CONSTRUCTION LOGISTICS PLAN
FOR
MALT HOUSE
281 FIELD END ROAD
RUISLIP
HA4 9XG

Prepared by:
PRP Consulting Engineers & Surveyors
Park House
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Date: AUG 2020

Reference: 81536-B

1.0. Introduction

This construction logistics plan (CLP) has been developed with the aim of minimising the effect of the construction work on the surrounding neighbourhood and the interaction between site traffic and the general public. It aims to reduce the number of deliveries to site and control all vehicular movements to ensure that the volume of traffic is kept as low as possible and to avoid periods of peak traffic flow.

2.0. Project Details

2.1. The person responsible for submitting the Construction Logistics Plan is:

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2.2. Site Address

The work will take place at Malt House, 281 Field End Road, Ruislip, HA4 9XG. Access to the site will be via the rear car park located on Sunningdale Avenue which is off Field End Road just after Malt House (No. 281).

2.3. Brief description of the works

The change of use of the existing 3-storey office building (B1) into 56 new residential apartments (C3) consisting of 39 x 1 bedroom apartments and 17 x 2 bedroom apartments. There will be new construction works to the existing roof space to create the 9no additional plots. Works will also include the creation of 36no car parking spaces and 48 cycle parking spaces.

3.0. Work Programme

3.1. Start on site is anticipated to be October 2019 for the main works and for the 3rd floor works October 2020. The whole works are expected to last 65 weeks.
The appointed contractor (L-L-O Construction Limited) will be expected to distribute leaflets to the surrounding residents describing the proposals at least two weeks prior to starting on site.

3.2. Work will take place between the hours of 8am and 6pm on Monday to Friday and between 8am and 1pm on Saturdays. No working will take place outside of these hours or on Sundays or public holidays. All deliveries will be restricted to between 9.30am and 4.30pm on Monday to Friday to avoid any disruption during peak commuting hours.

4.0. Routing of Construction Vehicles and Pedestrians

4.1. Routes

A construction traffic route plan is included in appendix I. All vehicles will access the site via the rear car park area on Sunningdale Avenue, approaching the site from Field End Road from the north or south. Pedestrians will enter the site via the front main entrance on Field End Road in order to segregate pedestrian and vehicular traffic.

From the north: Approaching the site from the north via Field End Road, vehicles will travel in a south bound direction then turn left onto Sunningdale Ave at the junction of Field End Road and Sunningdale Ave.

From the south: Approaching the site from the south via Field End Road, vehicles will travel in a northbound direction then turn right onto Sunningdale Ave at the junction of Field End Road and Sunningdale Ave.

Vehicles leaving the site will be able to manoeuvre and turn within the car parking area under the guidance of banksman, therefore negating the need to carry out vehicle manoeuvres or turns on the public carriageway. These vehicles will then exit the car park in a forward direction turning left onto Sunningdale Avenue out of the site and either right (northbound) or left (southbound) in order to leave the area.

These routes allow all construction traffic to enter onto the site car park upon arrival for loading and unloading and avoids the need for turning and reversing along Sunningdale Avenue or surrounding roads.

4.2. Communications

All contractors will be supplied with a full copy of the construction logistics plan upon appointment and delivery drivers will be made aware of the specified routes when an order is placed. All contractors and delivery companies will be made aware of the location of existing trees and sensitive receptors and instructed to avoid all operations in close proximity (See Appendix IV). They will be expected to confirm that they have understood the document before starting work on site for the first time. The site manager will be responsible for ensuring all parties are aware of the requirements.

5.0. Existing Restrictions

5.1 A transport statement for the site has been prepared to accompany the planning application by Pulsar Transport Planning. The statement notes:

• Field End Road is a single carriageway road accommodating traffic in both directions.The road operates a 30mph speed limit. Outside the site, in both directions, there are parallel slip roads which act as local access to the adjacent commercial and retail units. The slip roads in either direction accommodates single lane traffic only. It is noted that the eastern slip road also has parking bays.

• Field End Road provides access between the Northolt area to the south and the Eastcote area to the north.

• Sunningdale Avenue is a single carriageway residential road generally serving semidetached houses. It allows two-way operation and has a speed limit of 30mph, although vehicle speeds are likely to be typically significantly lower than this given the presence of on-street parking bays.

• Sunningdale Avenue is part of the local Malt House, 281 Field End Road, Eastcote 5 Transport Statement (January 2019) R01-KH-Transport Statement 190128 Controlled Parking Zone, which restricts parking Monday – Saturday (9am – 5pm) to permit holders only.

Pulsar Transport Planning –
Transport Statement for Malt House, 281 Field End Road, Eastcote – January 2019
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5.2 Parking of Vehicles of Site Operatives and Visitors

The site is well served by public transport, with Eastcote Station located a short walk (0.1m) from the site. The public transport accessibility level (PTAL) for the site is 3 (moderate on a scale of 1very poor) to 6 (excellent). There are also numerous bus stops close to the site along Field End Road servicing the 282 and 398 buses.
All contractors will be encouraged to use public transport where possible. There will be a designated secure storage area for contractor's tools to avoid them having to be brought to and from site each day.

Where the use of public transport is not possible, a limited number of bays will be designated for contractor and visitor parking or surrounding pay and display parking bays will be used. There are numerous pay and display parking areas available in the local vicinity of the site.

Parking by contractors or visitors outside of the site within controlled areas or in any resident parking areas will not be permitted at any time. This will be highlighted in site inductions and any person found breaking these rules will be sent home for the day. Repeat offenders will not be allowed to work on the site for the remainder of the project.

6.0. Site Access

6.1. Access & Egress
Vehicles will be able to enter the site via the rear carpark located on Sunningdale Avenue therefore no vehicles will need to be taken from the public highway.

6.2. Deliveries and Collections
All deliveries and collections will be restricted to between the hours of 9.30am and 4.30pm Monday to Friday to avoid causing further disruption to the transport network during peak commuting hours.

All delivery times will be agreed in advance between the delivery/collection company and the main contractor. The driver will then be expected to call the site manager with an expected time of arrival at least 20 minutes prior to arriving on site. An area will then be cleared ready for the vehicle and a banksman provided by the main contractor to ensure the safe passage of pedestrians and vehicular traffic in the street. No vehicles will be left unattended at any time. All deliveries and collections will be co-ordinated to ensure that only one vehicle arrives at a time. If a second vehicle does arrive, the site will be able to house this vehicle due to the size of the parking area and designated loading / unloading area however this will be deemed a last resort. It will be made clear to all suppliers that waiting or queuing will not be permitted around the site. If any suppliers fail to adhere to this policy they will be refused future access to the site.

6.3. Loading and Unloading
All loading and unloading will take place within in a designated area of the site which will be clearly identified with barriers and warning signs. Banksmen will be in attendance during vehicle entry and exit from the site to ensure pedestrian safety on Sunningdale Ave.

Any deliveries of abnormal or unusual loads will be planned well in advance to allow arrangements for safety to be made and to ensure access routes are not blocked.

6.4. Storage of Plant and Materials
Any plant or construction materials required will be stored within the site securely behind a lockable gate. See - site layout plan (appendix II). Traffic diversions will not be necessary during the construction period.

The main contractor will ensure that all vehicles associated with the site do not cause damage or nuisance to neighbouring properties and residents when approaching or leaving the site. Any damage caused will be made good by the relevant contractor at their own cost. The main contractor will ensure that construction traffic and operations do not impede or block emergency vehicle routes in any way.

6.5. Services

All existing service locations have been taken from information provided by the various service providers and therefore the accuracy of the information cannot be verified until the works commence on site. Any connections or alterations to existing services will be made by the service providers which is generally outside the control of the contractor.

6.6. Waste Removal

During various phases of the project waste will be transported from the site into a skip placed within the rear car park area. The full skips will be replaced between the hours of 9.30am and 4.30pm. Trained banksman will be used when the skip swap operation is being undertaken to ensure the safety of the site operatives and visitors. Estimated dwell time for each skip swop is a maximum of 15 minutes.

6.7. Supervision and monitoring

The site manager will be responsible for supervising, controlling and monitoring all vehicle movements to and from the site. They will also be responsible for ensuring procedures are in place to protect local residents, members of the public and other vehicular traffic.

7.0. Impact on other Highway Users

7.1. Public Protection

Pedestrians will be protected from site activities by securing the site using lockable gates with signage to the rear and a locked front entrance behind closed board timber hoarding to be installed on the front elevation (Field End Road). The hoarding will be clearly signed and secure.

7.2 Safety of Vulnerable Road Users

7.2.1 Cyclist Safety

The risks with regards to cyclists and pedestrians have been assessed. Consequently, all construction traffic arrangements and vehicle hire companies will adhere to the requirements set out in London Council's and Transport for London's Consultation for a Safer Lorry Scheme relating to safety aids such as safety bars, additional mirrors and advisory signage.
In addition to this all drivers must have undertaken cyclist safety awareness courses.

7.2.2 Vehicle and Pedestrian / Cyclist Safety

All operators working on the project will be required:

- To achieve and maintain Fleet operator Recognition Scheme (FORS) Silver level membership (if an operator does not already have this level of membership, they have 90 days to achieve this).
- To work towards achieving and maintaining progression through the FORS standards

7.2.3 CLOCS standard

- The site will adopt the CLOCS (Construction Logistics and Cyclist Safety) standard as recommended by the Construction Industry Cycling Commission manifesto.

7.2.4 Potentially Sensitive Receptors

Persons within close proximity are potentially at risk of exposure to Dust and Noise exposure due to demolition and construction works and the operation of plant machinery and tools. The risk of exposure will be kept as low as possible by implementing the measures described in the previous sections.

7.2.4 Banksmen

Banksmen will be in attendance during all vehicle manoeuvring on site to ensure the safety of operatives and visitors on site as well as the temporary and permanent structures. When exiting the rear car park area, banksmen will also oversee this operation to ensure the safety of pedestrians using the footpath on Sunningdale Avenue.

8.0. Environmental Considerations

8.1. Control of Dust and Dirt

The developer and contractor will endeavour to adopt best practice with regards to air pollution. The following measures will be undertaken:

- Damping down, on tool-extraction and avoiding dry sweeping when carrying out cutting or drilling activities.
- Use of screening and hoarding.
- Skips and lorries to be provided with covers.
- Low emission fuel (such as low sulphur red diesel) will be used for all plant and machinery.
- Regular maintenance of plant and machinery engines and exhaust systems.
- Water sprays to be provided when cutting materials.
- Plant, vehicles and machinery to be switched off when not in use.
- Silo's or covered storage for cement and other powdered materials.
- Use of spill trays and the provision of spill kits on site.
- No burning will be permitted on site.
- Regular monitoring by the main contractor.
- Although the site area is fully tarmacked, when carrying out ground works or works giving arise to the possibility of spoil being taken onto the public footpath or carriage way a wheel wash will be provided. Furthermore if any spoil etc was to be left on the road at any time this would be immediately cleared up and washed down with a power washer.

All rubbish or spoil vehicles leaving the site must have its load fully covered to prevent debris from falling into the road. Any mess created will be cleaned away as soon as the vehicle has left the site ensuring that debris is not allowed to enter any drains. Drains will be capped to prevent ingress whilst the area is being cleaned.
A condition survey of the public footpath and highway will be carried out by the contractor prior to any works commencing on site. It is not expected that any of the surrounding area will be damaged during the works but all damage will be made good in the event of damages occurring due to construction activities

8.2 Noise

The developer and contractor will endeavour to adopt best practice with regards to noise pollution. The following measures will be undertaken:

- Plan unavoidable noisy works to take place during less sensitive times of the day.
- Proper selection, use and maintenance of tools and equipment.
- Use quiet working methods where possible.
- Avoid unnecessary revving of engines and switch off engines and machines when not in use.
- If noise becomes a problem screening and / or enclosures will be provided.
- No radio's to be permitted on site.

All work will be carried out where possible in accordance with BS 5228-1:2009 - Code of practice for noise and vibration control on construction and open sites.

8.3 Waste Management

Site waste management procedures will be developed by the contractor. The procedures will identify how construction waste will be either recycled or re-used

where possible, saving usable waste from landfill. It will identify waste arising through the development process, ways of reusing waste and ways of recycling waste. All waste materials that require disposal will be taken to a licenced waste management site and the appropriate certification obtained in accordance with the Environmental Protection Act 1990.

8.4 Reduction of Deliveries and Load Consolidation

In order to reduce the number of deliveries the Principal Contractor will aim to consolidate loads by;

- Ordering materials and supplies in advance to avoid last minute deliveries being required. The site benefits from an ample amount of storage space being available.
- Reduce the number of suppliers used so that multiple materials can be ordered from one supplier and delivered together. Local suppliers are preferred so that less distance needs to be travelled leading to less emissions and less time vehicles are on the road.
- Implement reverse logistics where applicable by reducing the number of suppliers and returning materials with the same supplier when receiving a delivery.
- Group deliveries together and arrange with supplier to reduce number of deliveries by grouping orders into a single delivery.
- Bulk order at start of the week.
- Separate and segregate waste streams, recycling or re-using where possible to reduce frequency of waste removal trips.

Use of a Construction Consolidation Centre is not a viable option for this project.

Malt House, Field End Rd, Ruislip

9.0. General Management Issues

9.1. Procedures for updating the Plan

The CLP will be reviewed at 8 weekly intervals and as site conditions change, for example, on completion of the demolition works. When amendments are made to the plan the main contractor will liaise with the affected parties to ensure compliance and prevent unnecessary disturbance to the local residents and general public.

If any significant changes are made to the CLP they will be reported to the Planning Department by the main contractor.

9.2. Liaison with Neighbouring Developments

The main contractor will be responsible for co-ordinating arrangements with any local developments in order to minimise disruption when works start on site. Details will be included in a revised CLP prior to the start of works on site, while nearby developments have been identified within Appendix III.

9.3. Complaints Procedure

A contact name and telephone number will be clearly displayed on the site to enable local residents or members of the public to advise of any issues that they may have during the works. This will enable any issues to be dealt with as swiftly and effectively as possible to the satisfaction of all parties.

10.0. Emergency Procedures

Dealing with spills

Spill kits will be available at various points around the site. Should a spill occur the following will be implemented:

- Work will be stopped immediately.
- All possible ignitions will be extinguished if the spilt material is flammable.
- The spill will be contained using spill kits.
- The source will be identified and sealed as practical.
- Granules / pads to will be used to mop up as much spill as possible.
- The project lead will be informed of the spill.

Fire Control

The project will ensure that operations are carried out in compliance with the Fire Protection Associations “Joint Code of Practice on the Protection from Fire on Construction Sites and Buildings Undergoing Renovation”.

A fire strategy will be produced in conjunction with the nominated Responsible Person and relevant parties as appropriate. This will be based on the requirements set out in the “Code of Practice on Fire Prevention on Construction Sites”. This document will identify duty holders, defines responsibilities and establishes procedures on fire prevention.

A Site Fire Safety Coordinator will be appointed to ensure adherence to the Site Fire Safety Plan. In addition, they will coordinate the issues below:

- General Housekeeping.
- Fire extinguishers fire detection and alarms.
- Hot Work Permit regime.
- Fire escapes and communications (evacuation plans and procedures for calling the fire brigade).
- Fire brigade access, facilities and coordination.
- Fire drills and training.
- Effective security measures to minimise the risk of arson.
- Materials storage and waste control regime.

An initial fire risk assessment of each area will be undertaken and updated as the risks change.

<u>Environmental Incident or Emergency</u>

In the event of an Environmental Incident or Emergency the following basic steps should
be employed:

- **STOP** work
- **REVIEW** the incident and consider –
  - Safety first.
  - The nature of the incident.
  - Can it be easily controlled (block a drain / stop the noisy / vibration activity).
  - Is additional assistance required?
- **ACT** to stop the environmental harm
- **REPORT** the incident to prevent re-occurrence

APPENDIX I
TRAFFIC ROUTE PLAN

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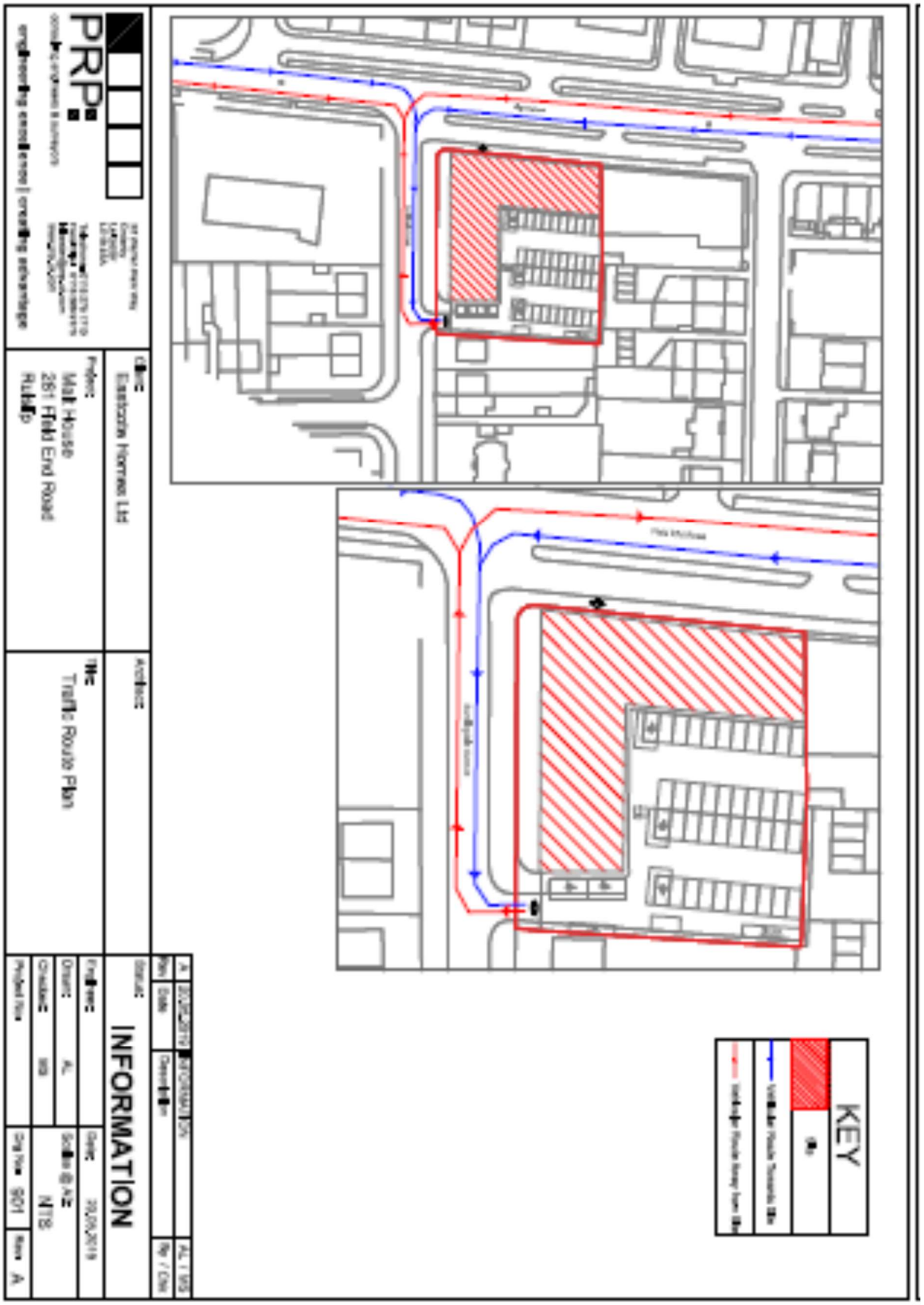
PRP
Eastcote Homes Ltd
Malt House
281 Field End Road
Ruislip
Traffic Route Plan
INFORMATION
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APPENDIX II

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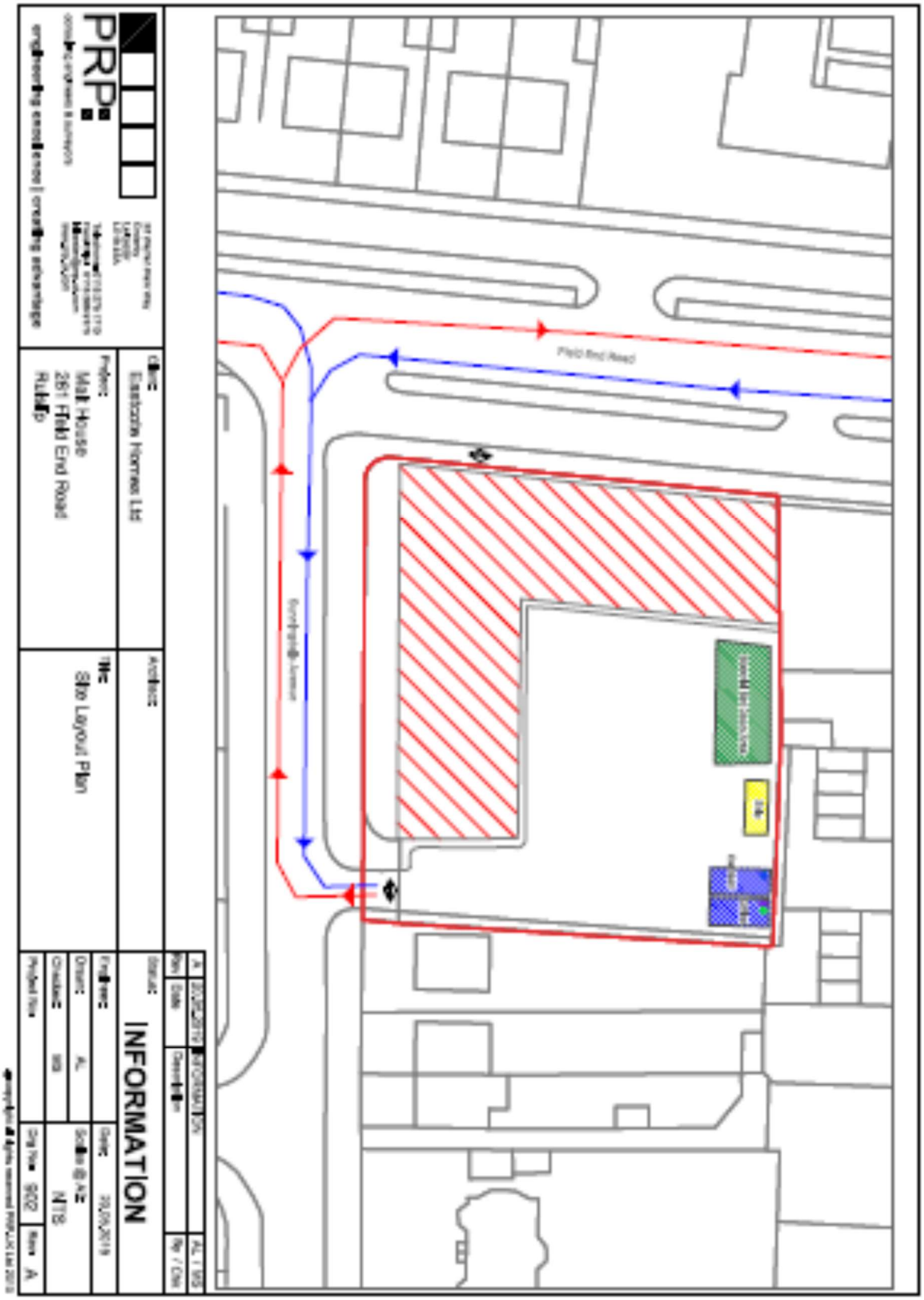
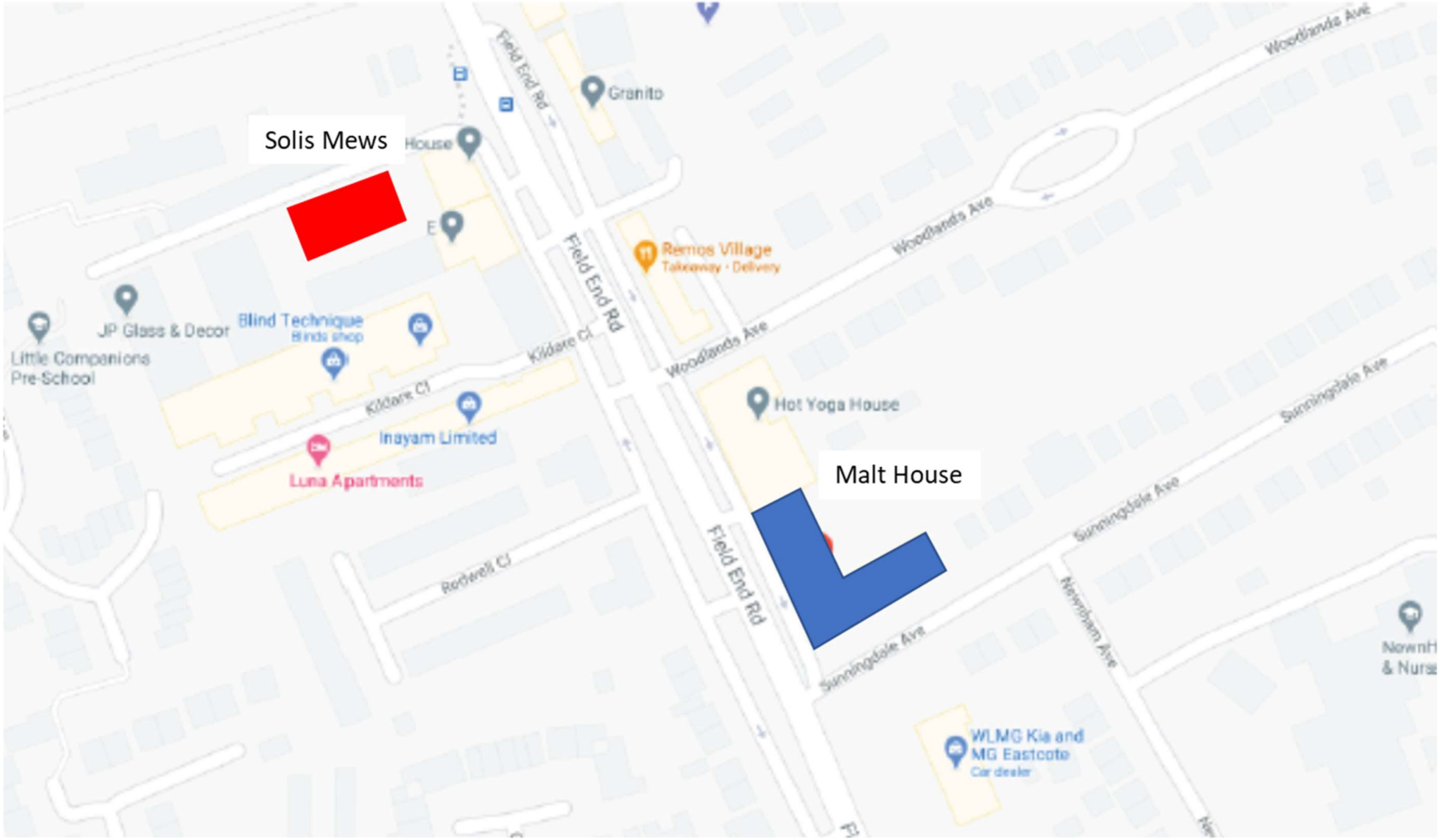
SITE LAYOUT PLAN

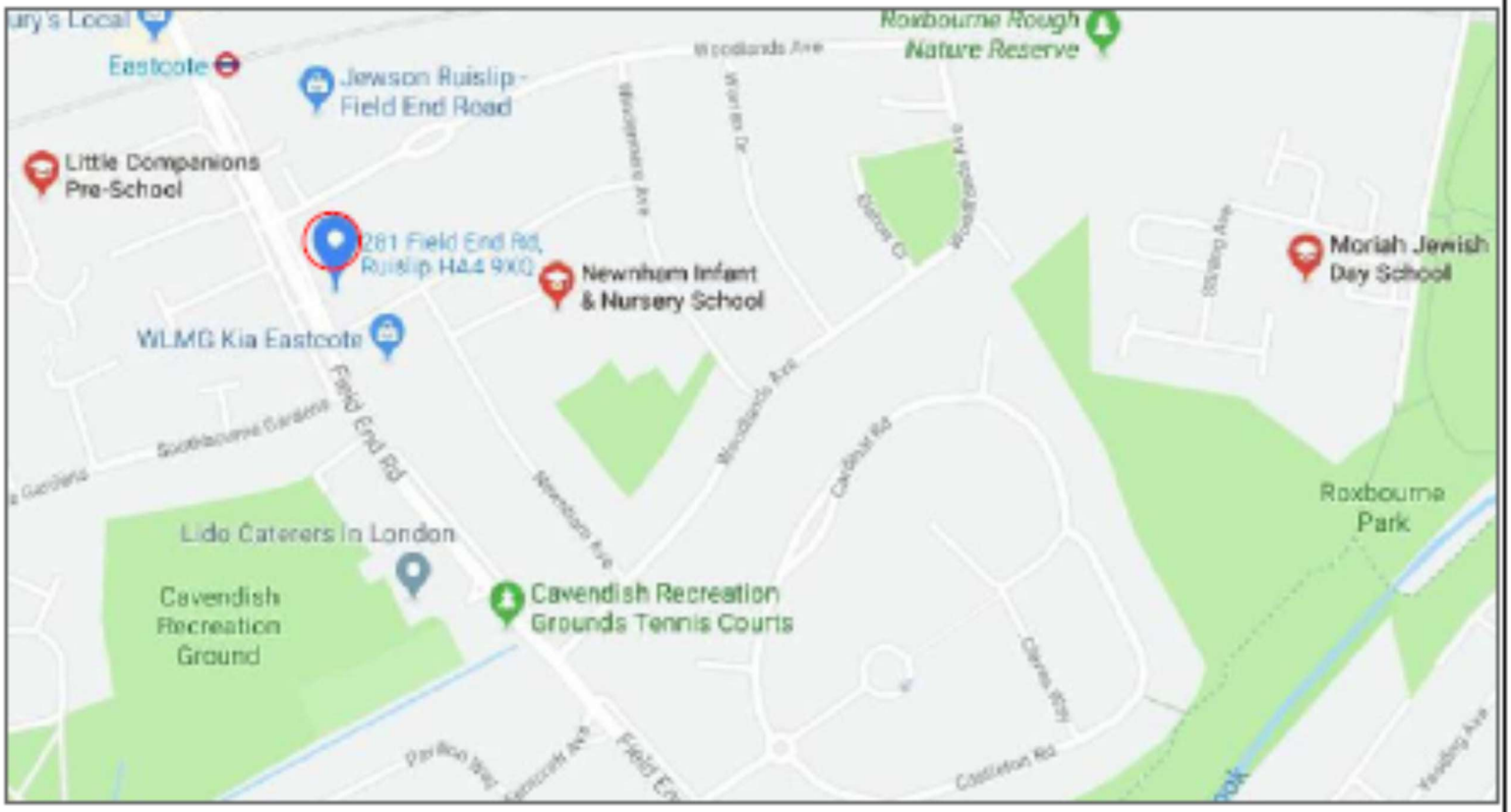


APPENDIX III

NEARBY DEVELOPMENTS


Solis Mews
Malt House
Granito
Remos Village
Takeaway · Delivery
Hot Yoga House
JP Glass & Decor
Little Companions
Pre-School
Blind Technique
Blinds shop
Kildare Cl
Inayam Limited
Luna Apartments
Rodwell Cl
Field End Rd
Woodlands Ave
Sunningdale Ave
Newnham Ave
WLMG Kia and
MG Eastcote
Car dealer

APPENDIX IV
SENSITIVE RECEPTORS



Rev	Date	Description	By / Chk
A	20.06.2019	INFORMATION	AL / MS

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engineering excellence | creating advantage

Client: Eastcote Homes Ltd

Project: Mall House, 281 Field End Road, Ruislip

Architect:

Title: Sensitive Receptors

Status: INFORMATION

Engineer:		Date:	20.06.2019
Drawn:	AL	Scale @ A2:	NTS
Checked:	MS		
Project No:		Drg No: SO4	Rev: A

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