local access to the site
- Hoarding lines with site access gates (vehicle, pedestrian and cyclist)
- Pedestrian and cycle access and routes both into and on site
- Changes to highway (including footway and road closures)
- Vehicle routing to site (including swept paths)
- Vehicle pit lanes, marshalling and loading areas
- Vehicle routing on to and within the site (including swept paths)
- Crane location(s)
- Potential areas of conflict and traffic marshal locations
- Parking (vehicle and cycle), loading and unloading arrangements.
- Community considerations

3.0 CONSTRUCTION VEHICLE MOVEMENTS AND MANAGEMENT

3.1 Overview

3.1.1 During the construction period different types of construction will generate varying levels of construction traffic.

3.2 Construction vehicle numbers

3.2.1 At this stage construction material quantities have not been assessed in detail. To provide an estimate of the likely number of construction movements a calculation of key construction stages has been made which translates into average vehicle movements. An estimate of the peak construction movements has then been predicted.

3.2.2 The peak demolition / construction movement is expected to be in the order of 4 HGV's a day. It is anticipated that HGV's will only be at the site for a short duration to drop off and pick up materials. All vehicle engines will be switched off at this point also.

3.2.3 Forklifts will also be used across the site for unloading and the general distribution and lifting of materials.

3.3 Booking Protocol

3.3.1 The appointed contractor will manage the booking-in and attendance of all deliveries.

3.3.2 If a delivery vehicle has not been booked in, the vehicle will not be permitted to make the delivery and will be sent away from the site. A new delivery day and date will need to be booked. All contractors and hauliers will be informed of this prior to work commencing.

3.3.3 Traffic Marshals will oversee vehicle movements on the public highway if required.

4.0 IMPLEMENTING, MONITORING AND UPDATING

4.1.1 Once planning has been secured an Outline CLP should include a description of how the CLP will be implemented, monitored and updated. Although many details and defined strategies will be unavailable at the planning stage, the intention and output of the implementation, monitoring and updating strategy should be reported. Local traffic management procedures should be referred to.

This section should include the following:

- Job title and Construction Logistics Practitioner ID number of the people responsible for approving and implementing the CLP
- Data that will be collected
- Description of the contractors' handbook
- Description of the drivers' handbook

The data collected should include:

- Number of vehicle movements to site:
- Total vehicle, rail or barge movements
- By vehicle type/size/age
- Time spent on site
- Consolidation centre utilisation
- Origin and destination of vehicle, barge or train arriving at or leaving site (or wharf/railhead in use)
- Delivery/collection accuracy compared to schedule

Breaches and complaints:

- Community concerns about construction activities
- Vehicle routing
- Unacceptable queuing or parking
- Adherence to safety & environmental standards & programmes
- Low Emissions Zone (LEZ) and Ultra Low Emissions Zone (ULEZ) compliance
- Anti-idling

Safety:

- Logistics-related incidents
- Record of associated fatalities and serious injuries
- Methods staff are travelling to site
- Vehicles and operators not meeting safety requirements
- Personal safety surrounding the site

Appendix A