

MJD Architecture

**Approved Residential Development
Southbourne Gardens, Ruislip
Construction Logistics Plan**

March 2020

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Client Commission			
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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown, and CVs are available upon request to demonstrate our experience and credentials.

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APPROVED RESIDENTIAL DEVELOPMENT SOUTHBOURNE GARDENS, RUISLIP CONSTRUCTION LOGISTICS PLAN

CONTENTS

1.	INTRODUCTION	3
2.	SITE LOCATION & DEVELOPMENT DETAILS.....	4
2.1	Site Location	4
2.2	Development Proposals & Access Arrangements.....	4
3.	LOCAL HIGHWAY NETWORK	6
3.1	Southbourne Gardens.....	6
3.2	Field End Road	7
3.3	North View.....	8
3.4	Elm Avenue	8
4.	CONSTRUCTION TRAFFIC ROUTE	9
5.	CONSTRUCTION LOGISTICS PLAN.....	11
5.1	Vehicle Type.....	11
5.2	Vehicle Trips & Times of Working	11
5.3	Unloading/Loading Arrangements & Turning Provision	11
5.4	Construction Traffic Access Arrangements.....	12
5.5	Parking Arrangements for Construction Staff	12
6.	MITIGATION MEASURES.....	13
6.1	Measures to Control Demolition & Construction Noise	13
6.2	Measures to Control Dust & Dirt	13
6.3	Measures to Control Waste Storage, Recycling & Disposal	14
6.4	Measures to Protect Pedestrians.....	14
6.5	Measures to Avoid Road Damage.....	14
7.	REFERENCES	15

APPENDICES

Appendix 1 – Site Layout Plan

FIGURES

Figure 1: Site Location	4
Figure 2: Construction Traffic Routes.....	10

PHOTOS

Photo 1: Site Access	5
Photo 2: Southbourne Gardens	6
Photo 3: Field End Road	8

I. INTRODUCTION

1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Construction Logistics Plan (CLP) for an approved residential development (ref: 72211/APP/2019/664) involving the construction of a three-storey block to provide 6 flats at land to the north of Southbourne Gardens in the London Borough of Hillingdon (LBH).

1.1.2 The planning application has been approved, subject to a number of conditions. A CLP is required by Condition 7 of the decision notice, which is outlined below:

“No development shall take place until a full and detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the local planning authority. The CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to minimise/avoid potential detriment to the public realm.

To ensure the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).”

1.1.3 The scope of this CLP has been produced to meet the requirements of the above planning condition.

2. SITE LOCATION & DEVELOPMENT DETAILS

2.1 Site Location

- 2.1.1 The development site is located in Southbourne Gardens, Ruislip in the London Borough of Hillingdon. The site is bound by residential properties to the north, east and west, with a mixture of Southbourne Gardens and residential properties fronting onto Southbourne Gardens to the south. The site currently accommodates two garage blocks, with a total of 18 garages. The approximate boundary of the development site is highlighted within Figure 1.

Figure 1: Site Location



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2.2 Development Proposals & Access Arrangements

- 2.2.1 The planning application (ref: 72211/APP/2019/664) for the development was submitted in February 2019 and was subsequently approved in January 2020 for the erection of a *'three storey building comprising of 6, two bed flats with associated parking and amenity space, involving demolition of existing garages'*. Following a S106 agreement the site had been granted approval subject to a number of planning conditions, which includes the production of this CLP as outlined in Section 1.1.

- 2.2.2 Vehicular access to the site during and after the construction phase of the development is to be via an existing access on Southbourne Gardens, between plots 58/60 and 62. It is understood that pedestrian and cycle access to the site is also to be via this access, by staff during the construction phase, and residents and visitors once the development is occupied. It is understood that the internal site access road is to remain private and is not up for adoption as public highway.
- 2.2.3 As highlighted in the application's supporting Design & Access Statement the 3.7m wide access road is sufficient to facilitate the forward movements and turning of a fire truck. Therefore, it is considered that the site access road will be capable of facilitating the turning movements of similar sized vehicles associated with the demolition and construction at the site.

Photo 1: Site Access



3. LOCAL HIGHWAY NETWORK

3.1 Southbourne Gardens

- 3.1.1 As mentioned in Section 2.2, access to the site is to be provided via the existing access located between plots 58/60 and 62 Southbourne Gardens which is understood to have formally served the two existing garage blocks. Southbourne Gardens is a two-way single carriageway that measures approximately 7m in width and is subject to a 30mph speed limit within the vicinity of the site access.
- 3.1.2 Southbourne Gardens forms part of Controlled Parking Zone (CPZ) E, restricting on-street parking Monday to Saturday between 09:00 and 17:00 to permit holders only. Formal parking bays are provided on the northern side of the carriageway directly east of the access junction which extend to the Field End Road junction approximately 150m east. White advisory H-bar markings are in place adjacent to the access road, and also some driveways on the southern side of the carriageway to the east of the Green Lawns junction to discourage parking. Approximately 100m east of the access junction parking/waiting restrictions are in place Monday to Saturday between the hours of 07:00 and 19:00, which forms double yellow lines before the Field End Road junction.
- 3.1.3 Approximately 600m to the west of the site access junction, Southbourne Gardens connects with Chelston Road which is a residential street subject to a 30mph speed limit that does not have any parking/waiting restrictions other than junction protection.

Photo 2: Southbourne Gardens



3.2 Field End Road

- 3.2.1 Field End Road is a two-way single carriageway that measures approximately 10m in width and is subject to a 30mph speed limit which reduces to a 20mph speed limit approximately 250m north of the Southbourne Gardens junction. There are a number of one-way, two-lane service roads, all measuring approximately 4.5m in width and accessible via a simple priority T-junction with the Field End Road central carriageway, located approximately 90m north of the Southbourne Gardens junction on the eastern and western side of the carriageway, and approximately 60m south of the junction on the eastern side of the carriageway.
- 3.2.2 Parking/waiting restrictions are in place on both side of Field End Road's central carriageway, operational Monday to Saturday between the hours of 09:00 to 17:00 in Zone E (adjacent to and south of the Southbourne Gardens junction) and between the hours of 08:00 and 18:30 in Zone E1 (approximately 100m north of the Southbourne Gardens junction). On-street parking bays are provided on both service roads to the north of the Southbourne Gardens junction subject 'Pay at Machine' restrictions (maximum stay 4 hours, no return within 1 hour) within the Zone E1 operational hours.
- 3.2.3 To the south of the Southbourne Gardens junction there are on-street parking bays on the western side of the central carriageway restricted to permit holders only during the Zone E hours of operation, there are also advisory white H-bar markings adjacent to a number of driveways on the western side of the carriageway. On-street parking bays and waiting/parking restrictions are present on the adjacent service road also subject to the Zone E hours of operation.
- 3.2.4 To the north Field End Road provides access to a number of residential streets including North View and Elm Avenue approximately 400m from the Southbourne Gardens junction respectively that both provide access to 'A' classified roads. Approximately 1km north of the Southbourne Gardens junction Field End Road connects with High Road Eastcote (B466) and Joel Street (B472) via a 3-arm roundabout. Approximately 3.5km south of the junction Field End Road meets Mandeville Road (A312) which provides access to the A40 approximately 1km further south.

Photo 3: Field End Road



3.3 North View

- 3.3.1 North View is accessible approximately 550m north of the site via Field End Road and is a two-way single carriageway that measures approximately 6.5m in width and is subject to a 30mph speed limit. The road is covered by a CPZ with restricted parking/waiting Monday to Saturday between the hours of 09:00 and 17:00 west of the Ivey Close junction. Imperial Drive (A4090)/Alexander Avenue (A4090) are accessible approximately 2.5km east of the site via North View, Eastern Avenue, Village End and Village End East. Imperial Drive provides a connection to Pinner Road (A404) approximately 1km south of the junction with Village Way East.

3.4 Elm Avenue

- 3.4.1 Elm Avenue is accessible approximately 550m north of site via Field End Road and is a two-way single carriageway that measures approximately 6.5m in width and is subject to a 30mph speed limit. NWAAT restrictions are in place on southern side of the carriageway between Field End Road and the Oak Grove junction (approximately 350m west of the Field End Road junction) and on the northern side of the carriageway for the entire length of the road. Approximately 750m to the west of the Field End Road junction Elm Avenue forms Park Way which provides access to Pembroke Road via the Windmill Hill/Park Way/Victoria Road junction approximately 1km west of the Elm Avenue/Field End Road junction. Approximately 650m further west Pembroke Road provides access to West End Road (A4180).

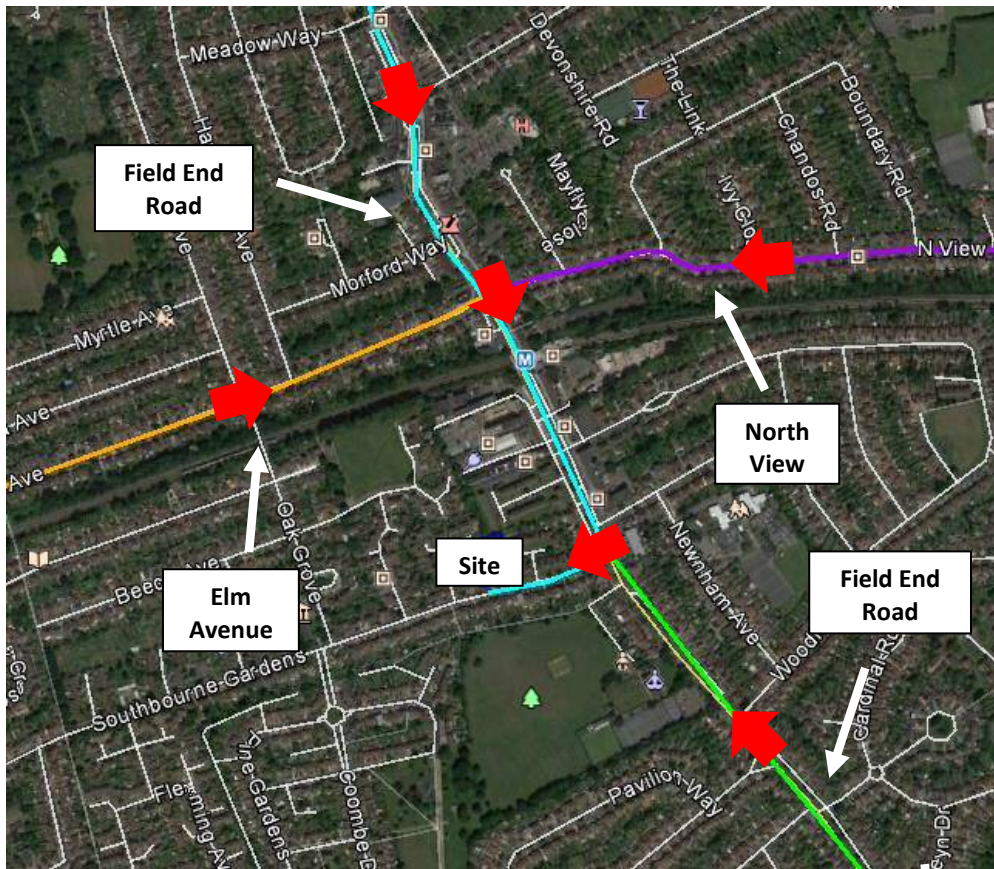
4. CONSTRUCTION TRAFFIC ROUTE

4.1.1 All construction vehicles accessing the site would be required to do so via Field End Road with the preferred routes for construction traffic being as follows:

- **Approaching from the north:** Vehicles travelling southbound on Field End Road are to take at right turn into Southbourne Gardens, vehicles accessing the site will then be required to make a right turn onto the site access road.
- **Approaching from the east:**
 - Vehicles traveling westbound on North View are to turn left at the Field End Road/Elm Avenue junction, vehicles accessing the site are to make a left turn manoeuvre into Southbourne Gardens followed by a right turn onto the site's access road.
 - Alternatively, vehicles approaching from the east could follow the 'approaching from the north' or 'approaching from the south' directions, depending on the wider routing.
- **Approaching from the south:** Vehicles travelling northbound on Field End Road are to take a left turn onto Southbourne Gardens accessing the site via a right turn manoeuvre onto the site access road.
- **Approaching from the west:** Vehicles travelling eastbound on Elm Avenue are to turn right at the Field End Road junction, now travelling southbound. Vehicles accessing the site will be required to make a right turn manoeuvre into Southbourne Gardens followed by another right turn manoeuvre onto the site's access road.
- **Egress routes:** Information provided by the client highlights that all vehicles involved in the construction of the site would be able to turn within the site curtilage. Therefore the egress routes from the site will be the same as above but in reverse.

4.1.2 It is advised that all construction vehicles accessing the site would do so via Field End Road and a short (approximately 170m long) section of Southbourne Gardens. The routes described above (and illustrated in Figure 2) form appropriate routes for use by construction vehicles.

Figure 2: Construction Traffic Routes



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- 4.1.3 It is considered that Field End Road offers excellent connections to the wider highway network to the north and south. Although accommodating two-way construction vehicle movements on Southbourne Gardens to the west of the site is unlikely to be a major problem, to reduce the potential for conflict on the route it is recommended that construction vehicles avoid travelling through this residential areas by utilising the above routes and turning within the site.

5. CONSTRUCTION LOGISTICS PLAN

5.1 Vehicle Type

- 5.1.1 Information provided by the client suggests that small vehicles including “cars, pickup trucks and short/long wheel based vans” can be expected on-site during the construction phase of the development. These are typically expected to be commercial vans and belong to members of the building trade (e.g. electrical/plumbing contractors etc.).
- 5.1.2 In addition to the above “24ft flat back Lorries and standard skip vehicles” associated with the delivery/removal of materials are expected to be used during the construction period. It is not expected that any deliveries to the site will be abnormal or exceptional loads that require larger vehicles such as HGVs.

5.2 Vehicle Trips & Times of Working

- 5.2.1 Information provided by the client has highlighted that daily movements of small vehicles associated with the arrival and departure of construction staff and twice weekly movements of larger vehicles associated with the delivery of parts and construction materials are expected at the site.
- 5.2.2 In order to protect local amenity, it is proposed that all construction and demolition activities which are audible at the site boundary shall only be carried out between the hours 08:00 and 18:30, Monday-Friday and between the hours of 08:00 and 13:00 on Saturdays. No demolition or construction activities should take place on a Sunday, Public or Bank Holiday.

5.3 Unloading/Loading Arrangements & Turning Provision

- 5.3.1 The unloading of materials will take place on-site by either mechanical equipment or by construction staff. Materials will not be delivered onto or stored on the public highway. Due to the location of the development it is unlikely that the unloading or loading of materials will compromise the safety of the public highway.
- 5.3.2 All vehicles associated with the construction of the development are to access the site via Southbourne Gardens, perform a turn manoeuvre on site and egress via Southbourne Gardens in a forwards gear.
- 5.3.3 Contractors will work with reference to best practice guidance including the ‘*Considerate Constructors Scheme – Code of Considerate Practice*’ (CCS, 2017), which makes specific reference to minimising the impact of deliveries, parking and working within the highway.
- 5.3.4 It is proposed that all deliveries to the site shall be between the hours 08:00 and 18:30, Monday-Friday and between the hours of 08:00 and 13:00 on Saturdays, in order to protect the local amenity. No demolition or construction activities should take place on a Sunday, Public or Bank Holiday.

5.4 Construction Traffic Access Arrangements

- 5.4.1 The proposed access for the construction phase will be via Southbourne Gardens, and this will be utilised for all vehicles (staff and construction) that are arriving to and departing from the site during the construction period.
- 5.4.2 Staff will only be permitted to access the site working areas after receiving an induction and site notice boards will be displayed at the site entrance displaying the project particulars, contact details, access and egress procedure, site rules and all necessary health and safety information.

5.5 Parking Arrangements for Construction Staff

- 5.5.1 As highlighted in the Transport Letter (Yes Engineering, 2019) submitted to support the application the site has a PTAL rating of 2 (poor) meaning the site has a poor accessibility to public transportation. Therefore, staff are likely to travel to the site in cars or small vans and these trips would typically occur at the start and end of the working day and therefore are not to coincide with the movement of goods vehicles. Car sharing amongst staff is to be promoted at the site and could form a realistic travel mode for those staff employed by the same company.
- 5.5.2 Information provided by the client suggests that there is to be a maximum of 10 people on site at any given time, vehicle parking for all site workers will be accommodated on-site within the temporary compound area, to ensure staff do not park on nearby residential streets.

6. MITIGATION MEASURES

6.1 Measures to Control Demolition & Construction Noise

6.1.1 Given the residential location of the site, the following measures should be implemented to reduce noise during the demolition and construction phases of the development:

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements;
- All tools will be fitted with silences/mufflers where possible;
- Care would be taken when unloading vehicles to avoid unnecessary noise;
- Reduce the speed of vehicle movements;
- Local hoarding, screens or barriers should be erected to shield particularly noisy activities; and
- The times in which construction and demolition activities can be carried out, outlined in Section 5.2, will be adhered to.

6.2 Measures to Control Dust & Dirt

6.2.1 The following measures are to be implemented by the Principal Contractor in order to avoid/reduce dust pollution and other airborne debris:

- Ensure that all materials transported to and from site are in enclosed containers or fully sheeted;
- Ensure materials have a minimum of packaging;
- Ensure all polystyrene and similar lightweight materials are weighted down;
- Making sure all dust generating materials are adequately packaged;
- Ensure loads are covered where spoil or demolition material is being removed;
- Ensure that the Southbourne Gardens carriageway is suitably swept if required;
- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible;
- Avoid site runoff of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet methods;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site; and
- Ensure all vehicles switch off engines when stationary - no idling vehicles.

- 6.2.2 A wheel cleaning procedure is to be used in order to reduce the amount of mud/dirt that could potentially be deposited on the highway by vehicles exiting the site. Prior to exiting the site, vehicles will be inspected for heavy deposits on their wheels and if present the deposits will be removed, either manually or with a power washer. Any excess mud/dirt will be collected and appropriately disposed of. It is understood that mechanical sweepers will be regularly used to clean the highway within the vicinity of the site in order to limit mud/dirt being transported out of site onto the local highway network.

6.3 Measures to Control Waste Storage, Recycling & Disposal

- 6.3.1 In line with best practice, the Principal Contractor will minimise and reduce waste generation and recycle as much waste as possible. To help reduce trips, vehicles delivering construction materials to the site will leave with waste where possible, to reduce empty running.
- 6.3.2 The Principal Contractor will undertake a segregation system to separate waste on site in order to maximise the reuse of construction and demolition waste within the development.
- 6.3.3 The collection and removal of waste and refuse from the site will also be coordinated by the Principal Contractor to avoid conflicts with other deliveries to site. All waste to be removed from the site will be undertaken by fully licenced waste carriers and taken to licenced waste facilities.

6.4 Measures to Protect Pedestrians

- 6.4.1 The location of the site away from the public highway means that the construction is unlikely to significantly impact on pedestrians using the Southbourne Gardens footways. A banksman will direct larger vehicles in and out of the site and therefore ensure that pedestrians are adequately protected within the vicinity of the access. The footways on Southbourne Gardens within the immediate vicinity of the site access are to be kept clear of obstruction throughout the construction period. The footways will also receive regular sweeping to ensure that any debris is cleared from pedestrian areas. Although it is not expected to be required, temporary signing/barriers could also be provided to further safeguard pedestrians.

6.5 Measures to Avoid Road Damage

- 6.5.1 Care must be taken during the demolition and construction phases of the development to ensure no damage is caused to any footpaths or carriageways within the vicinity of the site and therefore no large vehicles (i.e. delivery vehicles) are to overrun the footways on Southbourne Gardens (other than to access the site). Any damage caused to footways and/or carriageways within the vicinity of the site as a result of the development is to be rectified to the Council's satisfaction, at the cost of the applicant.

7. REFERENCES

CCS (Considerate Constructors Scheme), 2017. Considerate Constructors Scheme – Code of Considerate Practice’.

Yes Engineering, 2019. Land at Garage Block, Southbourne Gardens, Ruislip, HA4 9SQ (Reference 72211/APP/2017/3911) – Transport Letter (15.04.19).

Appendix I – Site Layout Plan

AMENDMENTS

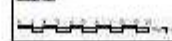
A Scheme revised
01/02/19



PROPOSED
SITE PLAN

Southbourne Gardens, Ruislip, HA4 9SW

Scale Bar



1:200 @ A1

Dwg. No.	18/3217/103A	REVISION
Scale	1:200	A
Date	06/11/18	
Drawn by	S.Bieszczad	C