



EAGLE HOUSE

PRELIMINARY CONSTRUCTION LOGISTICS PLAN DEMOLITION CONTRACT

THE RUNWAY SOUTH RUISLIP

MARCH 2019

**PRELIMINARY CONSTRUCTION LOGISTICS PLAN – DEMOLITION WORKS
EAGLE HOUSE, THE RUNWAY, SOUTH RUISLIP**

CONTENTS

1. Introduction
2. Site Establishment
3. Programme
4. Site Working Hours
5. Contractor Parking
6. Traffic Management
7. Demolition of Buildings
8. Management Systems
9. Site Management
10. Health and Safety
11. Complaints Procedure
12. Noise and Vibration Control
13. Air Quality
14. Other Environmental Matters
15. Security
16. Party Wall Etc. Act 1996
17. Out of Hours Contact

Annexures

- Annexure A: Demolition Equipment
- Annexure B: Site Constraints Plan
- Annexure C: Existing Site Survey Plan
- Annexure D: Downtakings Ground Floor Plan

1. INTRODUCTION

- 1.1. This preliminary construction logistics plan (“the CLP”) is prepared to support the planning application for the demolition of the existing vacant office building, Eagle House. Construction of a 4 storey Travelodge hotel and associated external works will be undertaken subsequently under a separate contract.
- 1.2. The purpose of the plan is to outline the construction methodology and management procedures to be put in place by the demolition contractor (“the Contractor”) to be appointed by the Applicant in order to carefully demolish the existing building and associated ground slabs and foundations.
- 1.3. All of the demolition activities will be maintained within the curtilage of the site and there is sufficient space available for site lorry turning areas, delivery off-loading and lay-down zones, the Contractor’s management and welfare facilities and for planned storage of materials.
- 1.4. The site is in close proximity to and below the flight path of the RAF Northolt air field and falls within the statutory height and technical safeguarding zones that ensure air traffic approaches and the line of sight of navigational aids and transmitters/receivers at RAF Northolt are not impeded.
- 1.5. Consultations have been held with RAF Northolt to ensure that the requirements for max. allowable building heights and accessible roofs have been incorporated in the design of the proposed development.
- 1.6. RAF Northolt has concerns regarding cranes or other tall construction equipment being used in the construction of the proposed development affecting the performance of the Precision Approach Radar (PAR) and air traffic safety. It is a condition of the planning permission that development shall not commence until a construction management strategy detailing the use of cranes has been submitted to and approved in writing by the Local Planning Authority and implemented for the duration of the construction period. The demolition contract will not utilize cranes or other tall construction equipment exceeding the height of the existing building thus eliminating this issue.
- 1.7. The northern boundary of the site is adjacent to railway lines. TFL London Underground, whose apparatus is closest to the site, are to take the lead role in ensuring that all demolition works on the site are carried out in accordance with the requirements of both Network Rail and TFL London Underground.
- 1.8. Under an agreement with the Employer, the London Underground Infrastructure Protection team has allocated an engineer to provide technical input, review technical submissions, attend meetings and provide inspector attendance as and when required for safety critical activities. The conditions of the London Underground Guidance Document G0023: Infrastructure Protection – Special Conditions for Outside Parties Working On or Near the Railway provides assistance in identifying the risks associated with working on or near the railway and identifies ways of mitigating those risks.

**PRELIMINARY CONSTRUCTION LOGISTIC PLAN
SOUTH RUISLIP**

- 1.9. The Applicant will procure the appointment of the Contractor to demolish the existing building and associated ground slabs and foundations. The Contractor will thereafter update this preliminary construction logistics plan and provide the additional information as scheduled below:
- Contractor's Temporary Site Works Layout
 - Contractor's Detailed Construction Programme
 - Contractor's Risk Analysis and Method Statement
- 1.10. The developed CLP will be in place for the duration of the demolition project. Its requirements, in addition to all other environmental and health and safety legislation, will be observed during demolition operations so that all demolition works are executed in a manner necessary to comply with the CLP. The requirement to meet the obligations of the CLP will be imposed upon the Contractor to be appointed through the Demolition Contract.
- 1.11. The Contractor will be a member of the Considerate Contractor's Scheme for the project. The construction activities shall be regularly monitored for compliance with the Scheme and in accordance with good practice.
- 1.12. All works being undertaken on site will be managed and co-ordinated by the Contractor, who will have a full time Site Manager and supporting site staff who will liaise with adjacent occupiers and the Local Authority.
- 1.13. The Contractor will be responsible for the control of the demolition works. Method Statements will be prepared by all subcontractors and agreed by the Contractor prior to their works commencing on site.
- 1.14. The Contractor will be aware that he will be required to work in accordance with the specific planning consent conditions and the planning conditions discharges.
- 1.15. All personnel on site will be required to wear personal protective equipment in accordance with all current health and safety legislation and to conform to the Contractor's health and safety plan and his Site Induction Requirements.
- 1.16. The CLP is to be read in conjunction with the following supplementary information:
- Annexure A: Demolition Equipment
 - Annexure B: Site Constraints Plan
 - Annexure C: Existing Site Survey Plan
 - Annexure D: Downtakings Ground Floor Plan

2. SITE ESTABLISHMENT

- 2.1. The site will be secured on all boundaries and will remain in place until the permanent fences are erected in accordance with the planning permission.
- 2.2. The proposals comprise part existing fencing and part temporary fencing and hoardings. These will be identified on the Contractor's Temporary Site Works

Layout.

- 2.3. A solid decorated hoarding will be provided to the east boundary onto The Runway public highway, with gates located to allow lorries to fully enter the site to prevent parking on the public highway.
- 2.4. The Contractor will install signage for the site to cover the following:
- Notifications for construction traffic arriving at the site
 - Notifications for pedestrians arriving at the site
 - Contact address and telephone numbers
 - Signage to meet health and safety requirements
- 2.5. Construction vehicle cleaning requirements will be carried out within the site curtilage. The external works areas of the site are predominantly hard surfaced and minimum debris should be deposited on vehicle wheels. Every vehicle will be inspected before it leaves site and cleaned if necessary. Water from cleaning operations will be disposed of into silt trench / land drain on site. No water to be discharged to the public highway. Any loads leaving site likely to produce dust will be covered.
- 2.6. On site welfare provision will be the responsibility of the Contractor and will be provided in accordance with current legislation.
- 2.7. Prior to commencing on site, a condition survey will be undertaken and agreed with the highway authority and adjoining property owners.
- 2.8. No living accommodation will be permitted on site.
- 2.9. The Contractor will be responsible for the regular removal of rubbish and food waste from the site.

3. PROGRAMME

- 3.1. A detailed demolition programme will be developed by the Contractor and provided to the Local Authority.

4. SITE WORKING HOURS

- 4.1. The working hours will be:

Monday – Friday 8:00am – 6:00pm

Saturday 8:00am – 1:00pm

There will be no works carried out on Sunday or Public Holidays.

- 4.2. The Contractor will confine construction activities to these hours, however there may be occasions when work beyond these hours will be required. In

such cases of special or unusual activities due to take place beyond these hours, relevant neighbours will be notified and appropriate agreements sought.

5. CONTRACTOR PARKING

- 5.1. Site operatives will not be permitted to park on site nor within controlled/restricted parking areas in The Runway or within adjoining roads, other than within the Contractor's allocated on-site parking area to be identified on the Temporary Works layout. All site operatives who do not have an allocated parking space on the site will be directed to the Council's local car parks. All site regulations will be made clear within subcontract and supplier orders. Should any site operatives park within the site entrance, they will be instructed to move their vehicle immediately.
- 5.2. Site operatives and visitors will be encouraged to make use of local public transport links where possible, to travel to and from the site. The location of the public transport links will be identified within subcontractor and supplier orders and an invitation issued to use public transport to gain access to the site. A secure storage container will be provided on site to allow contractors to safely lock away personal equipment and tools in order to support their use of public transport facilities.
- 5.3. A fenced area will be identified on site for bicycle storage with facilities for securing the bikes. Safe access will be maintained through the site to the cycle storage area.

6. TRAFFIC MANAGEMENT

- 6.1. Vehicles delivering to site and removing demolition materials from site will be predominantly rigid 12m lorries. Articulated 17.5m long lorries will be used for less frequent deliveries, such as plant delivery.
- 6.2. There will be a Banksman operating the main site gate at times of planned deliveries so that traffic is not held up or delayed. The Banksman will also monitor the site entrance and the public highway and public footpath in front of the site and control and co-ordinate pedestrian movements across the site entrance to ensure that there is no conflict with vehicles entering or exiting the site.
- 6.3. When deliveries and collections take place, the Banksman will be in place monitoring the manoeuvring of the vehicles and to warn any approaching vehicles. Departing vehicles will be released from the site under the supervision of the Banksman.
- 6.4. The Contractor will set up a system in which ideally most transporting of material will take place outside of busy traffic periods. Deliveries will be made, where possible, between 9am and 3pm. All delivery drivers will be made aware of the constraints of the site and of the internal delivery zone.

- 6.5. Once the Contractor is appointed he will be asked to develop details of the construction programme and a schedule of anticipated traffic movements and submit this information to the Local Authority. The Contractor is to plan and balance his vehicular movements wherever practicable, to avoid peak hours morning and evening and to prevent multiple vehicles accessing or egressing the site simultaneously.
- 6.6. Operators that are members of TfL's Freight Operator Recognition Scheme (FORS) should be employed wherever practicable or encouraged to join this scheme. This requirement will be notified to all transport operators involved in the site.
- 6.7. Measures are to be developed to ensure that the adjoining public footpaths to the site remain safe, clean and available for use through the construction phase.

7. DEMOLITION OF BUILDINGS

- 7.1. All demolition operations are to be carried out in accordance with BS 6187:2011 and the National Federation of Demolition Contractor's Guidance Notes.
- 7.2. A full refurbishment and demolition asbestos survey has been undertaken. The Contractor will engage with the Environmental Health Officer on all statutory asbestos procedures and notifications. All asbestos containing materials ("ACM'S"), if applicable, shall be removed in accordance with relevant legislation and good practice.
- 7.3. The Contractor will carry out a survey to test and analyse any fluids contained with plant/machinery or storage vessels identified on the site, to ensure that this does not pose a risk to public safety or environmental standards and is disposed of in accordance with the statutory requirements. All plant installations will be de-gassed to statutory requirements.
- 7.4. The Applicant has procured a full CCTV drainage survey to identify existing underground drains and the condition of these so that they can be protected.
- 7.5. The Applicant has procured an electromagnetic services scan of the site to identify the location and depth of all live and redundant underground and overground services media on the site.
- 7.6. The Applicant has instructed his services' consultants to apply for quotations to disconnect all live services into the site, prior to commencement of demolition works.
- 7.7. The Applicant has commissioned a full geo-environmental site investigation to fully understand the geological and environmental status of the ground soils.
- 7.8. The Contractor shall submit proposals for carrying out the demolition works, detailing proposed plant, sequence, removal of debris, etc. to demonstrate that the structural demolition of the building can be safely undertaken without risks

of potential collapse, with particular reference to safety of site operatives and to the adjoining boundaries. The Contractor shall prepare a detailed demolition method statement to submit to the Council for approval prior to carrying out the demolition works. The statement will clearly explain the planned procedure for safely demolishing the building and breaking down and separating the materials for re-cycling and removing from site. Also for dealing with management of dust, noise, vibration and other potential environmental nuisances.

- 7.9. All demolition operatives will be required to hold Demolition CSCS certification or equivalent. All operatives using mobile plant will be required to hold relevant operator certification, which will be checked by the Contractor.

8. MANAGEMENT SYSTEMS

- 8.1. The works will be carried out in such a way as to minimize inconvenience to the public and other adjacent occupiers. The works will also take into account of current legislation, police, fire authority, HSE and local authority guidance and other restrictions, procedures and controls. The emphasis will be on the management of potential construction impacts.

8.2. **MOD TECHNICAL SAFEGUARDING:**

The demolition contract will not utilise cranes or other tall construction equipment thus eliminating MOD concerns regarding air traffic safety. The strategy for the demolition of the existing building is for the use of excavator equipment fitted with pulveriser attachments and water spraying for dust suppression (see Annexure A). The existing building will then be progressively demolished from the top down to the ground. The maximum height the equipment needs to reach is the top of the existing building which is below the MOD height restrictions.

8.3. **RAILWAY INFRASTRUCTURE PROTECTION:**

An engineer from the London Underground Infrastructure Protection team has been appointed to manage the interface between the LU and the Contractor undertaking the demolition contract. LU requires the demolition contractor to comply with and work to all relevant standards and best practice. The LU engineer will agree the method statements and risk assessments, in so far as they may affect the railway, and undertake such site inspections as are required to ensure compliance. All demolition plant lifting plans shall be submitted to LU for review and acceptance prior to mobilizing on site. Protection screen shall be set up along the railway elevation prior to demolition activities and the demolition contractor shall ensure train driver's view and railway operations are not hindered due to demolition activities. Train operators shall be notified of the works once all the approvals are in place. Before any works are undertaken, a full condition survey report accurately reflecting the current condition of LU assets will be submitted to and agreed by the LU engineer.

9. SITE MANAGEMENT

- 9.1. An experienced Site Manager will manage the project and will be directly responsible to the Contractor's Senior Management team.
- 9.2. The Site Manager will:
- Liaise with all the contractors' senior management and employers representatives on all aspects of the demolition works.
 - Enforce the site protocols and procedures that need to be considered for the implementations of the CLP.
 - Represent the Contractor on demolition matters with all statutory authorities and the highways authority.
 - Co-ordinate and manage site cleaning as necessary.
 - Co-ordinate site security.
 - Co-ordinate the complaints handling procedures.
 - Liaise with neighbours and contractors of adjacent developments.

10. HEALTH AND SAFETY

- 10.1. All works are to be undertaken in accordance with the current CDM requirements.
- 10.2. A Construction Phase Health and Safety plan will be prepared prior to commencement and managed and observed by the site manager. RAMS will be prepared in advance for all operations.

11. COMPLAINTS PROCEDURE

- 11.1. The objective of the CLP is to ensure that good public relations are maintained at all times with the public, surrounding neighbours and contractors. Any complaints will be dealt with swiftly and where appropriate remedial action will be taken.

12. NOISE AND VIBRATION MONITORING

- 12.1. To help attenuate site noise, the solid hoardings will be in place around the part boundary of the site as stated previously.
- 12.2. The Contractor will comply in all respects with the noise limitations set down by the Local Authority.

- 12.3. Noise levels will be controlled as reasonably as possible to ensure that the development occurs in way that is not detrimental to the amenities of neighbouring properties. Should there be any noise risk then the "Best Practice Recommendations of Noise Control" as outlined in BS5228-1: 2009 will be followed.

13. AIR QUALITY

- 13.1. The availability of existing hard surface surfaces will assist with keeping dust to a minimum.
- 13.2. The works will be carried out in such a way as to limit the emissions of air pollution by employing the best practical means. Any necessary stockpiling will be minimised during the demolition phase. Should there be any risk of dust generation from stockpiles these will be covered and/or damped down.
- 13.3. A water supply will be made available for this dust suppression should the risk occur.
- 13.4. All works will follow the IAQM (Institute of Air Quality Management) "Guidance on the Assessment of the impacts of Construction on Air Quality and the Determination of their Significance" December 2011.
- 13.5. Any risk of potential smoke from machinery, vehicles or combustion will be dealt with using the "GLA Best Practice Guidance: The Control of Dust and Omissions from Construction and Demolition".
- 13.6. Due to the greater risk to on site health and safety and to comply with the imposed legislation Environmental Protection Act 1990 and the Clean Air Act 1993, burning on site will be prohibited.

14. OTHER ENVIRONMENTAL MATTERS

- 14.1. Fuel stored on site for plant will be placed in bunded bowers.
- 14.2. A Site Waste Management Plan, prepared by the contractor, will be in place throughout the duration of the works and this will ensure that demolition materials are re-cycled wherever practical and that waste is sorted on site before this is transported away. The Site Waste Management Plan will be monitored regularly and updated throughout the project and consignment notes will be made available to confirm the quantity of waste produced by the site and whether this has been re-cycled etc.
- 14.3. It will be the responsibility of the Contractor to appoint licensed waste carriers to dispose of the waste arising during the construction works. All waste transference notes/receipts for spoil removed from site will be retained and recorded in the site waste management plan.

15. SECURITY

- 15.1. CCTV security system will be installed on the site which will operate and record at all times. A security company will also visit the site out of hours during the latter stages of the Project.
- 15.2. To ensure plant is kept secure during non-operational hours, it will be kept within the hoarded area of the site.

16. PARTY WALL ACT 1996

- 16.1. There are no Party Wall requirements applicable to the applicant scheme. The Applicant owns the adjoining Odyssey Business Park.

17. OUT OF HOURS CONTACT

- 17.1. A named contact will be in place should any member of the public or Local Authority need to make contact. This will be provided on signage boards placed around the boundary of the site.

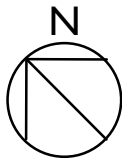
**PRELIMINARY CONSTRUCTION LOGISTIC PLAN
SOUTH RUISLIP**

**ANNEXURE A
DEMOLITION EQUIPMENT**



**PRELIMINARY CONSTRUCTION LOGISTIC PLAN
SOUTH RUISLIP**

**ANNEXURE B
SITE CONSTRAINTS PLAN**



REFER TO REFURBISHMENT AND
DEMOLITION ASBESTOS SURVEY
REPORT PRIOR TO
COMMENCING ANY WORKS

LIVE RAILWAY LINES.
TFL LONDON UNDERGROUND
TO BE CONSULTED AND
DEMOLITION STRATEGY
AGREED PRIOR TO ANY
WORKS ON SITE

CONTRACTOR TO
INVESTIGATE
EXISTING SEWER,
ESTABLISHING IF IT IS
LIVE AND REPORT
BACK ON FINDINGS

EXISTING
RETAINING WALL
AND FENCE TO BE
RETAINED

EXISTING TFL
LONDON
UNDERGROUND
CHAIN FENCE
TO BE RETAINED

LOCATIONS OF EXISTING
BELOW GROUND SERVICES TO
BE IDENTIFIED

HEIGHT RESTRICTIONS DUE TO SITE BEING
DIRECTLY UNDER RAF NORTHOLT FLIGHT PATH
FOR LANDING STRIP - REFER TO SITE SURVEY
L(--)-004 FOR MAX PERMITTED HEIGHTS. MOD TO
BE CONSULTED AND DEMOLITION STRATEGY
AGREED PRIOR TO ANY WORKS ON SITE

LIVE SERVICES TO BE IDENTIFIED
AND DISCONNECTED AND
LEFT IN SAFE CONDITION
FOLLOWING CONSULTATION
WITH RELEVANT UTILITIES
COMPANY. REFER TO M&E
DRAWINGS FOR DETAILS

EXISTING
BUILDINGS IN USE
ADJACENT TO THE
SITE

THE RUNWAY IS A
LIVE ROAD AND
WILL ALSO BE
PRIMARY ACCESS
TO SITE

PEDESTRIAN ACCESS TO
BUSINESS PARK
PROTECTED & RETAINED

EXISTING
BUILDINGS IN
USE
ADJACENT
TO THE SITE

ODYSSEY BUSINESS
PARK TO SOUTH
WEST OF SITE

EXISTING
RETAINING WALL
AND BOUNDARY
FENCE TO BE
RETAINED

LIVE ROAD
DIRECTLY TO
SOUTH OF
BOUNDARY LINE
WITH PARKING
ALONG EDGE

EXISTING
TURNSTILE ACCESS
TO ODYSSEY
BUSINESS PARK TO
BE RETAINED



Site Constraints Plan

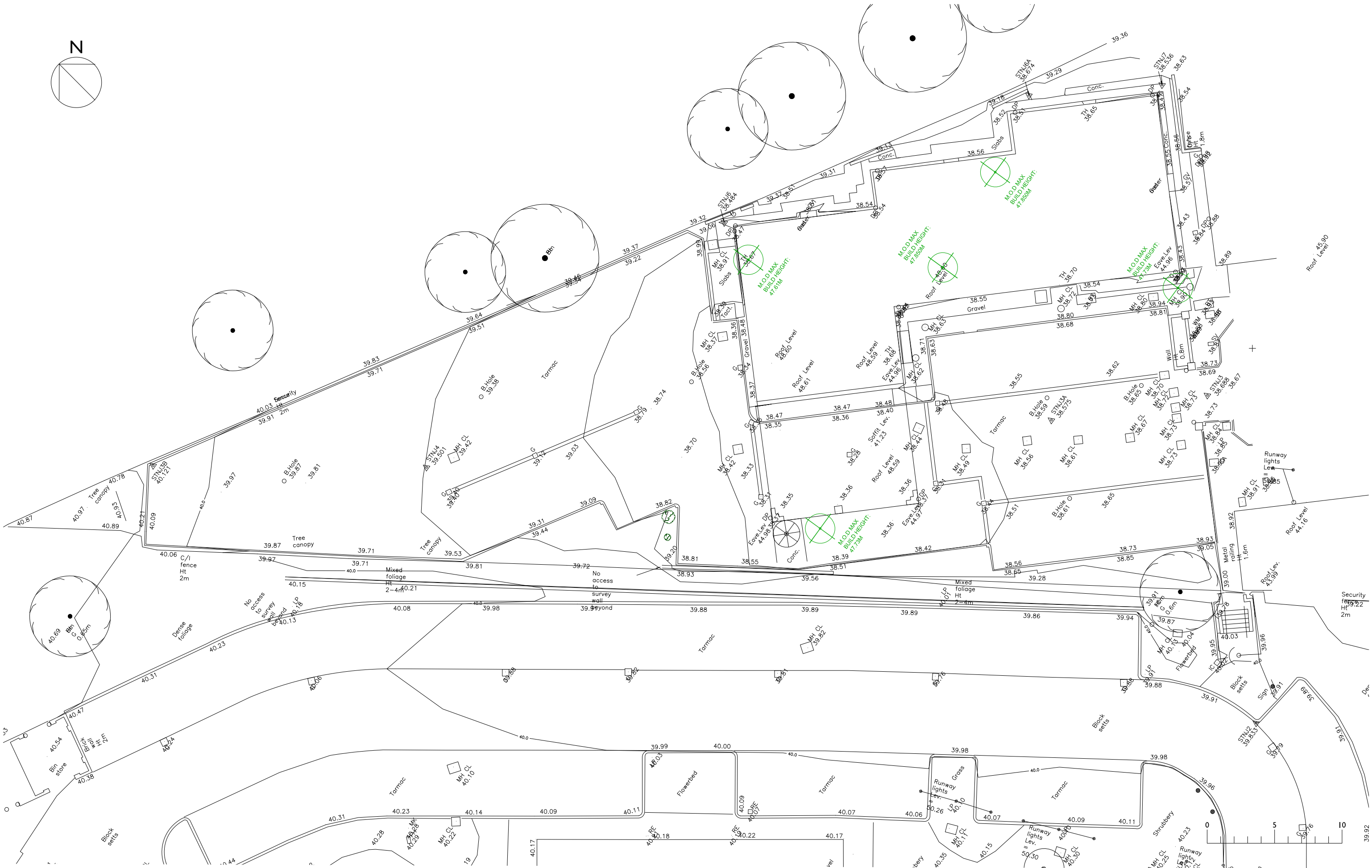


project	Eagle House, South Ruislip	job no	EI 555	dwg no	L(--)-002	revision	C
client	LASALLE	status	TENDER	scale	1:250@A3	date	18.01.19
						drawn	FL

**PRELIMINARY CONSTRUCTION LOGISTIC PLAN
SOUTH RUISLIP**

ANNEXURE C

EXISTING SITE SURVEY PLAN



			Existing Site Survey Plan			project Eagle House, South Ruislip			job no E1555	dwg no L(--)004	revision
client LASALLE			status TENDER			scale 1:250@A3			date 18.01.19	drawn FL	

**PRELIMINARY CONSTRUCTION LOGISTIC PLAN
SOUTH RUISLIP**

ANNEXURE D

DOWNTAKINGS GROUND FLOOR PLAN

