

# **Construction Logistics Plan**

Land Between 32 and 42 Lancaster Road

Uxbridge

UB8 1AR

Application Reference: 19030/APP/2021/3857

Condition 10

July 2022

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## **Construction Logistics Plan**

Development Name: Land Between 32 and 42 Lancaster Road

Landowner: Naresh Ghai

Site address: Land Between 32 and 42 Lancaster Road, Uxbridge, to the rear of 14 Bawtree Road (access to site via Lancaster Road)

Site postcode: UB8 1AR

Construction Logistics Manager: Vijay Kumar

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## **Introduction**

The site (outlined in red) is a rectangular plot located as the Land Between 32 and 42 Lancaster Road, to the rear of 14 Bawtree Road. Lancaster Road is a public road with residential properties located just off Belmont Road. The site (outlined in red) is a rectangular plot located amongst newly built houses on Lanigan Drive.

## **Development Proposal**

It is proposed to construct a Demolition of the existing sheds and erection of two semi-detached 3-bedroom houses with private gardens and car parking area. The houses are three storey properties with kitchen, wc and living accommodation on the ground floor and 2 bedrooms and bathrooms on the first, second floor hosts the final bedroom.

## **Personnel**

The development is for 2 semidetached units on Lancaster Road. The site can have bricks and other building materials delivered to the front of site as and when required and it is proposed to carry out the works with local suppliers of materials and personnel. The personnel employed to carry out the works live locally and are currently working on the property adjacent to the proposed site.

## **Context, Considerations and Challenges**

### **Policy Context**

The proposal will meet the guidance within Hillingdon's Local Implementation Plan (LIP)), London Plan (2011) and the Boroughs Highways Policy.

It is also confirmed that a pre-start record of site conditions on the adjoining public highway will be undertaken with Hillingdon Highways Management. Any to repair any damage caused as a result of the development.

## **Local Access Including Highway, Public Transport, Cycling and Walking**

The site can be accessed in a number of ways. This includes access from Lancaster Road and the infrastructure network from Press Road and Belmont Road.

The local over ground train station at Uxbridge is only a ten minutes' walk away. The bus stop is only a few minutes' walk away on Belmont Road and provides access to both to West Drayton, Heathrow, Hounslow, Hillingdon, Hayes and Harlington. There

are no individual cycle routes, but the roads can suitably accommodate bicycles. The footpaths are well provided to the site from both the highways.

### **Considerations and Challenges**

It is accepted that working hours will be limited to ensure minimum disruption to neighbours. No vehicles over 3.5 tonnes shall be allowed on Lancaster Road, and that no deliveries shall take place outside of the hours of 10am to 3pm other than with the prior agreement of the council.

Hours of working will be 8am to 4pm Monday to Friday and 8am to 1pm Saturday. No working on Sunday or public holidays.

There are no local schools or hospitals that require special attention within the immediate vicinity of the site.

### **Construction Programme**

The construction programme with times are indicated below:

1. Site setup including hardstanding front week 1 - 2
2. Excavation 1m deep by mechanical digger week 3 - 4
3. Substructure work week 5 - 6
4. Superstructure work week 6 - 12
5. Internal fit out week 12 to 14
6. Decoration and clear site week 15 to 20

Provisional Dates for commencement of each phase:

1. Site set up 3 October 2022
2. Excavation 17 October 2022
3. Substructure 24 October 2022
4. Superstructure 31 October 2022
5. Internal fit out 12 December 2022
6. Decoration and clear site 26 December 2022
7. Completion 30 January 2023

Site set up will begin following approval/discharge of conditions set out by the local authority in regards Application Reference 19030/APP/2021/3857 to Grant of Planning Permission from the London Borough of Hillingdon.

The site will be levelled to the ground level of 8.40 as per the proposed level drawings. The front garden and rear garden will be lowered on average by 200mm so that hard core can be laid with 100mm concrete. This will reduce any soil entering onto the road as the trucks will deliver onto a clean site.

Delivery will be on small trucks and a banks man will guide the truck to be reversed onto the site as shown in the plan appendix 3.

Access from Lancaster Road onto Belmont Road/ York Road will be in forward gear and this ensures safe entry back onto the main road.

Excavation will be carried out using a small digger that will be delivered by HSS on their small pick-up truck. The truck will reverse onto the site and the digger off loaded directly onto the site.

Due to the access onto the site all materials will be delivered by small pick-up trucks as opposed to large lorries that will struggle to access Lancaster Road.

Any vehicles that require parking will be permitted to park on front drives at the proposed site between 36 & 42 Lancaster Road. These two drive ways can accommodate 2 cars at any one time, albeit one adjacent the other.

### **Strategies to Reduce Impacts**

It has been considered on how to reduce the impact of materials delivery, time scale and alternative methods of construction. However, the project is a very small project and to take into account the variety of options available it was decided that the most suitable option was to ensure the project is carried out quickly and in a conventional manner. Delivery can only take place via small pick-up trucks and only via road as there are no nearby waterways. Delivery by rail was considered but to take delivery by rail would still require delivery from railway to site would require road use.

Pre-fabricated timber building was also considered but delivery to site was problematic.

There are no existing materials on site that could be utilised. There are no other sites within the vicinity where we could make an collaborative approach.

## **Estimated Vehicle Movement**

All delivery vehicles will be less than 3.5 tonnes in weight. It is not possible to take delivery by any larger vehicles due to site constraints.

The total number of deliveries using less than 3.5 tonne vehicles will not exceed 20 in total, and that no deliveries shall take place outside of the hours of 10am to 3pm other than with the prior agreement of the council.

These have been broken down as followed:

Digger delivery 1

Skips delivery and collection (swap) 5

Material delivery for ballast, sand and cement 1

Scaffolding delivery 1

Material delivery timber and roof 1

Material delivery windows and doors 1

Material delivery plasterboard 1

Removing digger from site 1

Removal of last skip 1

Smaller materials such as heating, plumbing and electrical will be collected by owner in his own van from Wickes, B and Q etc.

## **Overview**

(a) a site plan shown in appendix 3.

(b) It is confirmed that a pre-start record of site conditions on the adjoining public highway will be undertaken with Hillingdon Highways and a commitment to repair any damage caused.

(c) Parking of vehicles for site operatives and visitors is on the front forecourts of properties at site between 36 & 42 Lancaster Road.

(d) Loading, unloading and storage of plant and materials is on the front forecourt of the site as shown in appendix 3.

(e) The site will be accessed by all delivery vehicles in reverse gear with the aid of a

banks man. All deliveries will be onto the concreted front forecourt and this will ensure the trucks enters and leaves a clean location within the site.

(f) All vehicles will leave Lancaster Road onto Belmont Road/York Road in forward gear.

(g) There will be a 2m high security hoarding to the site to ensure no trespass. To the front of the site there will be a gated to allow access for deliveries and personnel. The front hoarding/gates will provide signage for both Health and Safety and delivery instructions and directions to site office at number 14 Lanigan Drive.

(h) The road will be kept free from materials from site. The hard standing to the front of the site will ensure a clean place for parking and delivery of materials. The provision of wheel washing facilities shall be provided at the site exit and the developer shall sweep adjacent roads when required and at the request of the Council.

(i) All waste from site will be recycled not ensure limiting any landfill.

(j) The safety of all users of the public highway especially cyclists and pedestrians in the vicinity of the site and especially at the access will be adhered to at all times.

(k) I commit to liaising with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts.

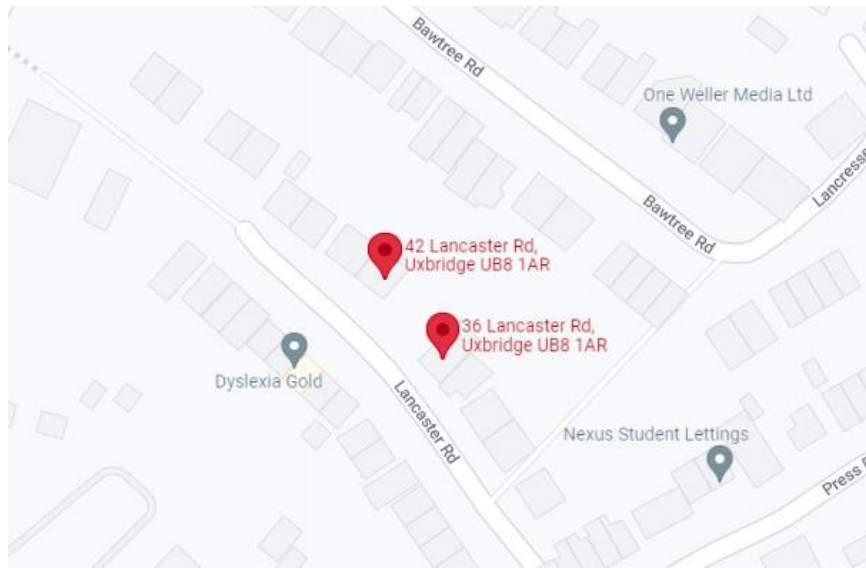
(l) Deliveries to site are to be between the hours of 10am and 3pm in order to avoid peak time traffic.

(m) I confirm that all necessary traffic orders and other permissions required to allow safe access to the site to be secured and implemented prior to commencement of construction.

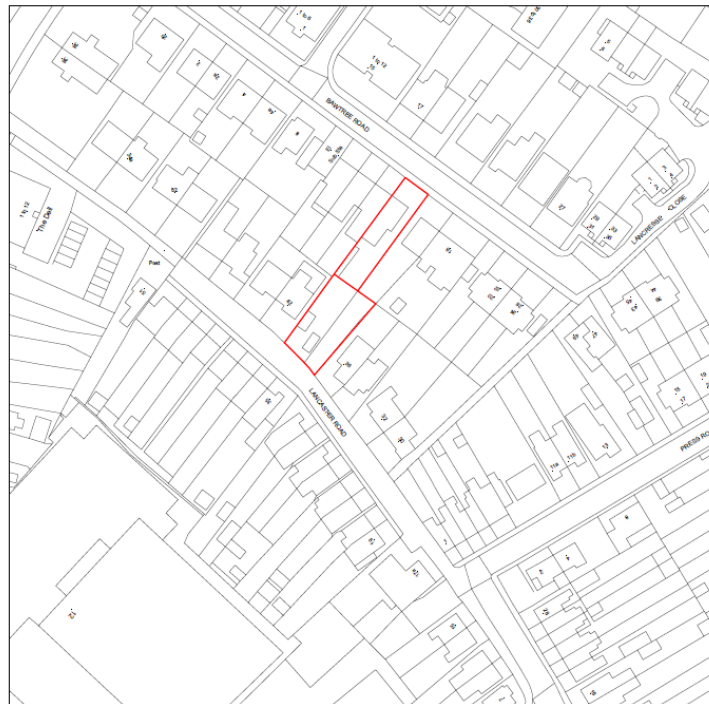
(n) details of the construction programme and a schedule of traffic movements.

(o) the use of operators that are members of TfL's Freight Operator Recognition Scheme (FORS).

## Appendix 1



## Appendix 2



LOCATION PLAN



## Appendix 3



## PROPOSED SITE PLAN

Truck delivery point is in the front garden of site for the truck.

Material storage is in the front garden.

Parking for employees and visitors is in the front forecourt of the proposed site.