

Town and Country Planning Act 1990

Construction Management and Logistics Plan

For the planning application at the premises:

Haydon House, 296 Joel Street, Pinner, HA5 2PY

(Condition 8)

Proposal:

Change of use from offices (Use Class E) to residential (Use Class C3) to create eight self-contained flats under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

Statement prepared on October 2025

Hillingdon Council

SUMMARY STATEMENT

This Construction Logistic Plan takes account of our general environmental policy to minimize the potential nuisance and disruption caused by our activities. We will work to prevent pollution through the implementation of robust operational controls and by reducing where at all possible the pollution risks associated with us activates. Through the site Manager there will be a robust regime of regular site inspection to ensure that all personal comply with and implement site specific safety and environmental plans and in so doing promote suitable development by conserving energy, materials and resources through minimizing consumption, maximizing efficiency and effectively managing waste.

This Construction Logistic Plan (CLP) includes the following:

- (a) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (b) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (c) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the number of construction vehicles accessing the site during peak hours).
- (d) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (e) The storage of demolition/construction materials on site.

A. Hours of deliveries

Deliveries will be restricted to the standard working hours of;

Monday to Friday 8.00am to 5.00pm

Saturdays 8.00am to 1.00pm

Sundays and Bank Holidays No deliveries.

B. Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).

The surface of the entrance of the site will be prepared of crushed concrete and will be prevented from entering areas of the site where they could attract mud and deleterious materials.

As additional precaution, a visual inspection will also be carried out and a hand-held pressure washer to deal with and unforeseen eventualities.

C. Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the number of construction vehicles accessing the site during peak hours).

All vehicular access to the site will be via Joel Street, using designated entry and exit points clearly signed and controlled to prevent conflict with other road users. Vehicle movements will be restricted to approved haul routes agreed with the Local Highway Authority. Delivery and collection times will be scheduled to avoid peak traffic periods (typically 07:30–09:30 and 16:30–18:00) wherever practicable, reducing the impact on local traffic flow and safeguarding pedestrian activity during busy hours.

- A Traffic Management Plan (TMP) will be maintained and updated as the project progresses.
- Banksman and trained traffic marshals will be present during all vehicle movements entering or leaving the site.
- On-site turning areas will be provided to eliminate the need for reversing onto public highways.
- Clear directional and safety signage will be installed to guide drivers and pedestrians safely around the site.
- Wheel-wash facilities will be provided at the site exit to prevent mud and debris being transferred to the public highway.

Safe and clearly defined pedestrian routes will be established around the perimeter of the site. Where temporary footpath diversions are required, these will comply fully with local authority and health and safety regulations. Signage and barriers will ensure that the public and site staff are adequately protected from construction operations.

All contractors and site operatives will be encouraged to use sustainable modes of transport, including public transport, cycling, and car-sharing schemes. On-site parking will be strictly limited to essential vehicles only, with designated off-site parking areas arranged where feasible.

Measures to reduce the number of construction vehicles accessing the site during peak hours include:

- Consolidation of deliveries where possible.
- Use of local storage and 'just-in-time' delivery systems.
- Scheduling large or non-urgent deliveries outside of peak periods.
- Coordination with suppliers to ensure efficient logistics and avoid unnecessary trips.

D. Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

Effective control measures will be implemented throughout the demolition and construction phases to minimise emissions and prevent adverse impacts on local air quality. The principal objective is to ensure that dust, fumes, and other airborne pollutants are controlled at source and do not cause nuisance or health risks to neighbouring properties, pedestrians, or the wider environment.

Dust and Emission Control Measures:

- **Dust Suppression:** Regular damping down of exposed surfaces, haul routes, and stockpiles using water sprays or misting systems, particularly during dry or windy conditions.
- **Covering of Materials:** All loose materials transported to or from the site will be securely covered to prevent dust escape. Stockpiles will be kept to a minimum and, where possible, enclosed or sheeted.
- **Wheel and Road Cleaning:** A wheel-wash facility will be installed at the site exit to prevent mud and dust being deposited on the public highway. Adjacent roads and footpaths will be regularly inspected and cleaned as required.
- **Vehicle Emissions:** All construction vehicles and plant will be well maintained, regularly serviced, and meet current emission standards. Idling of engines will be strictly prohibited.
- **Low Emission Equipment:** Where practicable, electrically powered, hybrid, or low-emission plant and machinery will be used to reduce air pollutants.
- **Material Handling:** Drop heights when loading or unloading materials will be minimised to limit dust generation.
- **On-site Crushing or Cutting:** Where cutting, grinding, or crushing is unavoidable, dust suppression tools and vacuum extraction systems will be used.
- **Boundary Controls:** Temporary fencing, hoarding, and dust screens will be erected along site boundaries where necessary to contain dust spread.

Monitoring and Management:

A Site Environmental Manager (or designated representative) will oversee the implementation of air quality control measures, including regular inspections and monitoring. Any complaints or issues raised by the public or local authority will be investigated promptly, and mitigation measures will be reviewed as required.

E. The storage of demolition/construction materials on site.

No demolition is taking place on site, a container for site materials will be placed at the rear of the site, which can be seen in Figure 1.

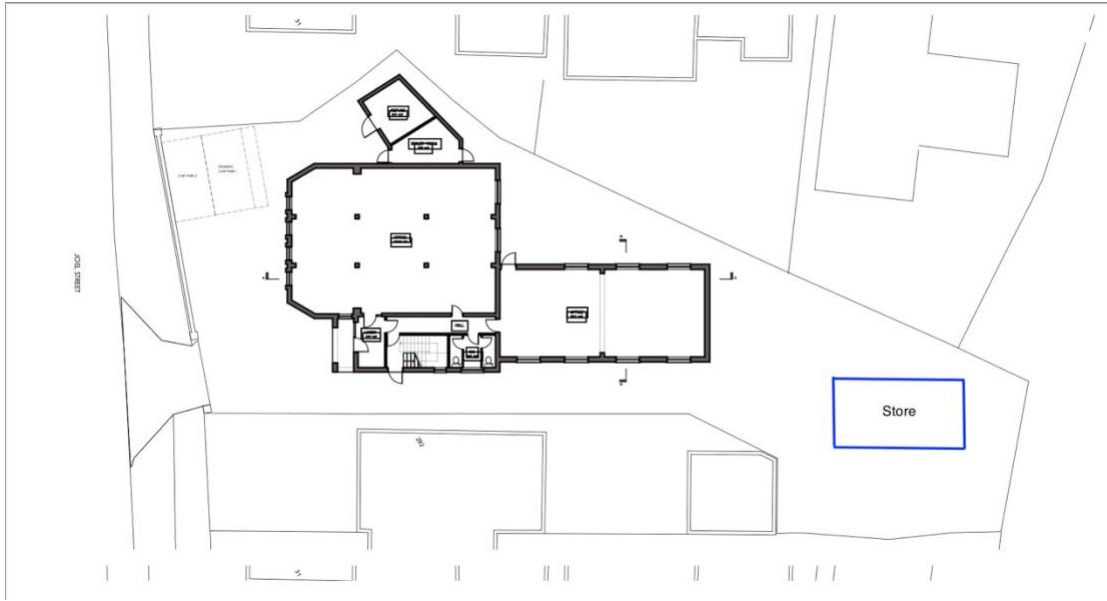


Figure 1 Site Location Plan

During the construction period, trained personnel will patrol the site access in order to control vehicle movements. A minimum of two days' notice will be provided to site manager who will confirm the delivery slot and delivery area to be used.

Utility Co-ordination

Developers are to commit to co-operation with LBC-led utility coordination initiatives aimed at bringing in utility connections with the minimum possible disruption to the traffic network. This will require a full list of required utility connections and specifications to be made available at the earliest possible opportunity so that co-ordinated installation can be arranged. Particularly, developers should commit to bringing utility connections up to site in a single coordinated set of works, with final connection then to be made at will.

This utility providers information will be provided as soon as available and will ensure effective coordination to ensure minimal disruption

FORS – All developers will commit to site traffic meeting at least the FORS Silver standard.

End.