DATE: 21/12/2021

CDA CONSULTING

DETAILED CONSTRUCTION
LOGISTICS PLAN

PROJECT:
OLD ORCHARD
LODGE COTTAGE

REFERENCE:
17199/OLD01

The Old Orchard Lodge Cottage, Park Lane, Harefield, UB9 6HJ **I 69790/APP/2021/2451**

CDA CONSULTING

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Proposed Logistics Management Plan

1 INTRODUCTION

1.1 Scope of work

1.1.1 This development project is anticipated to commence in February 2020. CDA Consulting have been appointed to produce this Construction Logistics Plan (CLP) with reference to development proposals at Old Orchard Lodge Cottage, Park Lane, Harefield, UB9 6HJ.

1.1.2 CDA Consulting have been instructed to prepare this CLP to facilitate the discharge of Planning Condition 8. The consented planning permission **69790/APP/2021/2451** for the erection of a two storey, detached dwelling house with habitable basement space with associated parking and landscaping will adhere to the guidance notes issued by this CLP. The proposed CLP has been composed in citation of Transport for London's (TfL) 'Construction Logistics Plan Guidance' July 2017v3.0. The purpose of TfL's CLP guidance is to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network.

1.1.3 The Construction Logistics Plan offers a concise and fully endorsed course of action for the well-organized movement and management of construction related vehicles, materials and workforce throughout the construction of the proposed development. A more comprehensive report (Construction Management Plan) will be composed by the principal contractor (on appointment) which will set out working hours, types of delivery vehicles and transportation schedules, as set out by this CLP.

1.1.4 The primary objective of the CLP is to reduce any unforeseen

negative impacts of construction on the local surroundings, highway network, nearby businesses and inhabitants. It aims to demonstrate that any construction traffic or impacts caused by the works can be safely accommodated at the site and on the surrounding highway network. In summary well-planned construction logistics will reduce:

Environmental impact: Lower noise levels & vehicle emissions

Road risk: Improve the safety of road users

Congestion: Reduce vehicle trips, particularly at peak times of the day

Cost: Efficient working practices and reduced deliveries

1.2 Site Context & Description of Proposal

1.2.1 Old Orchard Lodge Cottage is set in open farmland and forms part of a group of buildings comprising the Old Orchard Public House to the south and Old Orchard Lodge to the north. It is flanked on the west by the extended garden to Old Orchard Lodge and to the east by rising open farmland. A fourth building in the group (Old Orchard Cottage) sits at a lower level screened by trees. The site is located within Harefield in the London Borough of Hillingdon.

1.2.2 Figure 1.1 shows the site location plan.

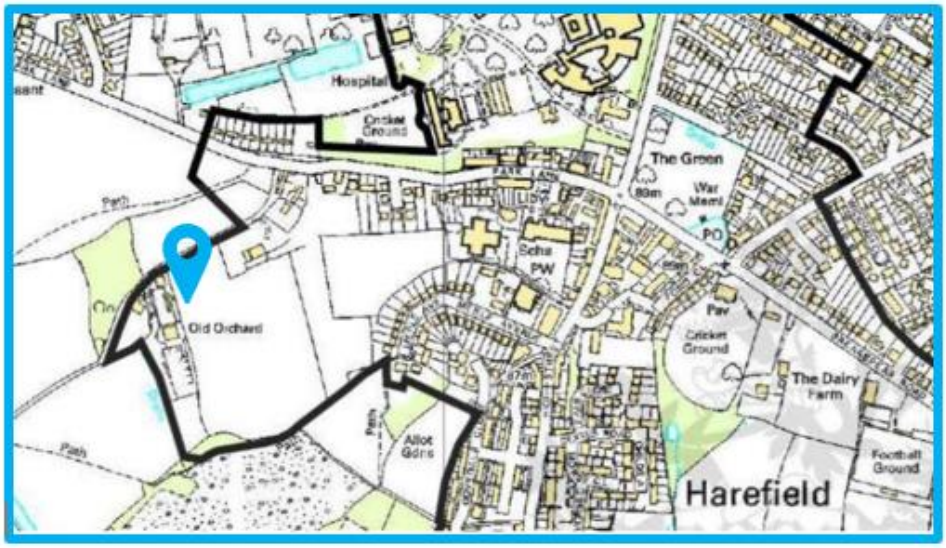


Figure 1.1 – Site Location Plan

1.3 Proposed Development

1.3.1 The proposed development will see the erection of a new two storey residential building with habitable basement space and associated parking and landscaping.

1.3.2 Drawing PH2 located in Appendix A shows the proposed site plan.

2 CONSTRUCTION MANAGEMENT

2.1 Consultation and Community Liaison

2.1.1 The single point of contact will be referred to as the CLP Coordinator. The individual in charge of the CLP during construction will be confirmed upon the appointment of a contractor.

2.1.2 The contacts responsible for day-to-day supervision of the works and complaint management will be:

2.1.3 Prior to works commencing onsite, the CLP Coordinator will ensure that local businesses and residents are informed of the works schedule. The CLP Coordinator will also share contact details of site personnel (in the event that any construction related queries or concerns are brought to light).

2.1.4 To ensure that the works on site are undertaken in a safe and effective fashion the contractor would be an affiliate of the 'Considerate Contractors Scheme' otherwise known as CCS. The non-profit scheme has been formed to raise standards in

the construction industry, consequently the hands-on support and advice promotes best practice beyond statutory requirements. Contractors commit to a 'Code of Considerate Practice' to improve the image of the construction industry by striving to promote and achieve best practice, these principles include:

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

2.1.5 To ensure that the works on site are undertaken in a safe and effective fashion the contractor would be an affiliate of the 'Considerate Contractors Scheme' otherwise known as CCS. The non-profit scheme has been formed to raise standards in the construction industry, consequently the hands-on support and advice promotes best practice beyond statutory requirements. Contractors commit to a 'Code of Considerate Practice' to improve the image of the construction industry by striving to promote and achieve best practice, these principles include:

2.2 Construction Programme

2.2.1 It is anticipated that the duration of construction may take approximately 9-12 months following permitting consents/discharge of planning conditions. The detailed construction programme will be comprehensively modelled and decided in full when the main contractor has been appointed.

2.3 Construction Phasing & Methodology

2.3.1 The proposed development will see the erection of a new

residential building with a basement, associated car parking, cycle storage, hard landscaping and refuse storage following a clearance of the site.

Description of Construction Works

The works include clearing the existing site of any construction waste or debris. This will be followed by piling, the excavation of the basement and removal of soil muck away, installation of foundations and construction of the superstructure.

The main construction works will entail 1) Site Layout and Site Clearance 2) Basement Construction, 3) Superstructure Construction (that entails all works above ground level and scaffolding erection) 4) First Fix (internally to make the building water-tight), 5) Final Fix.

The construction stages are as below:

1. *7 days are required to clear and prepare the site.*
2. *Install piles around the basement perimeter, initiate the excavation process and lay out below ground drainage for the basement. Cast ground beams and the new ground floor. A total of 2 months has been allowed for this stage.*
3. *3-4 months have been set aside for the construction of the superstructure. Within this time slot, contractors will also build walls on the basement slab, erect internal walls / install floors, stairs etc. The installation of the roof, external windows and doors will be undertaken simultaneously.*
4. *It is estimated to take 2 months to undertake the first fix of plumbing, carpentry, electrical works as well as dryline & plaster.*
5. *A 2 calendar month timeline has been allocated for the 'final fix'. This construction phase is also known as the 'second fix'. Contractors will complete carpentry, electrical, coms and plumbing in this timeline. Examples of the items to be addressed include the installation of the*

staircases, wardrobes, bathrooms & kitchens alongside the completion of external works such as cladding, painting, roof tiles and a snagging survey.

2.3.2 The closest local receptors to the site are the residential dwellings in the nearby surroundings and the Old Orchard Public House. The measures listed below are proposed to mitigate the impact of construction related activities on site.

Strategies to Reduce Impact of Construction

- Tree protection fencing will be erected and secured prior to the commencement of construction onsite.
- The use of alternative noise reducing methods or mechanical plants will be implemented during construction works (where possible).
- Contractors will ensure the location of plant, equipment, site offices, storage areas and worksites are kept distant from nearby properties (where reasonably practical).
- Machines and equipment that are used on an ad-hoc basis will be throttled down to a minimum when not in use
- The effective use of site hoardings or portable acoustic enclosures/screens will be applied where practical.
- Contractors will ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All temporary site lighting will be directed into the site, away from any neighbouring properties.
- Air pollution emissions are predominantly caused by dust (when building materials are broken up and/or when fumes generated from machinery) during construction. Consequently, high pressure hoses will be used to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal.
- Plant and machinery exhaust emissions will be kept to a minimum by the proficient use of well maintained vehicles and mechanical equipment throughout the construction works.
- Hoarding will be erected around the site perimeter where required. The visual impact will be limited by providing protection for the construction workers and public, this will also act as a barrier for dust and dirt created from within the site.
- All HGVs 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 (by using a truck mounted crane) to a lorry.

- The area around the site including the public highway is to be regularly and adequately swept to prevent any accumulation of dust and dirt particles.
- Lorries will be parked on secure piling matts located on the temporary access nearby the meadow and the shared tarmac driveway, so the wheel washing requirement is minimised, any overspill will be washed off the road surface.
- Burning of materials on site will be strictly prohibited (to prevent smoke emissions).

2.4 Working Hours

2.4.1 The working hours permitted on site will be in line with the specified schedule within the planning consent, the projected 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 work on Sunday and Bank Holidays

2.4.2 As per the above, construction related work would not usually be permitted outside the hours stipulated, however, it is conceivable that a few elements of the construction works may have to be undertaken outside of normal working hours. If needed, the hours of operation for such works would be subject to prior agreement with reasonable notice issued to the London Borough of Hillingdon (apart from urgent circumstances where prior communication with the local authority may not be possible).

2.5 Control of Noise, Vibration and Dust

2.5.1 Noise pollution generated from construction work can have a detrimental impact on the health of local residents. As a result, the neighbours will be informed about the planned works and its anticipated duration. The appointed contractor will comply with British Standard BS5288: 2009 'Code of Practice for Noise and Vibration Control on Construction and Open Sites' and 'The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance' (SPG) provided by the Greater London Authority. A background noise survey is recommended within the site boundary, prior to the commencement of works. Noise levels can be monitored during construction by a portable sound level meter, which also means that construction methods can be reviewed if noise levels become excessive.

2.5.2 Based upon the guidance issued, the potential dust emission and magnitude of emissions emitted from the works are considered to be minimal. This is because the planned works are being carried out on a cleared site with no building to demolish, the development is relatively small scale and less than 10 HDV trips are anticipated per day.

2.5.3 The Greater London Authority Supplementary Planning Guidance "The Control of Dust and Emissions During Construction and Demolition" (2014) assesses three levels of control to quantify steps taken to mitigate the impact of dust at development, which include:

Tier 1 (low-risk sites),
Tier 2 (medium-risk sites)

Tier 3 (high-risk sites).

Given the characteristics of the proposed development it is deemed that the site is likely to be classified as a Tier 1, low-risk site and the minimum control standards are required for dust impact mitigation. The guidance advocates suitable mitigation measures to contend with exposure to dust and fine particles. Mitigation measures will be adopted during the works to limit and suppress the formation of dust. All the appropriate mitigation measures will be undertaken by the nominated contractors.

2.5.4 Listed below are the best practice mitigation measures that would be incorporated within the CLP:

- Workers should use less powerful tools to reduce the level of dust created.
- Take up the use of tools with local exhaust ventilation to remove dust as it is being formed.
- The contact information for the personnel responsible for air quality and dust issues and/or the CLP Coordinator should be clearly shown at the site boundaries.
- Air quality related complaints should be recorded by the CLP Coordinator, and the log made available to the local authority upon request.
- The site should be at the minimum visually supervised daily for dust control. The frequency of monitoring should become more regular in dry and windy weather conditions.

- A methodical approach is recommended to monitor the site. Physical barriers such as screens should be erected along the site perimeter to limit the dispersal of dust discharges. Additionally, any unrestricted or loose materials should be safeguarded immediately.

- Haul routes must be kept clear at all times - free from dust and debris. Routes will be maintained by adopting water assisted sweeping on a regular basis. Furthermore, no dry sweeping of large areas will be approved on site.

- Waste materials are not permitted to be burnt on site.

- Inventory held on site including skips, chutes and conveyors should be enclosed to prevent dust from escaping on to the worksite.

- Workers must be well trained. Adequate respiratory protective equipment will be supplied to workers. The number of individuals working in environments exposed to dust will be limited and regularly rotated. Drop heights ought to be kept as low as possible from conveyors, loading shovels and loading equipment.

- Haulage vehicles transporting loose and dust emitting material will be sheeted.

- Vehicles that are sitting idle must be removed from site.

- Site working areas should have an adequate provision of water.

- Appropriate dust suppression methods must be adopted to limit dust emissions such as water sprays or local water extraction for onsite workmanship (when cutting and grinding materials). The use of water will dampen down dust clouds.

- In order to ensure that the mitigation gauges in place are functional, the site boundary should have automatic monitoring of PM10 and dust soiling checks must be set at sensitive receptors.

- National air quality standards for PM must be met. The supplementary planning guidance (SPG) has designated PM10 concentration thresholds for construction works. Personnel responsible for monitoring air quality on site should be notified immediately (if and when thresholds are exceeded). Where the site threshold has been considerably surpassed, work on site should cease right away and dust emissions must be traced and negated.

- The proposed dwelling is deemed to be a small-scale residential development and as a result the site is considered to have a low risk of impacting air quality. Additionally, suitable measures will be taken to address accurately logged complaints and monitor the site. All mitigation measures will be deployed during the construction process in accordance with the SPG and Construction Noise Control (BS 5228) standards.

2.6 Waste Disposal

2.6.1 Site Waste Management Plans (SWMP) can help manage waste effectively. Moreover, an SWMP can reduce the amount of construction waste. The use of waste removal systems will be built-in to the contractors' schedule of works. This will ensure the

site is safe and tidy, waste is segregated on site and collected from a central location.

2.6.2 The appointed contractor will be responsible throughout and take appropriate measures for waste disposal and recycling (that are in accordance with current government legislation).

2.6.3 In addition to construction material waste the contractor will also manage excavation waste effectively. Excavated material will be graded, appropriate materials will be re-used or considered for use on other sites. Excavated material can be re-used as aggregates for subbases and so forth.

2.6.4 In circumstances where this is not achievable, waste will be returned to the supplier via a 'take-back' scheme or collected by a waste management contractor for recycling. Any hazardous waste will be removed by an approved hazardous waste specialist. The previous residential building has already been demolished, it is unknown if there is an asbestos register for the building, therefore an asbestos survey will be commissioned prior to commencement of construction works.

Details of Asbestos Survey

Survey Results:
Survey Date:

2.7 Condition Survey

2.7.1 A Condition Survey is an essential tool to fully understand the physical condition of the site. Prior to commencement of any construction works a Condition Survey would be undertaken. This detailed inspection would include a photographic aided report on the existing environment including:

Existing structures
Boundaries, fence lines, hedge lines and walls
Footpaths, carriageways and access points
Buildings
Kerb lines and lighting columns
Street furniture and road signs.

The findings of the condition survey will be documented and held on file within the project site office.

2.8 Materials Storage and Security

2.8.1 A just-in-time delivery strategy will be deployed. The lion's share of materials and other equipment are to be delivered to site as and when required. The confined space on site means there is limited opportunity to store 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 a banksman on standby to help guide delivery vehicles to the unloading point. Delivery drivers will not be allowed to park on the surrounding roads prior to delivering or postdelivery. Any waiting vehicles will be moved on by the site manager.

3 CONSTRUCTION TRAFFIC MOVEMENTS

3.1 Construction Traffic Type

3.1.1 A wide range of vehicle types will access the site during construction. Approximately half of the deliveries to site are likely to be by car pickup, 3.5-7.5 tonne lorries and panel vans. Other vehicles transporting building material and machinery include the following:

Skip lorries will be used for waste disposal.

Ready mix concrete trucks will be used for the spray concrete and foundations.

Grab/Tipper lorries will be used for soil muck away.

Heavy Goods Vehicle (HGV) drivers will also deliver to the site.

3.1.2 All construction vehicles used by suppliers will be FORS silver accredited.

3.2 Frequency of Construction Traffic

3.2.1 A preliminary estimate of the number and classification of vehicles accessing the site during the construction process has been forecasted. This will change at various stages of the development.

3.2.2 The total construction timeline is expected to be in the order of 9 - 12 months. At the busiest phase of construction, up to 20 vehicles are likely to access the site per month – meaning an average of 1 vehicle a day between 11am-12pm (which is considered to be at peak hours of the day). However, the number of trips a day could reach up to 2 or 3 on the busiest days of the week. Vehicle arrivals can be accommodated nearby. Up to 2 or 3 trips a day can be easily catered for during the peak stages of construction. This is because

we expect vehicles accessing the site to normally unload and leave swiftly (usually within 10 minutes or so).

3.2.3 Listed below is a summary of the frequency of construction traffic for each phase of the construction works:

Phase 1 (Site Layout & Site Clearance)

3.2.4 A temporary structure of solid construction such as site hording or protective fencing will be erected around the perimeter of the construction site to shield them from view and prevent unauthorised access. 1 or 2 vehicle trips are likely to be required to deliver materials for the site hoarding. Thereafter, site cabins and welfare units will be delivered to site that offer suitable accommodation for site staff. The units are expected to be transported on 2-3 vehicles over a period of 1-2 days.

3.2.5 The initial stage of construction works would usually involve broadening access to the site and ensuring larger vehicles have a reliable and stable entry to the site on firm ground. Typically piling mats are constructed using well-graded stone, clean-crushed concrete or hard rock. Preparing the surface for vehicles entering the site will take 2-3 days. No other construction traffic is expected during this period.

3.2.6 The existing hardstanding material from the car park and concrete ground floor from the demolished building will need to be removed. This is particularly important because piling rigs cannot be used for groundworks through a concrete ground floor.

Phase 2 (Basement Construction)

3.2.7 Up to 4 weeks have been allocated to allow for contiguous piled walls to be laid around the basement perimeter. A single pilling

rig and a number of concrete deliveries will be required for the ring beam and spray concrete finish on the walls. Approximately 2-3 cement trucks are expected per day at peak hours.

3.2.8 Ground beams will be insulated and excavated material will be removed from the basement after which the basement slab will be cast. Up to five 16 tonne grab lorries per day are anticipated to access the site during peak periods to remove the soil muck away. 1 or 2 deliveries of steel work on HGV's are expected to transport ground beams alongside 2-3 cement trucks. Similarly, the slab steel is likely to arrive on 1 or 2 HGV's. Concrete deliveries will reach a maximum of 4-5 per day when it is being poured.

Phase 3 (Superstructure & Roof)

3.2.9 The concrete frame construction will commence after the basement has been built. Concrete, reinforcement and false work deliveries will be required at this stage. Daily deliveries of materials are expected to peak at a rate of 2-3 large deliveries per day (subject to the availability of materials and as per the construction work schedule). Deliveries of beams and concrete floor planks will also be needed, these will be craned off the lorry directly into the building. Beams and concrete floor planks are likely to arrive on less than 2 articulated vehicles at the height of the operation.

3.2.10 The external structure will be cladded simultaneously. Sliding doors, windows and ancillary fixings will also arrive on sizeable delivery vehicles. They'll be safely stored in the compound so other deliveries can be coordinated effectively to avoid a buildup of construction traffic at the same time. At the peak of the operation just 1-2 deliveries are estimated to arrive at the site

per day. Other building material deliveries will also be scheduled to arrive on site such as bricks, blocks, timber etc. Less than 2 deliveries are anticipated for the building materials per week and they are likely to be transported on 10m long rigid lorries.

3.2.11 The roof will be installed right after the super structure is complete. Tresses will be craned directly off the vehicle on to the roof. It is estimated that an articulated lorry will be parked for a substantial period of time, as a result no other large deliveries will be arranged during this period. Smaller deliveries carrying items associated with the roof will be authorized to access the site during this stage of works, however they are likely to be via Transit type vans with 1 to 2 movements per week. This phase of construction is expected to be completed within a 4 month timeframe.

Phase 4 (Internal Fit-out)

3.2.12 The building is water-tight the interior fit-out stage will be initiated. This phase refers to the installation of floors, ceilings, insulation of new partitions, and furnishings. Timber, plasterboard and related materials will be transported to the site. The first fix of services such as plumbing, joinery, electrical, heat recovery ventilation ducting, vacuum ducting and coms will take place. Vehicular movements at this stage will be minimal. The initial delivery of materials will be transported to site on roughly 1 or 2 large rigid vehicles over the span of a few weeks. The vast majority of materials for the first fix will be sent to site via small 7.5 tonne vehicles, over 3-4 months. A total of 12-15 deliveries are expected, with no more than 3-4 deliveries expected per week at most at this stage.

Phase 5 (Finishing & External Works)

3.2.13 The second fix of services is associated with the following: **Plumbing** – The connection, testing and commissioning of

plumbing appliances.

Carpentry – Joiners will fit internal doors, skirting boards, architraves and kitchens.

Electrical work – The appointed electrician will install faceplates on light switches and plug sockets along with light fittings.

External hardstanding and landscaping.

Less than two rigid lorries will be required to deliver the materials for the above works. Other deliveries during this 4 month period are likely to be completed via medium sized Panel Vans.

3.3 Hoarding Requirements

The site is envisaged to remain hoarded for the duration of the works. It will be positioned around the site boundary to suit the extent of scaffolding. However, the footway on Park Lane will be open but may need to be closed for short periods of time when delivery vehicles are servicing the site. Complete traffic management measures will be agreed with the local highway authority prior to the commencement of construction.

3.4 Management of Access Routes

3.4.1 The law stipulates that a construction site must be organised in that vehicles and pedestrians using site routes can move around safely. Clearly defined traffic management measures will be enforced for the orderly handling of materials and waste for the project, but also to ensure ecological management of vehicles and to ensure the safe passage of traffic and pedestrians. The appointed contractor/sub-contractors will source items locally (where feasible) and amalgamate deliveries in order to limit the

overall number of vehicle movements on site.

3.4.2 The Construction Site Traffic Management Plan (CSTMP) will be supervised by the Project Manager. Events will be accurately logged and the CSTMP will be reviewed frequently. Building material deliveries and waste collections will take place from within the site. Drivers will be instructed to turn 'Off' vehicle engines when delivering to reduce harmful emissions and adhere to site safety regulations.

3.4.3 The Project Manager will supervise the traffic on site and control working within the unloading point. All deliveries will be pre-booked electronically to ensure single deliveries are scheduled at any one time. These deliveries will also be synchronised with waste removal to optimise vehicle movement.

3.4.4 Delivery sizes will be restricted and administered by a 'just in time' delivery inventory management system. Furthermore, all suppliers and contractors will be given prior instruction for the preferred route to site, delivery protocols and the vehicle specification required for transport. All building materials and inventory will be delivered and offloaded into the building or to an identified storage area.

3.4.5 To limit roadside congestion, most deliveries of materials and waste collections will be at off-peak hours of the day.

Delivery Hours	
Monday-Friday 9:30 – 16:30	**Saturday** 8.00 – 13:00

3.4.6 **Access Routes**

The proposed construction routes link haul roads to the Local Road Network (LRN) and to the Strategic Road Network (SRN). The primary considerations for the routing strategy are:

(a) To use the shortest route from location of access points to the SRN.

(b) As far as possible use A roads as a first priority, then B roads, then C roads and then unclassified roads.

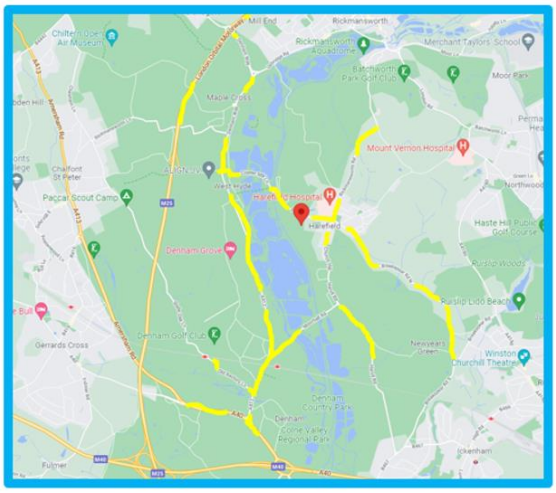
(c) Where possible avoid single carriageway roads unless these provide direct access to a construction site.

(d) To avoid settlements and sensitive receptors to minimise impact on villages, towns and sensitive road users.

Most of the construction-related traffic is anticipated to route via Rickmansworth Road, Northwood Road, Breakspear Road North, Copper Mill Lane and Church Hill onto Park Lane and then left into the site. The route for construction traffic will be clearly communicated to all the drivers headed towards the development site.

Delivery drivers will not be permitted to use the local residential streets as a means of access to get to the proposed development. Signage will be clearly displayed around the site to notify drivers that residential roads are not to be used, the permitted access routes to the site will be clearly illustrated alongside site welfare facilities.

The appropriate routes to access the site are marked in yellow on the map below.



3.5 Pedestrian Safety Routes

3.5.1 Safe access routes for pedestrians will be maintained on Park Lane throughout. The proposed works onsite will not hinder the public passageway along Park Lane.

3.6 Management of Traffic

3.6.1 The entry to the site is currently served by Park Lane. This access will be used for the entirety of the construction phase.

3.6.2 The impact of construction traffic on local roads is likely to be a particular concern for residents who live or work near the line of route. The contractor is committed to ensuring that the adverse effects of such impacts are minimised, as far as reasonably practicable. The nominated contractor will emphasize the appropriate controls that will be in place when vehicle loading/unloading is taking place. The controls will explain the various protocols in detail that cover maneuvering of vehicles on

site. The banksmen will control traffic flows when a vehicle is required to reverse to or from the development site from Park Lane.

3.6.3 Parking restrictions will be in place. Delivery vehicles will only be permitted to park in the locations clearly identified for loading and unloading. Reversing on site is not the ideal approach for vehicular maneuvering. As a result, most vehicles will be able to maneuver in the turning area at the bottom of the road, to ensure that vehicles leave the site in a forward gear.

3.6.4 Access and servicing will be maintained, as far as reasonably practicable, within the constraints of the works and the need to ensure the safety of the public. The nearby residential streets in the local vicinity will be observed for any inappropriate use by third party delivery drivers that are not complying with the agreed traffic management plan. Remedial action will be taken for any nonconformance. Debris and mud should not be spread from the worksite on to the surrounding roads. Routine sweeping of the access and part of Park Lane will be deployed.

4 MONITORING AND REVIEW

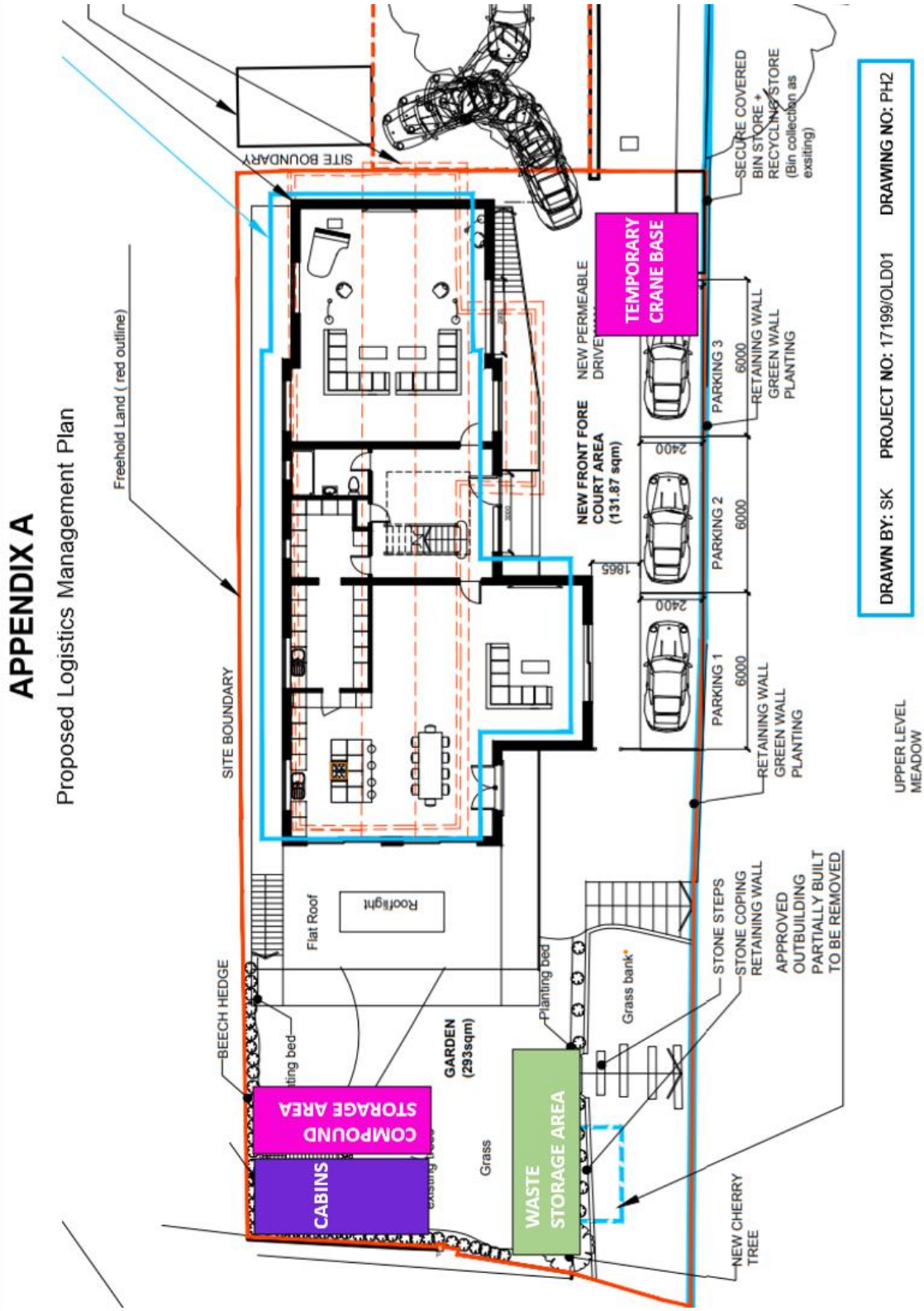
4.1.1 It is intended that this CLP is a live document that will be updated and modified by the CLP Coordinator on a regular basis as agreed with the local highway authorities as the project progresses. The CLP Coordinator will be the first point of contact for its implementation on site.

4.1.2 The need to update the CLP is essential to reflect changes as other developments in the area may have a cumulative impact on the

public highways network.

4.1.3 The CLP coordinator shall ensure that any recommendations by the arboricultural consultant are fulfilled and reported back to the London Borough of Hillingdon.

4.1.4 The CLP Coordinator will liaise with neighbours, local business occupants, Hillingdon planning officers and any other affected parties where deemed appropriate. A progress report on the scheduled works, meaningful construction programme updates and the expediency of the CLP will be made available upon request.


APPENDIX A
Proposed Logistics Management Plan
Freehold Land (red outline)
SITE BOUNDARY
SITE BOUNDARY
TEMPORARY CRANE BASE
NEW PERMEABLE DRIVE
NEW FRONT FORE COURT AREA (131.87 sqm)
SECURE COVERED BIN STORE + RECYCLING STORE (Bin collection as exsiting)
PARKING 3
PARKING 2
PARKING 1
6000
2400
1865
RETAINING WALL
GREEN WALL
PLANTING
UPPER LEVEL MEADOW
DRAWN BY: SK
PROJECT NO: 17199/OLD01
DRAWING NO: PH2
BEECH HEDGE
Flat Roof
Rooflight
GARDEN (293sqm)
Planting bed
Grass bank
Grass
STONE STEPS
STONE COPING
RETAINING WALL
APPROVED OUTBUILDING PARTIALLY BUILT TO BE REMOVED
COMPOUND STORAGE AREA
CABINS
WASTE STORAGE AREA
NEW CHERRY TREE