



Land to Rear of The Broadway, 53- 55 Joel Street,
Northwood Hills HA6 1NZ

Construction Management & Construction
Logistics Plan (*updated 16/03/21*)

CONTENTS

INTRODUCTION AND SCOPE OF REPORT	1
Site Description and Proposed Development	1
Scope of Plan	2
CONSTRUCTION MANAGEMENT	2
Consultation and Community Liaison	2
Programme	2
Construction Phasing	2
Working Hours	3
Control of Noise, Vibration and Dust	3
Waste Disposal	4
Condition Survey	5
Materials Storage and Security	5
CONSTRUCTION TRAFFIC MOVEMENTS	5
Construction Traffic Type	6
Frequency of construction Traffic	7
Hoarding Requirements	7
Parking Suspension	7
Management of Access Routes	8
Access Routes	8
Pedestrian Safety Routes	8
Management of Traffic	8
MONITORING AND REVIEW	9/10

INTRODUCTION AND SCOPE OF REPORT

Site Description and Proposed Development

Planning permission for the Erection of a three-storey building to provide 3x 1 bedroom and 4x 2-bedroom residential units with associated parking and bin and cycle storage, involving alterations to existing crossover obtained in January 2021.

A disused carpark currently occupies the sites of which the development will be built upon.

See consented plans for reference

(Figure 1.1)



Team Structure

Description	Person(s) Responsible
Operations Manager (responsible during working hours and post working hours)	Sunil Pankhania (07968859680) sunil@westcombe.uk.com
Site Foreman	Manesh Bhudia
Produce Construction Phase Plan	Manesh Bhudia

Review and update CPP	Manesh Bhudia
Collate Health and Safety File	Sunil Pankhania / Manesh Bhudia
Carry out and record inspections	Manesh Bhudia
Carry out and record daily briefings	Manesh Bhudia

Scope of Plan

This CLP & CMP has been produced with reference to Transport for London's (TfL) 'Construction Logistics Plan Guidance' July 2017.

This CLP provides an informative/recommended strategy for the efficient movement and management of construction traffic, materials and personnel during the construction of the proposed development. More detailed report (Construction Management Plan) will be prepared by the principal contractor once appointed which set hours of working, types of delivery vehicles and timings, based on the principals establish by this CLP.

The key aim of the CLP is to minimise any potential negative impacts of construction on the local environment, road network and upon local businesses and occupants and to demonstrate that any construction traffic / impacts generated by the works can be safely accommodated at the site and on the surrounding highway network.

Working at Height

Working at Height

All work at height must be carried out in accordance with the Working at Height Regulations 2005. If work cannot be carried out safely from ground level then scaffolding or other appropriate means of access must be provided.

To reduce the risk of *Falls from height* you must:

1. Use ladders and stairs to access the working lift. Do not climb up or down the scaffold or climb through windows.
2. Never store/stack materials above the handrail height.
3. Keep work area clear of waste materials.
4. Do not carry tools etc. up ladders. Always keep 3 points of contact.
5. Always ensure you wear appropriate footwear and in good condition.
6. Never remove any scaffold, boards, brick guards or handrails.
7. Always report to site management any defects you discover with the scaffold.

Training:

All staff shall receive training in their responsibilities as defined in the Dholak Limited H&S Policy, training will be repeated at regular intervals and whenever changing legislation or working methods require,

Where operatives are required to carry out key tasks (e.g . Fork-Lift Truck operation, timbering excavations, scaffolding, abrasive wheel mounting, etc.) they will be provided with the necessary training. Contractors will need to demonstrate that their employees, where required, have undergone similar appropriate training.

Whilst appropriate qualifications are required by the Company before employment begins, it is not accepted that training will cease for that employee. This Policy requires all employees to continue training during the course of their employment.

The Company will provide such additional specialised courses or staff training as is appropriate and necessary for the requirements of their duties.

All training will be mandatory with records of any training being kept. Employees are encouraged to enquire about suitable training where they feel it would be beneficial

PPE:

Appropriate PPE for the task will be worn at all times. As a minimum safety helmet, safety boots, hi-visibility jackets or vests and gloves (where appropriate will be worn at all times. Goggles and water bottles will be used when using a grinder, goggles, mask, and appropriate gloves will be used when using a cement mixer and/or mixing cement dust by hand. Whilst using cement dust you must ensure you have legs and arms covered to ensure your skin is protected at all times.

PPE will be checked before use and stored in a suitable location to prevent damage. Hearing protection will be worn when the task or risk assessment requires the wearing thereof.

Those operatives without appropriate PPE, in good condition, will not be allowed to start work until it has been provided / replaced.

Refusal to cooperate with PPE requirements **will result in immediate removal from site.**

Consultation and Community Liaison

The main point of contact in relation to the content of the CLP during construction will be confirmed upon appointment of a contractor and will be referred to as the CLP Coordinator.

Contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses will be Project Manager Contact Details (CLP Coordinator) Community Liaison Officer Contact Details Main Contractor Contact Details

Prior to works commencing onsite, the CLP Coordinator will ensure that local businesses and residents are informed of the works programme and have contact details for any concerns.

In order that the works on site are undertaken in a safe and efficient manner the contractor would be an affiliate to the 'Considerate Contractors Scheme'. The non-profit scheme encourages best practice beyond statutory requirements. Contractors follow a 'Code of Considerate Practice' requiring adherence to the following topics to improve the image of construction:

- i) Care about Appearance;
- ii) Respect the Community;
- iii) Protect the Environment;
- iv) Secure Everyone's Safety; and

v) Value their Workforce.

The scheme provides information, advice and e-learning for the aforementioned topics in relation to real world scenarios through a 'Best Practice Hub'. This uses previous projects as examples of best practice, leading to future improvement.

Programme

The construction duration is expected to take approximately 10 months. The detailed programme will be developed and finalised when the main contractor has been appointed.

Description of Construction Works

- 1) Demolition / Site Clearance & Hoarding
- 2) Slab installation & Brickwork
- 3) Roof works
- 4) Insulation and waterproofing & windows
- 6) Fitout works
- 7) Internal fitout
- 8) Snagging

The duration of the works will last approximately 10 months: Demolition / site clearance will be 1 month, Frame, installation of partitions & ceiling's, services fix and installation will take 6 months, fit out and the external works Inc. painting 2 months and the clean and snag will be 1 months.

Other residential properties also exist in the area that could be affected by the construction activities on site suitable mitigation measures will be implemented to minimise the impact on local residents, these will include the following

Measures Proposed to Mitigate Impact of Construction Activities:

- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.
- During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery, high pressure hoses will be used to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal.
- Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.

- Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.
- All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. The excavated material being loaded will be directly from conveyors into a lorry or for off road, so the wheel washing requirement is minimised, any overspill will be washed off the Road surface.
- The area around the site including the public highway is to be regularly and adequately swept to prevent any accumulation of dust and dirt.
- Burning of materials on site will not be permitted in order to prevent smoke emissions.

Working Hours

The working hours allowable on site will likely be specified within any planning consent, it is anticipated that the standard hours of work would be as set out below:

Site Working Hours

- 08:00-18:00hrs Monday to Friday;
- 08:00-13:00hrs Saturday; and
- No working on Sunday and Bank Holidays.

Although work would not normally be permitted outside these hours, it is possible that certain works may have to be undertaken outside of normal working hours. If necessary, the hours of operation for such works would be subject to prior agreement and reasonable notice with the Council of the London Borough of Hillingdon, except in emergency conditions.

Control of Noise, Vibration and Dust

The appointed contractor will confirm details of compliance with British Standard BS5288: 2009 'Code of Practice for Noise and Vibration Control on Construction and Open Sites'.

The following best practice mitigation measures would be included within the CMP:-

- The contact details for the individual(s) responsible for air quality and dust issues and/or the CMP Coordinator should be displayed at the site boundaries
- Complaints regarding air quality should be logged by the CMP Coordinator, and the log made available to the local authority on request.
- The site should be at least visually monitored for dust on a daily basis, with the frequency of monitoring increased during dry and windy conditions.
- The site should be organised so that:
 - physical barriers or screens are installed around the site to limit the dispersal of dust emissions; and
 - loose materials are covered as soon as possible.
- Haul routes should be kept free from dust as far as possible, and swept regularly (water assisted). No dry sweeping of large areas will be carried out.
- All vehicles carrying loose or potentially dusty material to or from the working areas will be fully sheeted.
- Materials will not be burnt on site.
- Minimum drop heights will be used from conveyors, loading shovels and loading equipment.

- Provision of adequate water will be supplied to the working areas.
- Suitable dust suppression techniques such as water sprays or local extraction will be used when cutting, grinding or sawing materials onsite.
- Dust soiling checks at sensitive receptors and automatic monitoring of PM10 at the site boundary should be undertaken to ensure that the mitigation measures are being effective.
- PM10 concentration thresholds should be implemented at these locations, with exceedance alerts being sent to the individual responsible for air quality on the site. Where the site threshold is being significantly exceeded; work should cease on site until the source of the dust emissions is identified and negated.

Waste Disposal

The appointed contractor will be required to provide a Site Waste Management Plan (SWMP) as part of their proposals. It is anticipated that the appointed contractor will incorporate into their plan the use of waste removal systems. The contractor will be responsible for:

- Ensuring the site is kept clean and safe;
- The collection of waste from a central point; and
- Segregation of waste on site.

The contractor is to be aware of their responsibilities regarding waste disposal and recycling in terms of current legislation as well as the client's requirements.

As well as construction material waste the appointed contractor will be responsible for any excavation waste. The contractor will be required to grade all excavated material and reuse selected and appropriate excavated materials and aggregates for sub bases and the like where practicable.

The building was in use as student accommodation, it is unknown if there is an asbestos register for the building as required, so a asbestos survey will be conducted of the building prior to commencement of construction activities.

Details of Asbestos Survey

N/A – no existing building

Condition Survey

N/A – no existing building

Phase 1 (Site Clearance / Hoarding/ Foundations & Superstructure)

The first phase will be to erect safety hoarding to the perimeter of the development location ensuring safe working condition to the inside, and safe pedestrian routes to public outside. Following which other enabling works will be carried and all strip foundation work to be carried out. Noise monitor and vibration monitoring equipment will be running 24/7 for both the safety of workers and public. Deliveries on this stage will be general brick material I deliveries, no more than 2 times per day. Only 2 HGV deliveries per week (bricks & cement) and the majority of vehicular movement along Ferndown Road will be by way of vans. Please note, All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the

emissions standards set out in chapter 4, proposal 4.2.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. We shall also keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register <https://nrmm.london/>

Phase 2 & 3 (First Fix / Final Fix and Internal Fit Out)

The third phase will consist of the second and final fix of services (i.e. plumbing, carpentry etc) as well as the installation of kitchens. There will be deliveries of falsework, these are likely to come on vans and will be on days when no other deliveries are made to site. The majority of deliveries during this period will be pre-made kitchens deliveries which could reach a high of 2 per day, but these will be once every couple of weeks. There will also be other smaller deliveries of items during this 3-month period, but these are likely to be via Transit type vans.

Phase 4 (External Works and Clean-up)

At this stage the activities will require smaller deliveries typically by transit and small vans. Construction of the bike store and bin store will also be carried out therefore materials will be delivered, it is expected that there would a maximum of 2 deliveries on the busiest days, with an occasional 10m rigid. Installation of wardrobes and painting will also be carried out during this stage. This phase will take approximately 3 months.

Hoarding Requirements

The building will be fenced off which is likely to remain for the duration of the works and will allow safe loading and unloading without conflicting with traffic generated from the site further down the private access road. The hoarding will be placed around the building to suit the extent of scaffolding, the footpath outside the site and neighbouring properties will remain unaffected.

Parking Suspension

There will be no requirements for parking suspensions on the public highway as the access to the site is available for parking and delivery vehicles and loading and unload goods on site will be undertaken from the loading area.

Management of Access Routes

Defined traffic management procedures will be implemented for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, passing traffic and pedestrians. Where practicable, the appointed contractor/sub-contractors will source items locally, and where possible amalgamate deliveries in order to reduce the overall number of vehicle movements taking place.

The traffic management plan will be controlled by a Project Manager and reviewed regularly. The material deliveries and waste collections will be undertaken from within the site. drivers will be instructed to turn off vehicles engines when delivering.

The Project Manager will manage the traffic and working within the unloading point on the road all deliveries will be booked electronically in advance to ensure single delivery accommodation and co-ordination with waste removal.

Sizes of deliveries will be restricted and kept to a 'just in time'. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details. All materials will be delivered and offloaded into the building or to the identified storage area.

Delivery timing of materials and waste collections will be out of the peak rush hour periods. Every effort will be made to ensure the deliveries occur during the periods set out below, however it may not be possible to always achieve this.

Delivery hours: Mon-Fri 9.30am to 4.30pm
Sat 8.00am to 1.00pm

Access Routes

Delivery routes to and from the site will use the strategic road network in the area. Deliveries will not be allowed to use local residential roads when accessing the site and will be directed to use the major strategic routes in the area.

Safe access routes for pedestrian will be maintained along Ferndown Road at all times, the works will not affect the Ferndown Road so a safe route for pedestrian will be available. The pavement directly outside the building will be maintained free of all obstructions and cleaned regularly to ensure a safe access it provided for pedestrians at all times.

Management of Traffic, Freight & Vehicles

The entrance to the site rear parking area is served by a dropped kerb and is used as private access for Land to rear of Joel Street (The Broadway) Ferndown road, cars will not be parked here however the banksman on site will ensure this access is not obstructed by the construction vehicles servicing the site. No daytime or night-time parking of lorries in the vicinity of the construction site, all vehicles to enter site, ad leave when finished and not wait on the roadside, thus reducing congestion.

Arrival of construction traffic and deliveries to be outside of peak time hours including that of meetings on site, where possible public transport shall always be used to further reduce congestion.

The contractor will highlight the appropriate controls that will be put in place when vehicle loading/unloading is taking place, it will set out the circumstances and process of how the banksmen will control traffic flows if/when a vehicle is required to reverse to/from the development site off Land to rear of Joel Street (The Broadway) Ferndown road. Such controls will include information relating to hoarding locations, the safe movement of pedestrians and the use of marshals/banksmen to direct vehicles around the site and on the public highway.

Construction traffic delivering to the site will park to the front delivery area. Once unloaded the larger delivery vehicles will be directed out by the supervision of a banksman out to Ferndown road. Vehicles will only be allowed to reverse under the control of the banksman in charge of the unloading process. The construction logistics plan included in Appendix A identifies the delivery area etc to be used during construction.

The roads in the area will be monitored for any misuse and corrective action will be taken if suppliers etc. are not complying with the agreed traffic management plan. There shouldn't be any debris carried from the site on to the surrounding roads but a regular plan for sweeping the access will being force and if is it identified during the course of the works mud is being carried out on the roads additional visit will be instructed for road sweepers to make sure the roads are clean at all times.

A silver standard will be mandated by all freight operators in relation to Freight Operators Recognition Scheme, as indeed with all our developments

All heavy good vehicles over, 12 tonnes, shall comply with the Direct Vision Standard, with a rating of at least 3 stars, this is now a requirement since the 1st March, a liability of the haulage company, Dholak will ensure they are aware

All vehicles delivering to site will be permitted to have the use of Class VI mirrors fitted in accordance with EU directive 1007/38/EC, to improve field of vision and safety.

Due other size of the scheme (7 apartments) we will not be using any join use consolidation centres or collaborate with other site suppliers, as we can successfully load and unload on site.

MONITORING AND REVIEW

4.1.1 As a live document, the CLP would be reviewed and updated by the CLP Coordinator on a regular basis. The CLP Coordinator will be the first point of contact regarding the CLP and its implementation on site.

4.1.2 The CLP Coordinator will liaise with local business occupants and the Council officers and any other affected parties where appropriate, in order to provide regular updates on the proposed works, updates on the construction programme and the effectiveness of the CLP.

