

DOC: DRAFT DEMOLITION AND CONSTRUCTION LOGISTICS PLAN

ISSUE: 01

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BY: KELTBRAY DEVELOPMENT LTD



ISSUE

Revision	Date	Originator	Checker	Approver	Description
01	22.09.22	A. Burnside		A. Burnside	First Draft

Please Note:

1. This document is issued for the specific purposes of supporting a planning application in relation to the proposals within, and should not be relied upon in its current form for any other purposes.
2. After planning permission, once a Principal Contractor appointment has been finalised, there will be additional revisions which will provide further site specific details with the benefit of:
 - a. Planning approval and associated conditions
 - b. Further site inspections by the Principal Contractor
 - c. Engagement with the key supply chain members and sub-contractors
 - d. Design progression from the professional team

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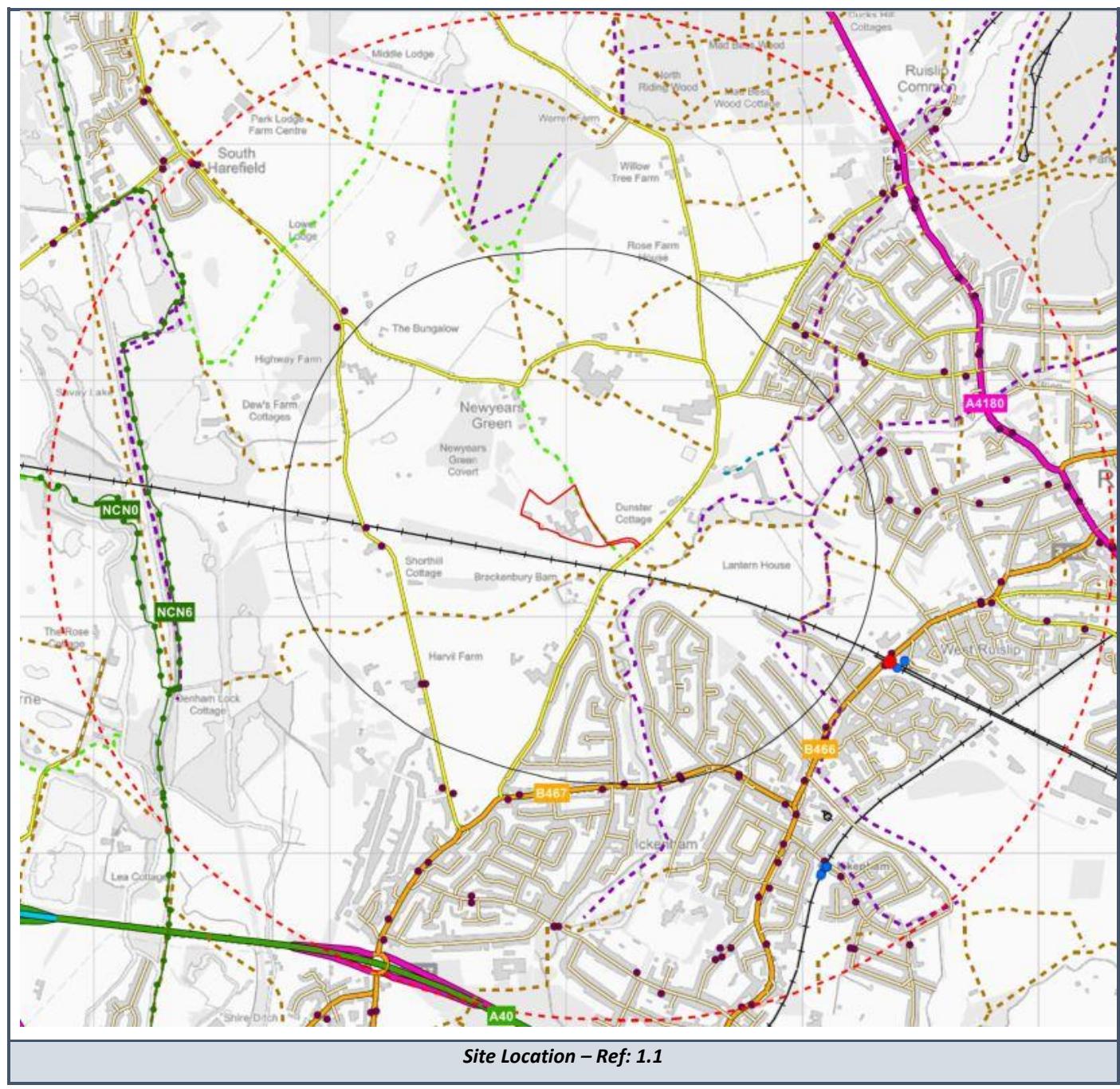
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1.0 INTRODUCTION

This document aims to provide practical guidance on the planning elements requirements in order to prevent vehicle accidents by avoiding hazards and controlling the risks arising from the use of vehicles for the development of the Site.

1.1 THE SITE

The site is located in the LBoH, in the settlement of Ickenham, to the north of the A40 and Swakeleys Roundabout. It is accessed via Breakspear Road South, north of the Chiltern Line railway bridge, with the body of the site spreading west from Breakspear Road South towards Harvil Road (the Site). The site was previously utilised by a veterinary sciences business MSD as offices, animal testing, storage, and vaccine development. The Site is outlined in red on the



Site Location – Ref: 1.1

1.2 LOCATION CONTEXT

The site is located within an area semi-rural in nature, within the London Greenbelt and on the eastern edge of the Colne Valley Regional Park. To the north of the site there are areas of open space, utilised mostly as private farmland to Newyears Green Lane which is a country-lane facilitating a number of waste transfer and recycling businesses with large industrial buildings and open storage spaces.

Beyond Newyears Green Lane is the proposed HS2 Northern Sustainable Placement Area which is proposed to accommodate the creation of two mounds of approximately 18m and 16m in height from the existing levels, and associated sustainable drainage works. The need for these mounds come from the material excavated from the Copthall Tunnel works.

Approximately 400m east of the site is the Ruislip Public Golf Course which lies between the site and the Ruislip and Ickenham residential areas.

To the south adjacent to the site is the proposed Copthall Tunnel which forms part of the new HS2 rail line, along with the Gatemead Embankment. As part of the proposed works, the two new bridges will be constructed to carry the HS2 line at a suitable level over both the River Pinn and the Breakspear Road South. The Breakspear Road South underbridge will provide a clearance of 5.7m. This proposed development will raise the existing levels of adjacent land significantly, with new planting to provide substantial shielding of the subject site from residential area of Ickenham in the southeast.

The existing Chiltern Line railway which connects London Marylebone to Birmingham Snow Hill will remain to the south of the Copthall Tunnel works.

Further to the south is open space between the subject site and the nearest residential area. This is the proposed Southern Sustainable Placement Area which will again consist of two mounds – the northern mound will increase existing ground levels by 3m to 65m (AOD), and the southern mound will raise existing levels by 5m to 60m (AOD), to be accompanied by associated wet grasslands and drainage basins.

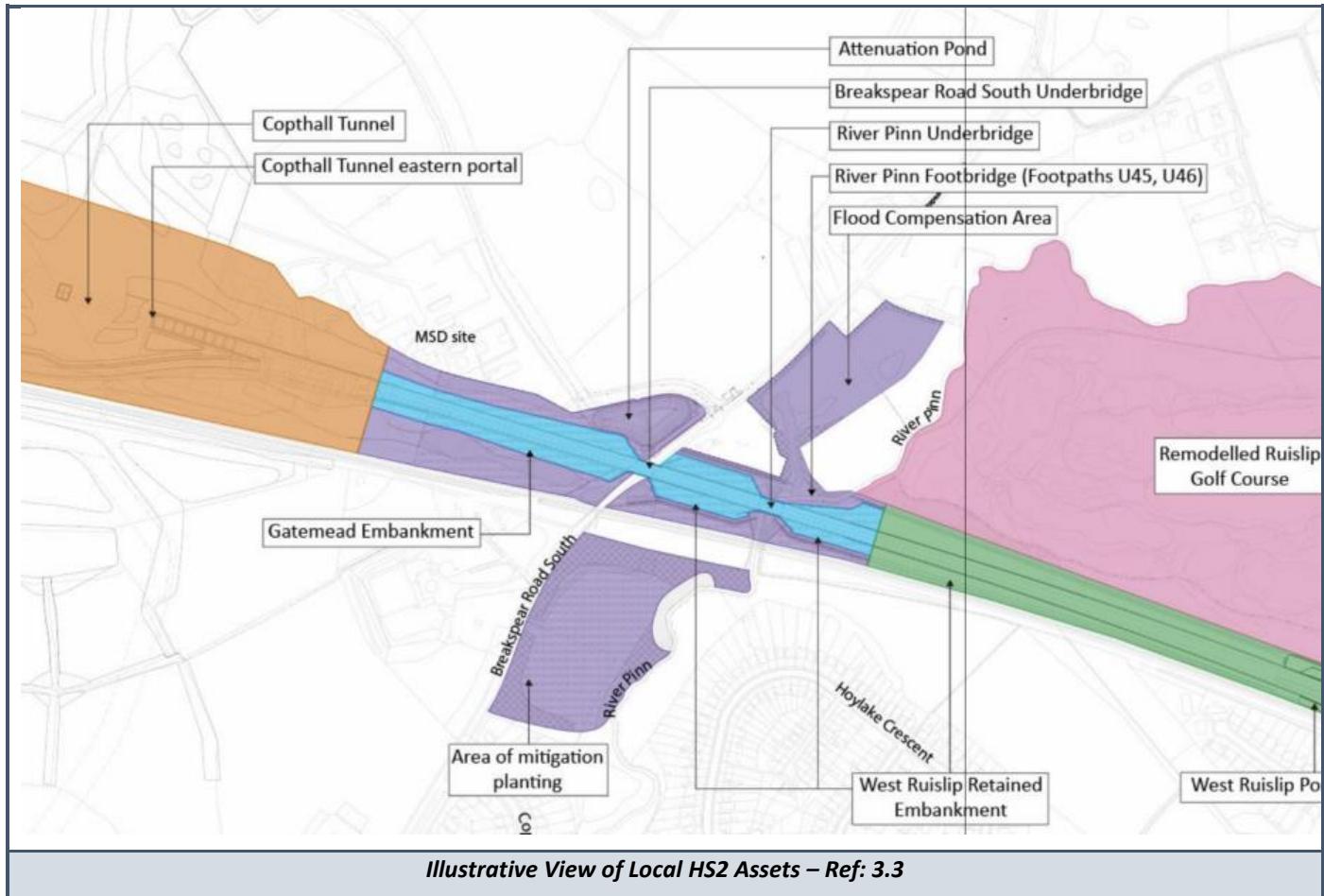
To the west of the site is significant open space which forms part of HS2's Copthall Tunnel works to the Harvil Road, which proposes significant changes in the current landscaping to a max. of 73m (AOD). Additional ecological mitigation works have or will be carried out by HS2 which includes a number of ponds and improved habitat planting.

1.3 LOCAL HS2 ASSETS

There are a number of HS2 assets and applications within the immediate vicinity of the site made under Schedule 17, including:

- The Gatemead Embankment;
- Which includes the River Pinn and Breakspear Road South underbridges;
- The River Pinn Flood Compensation Area;
- Which includes an attenuation adjacent to the access road of the subject site, flood compensation areas and mitigation planting;
- The West Ruislip Portal and Retained Embankment;
- The Remodelled Ruislip Golf Course;
- The Copthall Tunnel;

- The Ruislip Northern Sustainable Placement Area;
- The Ruislip Southern Sustainable Placement Area; and
- The Realignment of Harvil Road.



1.4 THE PROPOSALS

The proposed redevelopment includes the retention of an existing building on the western boundary of the Site to be utilised as an office, with the remaining buildings to be demolished and new industrial warehouse style buildings to be constructed along with associated yard spaces adjacent. Additional ancillary works include a new access road, sustainable drainage systems and extensive landscaping and ecological improvements across the Site (the Proposals).

1.5 KEY OBJECTIVES

Every site shall be organised in such a way that, so far as reasonably practicable, pedestrians and vehicles can move safely and without risks to harm.

A project specific plan should be developed appropriately for the project, its location, the risks, the volume of pedestrians, vehicles and mobile plant, and the interface issues with the surrounding environment.

Its purpose is to consider at the planning stage the arrangements to be set in place for the management of pedestrians and mobile plant / vehicles throughout the duration of the project.

Adequate consideration at an early stage can prevent expensive reactive management of traffic issues on site.

The Construction Logistics Plan (CLP) should be part of a regular review process at each of the various stages of the project. The plan can then be issued at tender stage to ensure that adequate consideration is given by tendering contractors, particularly to any site-specific constraints and conditions.

Thereafter it should be used at induction to explain the site arrangements to new personnel and displayed to allow visitors and site personnel to familiarise themselves with the site arrangements.

2.0 PROGRAMME AND SCOPE

The programme for the Proposals is roughly 40 weeks (i.e. 9 months) and the scope is (the Works):

- Site establishment
- Asbestos and hazmat remediation
- Service terminations and diversions
- Internal soft strip
- Structural demolition of existing buildings
- Cut and fill of existing ground to new formation
- Install new drainage and below ground services
- Construct new roadways and hard standings
- Construct new buildings
- Erect new boundary fencing
- Landscaping

The standard working hours will be 08:00 – 18:00 Monday to Friday and 08:00 – 13:00 Saturday in line with LBoH's Technical Guidance for Construction and Demolition Projects. Out of hours working will be avoided where possible and none will take place unless discussed and agreed with relevant parties of LBoH in advance.

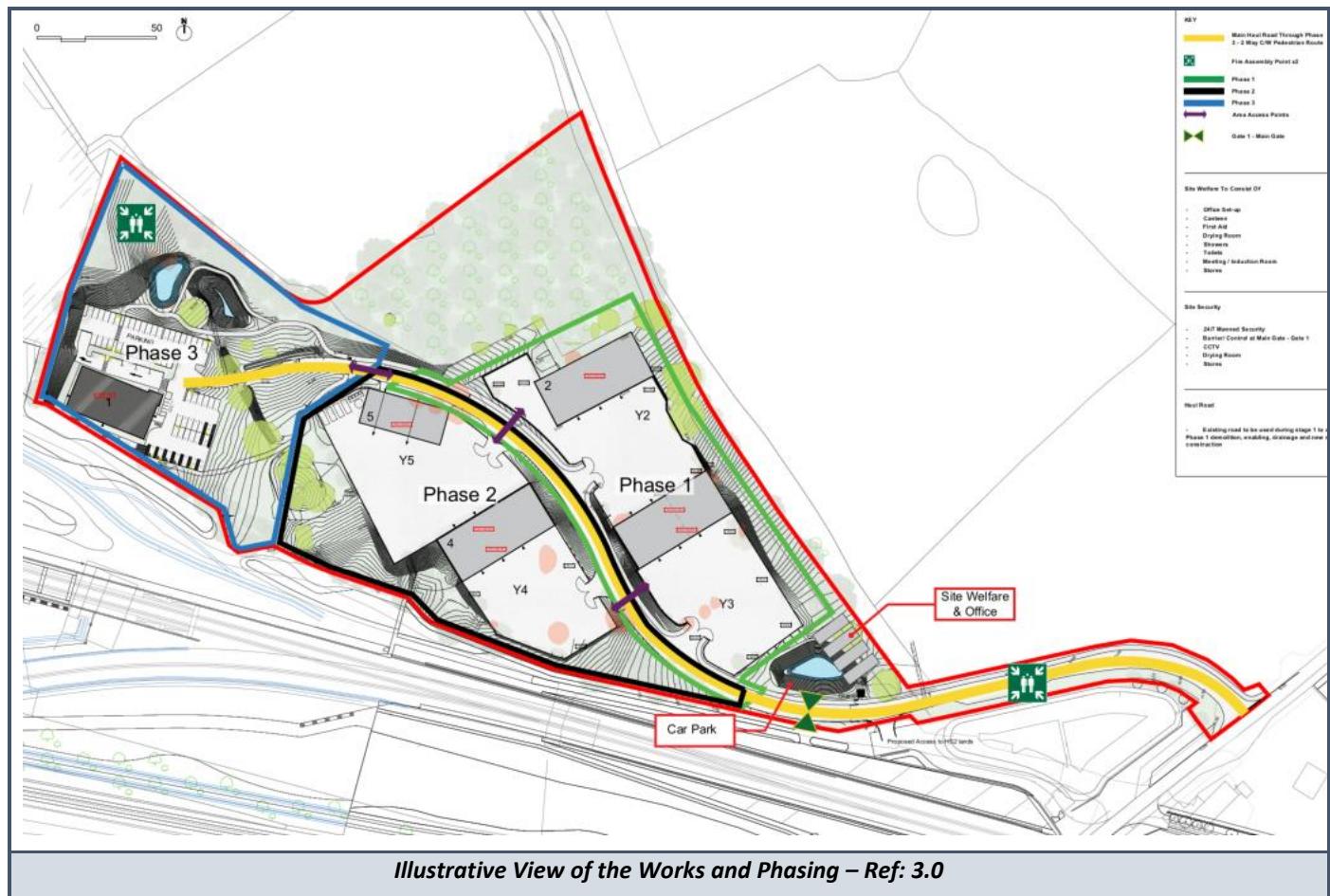
3.0 THE WORKS

The Works will be serviced from the existing main entrance accessed from Breakspear Road South, as indicated on the figure below. All traffic associated with the Works, arriving at or departing from the site will adopt the principles set out below:

- HGV drivers will be required to hold valid certificates and to have undergone the relevant safety training. Keltbray are committed to ensuring that all regular and frequent HGV class drivers attending site have attended the Safer Urban Driving Training (SUDT) course. Site records will be kept detailing all SUDT courses attended and training expiry dates.
- All vehicles shall be regularly maintained in accordance with the manufacturer's specifications and Keltbray company policies for drivers details of which are held on the company's business management system.
- Keltbray and our subcontractors operating frequent and regular HGV trips to site will have a minimum FORS Bronze Level accreditation.
- All vehicles entering the Site will continue along the access road and turn within the Site, with no reversing on to Breakspear Road South being acceptable.
- Provision will be made to ensure that the loading of vehicles can be carried out away from main through-routes.



- All HGV movements at the Site will be managed by a competent traffic marshal at all times.
- No idling of vehicles will take place on the approach to the access gate or within the main body of the Site.
- Cleaning of wheels as necessary by controlled water jets positioned by the gate egress points.
- Regular wet cleaning of hard-surfaced roads used to enter site with sweeper vehicle as required.
- The parking of site vehicles on footways and double parking will be prohibited.
- There will be provision of a dedicated area on the site for workforce private vehicles.



4.0 SUPPLY CHAIN ARRANGEMENTS

Below is a table of suppliers of materials and their FORS status. These are liable to change, especially with the use of materials for the new structures, once design has progressed suitably.

Material	Supplier	FORS Status
General Deliveries	Keltbray Small Tools	Gold
Timber Supplies	South London Timber	Silver
Waste Removal	Keltbray Haulage	Gold
Plant & Materials	Keltbray Plant	Gold
Demolition Waste Removal	Keltbray Haulage	Gold
Asbestos	Keltbray Haulage	Gold
Scrap Waste	Keltbray Haulage	Gold

Categories of materials:

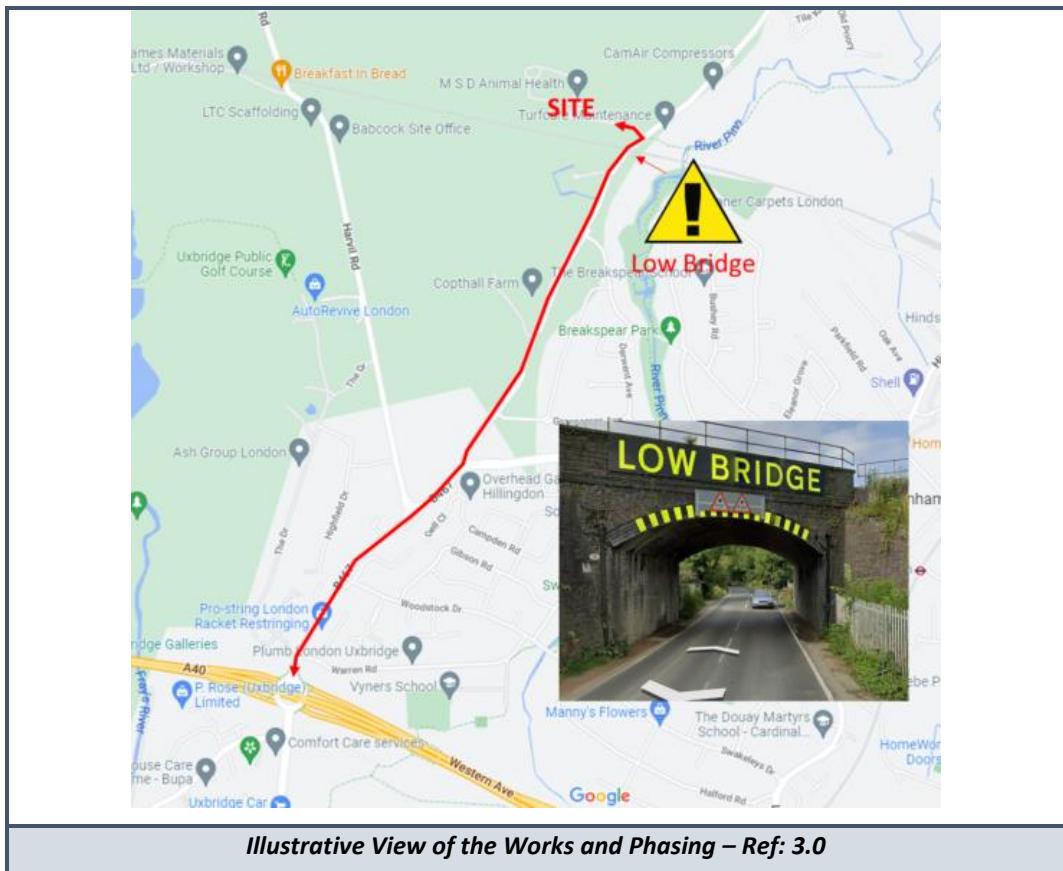
- Material arising from demolition and excavations
- Ready mixed concrete
- Site consumables, including formwork, plant and equipment
- Scaffolding
- Demolition plant
- Excavators and attachments
- Small tools

Objectives of the CLP will be communicated as a requirement in the selection of materials suppliers. All suppliers will be checked for FORS accreditation. Where possible, localised suppliers will be found to reduce carbon footprint and congestion. Competitive preference to CLOCS and FORS members will be given.

A copy of the route plan will be given to all suppliers when orders are placed in order that their drivers can be briefed on the required route to take. Construction vehicles will avoid residential streets as far as is practicable.

5.0 ROUTES USED BY DEMOLITION & CONSTRUCTION TRAFFIC

The routes local to the site are illustrated below highlighting the primary route to the A40. There is a height restriction of 14'6" or 4.4M due to a viaduct crossing Breakspear Road South, just south of the site entrance. As much as possible vehicles that are able to use this route, however there may be some vehicles that will exceed this height restriction. These vehicles will be required to access the site from the north with final approved routing to be discussed with LBoH and this document updated.



6.0 TEMPORARY TRAFFIC CONTROL AND MANAGEMENT

The sequence of works will limit the work's traffic movement to a practical minimum. When any plant or vehicle enters the highway, appropriate supervision will be provided to properly manage and control the flow of pedestrian and vehicular traffic. Appropriately qualified Traffic Marshals will be used during the project. Some larger items of plant will likely require moving on low loaders and will be timed to minimise disruption to road traffic from the nearest suitable controlled access point.

Vehicles and plant will enter and exit in a forward's direction from the Site via the main access gate onto Breakspear Road South access points.

7.0 POTENTIAL IMPACTS, CONFLICTS AND HAZARDS

There is good visibility at the proposed accesses, and gate traffic marshals will be present there are no overhanging trees, and the numbers of vehicles and size will further reduce any potential conflicts of hazards. The close proximity to the transport artery these provide will also assist in minimising potential conflicts.

If traffic management on the highway is required, an application will be submitted including a traffic management scheme for the works to the local authority for a permit.

Information in the 'Driver's Handbook' to be provided to all suppliers, will include items on fuel efficient driving. A system will be in place to ensure that regular drivers have completed the Safe Urban Driving course and that transport providers are members of FORS.

The swept path analysis for the Site has been undertaken by third party consultants and submitted in support of the planning application.

8.0 LOADING AND UNLOADING

The safe loading / unloading on Site will be utilising the following methods, depending on load type. All will have a Lift Plan from the crane provider (where applicable), although some may be generic. Loads may be serviced with the following plant:

- HIAB
- Telehandler Fork-Lift
- Excavator with lifting attachment
- Mobile crane

Locations of loading / unloading arrangements for road transport will be within segregated areas within the Site.

9.0 PARKING FACILITIES

There will be provision of a dedicated area on the site for the workforce's private vehicles.

10.0 PAVEMENT CROSSOVERS / ROAD JUNCTION

Wagons will be required to cross the existing access located on the Breakspear Road South. It is not envisaged any footways will need to be closed and pedestrians re-routed.

11.0 TEMPORARY TRAFFIC SIGNS

The layout of all temporary traffic signs on the public highway shall where appropriate, comply with the requirements of Chapter 8 of the Department of Transport's Traffic Sign Manual. The design and specification of signs shall comply with the Department of Transport's specifications for Highways Works.

All temporary traffic control signals will be kept clean and legible and free from overgrown vegetation at all times during the Works and they will be promptly removed when their location becomes invalid during the development of the Works. The signs shall be fixed securely to ensure that they do not become dislocated or detached. Regular maintenance checks to clean and re-secure signs as appropriate will be carried out.

12.0 RESTRICTION

No planned works will be carried out on Sundays or Bank Holidays unless discussed and agreed with LBoH in advance. Any variation to the abovementioned working hours will need to be agreed with LBoH.

13.0 ASSESSMENT

Prior to commencing demolition, a Road Assessment will be carried out. This assessment will primarily identify the following:

- Class of road
- Restrictions on the road (speed, height, weight)
- Traffic conditions
- Site lines from the access point (village, school, crossing etc.)
- Recommendations as to the type of vehicles that is suitable for the access

The results of this survey may be incorporated into the Safety Plan prepared prior to commencing demolition.

14.0 ROAD CLEANING

Keltbray shall organise road cleaning equipment as necessary to be utilised on this project. Control of the equipment will be by the Foreman in charge of by the Site Manager.

15.0 LOGISTICS MANAGEMENT ARRANGEMENTS

Below is a table listing the key personnel responsible for the management of the worksite construction logistics, their roles and relevant contact details. These details may alter and if so, Keltbray will promptly inform all relevant parties.

Name	Role	Expected Shift Coverage	Contact
Gareth Acres	Senior Project Manager	Mon-Fri 0800-1800	07590 861 880 Gareth.Acres@keltbray.com
Daniel Ramsey	Senior Contracts Engineer	Mon-Fri 0800-1800 & Sat 0800-1400	07818 564 433 Daniel.Ramsey@keltbray.com
William Hawkins	Site Manager	Mon-Fri 0800-1800 & Sat 0800-1400	07718 485 372 William.Hawkins@keltbray.com
Steve Butcher	Demolition Manager	Mon-Fri 0800-1800 & Sat 0800-1400	07557 161 200 Steve.Butcher@keltbray.com
Gerald Kaca	Logistics Supervisor	Mon-Fri 0800-1800 & Sat 0800-1400	07935 502 388 Gerald.Kaca@keltbray.com

16.0 VEHICLE MOVEMENT PLANNING AND MONITORING SYSTEM

This section includes details on how the requirements of the CLP are achieved:

- The control system for the arrival and departure of all vehicles to prevent congestion around the worksite and its access routes, will be a paper booking form and manually input to an excel spreadsheet by the Keltbray Traffic and Logistics Supervisor, Gerald Kaca.
- The Logistics Supervisor will give the lead traffic marshals means of ensuring only vehicles notified in advance will be allowed to enter the site.
- To prevent vehicle queuing at the gates, the procedures to move vehicles on, are that the vehicle will be checked in the recessed entrance to the Site, therefore not blocking the access road. If the vehicle is not pre-booked, or it is not compliant with mandatory safety equipment, it will be safely manoeuvred using bamsmen and directed away using the pre-dominated routes.
- Details of the vehicle movements will be recorded on the system as early as possible and plans produced in accordance with the following timetable:
 - Every Monday (or Tuesday if public holiday) movements expected for the week commencing 3 weeks hence;
 - Every Monday (or Tuesday if public holiday) before 1200 for movements commencing 7 days hence;
 - Every day before 1200 for movements expected the following day.
- Information relating to vehicle movements' performance will be made available to the local authority and other stakeholders upon request to Keltbray Project Manager.

17.0 SAFETY MEASURES

The project is a Construction Logistics and Community Safety, CLOCS, Champion and requires contractors to comply with requirements including those relating to Work Related Road Risk.

This applies to all vulnerable road users. Keltbray are fully supportive of CLOCS. All drivers employed who make three or more round trips in any 12-month period to any of the worksites, by or on behalf of Keltbray on the project must complete the Safe Urban Driving Course (at the earliest opportunity) as well as a Safety Behaviour Course.

Keltbray is a member of the Fleet Operator Recognition Scheme (FORS) Gold. Vehicle safety equipment, referencing the requirements in CLP Guidance:

- Vehicles to be used are listed;
- All vehicles will reflect the requirements of both FORS Silver or above and CLOCS;
- It is not foreseen that any vehicles used cannot be compliant and include measures to address risks. Should any vehicle (specialist) not be compliant, the arrival of such a vehicle would be pre-agreed with Keltbray.

18.0 DRIVER TRAINING REQUIREMENTS

- Keltbray estimate of number of drivers involved in this project to be approximately 25 and all will be trained to the relevant level for their field;

- Keltbray will manually check the records of all Keltbray agency and sub-contracted drivers and ensure that they have the correct training completed before visiting the site. Keltbray will also be checking the names of regular drivers, checking name of trained drivers via the FORS website.

19.0 OPERATOR LICENSING

- Keltbray as the Principal Contractor at the Proposals project will ensure all operators that need an Operator's Licence are in possession of an up-to-date licence, checking this by using the DVSA website;
- Any alterations, suspensions or revocations of any relevant transport operator will be checked and advised to the Project Director within 24 hrs by the Traffic and Logistics team both directly and by SharePoint (the project document control system).

20.0 COLLISION REPORTING

- The following describes the procedure to be followed for informing the Project Manager and any relevant parties of any collisions and accidents involving our vehicles and drivers;
- All accidents will be reported to Keltbray in line with fleet procedures.

21.0 DATA AND REPORTING ARRANGEMENTS

- Monthly (or as regular as required) meeting with Hillingdon Council and also, attendance at local Traffic Liaison Group as may be requested. The reporting medium will be verbal captured on agreed minutes.
- Keltbray will produce and issue a monthly report on performance which will include key performance indicators, measures taken to rectify any issues, and maintain and improve performance.

22.0 REVIEW AND COMPLIANCE

- Performance against the indicators identified prior to commencement of the Works will be recorded by the Contractor and the monthly report will be discussed at monthly meetings with stakeholders.
- Gate staff and site supervisors will be trained in vehicle and driver safety requirements, and will check all arrivals and record all departures via the vehicle movement planning process. Non-compliant vehicles and drivers will be refused entry to the worksite by Keltbray.
- All vehicles will be Euro V or above in accordance with the London Low Emission Zone standard as a minimum.

23.0 INCIDENT MANAGEMENT

Potential emergency situations include, but are not limited to:

- Fire or explosion resulting in major injuries, death or damage to property and plant.
- Death or major injury of any person on site due to the demolition or building works.
- High profile near miss incident where severe injury or damage to property could have occurred.
- Collapse of buildings, hoists cranes, overturning plant etc.
- Release of gases/chemicals or other substances, which could render premises unsuitable or affect adjacent land/property and occupants.
- Discharge of contaminants to drains/water course.

- Discovery or release of hazardous materials including asbestos.
- Falls of materials/plant on adjacent premises causing danger. I.e. onto adjacent roads.
- Riot or civil commotion.
- Emergency Procedures and Access for Emergency Vehicles.
- Terrorist activity e.g. bomb threats, firearms or weapons attack.

In the event of an emergency during periods of normal vehicle access, the following actions will be undertaken:

- The roads and crossovers will be cleared of traffic currently accessing or egressing the site to provide a clear access for the emergency vehicles if it is safe to do so.
- Once the emergency has been dealt with the programme wide contractor will provide instruction that the situation has been addressed and that vehicle movements can return to normal.
- Close coordination will take place between all phases of the works, primarily through the security personnel during any emergency situation.
- The programme wide contractor will alert all traffic a marshal of the emergency via the site radio's to stop all traffic entering site.

24.0 BOOKING MANAGEMENT / DELIVERY

Keltbray will control and manage the timings of the vehicles to ensure they are adequately spread across the day to minimise disturbances and build-up of multiple vehicles. Vehicle book in times will be briefed at the daily task briefings.

At peak times when vehicles are arriving to site, at the maximum number envisioned any vehicle will only be allowed to wait on site for a maximum of 30mins to prevent overloading in both logistic areas.

25.0 HAZARD IDENTIFICATION AND CONTROL MEASURES

Key Hazard Identified	Significant Risk & Who May Be Harmed	Control Measures
Restricted site access.	Striking pedestrians and operatives.	Establishment of segregated vehicle and pedestrian route onto and off the site. Refer to Appendix A.
Restricted road and pedestrian access around the site.	Striking site personnel and temporary/permanent structures.	Establishment of segregated vehicle and pedestrian routes around the site. Refer to Appendix A Establish warning signs.
Site visitors	Being struck by vehicles.	Establishment of segregated vehicle and pedestrian routes around the site Refer to Appendix A. Visitors must wear high visibility garments whilst out on site. All visitors must be accompanied at all times.
Steep gradients.	Overturning vehicles – driver/personnel injury.	Select appropriate vehicles for site conditions. Keep gradients to a minimum.
Vehicles reversing in confined areas.	Striking site personnel and other vehicles.	Where possible provide one way route through the site to eliminate reversing. Vehicles must have visual warning light on at all times. Vehicles must have audible alarm warning when reversing. Trained banksman must be in attendance.
Vehicles being unloaded adjacent to the site gates.	Injury to passing pedestrians.	Temporary road barriers must be erected when gates are left open. Banksman to be in attendance.
Site personnel.	Site personnel being struck by vehicles.	Establishment of segregated vehicle and pedestrian routes around the site Refer to Appendix A. Pedestrian routes must be identified by blue netting and signage etc. Operatives must wear high visibility garments whilst out on site. All site personnel must undergo a site safety induction before starting on site, which will cover vehicle segregation and site rules.

Key Hazard Identified	Significant Risk & Who May Be Harmed	Control Measures
Vehicles entering and leaving site.	Striking pedestrians, site personnel and other vehicles.	Security to control and monitor incoming and outgoing vehicles. All vehicles to be controlled by trained and competent banksmen. Vehicle cross overs to be constructed at all gates. Site hoarding erected around the exposed sections of the project to deny access to the general public.
Vehicles picking up mud on wheels.	Leaving mud on the highways causing road traffic accidents and accidents to pedestrians.	Outgoing site vehicles must enter the wheel wash before leaving site. Excessive mud on wheels to be removed by jet wash. Drivers to check wheels for excessive mud before leaving site.
Vertical edges.	Falling of vehicles and vehicle loads. Injury to site personnel	Road barriers must be installed to vertical edge. Timber baulks to be positioned at least 1m back from edge. Controlled speed limit.
Concrete pumps overturning.	Injury to pedestrians and site personnel	Ensure all outriggers are positioned correctly.
Obstructions and services	Overturning of vehicles. Damage to installed structure.	Highlight obstructions and services.
Concrete pumps overturning.	Injury to pedestrians and site personnel	Ensure all outriggers are positioned correctly.
Obstructions and services	Overturning of vehicles. Damage to installed structure.	Highlight obstructions and services.
Noise and vibration and emissions.	Effects on site personnel and pedestrians.	Vehicles to be regularly inspected and maintained.
Drivers lacking competence.	Out of control vehicles. Striking site personnel and damage to structures	All site drivers to have a current certificate of training achievement and to be competent. Drivers to receive adequate supervision and monitoring.
Vehicle arrival and departure	Site congestion. Striking site personnel and pedestrians. Causing road traffic accidents. Vehicle drivers being struck by another vehicle or load.	Security to control and monitor incoming and outgoing vehicles. Drivers must wear safety helmet, safety boots and a high visibility garment when out on site. All drivers to be issued with Drivers rules. Refer Appendix B.
Speeding vehicles.	Striking pedestrians and other vehicles.	All vehicles to observe the site speed limits. All drivers to be issued with Drivers rules. Refer Appendix B. Speed humps installed where necessary.
Loading and unloading of vehicles.	Striking site personnel.	All loads to be unloaded under the supervision of a trained and competent banksman.
Disruption to the local traffic and highways.	Causing congestion and possible road traffic accidents.	Vehicles to use the designated approach roads.
Non site vehicles entering the site.	Striking pedestrians, site personnel and other vehicles.	Security to monitor incoming and outgoing vehicles. Signs to be displayed on approach to site roads.

26.0 KELTBRAY STANDARDS



Keltbray Vehicle Details: Top Left – CCTV Features Fitted to our Fleet: Top Right – Safety Features Fitted to our Fleet:

Bottom – Carbon Reduction Initiatives – Ref: 6.4

APPENDIX 1 – THE PROPOSALS