



Civil Engineers & Transport Planners

Frays Court,
Uxbridge

Construction Logistics Plan

December 2021

211449/CLP/MK/KBL/01

Rev B



Civil Engineers & Transport Planners

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1 INTRODUCTION AND SCOPE OF REPORT

1.1 General

1.1.1 Lanmor Consulting has been commissioned to prepare this Construction Logistics Plan (CLP) in respect of development proposals at Frays Court, 71 Cowley Road, Uxbridge, UB8 2AE.

1.2 Site Description and Proposed Development

1.2.1 Planning permission for the redevelopment of Frays Court was obtained in August 2021. The site is located off the A408 Cowley Road. Frays Court currently occupies the site and will involve the erection of a roof extension to provide 4 residential units with associated external alterations. Figure 1.1 below shows the location of the site.



Figure 1.1 – Site Location

1.2.2 The development proposals will see the erection of a roof extension to provide 4 residential units with associated external alterations. Copies of the site layout and internal floor plans are included in Appendix A.

1.3 Scope of Plan

- 1.3.1 This CLP has been prepared in support of the discharge of Planning Condition 10 of the consented planning permission for the redevelopment of the building. This CLP has been produced with reference to Transport for London's (TfL) 'Construction Logistics Plan Guidance' July 2017.
- 1.3.2 This CLP provides an informative/recommended strategy for the efficient movement and management of construction traffic, materials and personnel during the construction of the proposed development. More detailed report (Construction Management Plan) will be prepared by the principal contractor once appointed which set hours of working, types of delivery vehicles and timings, based on the principals establish by this CLP.
- 1.3.3 The key aim of the CLP is to minimise any potential negative impacts of construction on the local environment, road network and upon local businesses and occupants and to demonstrate that any construction traffic / impacts generated by the works can be safely accommodated at the site and on the surrounding highway network.

2 CONSTRUCTION MANAGEMENT

2.1 Consultation and Community Liaison

2.1.1 The main point of contact in relation to the content of the CLP during construction will be confirmed upon appointment of a contractor and will be referred to as the CLP Coordinator.

2.1.2 Contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses will be

Project Manager Contact Details (CLP Coordinator)

Name:	Sunil Pankhania
Address:	TBA
Email:	TBA
Phone:	0208 422 6814

Community Liaison Officer Contact Details

Name:	Sunil Pankhania
Address:	TBA
Email:	TBA
Phone:	0208 422 6814

Main Contractor Contact Details

Name:	Sunil Pankhania
Address:	TBA
Email:	TBA
Phone:	0208 422 6814

2.1.3 Prior to works commencing onsite, the CLP Coordinator will ensure that local businesses and residents are informed of the works programme and have contact details for any concerns.

2.1.4 In order that the works on site are undertaken in a safe and efficient manner the contractor would be an affiliate to the 'Considerate Contractors Scheme'. The non-profit scheme encourages best practice beyond statutory requirements. Contractors follow a 'Code of Considerate Practice' requiring adherence to the following topics to improve the image of construction:

- i) Care about Appearance;
- ii) Respect the Community;
- iii) Protect the Environment;
- iv) Secure Everyone's Safety; and
- v) Value their Workforce.

2.1.5 The scheme provides information, advice and e-learning for the aforementioned topics in relation to real world scenarios through a 'Best Practice Hub'. This uses previous projects as examples of best practice, leading to future improvement.

2.2 Programme

2.2.1 The construction duration is expected to take approximately 18 months. The detailed programme will be developed and finalised when the main contractor has been appointed.

2.3 Construction Phasing

- 2.3.1 The development will involve the erection of a roof extension to provide 4 residential units with associated external alterations.

Description of Construction Works

The works include the erection of a roof extension which will consist of new partition walls, ceiling's and floors, the first fix which will include plumbing, carpentry, electrical and coms as well as brickwork and scaffold.

The main construction works will comprise of the 1) Services fix and scaffolding, 2) Construction of additional floor 3) Installation of kitchens, wardrobes, furniture etc, painting, External works and make good.

The duration of the works will last approximately 18 months, the construction of additional floor will take 6 months, installation of partitions & ceiling's, services fix and installation will take 6 months, the external works and painting 3 months and the clean and snag will be 3 months.

- 1) The existing building will be retained and an additional floor will be constructed above this will take approximately 6 months. Next will be the installation of new partitions, ceiling's and floors. Undertake first fix of plumbing, carpentry, electrical and coms as well as dryline & plaster, this will also take place over a period of 3 months.
- 2) The second fix and finals of carpentry, electrical, coms and plumbing as well as the installation of kitchens will be carried out over 6 months with a mist coat applied on the first month of this period.
- 3) Installation of the wardrobes, windows etc will then take place along with the external works and construction of the bike and bin store. Painting and cleaning will also be carried out all over a duration of 3 months

The last 2 months will consist of snagging and cleaning of which will then complete the proposed works.

- 2.3.2 The nearest local receptors that could be affected by the construction activities are the residential properties. Mitigation measures will be implemented to minimise the impact on local residents, these will include the following.

2.3.3 Measures Proposed to Mitigate Impact of Construction Activities

- Erect protection fencing prior to occupation of construction activities onsite.
- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.
- During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery, high pressure hoses will be used to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal.
- Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.
- Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.
- All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. The excavated material being loaded will be directly from conveyors into a lorry or for off road, so the wheel washing requirement is minimised, any overspill will be washed off the Road surface.
- The area around the site including the public highway is to be regularly and adequately swept to prevent any accumulation of dust and dirt.
- Burning of materials on site will not be permitted in order to prevent smoke emissions.

2.4 Working Hours

2.4.1 The working hours allowable on site will likely be specified within any planning consent, it is anticipated that the standard hours of work would be as set out below:

Site Working Hours

- 08:00-18:00hrs Monday to Friday;
- 08:00-13:00hrs Saturday; and
- No working on Sunday and Bank Holidays.

- 2.4.2 Although work would not normally be permitted outside these hours, it is possible that certain works may have to be undertaken outside of normal working hours. If necessary, the hours of operation for such works would be subject to prior agreement and reasonable notice with the Council of the London Borough of Hillingdon, except in emergency conditions. The name and contact information for the person in control of the site during and after hours will be supplied. Whenever possible, site meetings will be held outside of peak hours.

2.5 Control of Noise, Vibration and Dust

- 2.5.1 The appointed contractor will confirm details of compliance with British Standard BS5288: 2009 'Code of Practice for Noise and Vibration Control on Construction and Open Sites' and 'The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance' (SPG) provided by the Greater London Authority.
- 2.5.2 Under the guidance the potential dust emission the magnitude is considered small as there are no demolition or earthworks and the building is less than 25,000m³ and HDV trips will be less than 10 trips per day.
- 2.5.3 The guidance suggests suitable mitigation measures to combat dust and these will be incorporated during the works to limit and suppress the generation of dust. Suitable mitigation measures that will be implemented are set out below.
- 2.5.4 The following best practice mitigation measures would be included within the CMP:-
- The contact details for the individual(s) responsible for air quality and dust issues and/or the CMP Coordinator should be displayed at the site boundaries.
 - Complaints regarding air quality should be logged by the CMP Coordinator, and the log made available to the local authority on request.

- The site should be at least visually monitored for dust on a daily basis, with the frequency of monitoring increased during dry and windy conditions.
- The site should be organised so that:
 - physical barriers or screens are installed around the site to limit the dispersal of dust emissions; and
 - loose materials are covered as soon as possible.
- Haul routes should be kept free from dust as far as possible, and swept regularly (water assisted). No dry sweeping of large areas will be carried out.
- Materials will not be burnt on site.
- Skips, chutes and conveyors will be kept covered to ensure dust does not escape.
- Minimum drop heights will be used from conveyors, loading shovels and loading equipment.
- All vehicles carrying loose or potentially dusty material to or from the working areas will be fully sheeted.
- Vehicles will not be allowed to idle on site.
- Provision of adequate water will be supplied to the working areas.
- Suitable dust suppression techniques such as water sprays or local extraction will be used when cutting, grinding or sawing materials onsite.
- Dust soiling checks at sensitive receptors and automatic monitoring of PM10 at the site boundary should be undertaken to ensure that the mitigation measures are being effective.

- PM10 concentration thresholds as set out in the SPG should be implemented at these locations, with exceedance alerts being sent to the individual responsible for air quality on the site. Where the site threshold is being significantly exceeded, work should cease on site until the source of the dust emissions is identified and negated.
- Given the site is small scale, it is considered the site has a low risk of impacting the air quality however will be monitored by keeping an accurate log of complaints from public and the measures implemented to address any complaints. The above mitigation measures will be implemented as part of the construction in accordance with the SPG and British Standard BS5288.

2.5.5 The site will adhere to and follow the Institute of Air Quality Management's (IAQM) published recommendations on how to analyse the effects of dust emissions from demolition and building sites. If the operational risk limits stated in The Control of Noise at Work Regulations 2005 are likely to be exceeded, the procedures outlined to remove or decrease noise levels must be followed. Maximum exposure times must be communicated to the appropriate Site Personnel and rigorously followed.

2.6 Waste Disposal

2.6.1 The appointed contractor will be required to provide a Site Waste Management Plan (SWMP) as part of their proposals. It is anticipated that the appointed contractor will incorporate into their plan the use of waste removal systems. The contractor will be responsible for:

- Ensuring the site is kept clean and safe;
- The collection of waste from a central point; and
- Segregation of waste on site.

2.6.2 The contractor is to be aware of their responsibilities regarding waste disposal and recycling in terms of current legislation as well as the client's requirements.

- 2.6.3 As well as construction material waste the appointed contractor will be responsible for any excavation waste. The contractor will be required to grade all excavated material and reuse selected and appropriate excavated materials and aggregates for sub bases and the like where practicable.
- 2.6.4 The building was in use as offices, it is unknown if there is an asbestos register for the building as required, so an asbestos survey will be conducted of the building prior to commencement of construction activities.

Details of Asbestos Survey

Date of Asbestos Survey: TBA

Details:

2.8 Condition Survey

- 2.8.1 A condition survey prior to commencement of any construction works would be carried out. This would consist of a photographic aided report on the existing environment including existing structures, boundaries, footpaths, carriageways, access points, fence lines, walls, buildings, hedge lines, kerb lines, lighting columns, street furniture and road signs. The findings of the survey will be documented and stored within the project offices.

2.9 Materials Storage and Security

- 2.9.1 The majority of materials and other resources are to be delivered to site as and when needed. The confined space on site means there is limited opportunity to store materials on site therefore all deliveries will be coordinated to ensure delivery vehicles do not arrive at the same time causing traffic congestion.
- 2.9.2 Deliveries will be monitored by the site team, with a banksman to guide the delivery vehicles to the unloading point where necessary. Delivery drivers will not be allowed to park on the surrounding roads before delivering or after. Any waiting vehicles will be moved on by the site management team.

3 CONSTRUCTION TRAFFIC MOVEMENTS

3.1 Construction Traffic Type

3.1.1 The construction activities that may take place during the construction works will require the use of a range of different delivery vehicle types. Due to the size of the development the number of delivery vehicles is likely to be relatively low, consisting of mainly the following types of vehicles identified below.

- Car/pick up/3.5 ton van
- 7.5 ton box van/panel van
- Skip lorry
- 20 ton rigid delivery vehicle

3.1.2 The Direct Vision Standard, which is part of the Safety Permit for all HGVs entering London, went into effect on March 1, 2021. (an area bounded by the M25 Motorway). The Direct Vision Standard will be met by all Heavy Goods Vehicles (above 12 tonnes). A three-star rating (or higher) will be achieved. Prior to entering the Enforcement Zone, it is the haulier's obligation to comply with these requirements. Enforcement is applied 24 hours a day, seven days a week.

3.1.3 All deliveries to site, particularly Heavy Goods Vehicles, will be performed in vehicles equipped with a Class VI mirror, as required by EU Directive 2007/38/EC. This is to guarantee that the vehicles' front fields of view are enhanced. The on-site management team will ensure that all delivery company drivers entering the site will be FORS silver accredited, this will also apply to those driving 7.5 ton delivery vehicles.

3.2 Frequency of construction Traffic

3.2.1 At this stage in the project, without an appointed contractor we can only undertake a preliminary estimate of the number and classification of vehicle movements that can be expected to and from the development site during the construction process.

3.2.2 The construction period is likely to be in the order of 18 months and there will be busier periods when construction traffic will be at its highest and quieter periods when very little construction traffic is expected.

3.2.3 Based on evidence collected elsewhere it is estimated the volume of construction traffic for each phase of the construction works will be:-

Phase 1 (Construction of Additional Floor)

The construction of the additional floor will involve the delivery of concrete, reinforcement, timber, steels etc. Daily deliveries of materials are expected to peak when the additional floor walls and roof of the additional floor are being constructed. The peak frequency is expected to be towards middle of the phase for a period of 4-5 weeks and when there will be 5-6 deliveries per day, 3-4 of these will be large HGV's to deliver roof trusses, steels etc. For the remainder of the construction period the estimated deliveries will be 2-3 large HGVs and 3-4 smaller transit per week. This phase of works could take approximately 5 months.

Phase 2 (Internal Reconfiguration and First Fix)

The second phase will involve the insulation of new partitions and lining ceiling's etc. It is likely this phase will overlap with phase 1 by 3 months or so. During this bringing timber and plasterboard etc will be delivered to site. Once the internal reconfiguration is complete i.e. new partitions are constructed the first fix of services such as plumbing, carpentry, electrical and coms will take place.

The initial delivery of materials for the reconfiguration of the internal layout will generate the majority of delivery movements during this phase, at its peak this could be any many 5-6 deliveries per week 50% of these could HGVs. Materials for the first fix will come via smaller 7.5 ton vehicles or transits. Over the 8 months of this phase it is expected there will be a total of 12-15 HGV deliveries, with 30-40 smaller vehicle deliveries.

Phase 2 will also involve putting scaffold up around the building and carrying out the installation of new windows etc. All equipment required for the scaffolding etc will be transported by a van into the site over the course of one or two days. This whole phase will have a duration of approximately 8 months.

Phase 3 (Final Fix and Internal Fit Out)

The third phase will consist of the second and final fix of services (i.e. plumbing, carpentry etc) as well as the installation of kitchens. There will be deliveries of falsework, these are likely to come on vans and will be on days when no other deliveries are made to site. The majority of deliveries during this period will be pre-made kitchens deliveries which could reach a high of 2 per day, but these will be once or twice a week.

There will also be other smaller deliveries of items during this 3 month period, but these are likely to be via Transit type vans.

Phase 4 (External Works and Clean-up)

At this stage the activities will require smaller deliveries typically by transit and small vans. It is expected that there would a maximum of 2 deliveries on the busiest days, with an occasional 10m rigid. Installation of wardrobes and painting will also be carried out during this stage. This phase will take approximately 2-3 months.

3.3 Hoarding Requirements

- 3.3.1 The building will be fenced off which is likely to remain for the duration of the works and will allow safe loading and unloading without conflicting with traffic generated from the site further down the private access road. The hoarding will be placed around the building to suit the extent of scaffolding, the footpath outside the site and neighbouring properties will remain unaffected.

3.4 Parking Suspension

- 3.4.1 There will be no requirements for parking suspensions on the public highway as the access to the site is available for parking and delivery vehicles and loading and unload goods on site will be undertaken from the loading area. On-street parking on neighbouring streets will be avoided at all costs.

3.5 Management of Access Routes

- 3.5.1 Defined traffic management procedures will be implemented for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, passing traffic and pedestrians. Where practicable, the appointed contractor/sub-contractors will source items locally, and where possible amalgamate deliveries in order to reduce the overall number of vehicle movements taking place.
- 3.5.2 The traffic management plan will be controlled by a Project Manager and reviewed regularly. The material deliveries and waste collections will be undertaken from within the site. drivers will be instructed to turn off vehicles engines when delivering.
- 3.5.3 The Project Manager will manage the traffic and working within the unloading point on the road all deliveries will be booked electronically in advance to ensure single delivery accommodation and co-ordination with waste removal.
- 3.5.4 Sizes of deliveries will be restricted and kept to a 'just in time'. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details. All materials will be delivered and offloaded into the building or to the identified storage area.
- 3.5.5 Delivery timing of materials and waste collections will be out of the peak rush hour periods. Every effort will be made to ensure the deliveries occur during the periods set out below, however it may not be possible to always achieve this.

Deliver Hours

Delivery hours: Mon-Fri 9.30am to 4.30pm

Sat 8.00am to 1.00pm

3.6 Access Routes

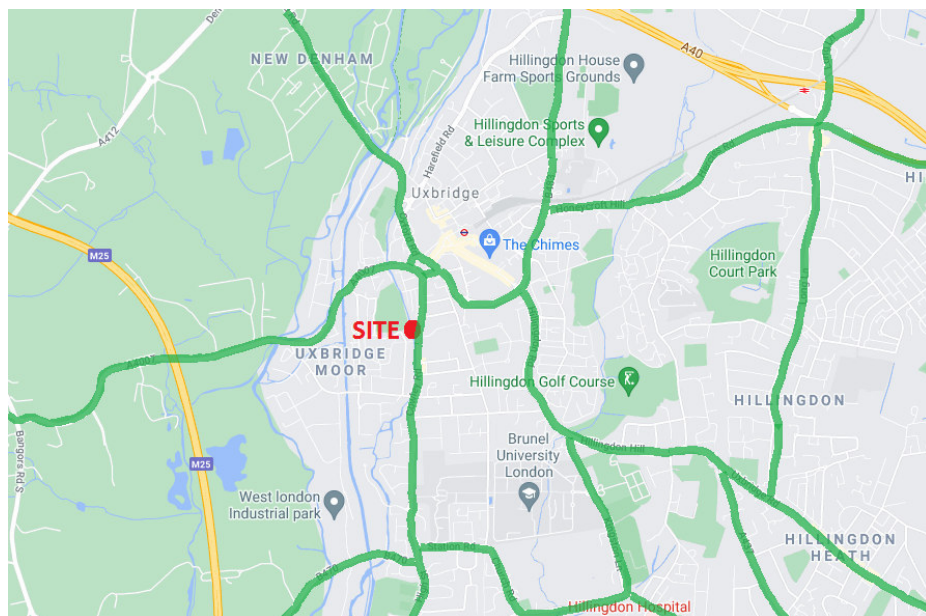
- 3.6.1 Delivery routes to and from the site will use the strategic road network in the area. Deliveries will not be allowed to use local residential roads when accessing the site and will be directed to use the major strategic routes in the area.

Deliver Routes

It is expected that the vast majority of construction-related traffic will route to the site via the A408 Cowley Road. The route for construction traffic will be clearly communicated to all the company's delivery drivers and suppliers, Deliveries from the north will use A408 to its junction with the A4020 and will then proceed down to the site. Deliveries from the south will use the A408 and then proceed north to the site.

Delivery drivers will not be allowed to use the local residential streets as a means of access to get to the proposed. Signage will be installed around the site to inform drivers that residential roads are not to be used, the allowed routes of access to the site will be clearly displayed on site and the welfare facilities showing the suitable routes of access to and from the site.

The acceptable routes to be used to access the site are highlight on the map below.



3.7 Pedestrian Safety Routes

- 3.7.1 Safe access routes for pedestrian will be maintained along Cowley Road at all times, the works will not affect the Cowley Road so a safe route for pedestrian will be available. The access route to the side of the building to the rear of the site will be maintained at all times. The route will be maintained free of all obstructions and cleaned regularly to ensure a safe access it provided for pedestrians at all times.
- 3.7.2 To support sustainable travel and minimise traffic in the Borough, information on bus and rail routes will be given and displayed on notice boards.

3.8 Management of Traffic

- 3.8.1 The entrance to the site is currently served by a dropped kerb, therefore cars will not be parked here however the banksman on site will ensure this access is not obstructed by the construction vehicles servicing the site and the route is available for other to use. This will be expanded further in CMP in due course.
- 3.8.2 The contractor will highlight the appropriate controls that will be put in place when vehicle loading/unloading is taking place, it will set out the circumstances and process of how the banksmen will control traffic flows if/when a vehicle is required to reverse to/from the development site off Green Lane. Such controls will include information relating to hoarding locations, the safe movement of pedestrians and the use of marshals/banksmen to direct vehicles around the site and on the public highway.

- 3.8.3 Cowley Road lies to the east of the site so has to be utilised for all vehicles/construction vehicles servicing the site. Construction traffic delivering to the site will park beside the site compound and offload all materials to the storage compound area. Once unloaded the larger delivery vehicles will be reversed under the supervision of a banksman out on to Cowley Road. Vehicles will only be allowed to reverse under the control of the banksman in charge of the unloading process. The construction logistics plan included in Appendix A identifies the compound area etc to be used during construction.
- 3.8.4 The roads in the area will be monitored for any misuse and corrective action will be taken if suppliers etc. are not complying with the agreed traffic management plan. There shouldn't be any debris carried from the site on to the surrounding roads but a regular plan for sweeping the access will be in force and if it is identified during the course of the works mud is being carried out on the roads additional visit will be instructed for road sweepers to make sure the roads are clean at all times.
- 3.8.5 To decrease construction traffic in the borough, the use of consolidation centres to supply to the site or collaboration with other sites or suppliers would be considered. Wherever practical, the site will use smart procurement.

4 MONITORING AND REVIEW

- 4.1.1 As a live document, the CLP would be reviewed and updated by the CLP Coordinator on a regular basis. The CLP Coordinator will be the first point of contact regarding the CLP and its implementation on site.
- 4.1.2 The CLP coordinator shall ensure that recommendations for the monitoring by the arboricultural consultant are implemented and reported back to the Local Planning Authority.
- 4.1.3 The CLP Coordinator will liaise with local business occupants and the Council officers and any other affected parties where appropriate, in order to provide regular updates on the proposed works, updates on the construction programme and the effectiveness of the CLP.

APPENDIX A

Proposed Logistics Management Plan



Frays Court
Uxbridge

Construction Logistics
Management Plan

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