



Construction

Consultancy

Collaboration

Completion

40 Station Approach

Ruislip

HA4 6RZ

Construction Management

Logistics Plan

Site Reference

40 Station Approach

Client

Albion Housing Limited

Ruislip

Date

HA4 6RZ

07.02.2022

Report No.

RTCL-40SA-005c

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| C   | R. Thorpe BSc<br>(hons) MSc MCIOB | -                               | Following comments<br>from Hillingdon Planning<br>Department | 07.02.22   |

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Some of the information presented within this report is based on third party information which is believed to be correct; no liability will be accepted for any discrepancies in accuracy, mistakes or omissions in such information.

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## Appendix 1 – Logistics Plan

## 1.0 Introduction

1.0.1 R. Thorpe Consultancy (RTC) has been commissioned to produce a Construction Management Logistics Plan (CMLP) for an approved residential development (ref. 27354/APP/2021/1291) involving the erection of a three storey building comprising a dental surgery and 6 residential units (3 x 1- bed units, 1 x 3-bed unit and 2 x 2-bed units), car and cycle parking and associated works, temporary permission for the siting of a modular building to the rear of the site for use as a dental surgery during the demolition of the existing dental surgery and construction of the proposed dental surgery. Works are to take place on the corner between Station Approach and Northolt Avenue in South Ruislip, London Borough of Hillingdon (LBH).

1.0.2 The planning application has been approved by London Borough of Hillingdon Council (LBHC), subject to a number of conditions. A CMLP is required by Condition #12 of the decision notice, which is outlined below:

*Prior to the commencement of works on site, a Construction Management and 'Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall detail:*

- (i) The phasing of the works;*
- (ii) The hours of work;*
- (iii) On-site plant and equipment;*
- (iv) Measures to mitigate noise and vibration;*
- (v) Measures to mitigate impact on air quality;*
- (vi) Waste management;*
- (vii) Site transportation and traffic management, including:*
  - a. Routing;*
  - b. Signage;*
  - c. Vehicle types and sizes;*
  - d. Hours of arrivals and departures of deliveries (avoiding peaks times of day);*
  - e. Frequency of visits;*
  - f. Parking of site operative vehicles;*
  - g. On-site loading/unloading arrangements; and*

*h. Use of an onsite banksman (if applicable).*

*(viii) The arrangement for monitoring and responding to complaints relating to demolition and construction.*

*This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). The construction works shall be carried out in strict accordance with the approved plan.'*

1.0.3 The scope of this CMLP has been produced to meet the requirements of the above planning condition.

## 2.0 Site Location & Development Details

### 2.1 Site Location

- 2.1.1 The site is located in South Ruislip in the London Borough of Hillingdon. The site address is 40, Station Approach, South Ruislip, HA4 6RZ. The site occupies an area of approximately 0.04Ha centred on NGR 510946, 185214. The site is bound by Station Approach to the north and Northolt Avenue to the west, residential properties and a commercial unit to the east and a service road to the south.

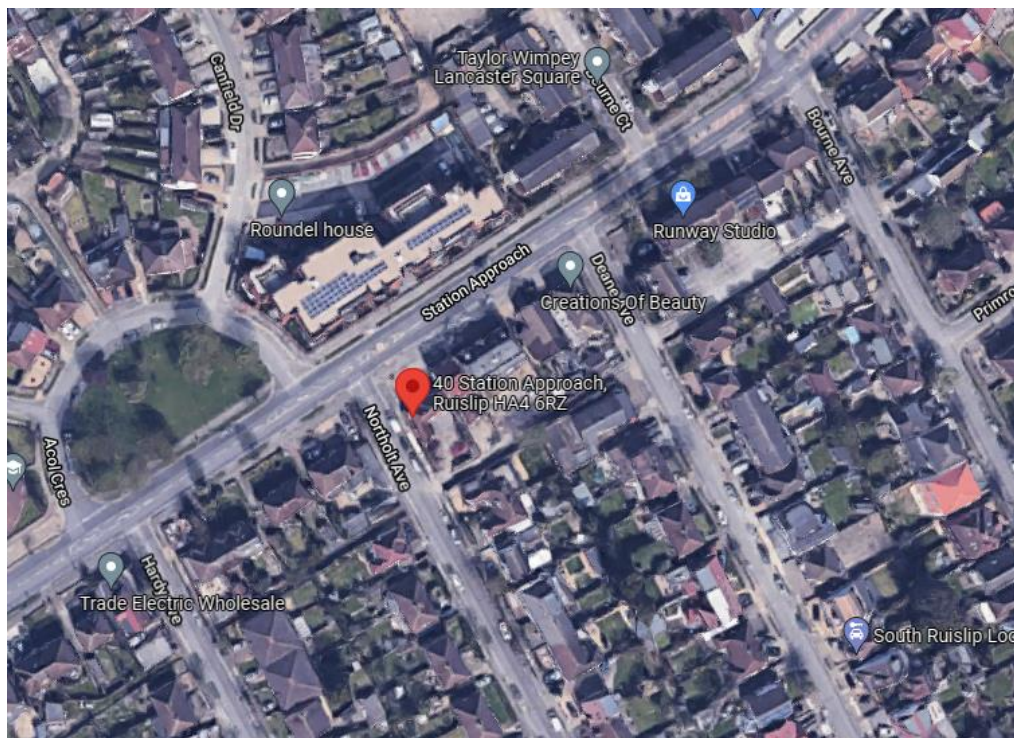


Figure 2.1.1 – Site Context

## 2.2 Development Proposals & Access Arrangements

2.2.1 The planning application (ref. 27354/APP/2021/1291) for the development was submitted in March 2021 and was subsequently approved in September 2021 for the *‘erection of a three storey building comprising a dental surgery and 6 residential units (3 x 1- bed units, 1 x 3-bed unit and 2 x 2-bed units), car and cycle parking and associated works, temporary permission for the siting of a modular building to the rear of the site for use as a dental surgery during the demolition of the existing dental surgery and construction of the proposed dental surgery’*. The site had been granted approval subject to a number of planning conditions, which includes the production of this CLP as previously outlined.

2.2.2 Vehicular access to the site during the construction phase of the development is to be via the existing Station Approach to the north of the site. Pedestrian and cycle access to the site is to be via an existing service road to the south of the site off Northolt Avenue during the construction phase.

2.2.3 Visitors and staff to the temporary dental unit will be via the existing service road to the south of the site off Northolt Avenue during the construction phase.

2.2.4 The contact person in charge during and out of hours is:

Richard Thorpe

07861130606

RT@AlbionHousing.co.uk

## **3.0 Local Highway Network**

### **3.1 Station Approach**

- 3.1.1 As previously outlined, the site is to be accessed via the existing Station Approach Road to the north. Station Approach is a two-way single carriageway that provides access to Northolt Avenue via a simple priority T-junction. Station Approach measures approximately 7m in width and is subject to a 30mph speed limit with a pedestrian refuge island in the immediate vicinity. No Waiting At Any Time (NWAAT) restrictions are in place within the vicinity of the Northolt Avenue junction. No waiting restrictions for buses or vehicles exceeding 5T in weight are in place between 00:00 – 08:00 and 18:30 – 00:00. A footway flanks both sides of the road. To the east of the Northolt Avenue junction, a height restriction of 3.6m is in place due to a low bridge, with the road also forming a low emissions and safer Heavy Goods Vehicle (HGV) zone for vehicles weighing over 3.5t.

### **3.2 Northolt Avenue**

- 3.2.1 Northolt Avenue is a two-way single carriageway that provides access to a number of residential properties to the south via a simple priority T-junction from Station Approach. The road measures approximately 6.5m in width and is subject to a 30mph speed limit. Within the vicinity of the site, on-road parking lay-bys flank either side of the road. A footway flanks both sides of the road.

## 4.0 Construction Traffic Route

4.0.1 All construction vehicles accessing the site would be required to do so via Station Approach with the preferred routes for construction traffic being as follows:

- Access Route: Vehicles approaching the site are to use Station Approach (east or westbound)
- Egress Route: Vehicles leaving the site are to use Station Approach (westbound)

4.0.2 No construction vehicles are to utilise Northolt Avenue to the west of the site to limit congestion in the residential area.

4.0.3 The route described is outlined in red in Figure 4.0.3 below:

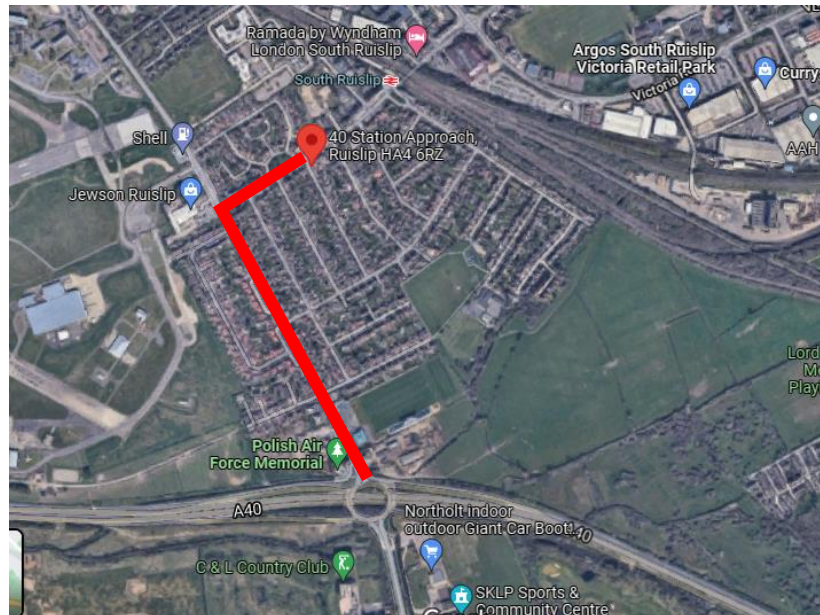


Figure 4.0.3 –Construction Traffic Route

4.0.4 It is considered that Station Approach offers excellent access to the wider highway network. A route to the A40, and by extension the M40 and M25, is available via the A4180.

4.0.5 It is acknowledged both Station Approach and Northolt Avenue form low emission and 3.5t safer HGV zones and as such only construction and delivery vehicles compliant with the control measures associated within these restrictions will be utilised when accessing the site via these routes. In addition, all contractors associated with the delivery of the site will be informed of these requirements.

## **5.0 Construction Phases**

### **5.1 Site Set Up**

- 5.1.1 Initially the site will be set up to enable the dental practice to be relocated. This will require a temporary unit to be installed to the rear car park with associated services connected. The dental practice will then be relocated by professional tradesmen, and works signed off by the relevant authorities prior to occupation and use.
- 5.1.2 The hoarding line will be formed to provide a secure boundary to the demolition zone. This will require a partial pavement closure along Northolt Avenue as the brick façade runs along the site boundary. All relevant council permits will be applied for.

### **5.2 Demolition Phase**

- 5.2.1 The access along Station Approach will be utilised for vehicle movements whilst access for pedestrians and the dental practice will be via the rear service yard. This will ensure segregation. One way access will be implemented for all site traffic.
- 5.2.2 Soft strip will be carried out by hand by trained operatives. Waste will be segregated into skips and removed within the storage / logistics compound to the north of the site.
- 5.2.3 Demolition will be carried out by excavator and waste removed via skips.
- 5.2.4 All necessary council permits will be applied for.

### **5.3 Structure Phase**

- 5.3.1 Ground works will be completed by excavator, with delivery vehicles access through the gates on the north side.
- 5.3.1 Superstructures work will be carried out within the site compound. Any in situ-concrete deliveries will be poured by the use of a mobile pump.
- 5.3.2 A perimeter scaffold will be erected to enable access for the brickwork and windows. A section of pavement along Northolt Avenue will be closed to enable erection.

### **5.4 Internal Finishes Phase**

- 5.4.1 The loading bay at the front of the building will be used for all deliveries.

## **5.5 Completion Phase**

- 5.5.1 The hoarding will be removed and replaced with herras fencing as the building façade will be secured.
- 5.5.2 The dentist will be re-located back inside the building and the temporary unit will be removed.
- 5.5.3 External works will be carried out to the front and rear carpark areas.

## 6.0 Logistics Plan

### 6.1 Vehicle Type

- 6.1.1 Small vehicles, such as cars, pickup trucks and short/long wheel-based vans can be expected off-site during the construction phase of the development. These are typically expected to be commercial vans and belong to members of the building trade (e.g. electrical/plumbing contractors etc.).
- 6.1.2 In addition to the above, vehicles associated with the delivery/removal of materials are expected on-site during the construction period. It is not expected that any deliveries to the site will be abnormal or exceptional loads that require larger vehicles such as articulated Heavy Commercial Vehicles (HCVs), though there may be some smaller HCVs associated with the delivery of construction materials.
- 6.1.3 Any Heavy Goods Vehicles shall comply with the Direct Vision Standard. A rating of 3 stars (or more) will be required. The Direct Vision Standard came into force on 1st March 2021 and forms part of the Safety Permit for all HGVs entering London (an area bounded by the M25 Motorway). It is the haulier's responsibility to comply with these regulations prior to entering the Enforcement Zone. Enforcement operates 7 days a week, 24 hours a day.
- 6.1.4 Freight Operators Recognition Scheme (FORS) Silver standard is to be mandated by all freight operators delivering to this site to support this development.
- 6.1.5 All deliveries, particularly Heavy Goods Vehicles, to site shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC. This is to ensure improved fields of vision across the front of the vehicles.

### 6.2 Vehicle Trips & Times of Working

- 6.2.1 The frequency of construction vehicle movements will be dependent on the individual activities undertaken, however it is not anticipated at this stage that this would have a significant impact on the local highway network local to the site. Deliveries to the site should be limited so not to occur during typical weekday network AM (08:00-09:00) and PM (17:00-18:00) peak periods and therefore should not have a negative impact on the local highway network.

- 6.2.2 Whilst the maximum number of operatives to be on-site is currently unknown, given the size of the approved development, it is not considered that this would represent a significant impact on the local highway network. Furthermore, car sharing amongst staff is to be promoted at the site (where permissible by Public Health England guidance in relation to COVID-19 control measures) and could form a realistic travel mode for those staff employed by the same company.
- 6.2.3 In order to protect local amenity, it is proposed that all construction and demolition activities shall only be carried out between the hours 08:00 and 18:00, Monday-Friday and between the hours of 08:00 and 13:00 on Saturdays, in line with Informative I15 '*Control of Environment Nuisance from Construction Work*'. No demolition or construction activities should take place on a Sunday, Public or Bank Holiday.

### **6.3 Construction Traffic Access Arrangements**

- 6.3.1 The proposed access for the construction phase will be via Station Approach Road, and this will be utilised for the majority of vehicles (staff and construction) that are arriving to and departing from the site during the construction period, with a minimal number of deliveries to be made via Northolt Avenue (welfare deliveries).
- 6.3.2 Staff will only be permitted to access the site working areas after receiving an induction and site notice boards will be displayed at the site entrance displaying the project particulars, contact details, access and egress procedure, site rules and all necessary health and safety information.
- 6.3.3 There will be no daytime or overnight parking of lorries within the vicinity of the construction site. All deliveries shall enter site directly on arrival and not wait on any road in the vicinity of the site. This is to reduce local congestion.

### **6.4 Unloading/Loading Arrangements & Turning Provision**

- 6.4.1 The unloading of materials will take place using mechanical equipment or by construction staff within the site loading bay. Given the location of the site office to the rear of the property, it is acknowledged that the delivery of some materials may need to occur on Northolt Avenue, however it anticipated that these would be small and minimal, with deliveries to be made on-site whenever possible. In order to

prevent congestion at the site access and along Vernon Drive, all deliveries associated with construction works will be pre-arranged with the site management.

- 6.4.2 A banksman with a Traffic Marshal qualification (as a minimum) will be available onsite at all times of construction to coordinate the movement of vehicles. This will ensure that two large vehicles do not attempt to use the site access at the same time and therefore ensure that safety of the public highway is not compromised. A daily delivery sheet will also be used to co-ordinate deliveries to the site in order to avoid vehicles arriving/departing simultaneously and is to be provided on a weekly basis to the construction supply chain.
- 6.4.3 The provision of a banksman will also ensure that pedestrians are adequately protected within the vicinity of the site. Footways within the immediate vicinity of the site will also receive regular sweeping to ensure that any debris is cleared from pedestrian areas.
- 6.4.4 All materials delivered will be stored on-site, with no material storage on the public highway.
- 6.4.5 Vehicles associated with the construction of the development are to access and egress the site via Station Approach using a one-way system, allowing all vehicles to egress the site in a forwards gear.
- 6.4.6 Contractors will work with reference to best practice guidance including the 'Considerate Constructors Scheme – Code of Considerate Practice' (CCS, 2017), which makes specific reference to minimising the impact of deliveries, parking and working within the highway.
- 6.4.7 It is proposed that all deliveries to the site shall be between the hours 09:00 and 17:00, Monday-Friday and between the hours of 08:00 and 13:00 on Saturdays, in order to protect the local amenity and avoid the peak hours of the local highway network. No demolition or construction activities should take place on a Sunday, Public or Bank Holiday.

## **6.5 Parking Arrangements for Construction Staff**

- 6.5.1 As highlighted in the Officers Report, the site has a PTAL rating of 3 and is considered good accessibility to public transport. As such, staff are likely to travel to the site via public transport and these trips would typically occur at the start and end of the working day.
- 6.5.2 Where public transport is not viable, vehicle parking will be accommodated on Northolt Avenue utilising the pay and display parking bays.

## 7.0 Mitigation Measures

### 7.1 Measures to Control Demolition & Construction Noise & Vibration

#### 7.1.1 On-site plant and equipment will include

- Small excavation machines
- Visiting concrete placing booms / pumps

#### 7.1.2 Given the residential location of the site, the following measures should be implemented to reduce noise during the demolition and construction phases of the development:

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements.
- All tools will be fitted with silences/mufflers where possible.
- Care would be taken when unloading vehicles to avoid unnecessary noise.
- Reduce the speed of vehicle movements.
- Local hoarding, screens or barriers should be erected to shield particularly noisy activities.
- The times in which construction and demolition activities can be carried out, outlined in Section 5.2, will be adhered to.

#### 7.1.3 All equipment must comply with at least BS-7580-2 1997 Type 2 specification, as required by BS 5228-1:2009 "Code of practice for noise and vibration control on construction and open Sites 2 Part 1: Noise. Annex G".

#### 7.1.4 The Control of Noise at Work Regulations 2005 (Noise Regulations 2005) will be followed to prevent or reduce risks to health and safety from exposure to noise at work. This will be carried out by:

- Assessing the risks to operatives from noise at work;
- Taking action to reduce the noise exposure that produces those risks;
- Providing operatives with hearing protection if the noise exposure cannot be reduced enough by using other methods;
- Making sure the legal limits on noise exposure are not exceeded;

- Providing operatives with information, instruction and training;
- Carrying out health surveillance where there is a risk to health.

## **7.2 Measures to Mitigate Impact on Air Quality**

7.2.1 The following measures are to be implemented by the Principal Contractor in order to avoid/reduce dust pollution and other airborne debris:

- Ensure that all materials transported to and from the site are in enclosed containers or fully sheeted.
- Ensure materials have a minimum of packaging.
- Ensure all polystyrene and similar lightweight materials are weighted down.
- Making sure all dust generating materials are adequately packaged.
- Ensure loads are covered where spoil or demolition material is being removed.
- Ensure that the carriageways are suitably swept if required.
- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
- Avoid site runoff of water or mud.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials that have a potential to produce dust from the site as soon as possible, unless being re-used on-site.
- Ensure all vehicles switch off engines when stationary - no idling vehicles.

7.2.2 A wheel cleaning procedure is to be used in order to reduce the amount of mud/dirt that could potentially be deposited on the highway by vehicles exiting the site. Prior to exiting the site, vehicles will be inspected for heavy deposits on their wheels and if present the deposits will be removed, either manually or with a power washer. Any excess mud/dirt will be collected and appropriately disposed of. Mechanical sweepers should be used to clean the highway within the vicinity of the site in order to limit mud/dirt being transported out of the site onto the local highway network, as and when necessary.

7.2.3 The site will comply and follow The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.

### **7.3 Measures to Control Waste Storage, Recycling & Disposal**

- 7.3.1 In line with best practice, the Principal Contractor will minimise and reduce waste generation and recycle as much waste as possible. To help reduce trips, vehicles delivering construction materials to the site will leave with waste where possible, to reduce empty running.
- 7.3.2 The Principal Contractor will undertake a segregation system to separate waste on-site in order to maximise the reuse of construction and demolition waste within the development.
- 7.3.3 The collection and removal of waste and refuse from the site will also be coordinated by the Principal Contractor to avoid conflicts with other deliveries to site. All waste to be removed from the site will be undertaken by fully licenced waste carriers and taken to licenced waste facilities.

### **7.4 Measures to Reduce Vehicle Movements**

- 7.4.1 Where possible, deliveries to the site will be consolidated so to reduce the number of vehicle trips generated by construction works at the site. This can be achieved through consultation with material suppliers and contractors so to minimise the number of delivery trips to the site. Vehicles delivering construction materials to the site will also leave with waste where possible, to reduce empty running.

### **7.5 Measures to Protect Pedestrians**

- 7.5.1 Construction is likely to impact pedestrians using Station Approach and Northolt Avenue. The footway along the Northolt Avenue within the vicinity of the site access will be temporarily closed. Pedestrian traffic management signing is to be provided to safeguard and redirect pedestrians whilst work is being undertaken. Any footway works will be undertaken over as short a period as possible, in order to minimise the impact on pedestrians.
- 7.5.2 As previously outlined, a banksman will also direct large vehicles in and out of the site and therefore ensure that pedestrians and other vulnerable road users are adequately protected within the vicinity of the access. The carriageway and footways within the

immediate vicinity of the site will also receive regular sweeping to ensure that any debris is cleared from pedestrian areas.

## **7.6 Measures to Avoid Road Damage**

7.6.1 Care must be taken during the demolition and construction phases of the development to ensure no damage is caused to any footpaths or carriageways within the vicinity of the site and therefore no large vehicles (i.e. delivery vehicles) are to overrun the footways on Station Approach (other than to access the site). Any damage caused to footways and/or carriageways within the vicinity of the site as a result of the development is to be rectified to the Council's satisfaction, at the cost of the applicant.

## **7.7 Measures to Protect Trees**

7.7.1 No Tree Preservation Orders (TPO's) are in place. The existing trees are to be removed as part of the demolition phase.

## 8.0 Complaints Procedure

- 8.0.1 In the event of a verbal or written complaint being received, the Principal Contractor will record in the complaints log as soon as the complaint is made, including the name and contact details of the complainant. Details of all communication with the complainant and any actions to resolve the complaint will be recorded in the same place.
- 8.0.2 Recorded complaints will be monitored by the Principal Contractor for the purpose of identifying any trends and to improve products and services.
- 8.0.3 The details of the individual or organisation making the complaint and details of their complaint will be held and used in accordance with the Data Protection Act 1998.
- 8.0.4 All complaints will be responded to including the progress updates of the complaint.
- 8.0.5 If complaints cannot be resolved using this complaint process, or the individual or organisation making the complaint is dissatisfied with the immediate response, they will be informed them where they can take further action (e.g., local authorities, the Equal Opportunity Commission, Health and Safety Executive, or Environmental Agency).

## 9.0 References

- 9.0.1 CCS (Considerate Constructors Scheme), 2017. Considerate Constructors Scheme – Code of Considerate Practice’.

## **Appendix 1 –Logistics Plan**