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DOCUMENT STATUS

CONSTRUCTION LOGISTIC MANAGEMENT PLAN

Relating to
Demolition of existing garages and erection of a new dwellinghouse with associated parking, bin storage, cycle storage and landscaping.

At

14 Money Lane,
West Drayton,
UB7 7NU

For
Ms Val Whitmore

Ref. 2022.037/CLP

Issue/revision	Date	Status	Issued by
-	16/01/2026	For Approval	MH

Contents

1. INTRODUCTION AND SCOPE OF REPORT

1.1. General

1.1.1. Masonwood have prepared this Construction Logistic Management Plan (CLP) in respect of development proposals for land at 14 Money Lane, West Drayton.

1.2. Site Description and Proposed Development

1.2.1. The application site is located on the north side of Money Lane, West Drayton. There is a row of 4 existing garages to the east of the host property. The application property is setback from the adjacent highway network with a front garden laid in hardstanding with vehicular access off Money Lane. Figure 1.1 below shows the location of the site.

Figure 1 - Site location shaded in blue with host dwelling No.14 Money Lane, in red.

1.2.2. The development proposals will see the demolition of existing garages and the construction of a new 3 bedroom dwelling with associated parking, bin storage, cycle storage and landscaping. The ground floor will be living, kitchen, dining, bedroom and the first floor will comprise of 2 further bedrooms and a bathroom.

1.3. Scope of Plan

1.3.1. As part of the planning submission for the proposed development, a CLP will be prepared for approval by the local planning authority. Ms Val Whitmore will appoint a contractor who will undergo the construction of the development in accordance with the approved CLP.

1.3.2. 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.

1.3.3. The key aim of the CLP is to minimize any potential negative impacts of construction on the local environment, road network and upon local businesses and occupants. The CLP sets out measures that manage and consolidate construction activity and mitigate against potential impacts.

1.3.4. Hillingdon Borough Council have requested the applicant to address the following conditions:

Condition no. 9 - No development shall take place, until a demolition and construction management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- The phasing of development works
- Types of vehicles accessing the site, including their ability to enter Money Lane without affecting neighbouring properties
- The hours during which development works occur
- How vehicles will access the site whilst protecting neighbouring sites
- Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities)
- Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours)
- Measures to reduce the impact of the development on local air quality and dust though minimising emissions throughout the demolition and construction process
- The storage od demolition/construction materials on site

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

2. CONSTRUCTION MANAGEMENT

2.1. Consultation and Community Liaison

2.1.1. 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.

2.1.2. 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 are as follows:

Project Manager Contact Details (CLP Coordinator)	
Name	Ms Val Whitmore
Address	14 Money Lane, West Drayton, UB7 7NU
Tel	
Mob	0 7811 052865
Email	val.whitmore@btinternet.com
Website	

Community Liaison Officer Contact Details	
Name	N/A
Address	
Tel	
Mob	
Email	
Website	

Main Contractor Contact Details	
Name	Subject to later appointment
Address	
Tel	
Mob	
Email	
Website	

2.1.3. Prior to works commencing onsite, the CLP Coordinator will ensure that local businesses and occupants located across the business park are informed of the works program and have contact details for any concerns.

2.1.4. In order that the works on site are undertaken in a safe and efficient manner the contractor will 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:

- Care about Appearance;
- Respect the Community;
- Protect the Environment;
- Secure Everyone's Safety; and
- Value their Workforce.

2.1.5. 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.

2.2. Program

2.2.1. The construction duration is expected to take approximately 10 months following receipt of planning consent and permitting consents/discharge of planning conditions.

2.3. Construction Phasing

2.3.1. Description of Construction Works

The following activities are expected 1) installation of foundation, 2) erection of the superstructure, 3) Internal fit-out.

The duration of the works will last approximately 10 months, the demolition stage will be 1-2 weeks, the installation of foundation will take 3 weeks, the superstructure 6 months and the fit-out will be 1-2 months. The remainder of the programme will be final fixes and decorating.

The foundation will be a traditional strip footing. The footing will be excavated in a manner that doesn't undermine neighbouring properties or the public highway. The trenches will be filled with mass concrete and any reinforcement required by the structural engineer. The external walls and sleeper walls will be installed to ground floor level and the ground laid.

The superstructure will be a brick and block once the slab construction is complete the supporting ground floor walls will be brought up to first floor, the first-floor joist

installed, and the first-floor wall erected. Next in the sequence the roof will be installed and finally windows and doors. Any partition walls are likely to be installed once the building is watertight.

The fit-out works will consist of installing electrical wiring, water pipes, internal doors, decoration, bathrooms and kitchens. The first fix for the wiring and piping will be undertaken and the walls will be plastered and finished. Carpentry will come next, once these are complete the second fix will be undertaken, and final decoration completed.

2.3.2. The nearest local receptors to the site are the residential properties surrounding the site, mitigation measures will be implemented to minimize the impact on local residents, these will include the following.

2.3.3. 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;
- 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.
- No articulated lorries will be allowed to delivery to site, and the majority of deliveries will be via fixed rigged lorries and vans.
- Deliveries will be planned to be intensive duration off peak hours and less impacted during peak hours of traffic or school times as an example.
- Hoarding will be erected 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 vehicles removing spoil from the site will be fully sheeted to minimize the risk of any mud over spilling. Waste removal will be via wait and load vehicles; these will be a combination of grab lorries during demolition and caged transits for the majority of the waste during construction.
- 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

2.4. **Working Hours**

2.4.1. 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.

2.4.2. Although work would not normally be permitted outside these hours, it is possible that certain works may have to be undertaken outside these periods. If necessary, the hours of operation for such works would be subject to prior agreement and reasonable notice with the council environmental health department, except in emergency conditions.

2.5. **Control of Noise, Vibration and Dust**

2.5.1. The 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 CLP:
The contact details for the individual(s) responsible for air quality and dust issues and/or the CLP Coordinator should be displayed at the site boundaries. Complaints regarding air quality should be logged by the CLP Coordinator, and the log made available to the local authority on request. The site should be at least visually monitored for dust daily, with the frequency of monitoring increased during dry and windy conditions.

- 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.
- Access 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 w9ater sprays or local extraction will be used when cutting, grinding or sawing materials onsite.

2.6. **Waste Disposal**

2.6.1. A site Waste Management Plan will be strategized (SWMP) as part of their proposals. It is anticipated that the contractor will incorporate into the 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.

2.6.2. 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.

2.6.3. As well as construction material waste, the 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.

2.6.4. It is unknown if there is an asbestos register for building is available, an asbestos survey will be conducted of the building prior to commencement of construction activities.

Details of Asbestos Survey

Date of Asbestos Survey: TBA
Details:

2.7. **Condition Survey**

2.7.1. A condition survey prior to commencement of any construction works would be carried out. This would consist of a photographic aided report on the existing environment including existing structures, boundaries, footpaths, carriageways, access points, fence lines, walls, buildings, hedge lines, kerb lines, lighting columns, street furniture and road signs. The findings of the survey will be documented and stored within the project offices.

2.8. **Materials Storage and Security**

2.8.1. The majority of materials and other resources are to be delivered to site as and when needed. The confined access on site means there is limited opportunity to store/deliver materials on site therefore all deliveries will be coordinated to ensure delivery vehicles do not arrive at the same time causing traffic congestion.

2.8.2. Deliveries will be monitored by the site team, with team worker to guide the delivery vehicles to the unloading point where necessary. Delivery drivers will not be allowed to park on the surrounding roads before delivering or after. Any waiting vehicles will be moved on by the site management.. Pedestrian management will be supervised. The most functional form of delivery and logistical transport of materials would be that supplier's would off load safely into the allocated material storage location and the workforce would then manually transport the materials where needed on site, aiming to minimize time spent on with large delivery vehicles. During these periods, the pavements and road will be marshalled to sustain organized structure avoiding any impact on pedestrians.

The demolition works will be carried out by appropriate machinery and debris will stockpiled to the front of the site. A combination of wait and load waste collection vehicles will then be used to collect waste from the site.
A excavator will be used to break up any existing hardstanding and to excavate for drainage and foundations. This excavator will not impose any significant loadings on the existing hardstanding and cross over.
Scaffolding vehicles will unloaded within the site to ensure no disruption to pedestrians and other road users.

3. CONSTRUCTION TRAFFIC MOVEMENTS

3.1. Construction Traffic Type

3.1.1. The construction activities that may take place during construction will require the use of a wide range of vehicle types, consisting mainly of the type identified below.

- Car/pick up/3.5 ton van
- 7.5 ton box van/panel van
- Ready mix concrete truck
- Wait and load caged transit / grab lorry
- Small tipper truck

3.2. **Frequency of construction Traffic**

3.2.1. A preliminary estimate of the number and classification of vehicle movements that can be expected to and from the development site during the construction process has been made on the proposed phasing of the works.

3.2.2. The total construction period is likely to be in the order of 10-12 months and there will be busier periods when construction traffic will be at its highest and quieter periods when very little construction traffic is expected.

Based on evidence collected elsewhere it is estimated the volume of construction traffic for each phase of the construction works will be:

(Foundations)
During this stage of works there will be removal of excavated material from the site and importation of concrete. The muck-away lorries will be positioned to the front of the site closest to the access and small tippers will be used to remove spoil from the site. The site excavator will load spoil towards the front of the project and then into the small tippers. Material will not be allowed to stockpile against the front boundary hoarding. A pedestrian management plan will be implemented when carrying out these operations.
Concrete deliveries will be via cement mixers. These will also be positioned to the front of the site closest to the access and will unload into a concrete pump positioned to the front of the site. Pedestrian management will be implemented when carrying out these operations by close supervision.
Most of the removal of material will be at beginning of the stage of works when one at most two-vehicle movement per day is anticipated. The total number of these movements will be a maximum of 5. The cement mixers will deliver concrete to the site, the foundation will be filled as quick as possible so up to 3 cement mixers per day may be typical.

(Superstructure)

Following installation of foundations, the construction of the building will commence. This will involve the delivery of brick and blocks etc. Daily deliveries of materials are expected to peak at a frequency of 2-3 deliveries per day depending on the programme and this will be at the beginning of the stage. Lorries will be positioned on site and will unload into allocated material storage location using hi-abs, which will then be manually moved within the site. This will prevent any use of the crossovers by heavy vehicles. Pedestrian management will be implemented when carrying out these operations.

(Fit-Out)

At this stage there are likely to more subcontractors on site, which will require smaller deliveries typically by transit and small vans. It is expected that there would a maximum of 2 deliveries on the busiest days, with the majority days have on visits at all.

3.3. Hoarding Requirements

3.3.1. Hoardings will be required within the footpath and the site boundary. Any hoarding requiring a license from the council, will be obtained and will need to comply with their requirements. Temporary closures of the footpath may be required during the demolition, groundworks and construction phases. Pedestrian management will be implemented when carrying out these operations and will be supervised closely during these times. A hoarding will be installed along the edge of the footway for the duration of the demolition and the installation of the perimeter walls on that side of the building. Once the super structure is sufficiently advanced this hoarding will be removed.

3.4. Parking Suspension

3.4.1. No parking will be permitted on the public highway or parking bays at any time without prior approval from the Local Highway Authority

3.4.2. Necessary licenses will be applied for before commencing on site and in agreement with the Councils Street works department.

3.5. Management of Access Routes

3.5.1. 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 to reduce the overall number of vehicle movements taking place.

3.5.2. The traffic management plan will be controlled by a Project Manager and reviewed regularly. Scaffolding vehicles will park within the site and will be unloaded where allocated. Scaffolding in alleyways will be designed to maintain access for other alleyway users. Pedestrian access will be maintained. Note no through-vehicular access will not be achievable.

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

3.5.4. Sizes of deliveries will be restricted and kept to '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 road site by material handling equipment. If any external lifting equipment is required, a lifting plan will be implemented in relation to all lifting operations. All lifting operations will be undertaken in accordance with Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).

3.5.5. 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 times

Delivery hours:	Mon-Fri 9.30am to 3.00pm
	Sat 8.00am to 1.00pm

3.6. **Access Routes**

3.6.1. 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. We use major suppliers who are FORS silver accredited as a minimum.

Delivery routes: The route for construction traffic will be clearly communicated to all the company's delivery drivers and suppliers.

Delivery drivers will not be allowed to use the local residential streets as a means of access to get to the proposed. Signage will be installed around the site to inform drivers that residential roads are not to be used, the allowed routes of access to the site will be clearly displayed on site and the welfare facilities showing the suitable routes of access to and from the site.

The acceptable routes to be used to access the site are highlight on the map below.

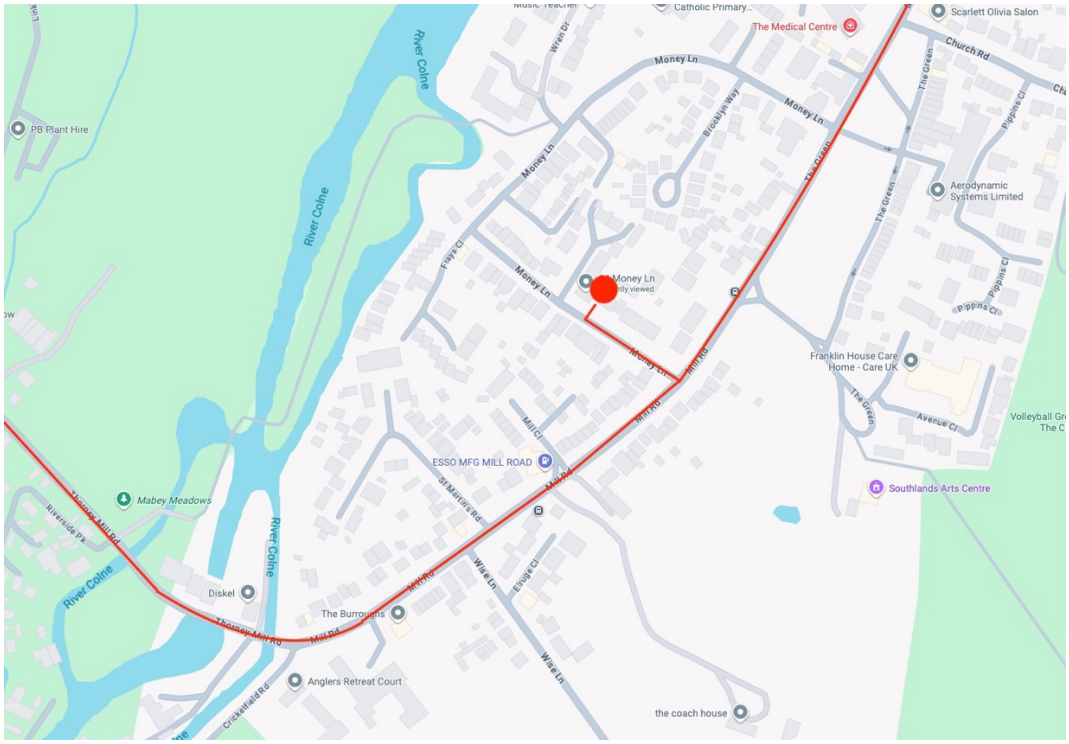

Fig. 2 - Google map showing highlighted routes.

3.7. Pedestrian Safety Routes

3.7.1. Safe access routes for pedestrian will be maintained around the works at all times.. Suitable pedestrian access point will be provided to the front of the site for construction personal and visitors

3.8. Management of Traffic

3.8.1. The entrance to the site is currently served by a dropped kerb therefore cars do not currently park here this will be maintained for as long as possible to maintain access to the site.

3.8.2. The contractor will highlight the appropriate controls that will be put in place when vehicle loading/unloading is taking place. Such controls will include information relating to hoarding locations, the safe movement of pedestrians and the use of marshals/banksmen at key working stages if and when vehicles need to reverse on the highway.

3.8.3. 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 roads will be in 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 the sweepers to make sure the roads are clean at all times.

4. MONITORING AND REVIEW

4.1. 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.

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

5. ADDITIONAL REQUIREMENTS

5.1. Wheel Washing point at end of work hours. Shared access cleared and apparatus stored on site to avoid any impact on the surrounding highway.

The site will be equipped with wheel washing facilities through an active jet wash connected to the water supply. This will have the length to reach all corners of the site boundary and will be used after deliveries have been deposited, post muck away and removal of demolition contents as well as close of construction hours at the end of each day of work to ensure the roads and pavements are kept clean.

5.2. The applicant will arrange for construction of a commercial access before the demolition is carried out. This includes using the existing dropped kerb shown in Fig.3 below as the means of commercial access.

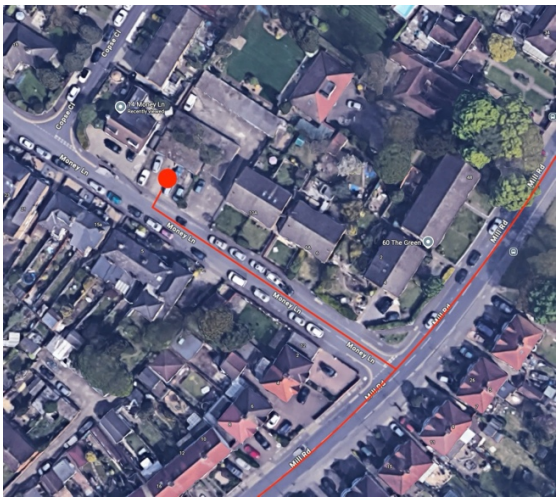

Fig.3 - Image access to Land at 31 Milman Road

5.3. Please refer to Fig.2, Fig.3, showing the proposed construction traffic route plan with the direct route to the site, indicating the location of the site and the intended route. Suppliers and visitors who are unfamiliar with the site will be provided with this information beforehand.

5.4. Further information on site operative and visitor travel and parking arrangements has been provided below.

Visitors and authorities will be informed to arrive to site via public transport to avoid unnecessary road and parking congestion. This will reduce excessive overload of parking and emphasize a greener way of travel. Moreover, meetings will be encouraged to be conducted away from site at locations that provide larger amounts of parking facilities, or either via zoom or tele/video conferencing when applicable.

5.5. Please note the following details on how materials shall be transferred to the site without impacting pedestrians.

Suppliers' vehicles will be reversing into Money Lane and will deposit the materials into allocated location on site. Reversing into the road allows a quicker exit and effectively reduces the time is takes to offload. Thereafter, the materials will be manually moved with wheelbarrows and ramps within the site boundary. During these moments, the pavements will be marshalled to ensure safety for any local pedestrians.

5.6. Details of how vehicle turning shall be accommodated should be provided. Money Lane is a narrow residential road, therefore, not suitable for large vehicle access. The proposed turning arrangements should be supported with swept-path analysis where necessary.

5.7. The contractor will ask all companies making deliveries to ensure we get notice when the drivers at 5 minutes away and will start the marshalling process to ensure the absolute minimum amount of waiting time on The Green, Mill Road or Money Lane. This is possible as all delivery lorries are tracked, and we only use a handful of suppliers.

5.8. The contractor will be sure to have at least 3 suitably qualified Marshall's available for every delivery.

Ends