

119 Charville Lane, Hayes, UB4 8PD
Construction Logistics Plan (CLP)

1.0 Introduction

- 1.1 This Construction Logistics Plan (CLP) has been prepared by Designed Images on behalf of Mr Nawab Karimy.
- 1.2 It has been prepared in order to discharge Condition 11 of the planning consent (50525/APP/2022/2282)), which was granted by Hillingdon Borough Council on 31/07/2020. Condition 11 states that " No development shall take place until a full and detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority.
The CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to minimise/avoid potential detriment to the public realm."
- 1.3 This CLP considers the routing and parking of construction vehicles during the construction phase, the loading and unloading of materials, as well as mitigation measures to safeguard the immediate highway during the construction phase.

2.0 Site Location and Approved Development

Site Location

- 2.1 The development site is located in Charville Lane, which is situated to the North of Hayes town centre in the London Borough of Hillingdon.
- 2.2 The Property is bounded by Green Belt open space to the south and properties and Childrens Home in Charville Lane to the west and properties to the east. To the north are properties in Ridings Lane and Palomino Close.
- 2.3 A site location plan is provided at Appendix A.
- 2.4 The site covers an area of approximately 1050m², which currently comprises an existing Bungalow and Garden.
- 2.5 The site has a dual access, which is via a footway crossover on Charville Lane.

Approved Development

- 2.6 Demolition of existing dwelling and erection of a 4-bed dwelling with associated landscaping and parking.

3.0 Construction Vehicle Routing and Management

- 3.1 Construction vehicles approaching the site from the south will exit Uxbridge Road (A4020) into Polehill Road and then into Charville Lane where the site is located.

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- 3.2 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.
- 3.3 Prior to the construction phase commencing, the contractor will enter into a routing agreement with Hillingdon Borough Council to ensure that all heavy construction traffic to and from the development site follows the appropriate routes as set out in paragraphs 3.1 and 3.2.
- 3.4 All construction vehicles will be managed by the Project Manager, who will oversee the delivery of the scheme, and by the Site Supervisor responsible for on-site activities. The contact details for both the Project Manager and Site Supervisor will be provided to Hillingdon Borough Council before construction begins.
- 3.5 The Principal Contractor will co-ordinate 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; and
 - An appointment system will be put in place for collections and deliveries during demolition and construction phases.
- 3.6 A mix of HGVs, LGVs and private cars will access the site throughout during 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.
- 3.7 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.
- 3.8 No HGV Delivery or Contractors Vehicles will be scheduled to arrive or leave the construction site during drop off and pick up times of the Swakeleys Girls School.

4.0 Site Management

- 4.1 Throughout the demolition and construction phases, appropriate signage, which accords with necessary standards and requirements of the Highway Authority, will be provided around the development site along Charville Lane, to protect and warn pedestrians, cyclists and motorists of all construction activities. The scheme will include a monitoring regime to repair or replace any damaged or lost signage as necessary. All signage on the highway will adhere to relevant guidance including that set out in the Traffic Signs Manual.
- 4.2 A highway condition survey, including photographs, will be undertaken prior to the commencement of any works within the highway at which time the condition of existing highway infrastructure, including carriageway, footway, street furniture and vegetation, will be recorded. Any damage to the highway proven to be as a result of construction activities will be fully reinstated to at least the original condition.

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- 4.3 Throughout construction, it may be necessary to implement appropriate pedestrian diversion routes away from the site to ensure safety for those on foot. Any such diversion routes will be designed to give priority to pedestrians, being mindful of the elderly and less able-bodied in the area.

Management of Dust and Debris

- 4.4 Measures to protect the public highway from dust resulting from construction activity, such as sheeting, scaffolding and construction vehicles, will be implemented.
- 4.5 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.
- 4.6 An area close to the site exit will be utilised for wheel washing prior to vehicles leaving 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.
- 4.7 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.
- 4.8 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.
- 4.9 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.

Parking

- 4.10 Construction staff using private vehicles to travel to the site will park their vehicles in a designated location within the site. Staff working at the site will be encouraged to share their journeys to work where possible, to reduce parking pressure on the site. The location of the car park will be located within the site itself.
- 4.11 There will be no unnecessary parking of vehicles related to the development in the vicinity of the site.

Plant Materials

- 4.12 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.

5.0 Summary and Conclusions

- 5.1 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.
- 5.2 The contractor will implement several measures in order to minimise 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.

Appendix A

Site Location Plan



Block Plan shows area bounded by: 508899.02, 183161.07 508989.02, 183251.07 (at a scale of 1:500), OSGridRef: TQ 8948320. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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