

Outline Construction Logistics Plan

Bradfield Road, Ruislip

Development Name:	Extension to Self-Storage Facility
Client:	Safestore Limited
Site Address:	1 Bradfield Road / Field End Road, Ruislip
Postcode:	HA4 0NU

Construction Logistics Manager:	TBC
Phone Number:	
Email:	
Logistics Manager:	TBC
Phone Number:	
Email:	

Outline CLP Produced By:	Tim Salter
Company:	Underwood Carpenter
Version:	01
Date:	December 2023
Signed:	<i>Tim Salter</i>

Outline Construction Logistics Plan

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1. INTRODUCTION

1.1. Outline Construction Logistics Plan (CLP) Context and Objectives

This Outline Construction Logistics Plan (CLP) has been prepared in accordance with TfL guidelines and has an objective to:

- Lower emissions
- Enhance safety – improved vehicle and road user safety and
- Reduce congestion – reduced trips overall especially during peak periods.

To support the realization of this objective, several sub-objectives have been agreed and include:

- Encouraging construction workers to travel to the site by non-car modes of transport,
- Promote smarter operations that reduce the need for construction traffic or that reduce or eliminate trips in peak periods,
- Encouraging greater use of sustainable freight modes,
- Encouraging the use of greener vehicles,
- Managing the on-going development and delivery of the CLP with construction contractors,
- Communication of site delivery and servicing facilities to workers and suppliers, and
- Encouraging the most efficient use of construction freight vehicles.

1.2. Site Context



The site is within the London Borough of Hillingdon. The site boundary is bordered in red above.

The site is located on the junction of Bradfield Road and Field End Road.

The site is accessed via existing entrance off Bradfield Road.

The nearest Main Line / LUL stations are:

- Northolt Park (Chiltern Railway) is approximately 0.8 miles from the site.
- South Ruislip (Chiltern Railway) is approximately 1.1 miles from the site.
- Northolt (Central Line) is approximately 0.8 miles from the site.

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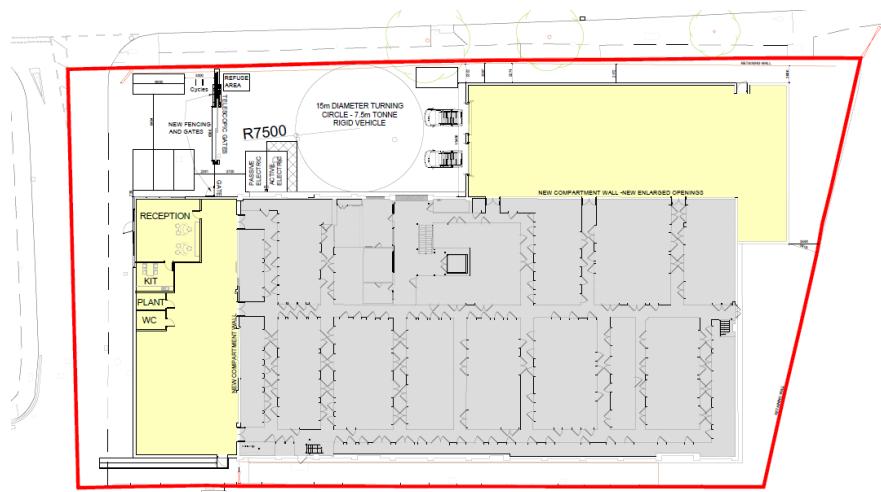
Local Bus routes:

- Civic Way (Stop P) – route 114 – 0.7 miles away
- Reading Road (Stop NY) – route 398 – 1.2 miles away
- Keble Close (Stop NQ) – route 487 – 1.3 miles away
- Lister Avenue – route 497

1.3. Development Proposal

The development proposal is for the demolition of existing office block and construction of two extensions within the site with a combined ground floor footprint of 891sqm. The works will be undertaken in two phases due to the requirement to continue to operate the existing self-storage facility on the site.

The application site is 0.4318 ha in area as shown on the plan below:



The completed scheme will use the existing crossover of Southend Arterial Road.

The proposed scheme will comprise:

- Demolition of existing structures and clearing of site,
- Formation of new substructure (foundations),
- Steelwork frame,
- Façade treatment,
- Roof and rainwater goods,
- New ground floor slab,
- External works and drainage,
- Boundary treatments,
- Incoming STAT supplied,
- Fit out.

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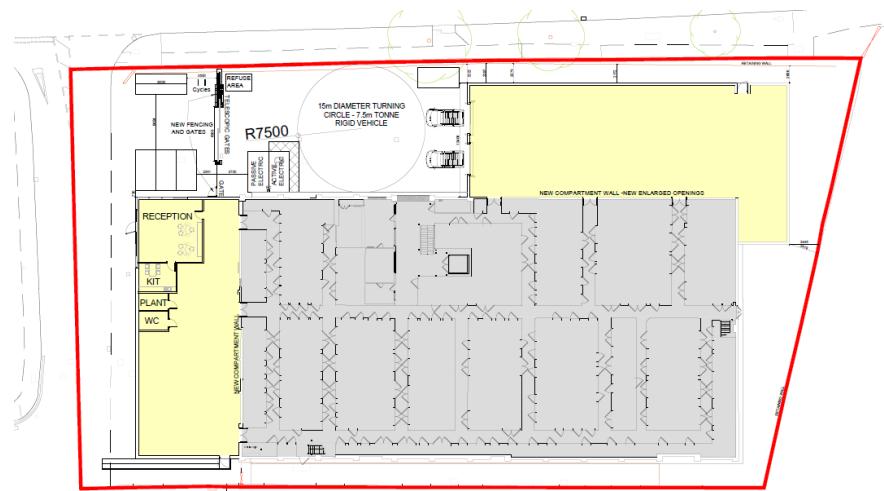
2. CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1. Policy Context

Relevant policies:

- Designing for Deliveries – Freight Transport Association (2006)
- London Plan (2021)
- Low Emissions Zone (LEZ)
- Mayor's Transport Strategy (MTS) (2018)
- National Planning Policy Framework (NPPF)
- Westminster City Council's relevant Development Policies
- Traffic Management Act (2004)
- Sustainable Design and Construction Supplementary Planning Guidance

2.2. Plan



2.3. Local Access including Highway, Public Transport, Cycling and Walking

2.3.1. Highways, Carriageways and Footways

The site is located on the junction of Bradfield Road and Field End Road.

Construction would be undertaken via the existing crossover and entrance off Bradfield Road.

There is currently **no** requirement to temporarily suspend any parking or footpaths for the works.

At all times access to neighbouring properties will be maintained.

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2.3.2. Railway / Underground

The nearest Main Line / LUL stations are:

- Northolt Park (Chiltern Railway) is approximately 0.8 miles from the site.
- South Ruislip (Chiltern Railway) is approximately 1.1 miles from the site.
- Northolt (Central Line) is approximately 0.8 miles from the site..

The construction project will not disrupt the rail or underground services.

2.3.3. Bus Routes

The site is within walking distance of several bus services:

- Civic Way (Stop P) – route 114 – 0.7 miles away
- Reading Road (Stop NY) – route 398 – 1.2 miles away
- Keble Close (Stop NQ) – route 487 – 1.3 miles away

The construction project will not disrupt the bus service.

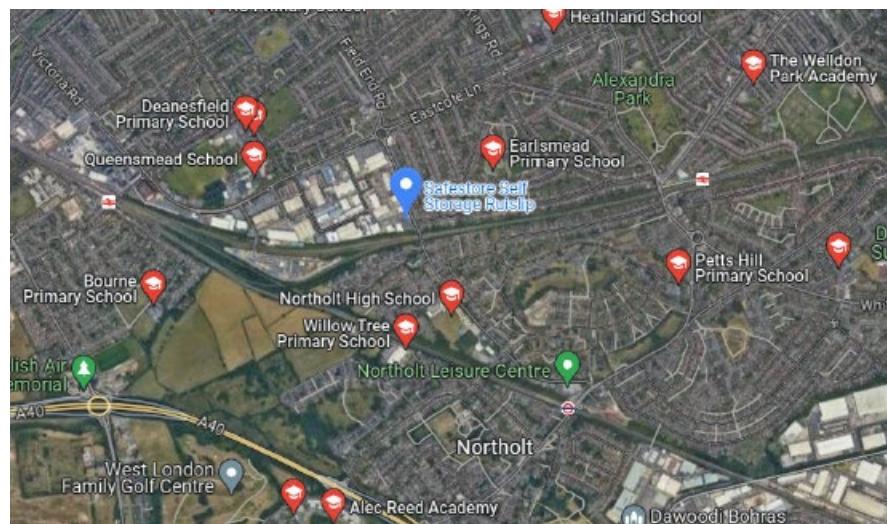
2.3.4. Cycling

The construction project will not disrupt any cycle routes in the area.

2.4. Considerations and Challenges

2.4.1. Schools

There are a number of schools in the vicinity that may be impacted during the construction process. See the map below. In order to avoid any disruption, deliveries will be scheduled for outside of school drop off and pick up times.



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2.4.2. Hospitals

There are a number of hospitals in the vicinity:

- Northwick Park Hospital – 3.7 miles away
- Central Middlesex Hospital – 6.4 miles away
- Hillingdon Hospital – 6.5 miles away

However, none of the hospitals should be impacted by deliveries as the road is constantly used for such activities.

2.4.3. Residential Properties

The site is located near a residential area, impact on these will be kept to a minimum and within planning and regulatory guidelines.

3. CONSTRUCTION METHODOLOGY

3.1.1. Site Set Up & Demolition

Site set up including securing site and welfare facilities.

Demolition and removal of existing structure.

Construction hoardings are likely to be placed around the construction sites with the exact location and layout to be determined by the appointed contractor. Hoardings will be a requirement under the construction contract to provide a secure working environment for staff, visitors and members of the public.

3.1.2. Substructure

Formation of new foundations.

Design to be developed based on site investigations.

3.1.3. Superstructure

Structural steel frame.

Envelope and roof coverings in accordance with the planning submitted drawings.

3.1.4. Fit Out, Testing and Commissioning

Fit Out works comprise:

- Forming new reception, staff rest room and toilet facility.
- Fit out for use as self-storage facility.

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4. VEHICLE ROUTING AND ACCESS

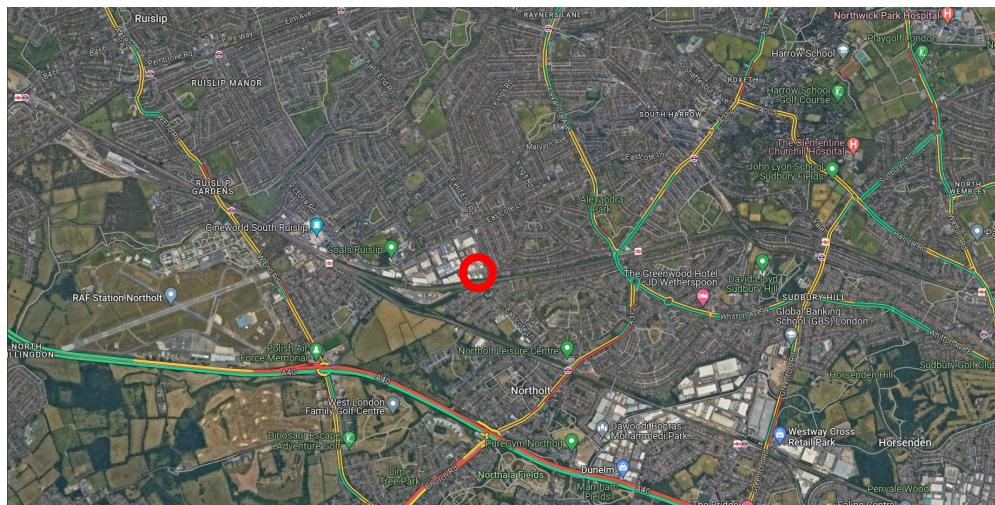
HGV and smaller vehicles will be required for the development.

The primary road network will be used including Bradfield Road that will be used with final access to the site via the existing crossover off Bradfield Road.

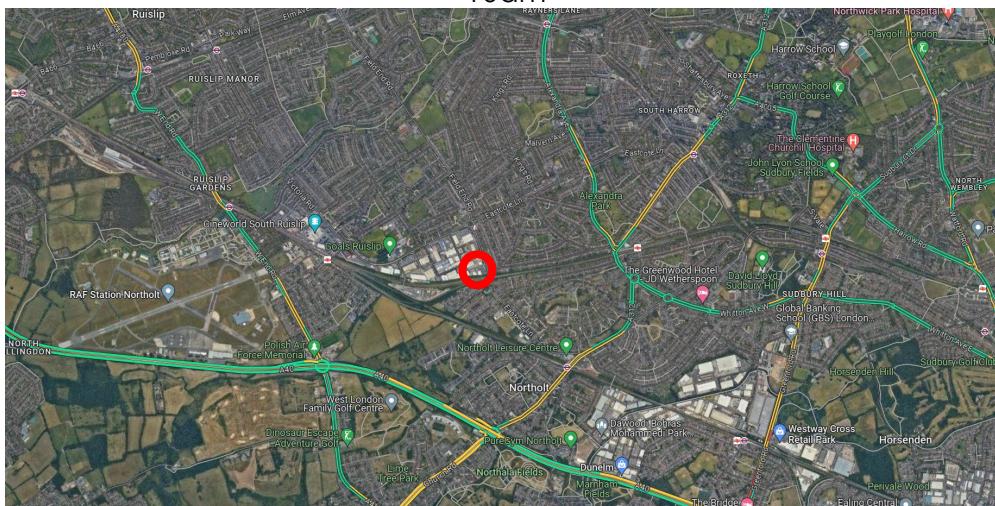
Delivery strategy to avoid local peak times.

Typical traffic volumes:

8am



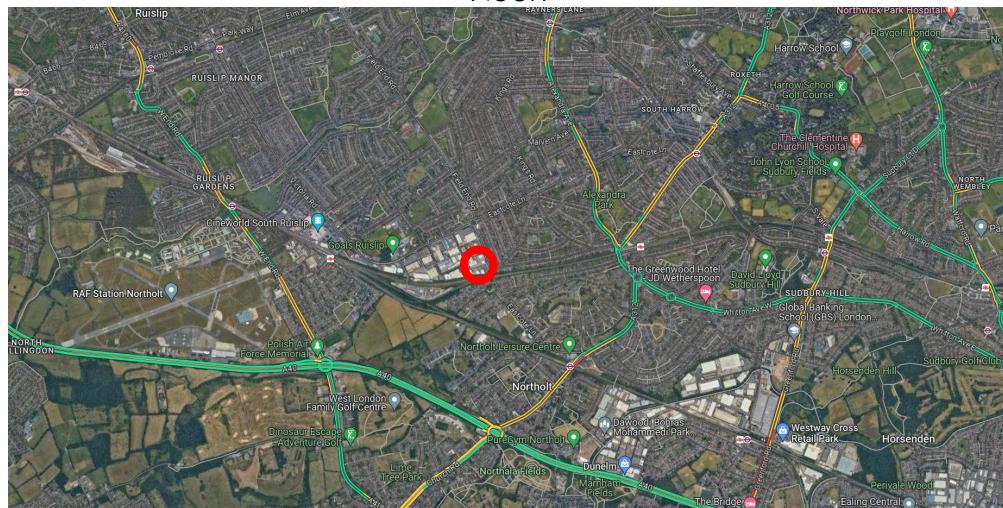
10am



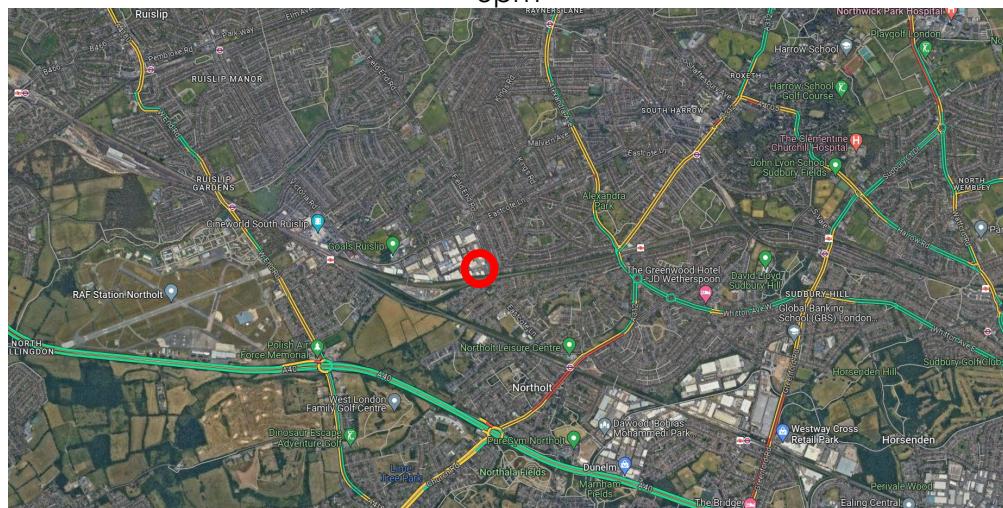
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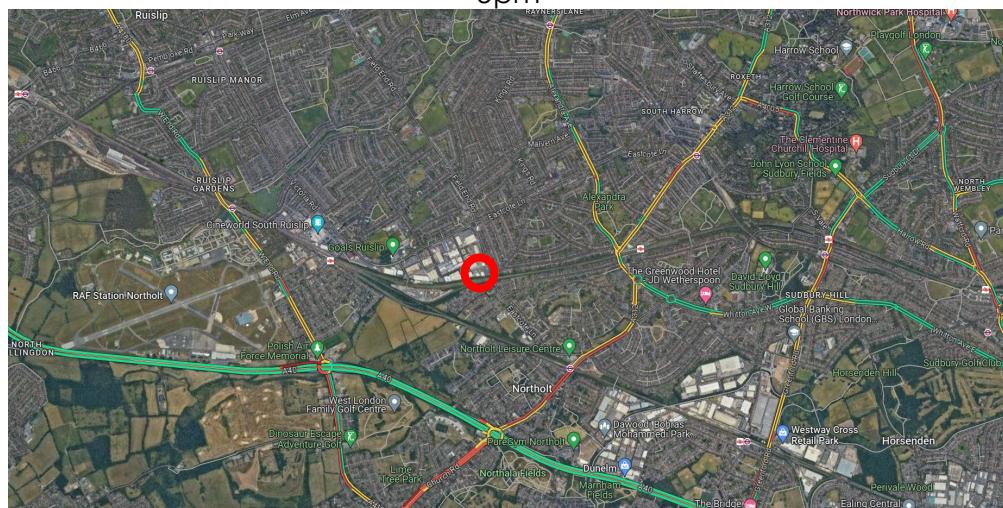
Noon



3pm



5pm



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5. STRATEGIES TO REDUCE IMPACTS

The following planned measures have been identified to help the contractors to achieve the goals of the CLP and better manage the identified challenges:

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicle and delivery			
Safety and environmental standards and programmes			
Adherence to designated delivery routes			
Delivery scheduling			
Re-timing for out of peak deliveries			
Use of holding areas and vehicle call off areas			
Use of logistics and consolidation centres			Size, Duration & Nature of Project Does Not Warrant
Measures to encourage sustainable freight			
Freight by water			Size, Duration & Nature of Project Does Not Warrant
Freight by rail			Size, Duration & Nature of Project Does Not Warrant
Material Procurement Measures			
DfMA and off-site manufacture			Size, Duration & Nature of Project Does Not Warrant
Re-use of material on site			
Smart procurement			
Other measures			
Collaboration amongst other sites in the area]			Size, Duration & Nature of Project Does Not Warrant
Implement a staff travel plan			Size, Duration & Nature of Project Does Not Warrant

5.1. Measures Influencing Construction Vehicles and Deliveries

5.1.1. Safety and Environment Standards and Programmes

We are committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risks.

One of our requirements is for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety

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(CLOCS) and this will need to be confirmed by all sub-contractor transport/haulage providers that the contractors intend to use.

5.1.2. Adherence to Designated Routes

Due to the nature, duration and size of the project and the type of delivery vehicles to be used it is not felt practical or necessary to implement this.

5.1.3. Delivery Scheduling

A delivery scheduling system will be implemented for the site to manage the volume of deliveries.

5.1.4. Re-timing for out of peak deliveries

Re-timing for out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. We will aim to re-time as many deliveries as possible out of the morning peak (07.00 -11.00)

5.1.5. Re-timing for out of hours deliveries

Due to the vicinity of residential properties above and around the site, no out of hours deliveries will be permitted.

5.1.6. Use of holding and vehicle call off areas

The nature, duration and size of the project does not warrant this measure.

5.1.7. Use of logistics and consolidation centres

The nature, duration and size of the project does not warrant this measure.

5.2. Measures to Encourage Sustainable Freight

5.2.1. Freight to water

Not practical

5.2.2. Freight to rail

Not practical

5.3. Materials Procurement Measures

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5.3.1. Design for manufacture and assembly and off-site manufacture

Not practical

5.3.2. Reuse of materials on site

Not practical

5.3.3. Smart procurement

Where practical, materials from local suppliers will be sourced.

5.4. Other Measures

5.4.1. Collaboration amongst other sites in the area

Not practical

5.4.2. Implement a staff travel plan

The nature, duration and size of this project do not make this practical

6. ESTIMATED VEHICLE MOVEMENTS

The number of vehicles accessing the site has been estimated to each phase of construction based on our previous experience, proposed programme and construction methodology to develop the average estimates below (7.5t and above):

Demolition / Site Clearance	20	20	20											
Substructure				30	30	30								
Frame							20	20						
Envelope									20	20	20	20	20	20
External Works / Drainage							inc							
Fit Out													20	20
Month Nr:	1	2	3	4	5	6	7	8	9	10	11	12	13	14

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7. IMPLEMENTING, MONITORING AND UPDATING

This outline CLP cannot include a detailed and defined description of how the CLP will be implemented, monitored and updated as the details of this will be worked out over the period to commencement on site. However, the following strategy can be confirmed at this stage.

An appointed Construction Logistics Manager will be in charge of implementing the detailed CLP on behalf of the client. Their job description will include collecting data on:

- Number of vehicle movements on site - collected through the delivery booking system;
- Types of vehicles on site;
- Time spent on site;
- Delivery accuracy compared to schedule;
- Vehicle routing, unacceptable queuing or parking;
- FORS accreditation;
- Low Emissions Zone (LEZ) compliance;
- Non-Road Mobile Machinery compliance (NRMM) of plant on site;
- Staff travel modes to sites;
- Driver inductions and briefings including accreditation/qualification checks where required.

The data collected will be reported back to the client and will be kept on file for continuous monitoring throughout the project.