
Construction logistics Plan

Project - 174 Aylsham Drive , Ickenham

Application number – 35924/APP/2020/991



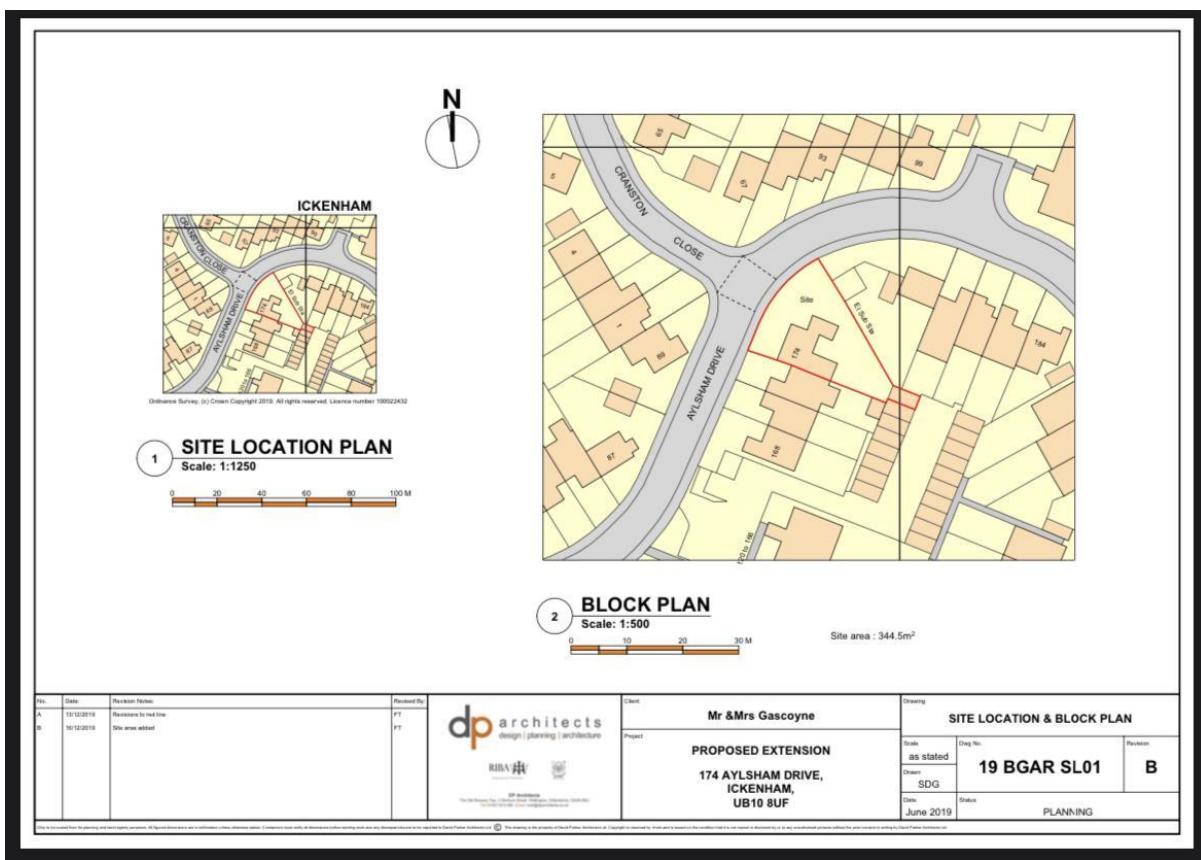
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1.0 Introduction

1.1 Introduction to the Development and the Site Location

This site is located in Ickenham.

The project is a two storey, 1-bed attached dwelling and two storey rear extension involving parking and amenity space

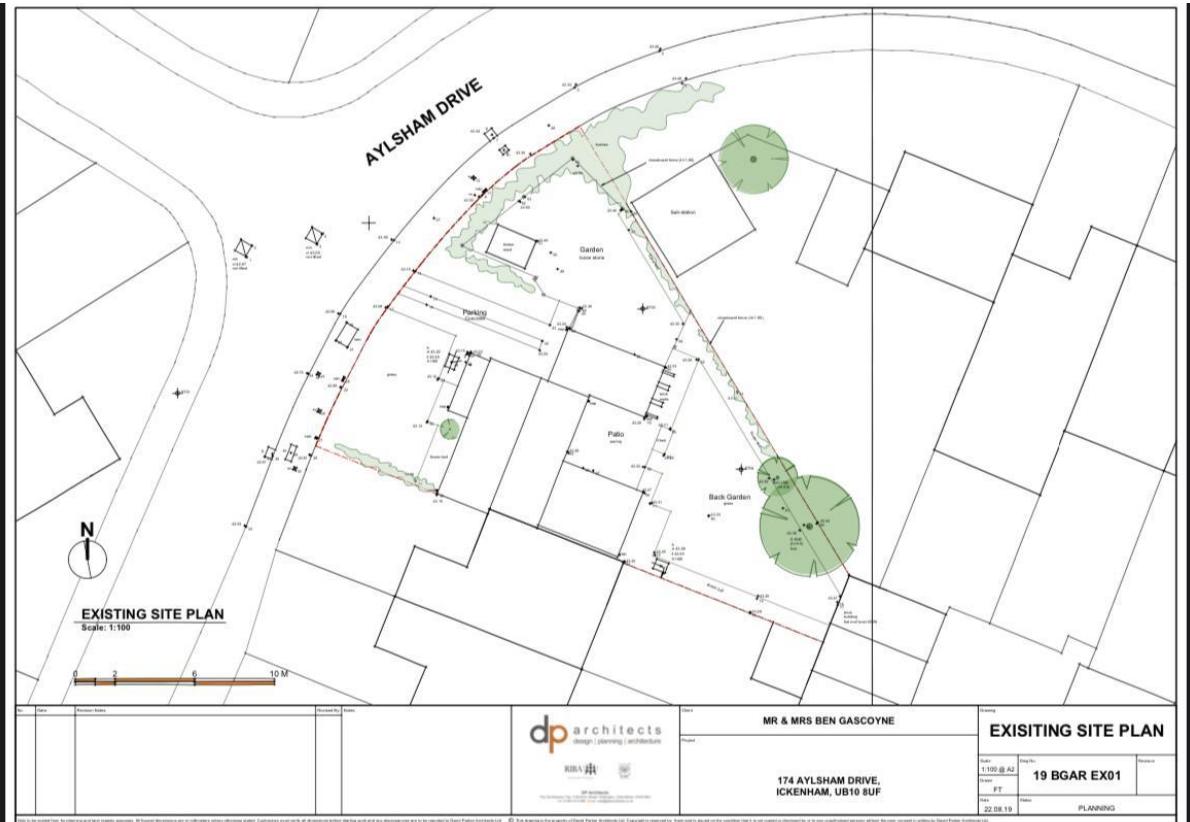


The development will be carried out in accordance to the documents & drawings
19 BAR SL01 - Site location and block plan
19 BAR EX01 - EXISTING SITE PLAN
19 BAR SP04 - PROPOSED SITE PLAN
19 BAR PE04 - PROPOSED PLANS AND ELEVATIONS
19 BAR EX02 - EXISTING PLANS AND ELEVATIONS

EXISTING PLANS

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1.2 Summary of the Construction Phases, techniques are traditional build using a traditional scaffold as access, the site will have no crane and all lifting will be on delivery where we will request a vehicle with a hiab or Moffat.

Construction phases	Time line
Enabling works & Demolition	4 weeks
Substructure	6 weeks
Superstructure	4 weeks
External Elevations	5 weeks
Fit out	10 weeks
External works	8 weeks
Landscaping	6 weeks
Handover	2 weeks

Table: Summary of the Construction Phases

1.3 Relationship to the Development Control Requirements

We agree to follow the requirements in respect to CLPs that are set out in the local authority planning requirements by Hillingdon's councils guidance document. To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, and DMT 2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

1.4

The project is approx. 10 months from start to completion with landscaping see Table in section 1.2

2.0 Deliveries

2.1 hours of delivery

10am to 2.15pm ONLY

The deliveries will be expected to adhere to these times.

All deliveries will be using FORS registered vehicles or registered and in the process.

Should a second delivery vehicle (assuming that the site itself cannot accommodate it) and it turns up anyway, the vehicle will be sent away and No 'vehicle stacking' is to be allowed on the public highway at any time.

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The deliveries to the site will be managed by the principal contractor, all supply management will be managed by the project manager for Westway construction ltd and their head office office who will manage the orders and ensure all deliveries are aware of any limitations prior to arriving on site, they will have ultimate control of the logistics operations to and on site. It will not vary at any stage of the project as all works are being controlled by one contractor.

With regards to vehicle routing, an appropriate signage strategy will be developed and erected by the site contractor to instruct construction and delivery vehicles of the direction to take to and from the development site. All signage related to the construction works will be maintained and regularly inspected.

2.3 Delivery Booking and Scheduling A booking-in system will be placed to plan and organise deliveries, providing greater control over delivery management and vehicle movements around the site.

The Principal Contractor will coordinate all deliveries to and from the site and ensure that:

- All delivery and collection vehicles adhere to the proposed routing agreement;
- Prior to a delivery or collection, hauliers notify the relevant authorities (Police, Highways Authority etc.) in accordance with the Road Vehicles (Authorisation of Special Types) Order 2003, if required;
- Any HGVs are scheduled to avoid network peak hours where possible;
- An appointment system will be put in place for collections and deliveries during any demolition and construction phases;
- Deliveries will be consolidated where possible, in order to reduce the number of deliveries to site; and
- All deliveries to the site will be received outside of peak hours.

A mix of LGVs and private cars will access the site throughout the redevelopment of the site. These will be directed to a formalised on-site parking area, preventing the need for these vehicles to park on the road, or at an off-site location. Loading and unloading of deliveries will take place within the site, ensuring that delivery vehicles will not need to stop and wait on the public highway whilst loading or unloading. Construction and delivery vehicles will not park on any street within the close proximity of site. Vehicles will not wait or idle run in the area in order to reduce congestion and vehicle emissions

2.3 Off Site Fabrication & Consolidation

We have seen where we can demonstrate that the procurement team have made realistic plans to reduce the number of deliveries. This is a small project and we are using trusted suppliers who are willing to take on any special requirements and we have their agreement that they will use the closest branches for deliveries and register for FORS as well. This is a traditional build and prefab requires a much larger plant and equipment which would NOT be required in a traditional build.

2.4 FORS

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All transport services to the site will be members of TfL's Fleet Operator Recognition Scheme (FORS). This promotes legal compliance, safety and best practice for road transport operators in the London area. This applies to all parties operating vehicles to site. Anyone who is not a member has been advised to apply within a maximum 90 days from the award of their contract. We will expect suppliers will also be expected to comply with TfL's 'Standard for construction logistics: Managing work related road risk (WRRR)' see www.tfl.gov.uk/WRRRstandards

2.5 LEZ and ECO Stars

We confirm that all applicable vehicles used on site and for deliveries and collections will be compliant.

We have informed our suppliers of this and we will update this information

2.6 Waste Management there will be a waste plan to ensure that waste collection is co-ordinated, fit for purpose and maximises any opportunities for recycling and reuse of materials on site with regular collections.

We have a good working relationship with Ron Smith Recycling Ltd : a family business that has more than 35 years' experience in recycling and waste management. We operate our own Licensed Waste Transfer Station using the latest waste separation technology and collect waste using our modern euro-6 fuel efficient transport fleet. Our mission is to recycle 100% of waste produced and we are constantly looking at ways of improving as we believe recycling is the way forward to a green cleaner and sustainable environment.

2.7 Use of Alternative Modes

All materials and waste will be by road only.

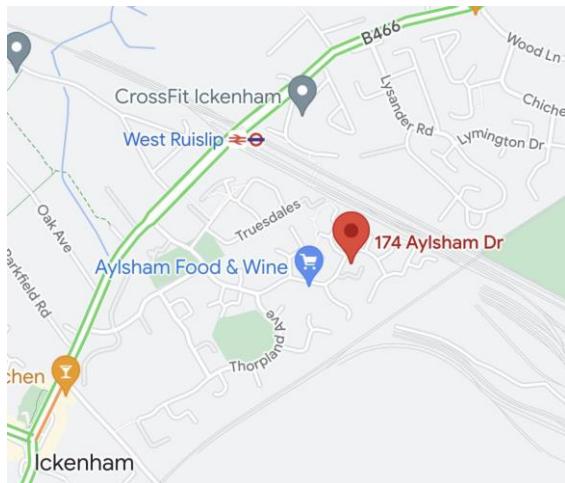
3.0 Site Access

3.1 Site Location and Approved Development Site Location

The development site is located in the Ickenham area, located off the B466 and near West Ruislip station

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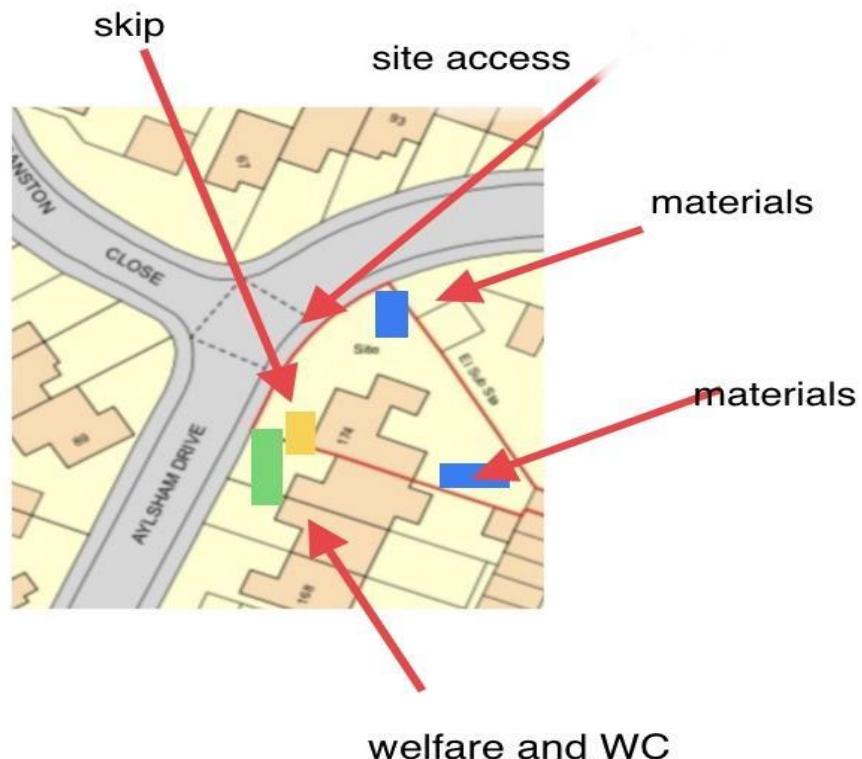


A site location plan is provided in section 1.1. The site currently comprises an existing detached two-storey building.

The site has a single access, which is off Aylsham Drive. Approved Development

3.3 On-Site Arrangements

See below site plan for provision of on-site storage facilities for equipment, tools and materials that would allow reduced trips by suppliers to the site. These facilities are located at a point where they can easily be loaded and unloaded without causing either a hazard or congestion, there will always be a banksman in place for any loading or unloading.



3.4 Loading/Unloading Locations Whether loading and unloading is to be conducted on site drive.

3.5 Cranes and Equipment Arrangements for cranes and major equipment
N/A

3.6 Materials Storage and Security

Vehicles entering the site will be directed to the vehicle laydown area. Deliveries will be unloaded using forklifts and telehandlers. Materials will be stored within a secure designated material laydown area for tools and building equipment. The location of the laydown and storage areas will be located within the site itself.

The plan shows provision of on-site storage facilities for equipment, tools and materials that would allow reduced trips by suppliers to the site. These facilities are located at a point where they can easily be loaded and unloaded without causing either a hazard or congestion on Aylsham drive.

3.7 Staff Travel Plans

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staff will be encouraged to car share, train (direct links are available) or cycling etc wherever possible.

The site is located in close proximity to a bus stops, leading to a large number of train stations.

The nearest train station is West Ruislip.

The nearest bus is off new road harlington, West Ruislip (stop M)

4.0 Implementation

4.1 Contractual Arrangements

The Principal Contractor will be managing the works, they will manage all deliveries on site. We will have a list of our suppliers on completion of appointment and updated as required, any transport providers and any of our subcontractors who will bring their own vehicles to site will be compliant with FORS.

4.2 We will have the rules of the CLP in the contract and purchase order, site induction and it will be displayed on the information board. Because the provisions of the CLP apply to the site as a whole, all parties will find it helpful to have a written instruction about the actions that they need to comply with

5.0 Monitoring Arrangements

5.1 Review Meetings & Data Sharing , the data collected on this site will be reviewed every month as part of the project progress.

5.2 Data Collection The CLP will collect data by using a booking system, which will be important to record data to assess the environmental impact of the site logistics for this site. We will record the start and end point of journey, mileage and fuel type. Operatives will also be asked to provide the means of travel and approx. time and the journey distance.

5.3 Targets

1. to reduce the impacts of the logistics activity.
2. to reduce the number and frequency of deliveries by vehicle type.

**6.0 Management of Dust and Debris **

6.1 Measures to protect the public highway from dust resulting from construction activity, such as sheeting, scaffolding and construction vehicles, will be implemented.

6.2 A wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the construction site.

6.3 An area close to the site exit will be utilised for wheel washing prior to vehicles leaving the site. A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud / slurry being collected and disposed of.

6.4 It is anticipated that this will only be required during the initial weeks of the development when the existing ground is removed and the footings for the new buildings are constructed. However, the wheel wash station will remain on-site until the development is complete. The proposed wheel cleaning procedure will consist of:

- Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
- Following inspection, all wheels are to be washed down using a high pressure jet wash until clear of all deposits.
- Vehicles will be permitted to leave site following approval of the site manager / site representative that the above steps have been completed to a satisfactory standard.

On-site roads will be kept as free of mud as is practicable during ground working operations. Machine and wagon trafficking around the site will be kept to a minimum in order to reduce the effects of rain on 'broken' ground. If this is not sufficient, a road sweeper will also be used in the immediate area which will be ordered directly via the site manager.

Conclusion

This Construction Logistics Plan (CLP) has been prepared to demonstrate how construction traffic should be appropriately managed during the construction phase up to substantial completion of the development.

The contractor will implement several measures in order to minimize construction impacts on local residents and the public highway in the vicinity of the development site. Local residents will be continuously informed of the progress of the works throughout the construction phases in their entirety.