Construction Logistics Plan

Beaches Yard,
Horton Road,
West Drayton

Prepared for
Harvest Land Management

By

Stuart Michael Associates Limited

December 2022

STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS

Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

T: 01635 867711
F: 01635 861715
E: mail@stuartmichael.co.uk
W: www.stuartmichael.co.uk

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CONSULTING ENGINEERS

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Registered Office: Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF.
Telephone: 01635 867711 Facsimile: 01635 861715.

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1.0 INTRODUCTION

1.1 Stuart Michael Associates (SMA) has been appointed by Harvest Land Management Ltd (the 'Applicant') to prepare a Construction Logistics Plan in support of a Planning Application for the redevelopment of mixed-use storage and residential site into a warehouse development on land at Horton Road, West Drayton. The plan showing the proposed site layout is shown in **Appendix A**.

1.2 The site is located at Beaches Yard, Horton Road, West Drayton. The site is bordered by Horton Road to the south. To the west, the site is bordered by a private access road. To the north and east, the site is bordered by Stockley Country Park. The M4 Junction 4 is located to the south of the site.

1.3 The development proposes the construction of a multi-level warehouse, office space, yard space, loading bays, and a basement car park.

1.4 This CLP sets out measures that aim to

- Lower emissions;
- Enhance road user safety; *and*
- Reduce the impact on the local highway network by reducing trips overall.

1.5 To achieve these aims, the following methods are proposed:

- Encourage construction workers to travel to the site by non-car models;
- Promote smarter operations that reduce the need for construction travel or reduce unnecessary trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the ongoing development and delivery of the CLP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers;
- Encouraging the most efficient use of construction freight vehicles.

1.6 This outline CLP has been prepared to seek planning permission and will form the basis for subsequent detailed CLP documents to be developed upon the appointment of a lead contractor.

2.0 POLICY

2.1 This section summarises the key national and local policies that relate to the construction of the proposed development.

National Policy

The Traffic Management Act (2004)

2.2 The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Local Policy

The London Plan (2021)

2.3 The most recent edition of the London Plan sets out the policies to guide development including the construction phase. Policy T7: Deliveries, Servicing and Construction sets out the following guidelines that are relevant to the development:

A. Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.

G. Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

H. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night-time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

K. During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

2.4 When planning freight movements, development proposals should demonstrate through Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes. Where rail and water freight facilities are available, Transport for London's freight tools should be used when developing the site's freight strategy.

2.5 Transport for London's guidance on Construction Logistics and Delivery and Servicing Plans should be adhered to when preparing planning applications. Plans should be developed in line with this guidance and adopt the latest standards around the safety and environmental performance of vehicles.

2.6 The plan should be monitored and managed throughout the construction and operational phases of the development. TfL's freight tools including CLOCS (Construction Logistics and Community Safety), FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions to enable the use of vehicles with improved levels of direct vision.

The Mayor's Transport Strategy (2018)

2.7 Freight and servicing are frequently mentioned throughout this document which contains a strategy considering all methods of freight delivery including road, rail, pipeline, water, bicycles and air. The document especially highlights the importance of DSPs, CLPs and FORS to encourage improved efficiency and provide a framework for incentivisation and regulation.

TfL Freight and Servicing Action Plan (2019)

2.8 The Mayor's key document for improving freight and servicing in the capital sets out a safer and cleaner vision for all freight trips. The vision for construction is set out in Actions one, two and nine which puts safety at the heart of this policy. These policies must be considered when undertaking a CLP.

3.0 LOCAL ACCESS

3.1 **Drawing 6969.007** shows a regional plan with the location of the site in the context of greater London and the road network. **Drawing 6969.008B** shows the location of the site in relation to the surrounding local area. **Drawing 6969.004B** shows the site boundary plan showing the extent of footways, other buildings, cycle lanes and road markings.

Local Road Network

3.2 The site is located in West Drayton, approximately 2 miles north of Heathrow Airport. . The site is located at Beaches Yard, Horton Road, West Drayton. The site is bordered by Horton Road to the south. To the west, the site is bordered by a private access road. To the north and east, the site is bordered by Stockley Country Park. The M4 Junction 4 is located to the south of the site.

3.3 The site will be accessed via the private road extending from Horton Road. This road has a carriageway width of 7.5 metres and has an existing footway on the west side of the private road. A public footpath (Footpath Y3) runs along the western side of the private road.

3.4 To construct the proposed development the single yellow line road markings on the private access road will be changed to double yellow lines, as is proposed as part of the development proposals.

3.5 No road closures are foreseen to be required to facilitate the development.

3.6 At all times access to neighbouring properties will be maintained.

Access by Train

3.7 West Drayton Railway Station is located approximately 1.3km west of the site. The station is managed by TfL. The Railway Station can be accessed via the 350 bus service. Further details of the services at the Station are covered in the accompanying Transport Assessment.

Access by Bus

3.8 A public bus service is available within walking distance of the development. The nearest bus service is located close to the site on Horton Road. This bus stop is served by the 350 bus service operated by Transport for London. Further details of the bus services are covered in the accompanying Transport Assessment.

Access by Foot/ Cycle

3.9 An existing footway is provided on both sides of Horton Road and on the western side of the private access road. This continuous footway provides connections to the town centre and the canal towpath, as well as surrounding industrial and residential areas.

3.10 A review of the local highway network confirms that the road network in proximity to the site is conducive for use by cyclists. Circa 50m east of the private road which serves access to the site is Weston Walk; a cycle route that provides access to the Grand Union Canal Walk cycle route. Further cycle routes are provided throughout Stockley Country Park to the east of the site which provides access to the educational and recreational facilities located to the north of the site.

3.11 South of the site, there is a shared foot and cycleway on the northern side of Horton Road, continuing to the Stockley Park roundabout.

Considerations and Challenges

3.12 The site is located in a predominantly industrial area, as such there is existing HGV traffic near the site, and there are no sensitive receptors that will be directly impacted by the development proposals. However, the construction of the site must not restrict access to any of the nearby industrial units. The planned measures to mitigate any potential conflicts or challenges are discussed below.

3.13 To minimise the impact of the development on the local highway network deliveries will be scheduled outside of the commuter peak periods (08:00-09:00 and 17:00-18:00). Construction vehicles will not be allowed to wait on Horton Road, the scheduling of deliveries will ensure that more deliveries than the site can cope with will not occur.

3.14 All deliveries will be overseen by a banksman, this will minimise the chance of the delivery vehicles impacting existing industrial traffic.

3.15 All contractors will be encouraged to use sustainable transport modes (walk/cycling/public transport or a mixture) to access the site, this will minimise the number of vehicles arriving at the site. To enforce sustainable transport modes contractors will not be permitted to park on the nearby residential streets.

3.16 To ensure a cordial relationship with the local population, a Community Liaison Officer will be appointed to mitigate and resolve any issues and difficulties in the local community. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. Any difficulties encountered during construction will be reported/recorded in a full log and resolved through the use of a 24-hour, staffed telephone line. A weekly newsletter and bi-monthly community gatherings will deal with issues such as late-night works, site boundaries and hoardings, construction vehicle congestion and general community disruption.

Horton Road Bus Services

3.17 The existing bus services that operate on Horton Road will not be impacted by the construction of the site at any time.

4.0 CONSTRUCTION PROGRAMME AND METHODOLOGY

Construction start/completion dates

4.1 The programme of construction for the site is expected to last for 30 months and is scheduled to begin in the Spring/ Summer of 2023. The building will be completed and with full occupancy at the beginning of 2026.

4.2 The works will be undertaken in a single phase, commencing on completion of the tender processes and the discharge of pre-commencement planning conditions.

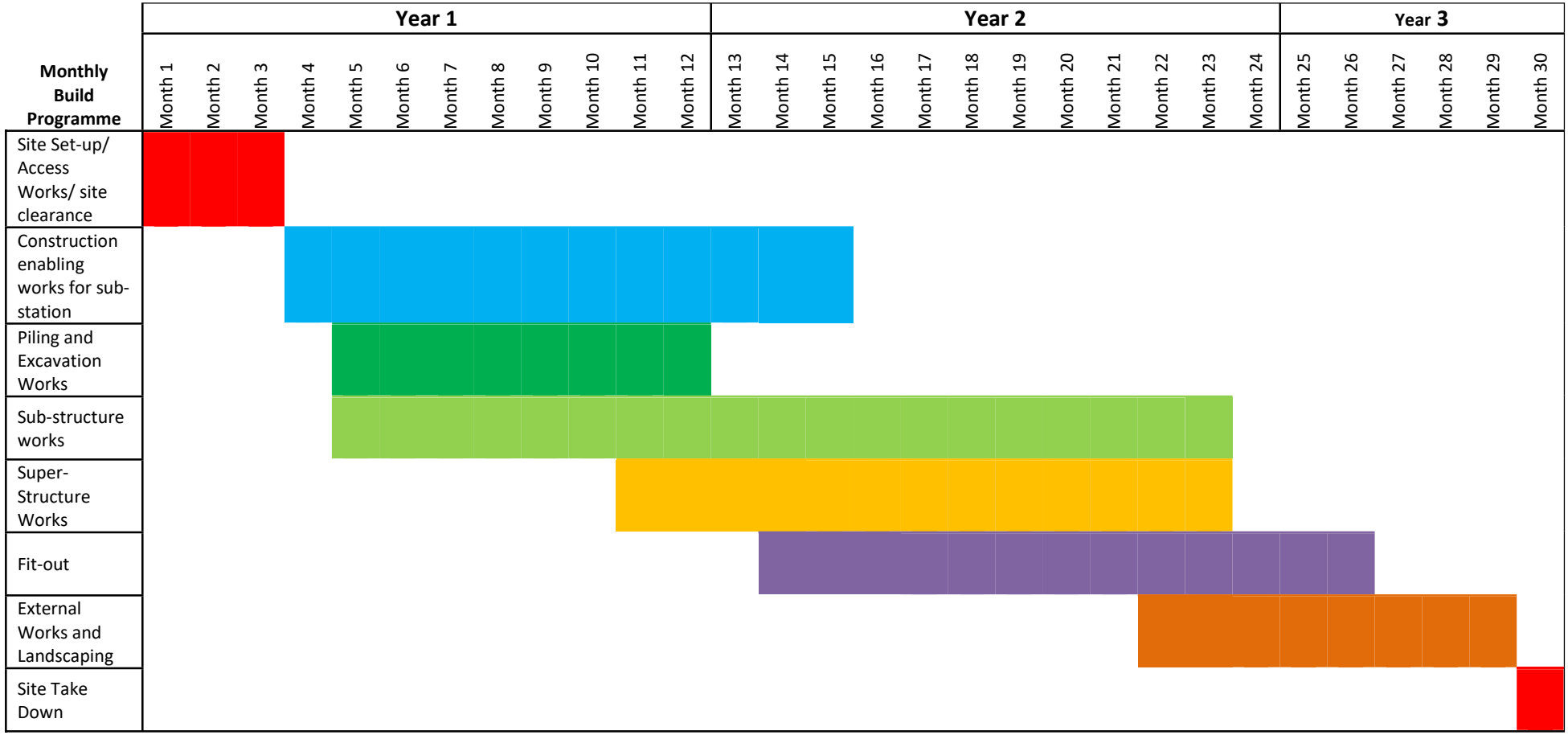
4.3 The proposed site working hours are as follows:

- 0800 to 1800 hours on Monday to Friday;
- 0800 to 1300 hours on Saturdays;
- No working on Sunday or Bank Holidays unless prior authorisation has been given;
- Peak traffic periods (0800-0900 and 1700-1800 hours on Monday to Friday and 1500-1600 hours on Saturdays) will be avoided wherever possible when booking delivery vehicles.

Construction Programme (TBC)

4.4 **Table 4.1**, as follows, provides a high-level breakdown of the program by the key construction stages. These construction stages are indicative at this stage and will be finalised once a Lead Contractor has been appointed.

Table 4.1 - Construction Programme (Indicative)



Construction Methodology

Site Setup and Demolition

4.5 The site will be vacated once planning permission has been granted and a lead contractor has been appointed. Initial works on site will include site set-up, such as welfare, compound areas and security fencing before a construction site access is formalised, and any necessary site clearance is undertaken.

Piling and Excavation

4.6 New bored piles will need to be installed to support the development. This will require the delivery of late pieces of equipment by a low loader.

Sub-structure

4.7 A crane will be installed at the beginning of this phase. The ground floor slab and core will be formed of concrete and cement lorries will be the primary vehicle accessing the site during this stage of construction.

4.8 Lorries will be offloaded from a loading area within the site. A banksman will control the movement of vehicles, pedestrians, and cyclists when lorries are accessing and egressing the site.

Super-structure

4.9 The frame will be built using steel girders tied into the concrete core and the flooring slab will be a metal deck slab with concrete. The girders will be brought by lorry to the site and loaded from the loading area within the site. The metal decks will also be brought to the site by lorry. Using large, remanufactured components, the number of vehicles accessing the site will be reduced significantly.

4.10 The yet-to-be-appointed façade contractor, will be directed to design the façade so that it does not require external access to all elevations. The strategy will be to have minimum reliance on the crane to enable the crane to be servicing the construction of the steel and concrete frame. The only crane-dependent activity will be to lift large materials to the roof. As such, the cladding and glazing will be delivered in consolidated loads and loaded into the building en masse. This will also allow deliveries will be made, out of hours as there will be no immediate demand for the supplies.

Fit-out, Testing and Commissioning

4.11 Typical procurement routes using off the shelf materials and construction in situ will not suit the delivery programme of this project. Components with a precise fit and finish will be manufactured off-site to ensure the quality and programme sequencing objectives are achieved. This will reduce the number of small vehicles and ad-hoc deliveries required. Bathrooms, railing and mechanical, electrical, and plumbing equipment are all expected to be manufactured and assembled offsite and brought to the site to be installed as a complete unit.

Vehicle Routing and Access

4.12 **Drawings 6969.009** and **6969.010** shows the construction route to the site.

4.13 **Drawing 6969.009** shows a regional plan with the vehicle routes through London highlighted. These routes follow the Transport for London Road Network until the final approach to the site where local roads are used for access.

4.14 **Drawing 6969.010** shows vehicle routes to the site, taking into account local area constraints.

4.15 **Drawing 6969.010** also shows the likely site access, and site vehicular movements, including the extent of footways, the buildings, cycle lanes and road markings.

4.16 Vehicle tracking into and out of the site has also been included to show the safe manoeuvring of vehicles for 12m rigid vehicles and an articulated HGV on **Drawing 6969.011**.

Access Arrangements for Vehicles

4.17 Access to the site will be via the private road off Horton Road. There will be a single secure access which will enable vehicles to enter and exit the site. There will be no reversing into or out of the site unless there are exceptional circumstances. The entrance will always be controlled by the principal contractor's site personnel.

4.18 Vehicles will be prevented from waiting on the public highway through the scheduled delivery of materials/ plant.

4.19 A separate site personnel entrance will be created separating people accessing the site/offices from construction vehicles.

4.20 In all cases, access/egress for delivery and removal of materials will be planned, scheduled, and coordinated by the Contractor and all vehicle movement both on and around the site will be controlled by a competent and certified banksman. A 'booking in'

system will be implemented for all deliveries to ensure traffic movements are fully controlled.

4.21 Access from the Addison Lee and football club will remain unobstructed during the construction phases.

Storage of Construction Materials on Site

4.22 Plant and materials will be stored in designated areas inside the boundary of the site in accordance with the manufacturer's instructions and delivered to the site on a just-in-time basis to keep storage to the lowest levels reasonably possible.

Removal of Most Valuable and/or Contaminated Materials

4.23 Materials which are not to be retained on site will be removed and disposed of in accordance with all relevant statutes and current waste management and duty of care regulations.

4.24 Potential risks to construction workers during site redevelopment can be managed by the adoption of appropriate Health and Safety procedures to ensure that risks to operatives from hazardous materials at the site are minimised.

4.25 Operatives will not be allowed to eat, drink or smoke on-site except in designated welfare areas and will be required to wash all exposed skin at the end of each shift.

4.26 Operatives will be informed of the potential hazards on the site and should be required to report any observations of suspect material.

4.27 It is possible that during excavations and groundworks the site team will discover conditions or soils different to those found to date. The Contractor will be aware that further remediation measures may be required if such conditions are found.

4.28 Any observations of ground conditions not typical of those already discovered within the Geoenvironmental/Geotechnical investigation reports will be reported immediately so that an assessment of appropriate action can be made. A further remediation strategy will then be agreed upon with the relevant bodies.

Size of Vehicles

4.29 Numerous types of delivery vehicles will be used to bring materials to and from the site. These will typically include:

- Muck away wagons for soil arising's.
- Skip lorries. These will include standard 8-yard skips for waste (approx. size 7m long and 2.4m wide.

- Ready mix concrete lorries. (approx. size 8.25m long and 2.45m wide).
- Flatbed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide).
- Articulated Lorries, for delivery of steel framing, cladding components, reinforcement, major M&E plant and materials, tower cranes and other major plant and equipment.

4.30 The projected vehicle movements are approximately 40 - 50 per day during the main contract works/ peak construction period (and will be considerably less outside of these peak periods of construction). The material specification will be considered at the design stage to reduce/ eliminate the need for abnormal loads to be delivered to the site and where practicable prior liaison with suppliers of items of plant, equipment and materials will be carried out to identify if the shipment can be broken down for transportation.

4.31 Continual review of the specified materials and plant will be carried out and should any abnormal loads be identified due to design changes then a transport route will be pre-planned using the Electronic Service Delivery for Abnormal Loads (ESDAL). Prior notification to the relevant authorities of the use of a special vehicle will be made by the haulage company/crane hire company of the use of the special vehicle with any stipulated requirements for vehicle use incorporated into the vehicle movement procedure.

Parking and Loading Arrangements

4.32 A strict delivery procedure will be implemented to ensure that the local road network is not overrun by the site and delivery vehicles and that traffic flow on the road is maintained at all times. All subcontractors and suppliers will be required to give 48 hours notice of deliveries. The movement of materials, particularly in the main contract works stage, will also be controlled by the main Contractor who will be responsible for the control and coordination of all aspects of material deliveries and movement.

4.33 Vehicles will pull into the site for unloading and all materials will be stored within the boundary of the site. To reduce the levels of personnel vehicle movements on the surrounding road network contractors will be challenged to encourage their personnel to travel to the site via walking/ cycling or public transport, if this is not possible then in company vehicles (minibuses, vans, etc.) or to car share. Compliance with this will be monitored through the project attendance records.

Parking and Loading Arrangements

4.34 The Main Contractor will be responsible for the day-to-day management of all deliveries to the site. These will be booked in using a Delivery Schedule to prevent lorry congestion to the road network that surrounds the site. Should a lorry/vehicle arrive that has not been booked in, that lorry will be turned away if it cannot be immediately accommodated.

4.35 In order to reduce traffic movements, full loads will be arranged whenever possible and only accept part loads when essential.

Control of Dirt and Dust on the Local Highway

4.36 Dirt and debris on roads are one of the main environmental nuisances and safety problems arising from construction sites. Provisions will be made to minimise this problem. In the early stages of the project when ground works are being carried out, wheel washers will be used to wash down all vehicles that leave the construction site. The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll-over bund to contain solids, with effluent directed to the below ground drainage network.

4.37 Provisions will be made for cleaning the road as required by an approved road sweeper.

4.38 All muck-away lorries will be fully sheeted to minimise the risk of any mud spilling onto the highway.

4.39 In times of hot weather, a misting strategy may be implemented to suppress dust on the following:

- Unpaved areas that are subject to traffic or wind.
- Sand, spoil and aggregate stockpiles.
- Areas reserved for loading/unloading of dust-generating materials.

5.0 STRATEGIES TO REDUCE IMPACTS

5.1 The following Planned Measures (Table 5.1) have been identified to help the contractor achieve the goals of the CLP.

Table 5.1 – Measures to Reduce Impacts

High Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery Schedule	x		
Re-timing for out-of-peak deliveries		x	
Re-timing for out-of-hours deliveries		x	
Use of holding areas and vehicle call-off areas		x	
Use of logistics and consolidation centres			x
Measures to encourage sustainable freight			
Freight by Water			x
Freight by Rail			x
Material procurement measures			
DfMA and off-site manufacture		x	
Re-use of material on site			x
Smart procurement	x		
Other Measures			
Collaboration amongst other sites in the area			x
Implement staff travel plan	x		

6.0 MEASURES INFLUENCING CONSTRUCTION

Safety and Environmental Standards and Programmes

6.1 The developer is committed to ensuring all contractor and sub-contractor vehicles arriving at the site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

6.2 It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS). FORS Bronze, with progression to Silver within 90 days, will need to be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use. An up-to-date list of trained companies and drivers is available at www.forsonline.org.uk.

6.3 A collision reporting system will be mandated to ensure all collisions and accidents involving the project's vehicles and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk.

Adherence to Designated Routes

6.4 Details of routes to be used for journeys to and from the site for road operations are provided in **Section 4.12**.

6.5 The routes to/from the Transport for London Road Network and Strategic Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards.

6.6 A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery Scheduling

6.7 A web-based delivery management system will be used to control the volume of deliveries to the site. This system will work by defining the number of 'resources' a site has and thus can service in 30-minute intervals. It then limits the number of delivery bookings per half-hour to this defined capacity.

6.8 Sub-contractors and hauliers must be booked in a minimum of 48 hours in advance in order to allow the request to be reviewed and subsequently approved/declined. The system can be accessed by completing a new user application form and submitting it, countersigned by your supplier relationship manager or package manager to the delivery manager.

6.9 KPIs will be proposed to indicate that; zero unplanned vehicles, zero non-compliant vehicles and zero instances of project-related vehicles involved in a collision, arrive at the site.

Re-timing for out-of-peak deliveries

6.10 Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The developer commits to attempting to re-time as many deliveries as possible out of the morning peak (07.00-11.00).

Re-timing for out-of-hours deliveries

6.11 The developer will seek planning permission for out-of-hours deliveries and commit to deliveries in these times where possible.

Use of holding and vehicle call-off areas

6.12 The site has a limited storage area and with the congested nature of the site location, it is intended that a holding point local to the site will be allocated. This will allow vehicles to arrive early and delay their final approach to the site until the pre-arranged delivery time. This will lead to greater logistical efficiency and reduced disturbance in the surrounding area.

Measures to Encourage Sustainable Freight

6.13 Delivery by both rail and water has been considered, there are no routes near the site that would be suitable for the proposed development.

Material Procurements Measures

Design for Manufacture and Assembly and off-site manufacture

6.14 Reducing delivery numbers and effective delivery management is a core value of this development. Therefore, the option of off-site construction will be discussed upon the appointment of a contractor and used where possible.

Smart procurement

6.15 The main contractor will explore suppliers in the procurement stage that use rail freight (but road for last mile), as well as sourcing local suppliers to contribute to the local economy.

6.16 Opportunities to source materials from the same supplier(s) as other developers with sites underway nearby will be explored.

Other Measures

Implement a staff travel plan

There will be no on-site parking provided for construction workers' vehicles. Restrictions will also be imposed to prevent on-street parking. As there are known local transport links nearby, travel by public transport will be strongly encouraged.

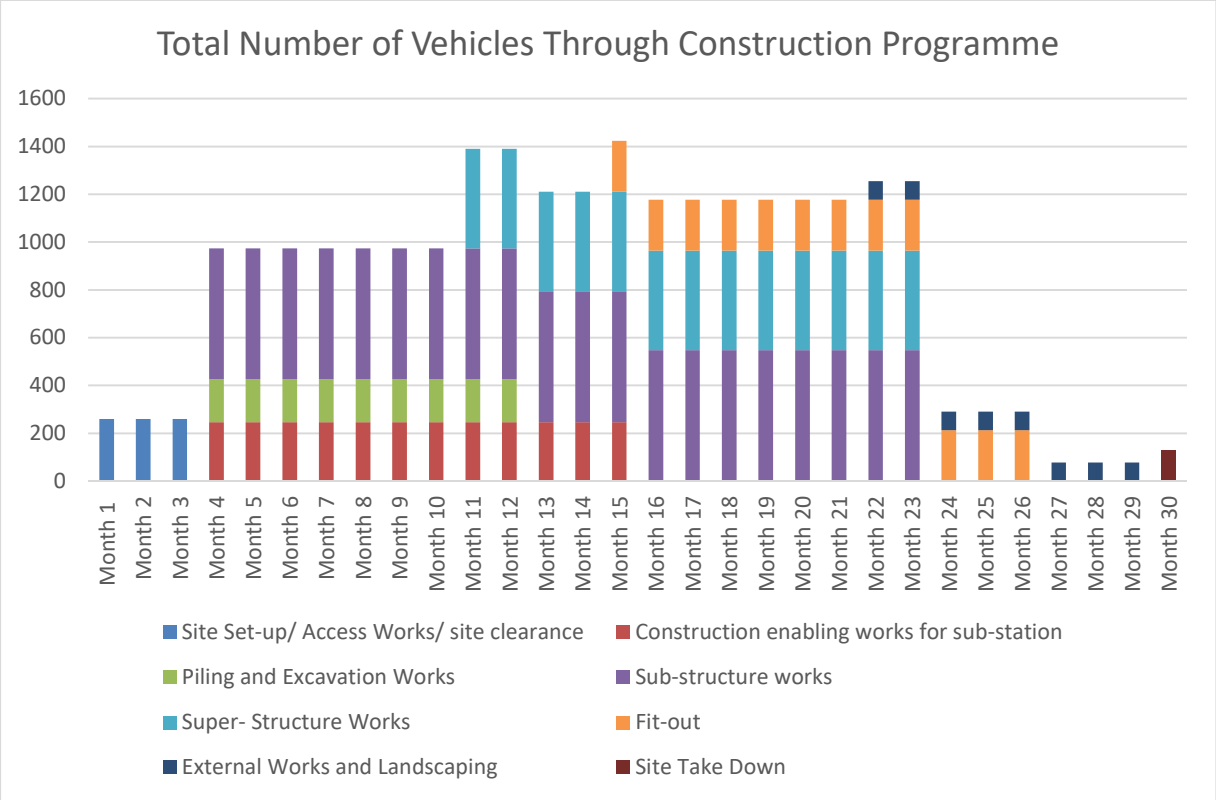
7.0 ESTIMATED VEHICLE MOVEMENTS

7.1 The number of vehicles accessing the site has been estimated according to each of the stages of construction. The estimated number of trips is summarised in the following tables.

Table 7.1 - Estimated Construction Vehicles - monthly and daily

Construction Stage	Indicative period of Construction	No. of trips (monthly one-way)	No. of trips (daily one- way)
Site Set-up/ Access Works/ site clearance	Months 1-3	260	12
Construction enabling works for sub-station	Months 4-15	247	11
Piling and Excavation Works	Months 4-12	179	8
Sub-structure works	Months 5-23	548	25
Super- Structure Works	Months 11-23	416	19
Fit-out	Months 15-26	213	10
External Works and Landscaping	Months 22-29	78	4
Site Take Down	Month 30	130	6

Table 7.2 - Estimated Construction Vehicles - monthly and daily



7.2 Further information regarding the types of vehicles and the average hourly delivery will be provided once a Lead Contractor has been appointed.

8.0 OTHER CONSIDERATIONS

ENERGY USAGE

8.1 Where practicable, the contractor will seek to source green energy providers for the construction phase. Meters will be supplied for the site enabling energy consumption levels to be monitored.

FUEL CONSUMPTION

8.2 Where viable local contractors are to be appointed for the development, therefore, minimising transport costs and impact on the local environment.

WASTE MANAGEMENT

8.3 Reducing waste during the construction stage will be a key priority. The construction works will be planned to take advantage of any foreseeable waste reduction opportunities. Waste production and disposal will be managed and recorded by the contractor in their Site Waste Management Plan-SWMP.

8.4 The following procedures will be implemented on the project:

- All construction personnel including sub-contractors will be briefed through toolbox talks regarding the importance of minimising, segregating and recycling wastes during the construction process.
- Guidance will be provided on the segregation of certain waste streams such as aggregates, excavated materials, metal, wood, cardboard and polythene packaging waste.
- Deliveries will be on a just-in-time basis to minimise potential damage and wastage of materials.
- Clearly labelled waste skips will be provided at the site for the segregation of waste streams for recycling and for general waste to be disposed of at a landfill. The skips will be stored in a secure location on-site to prevent waste nuisance issues from arising.
- Construction materials will be stored in a secure compound to prevent the potential for vandalism and theft of material.
- Segregated waste for recycling will be removed from site by a licensed contractor to an appropriate Materials Recycling Facility (MRF).

- Waste that cannot be recycled will be removed from the site by a licensed waste contractor to an appropriately licensed landfill facility ensuring adherence to the Environmental Protection (Duty of Care) Regulations.
- Waste will only be placed in the approved locations to minimise litter and pollution.
- Canteen waste will be stored in covered bins whilst awaiting collection by a licensed carrier.

LOCAL AIR QUALITY AND DUST MANAGEMENT

8.5 To reduce dust creation to its lowest level some or all of the following will be implemented on the project:

- Finished ground/road surfaces will be set down as early as is feasible to seal the ground to ensure that the generation of dust is kept to a minimum. Surfaced and unsurfaced site access roads will be kept in good order and will be watered as necessary using a water bowser. This will be monitored on a daily basis during hot, dry weather.
- A water supply will be maintained across the site to ensure that dusty surfaces and activities can be damped as appropriate.
- There will be no burning of any material anywhere on-site.
- Any exposed soil or material stockpiles will be appropriately damped, if necessary, using sprinklers and hoses.
- All areas of completed earthworks that are not subject to subsequent works such as drainage will have a stone capping layer placed on them, which will be covered with permanent building works. Areas not covered with permanent building works will be covered with topsoil and vegetated as soon as is practicable.
- Screening monitoring through a visual inspection of the site perimeter will be carried out weekly during dry periods to check for dust deposition (evident as soiling and marking) on vegetation, cars and other objects.
- The programme of works will be sequenced such that any deliveries to the site will either be onto a stone capping layer or hard surfacing again minimising the risk of any mud or debris being deposited on the local highway network. The surrounding area will be monitored at all times and if necessary and as required Road Sweeping plant will be on hand to deal with any debris/mud on the Highway.

- All work tasks will be risk assessed to identify the potential for dust creation. Where dust-creating tasks are identified, the task will be reviewed with the subcontractor to identify if the dust creation can be eliminated or to ensure the most suitable dust control measures are selected.

NOISE

8.6 All work tasks will be risk assessed to identify the potential for noise creation. Where noise-creating tasks are identified, the task will be reviewed to identify if the noise creation can be eliminated or to ensure the most suitable noise control measures are selected.

8.7 Construction works will not be carried out outside the working hours detailed in this management plan without prior written agreement with the Local Authority.

8.8 Where noisy work operations are required outside the standard working times the affected receptors will be prior notified.

8.9 All plant items will be properly maintained and operated in accordance with the manufacturer's recommendations so that excessive noise is minimised.

8.10 All employees and contractors will be informed about the need to minimise noise. As part of on-site training, they will be advised regularly of the following:

- The proper use and maintenance of tools and equipment.
- The positioning of machinery on site to reduce the emission of noise to the neighbourhood and to site personnel.
- Avoidance of unnecessary noise when carrying out operations, and when operating plant and equipment.
- Use and maintenance measures adopted for noise control.
- Requirement to report defective noise control equipment.

STAFF NUMBERS

8.11 At peak we expect up to 150 operatives on site, but the number will be significantly lower until internal construction works commence.

CONTACT DETAILS

8.12 Contact details for the Site Project Manager will be provided once a Main Contractor has been appointed.

HOARDING/ FENCING

8.13 A secure fence is already present around the perimeter of the site. It is proposed that this will be maintained during the construction works to secure the site, with supplementary hoarding/ fencing installed as required. The fencing/hoarding will be inspected and maintained at all times while in use.

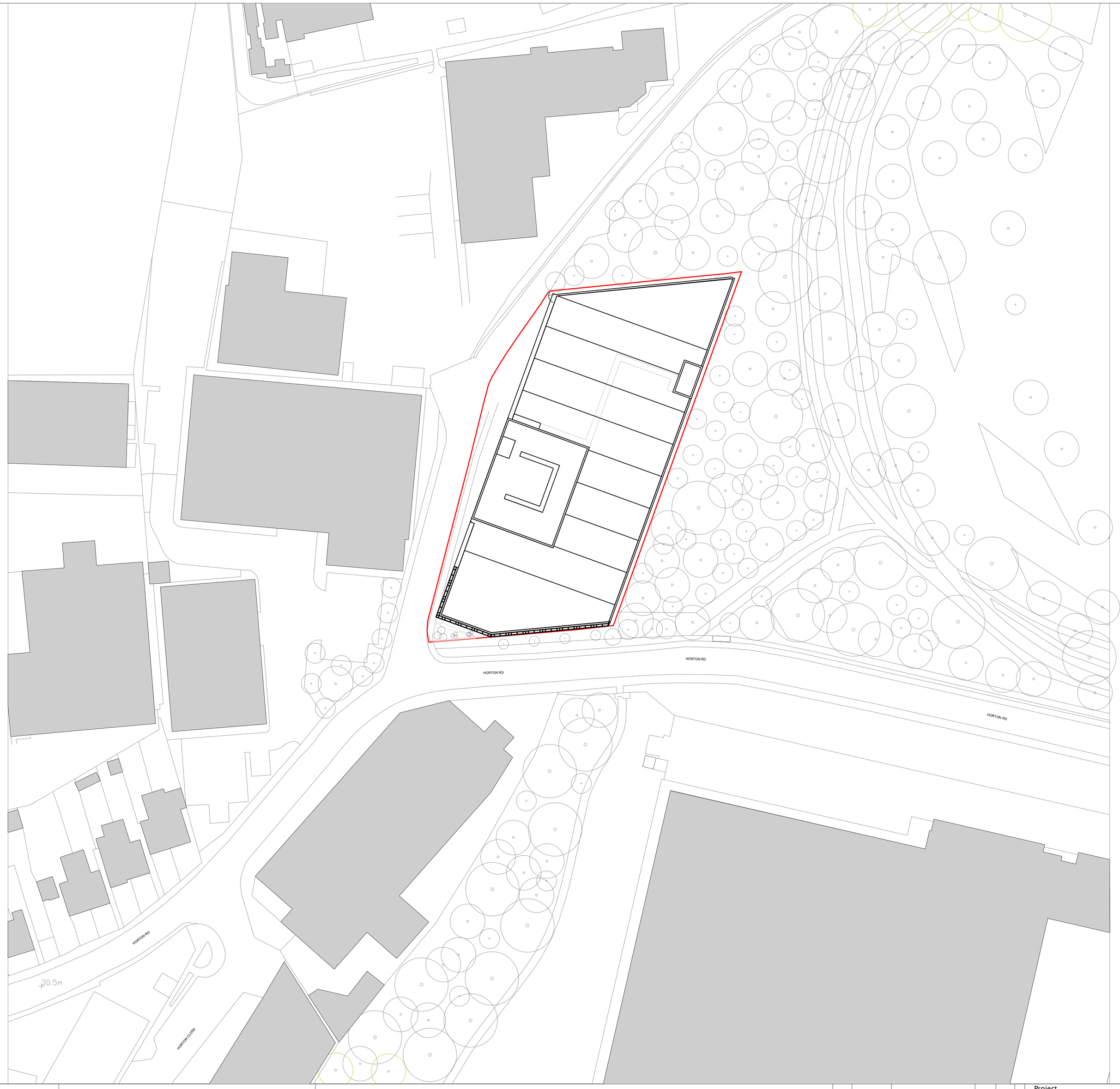
CONSIDERATE CONSTRUCTORS

8.14 The Main Contractor for the development will be required to register the site under the national Considerate Constructors Scheme.

IMPLEMENTING, MONITORING AND UPDATING

8.15 This Outline CLP cannot include a detailed and defined description of how the CLP will be implemented, monitored and updated. However, the following strategy can be confirmed at this stage. An appointed Construction Logistics Manager will be in charge of implementing the Detailed CLP on behalf of the Contractor.

APPENDIX A



Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects. com

Notes:

All dimensions to be confirmed by contractor on site.
Do not scale from drawings.

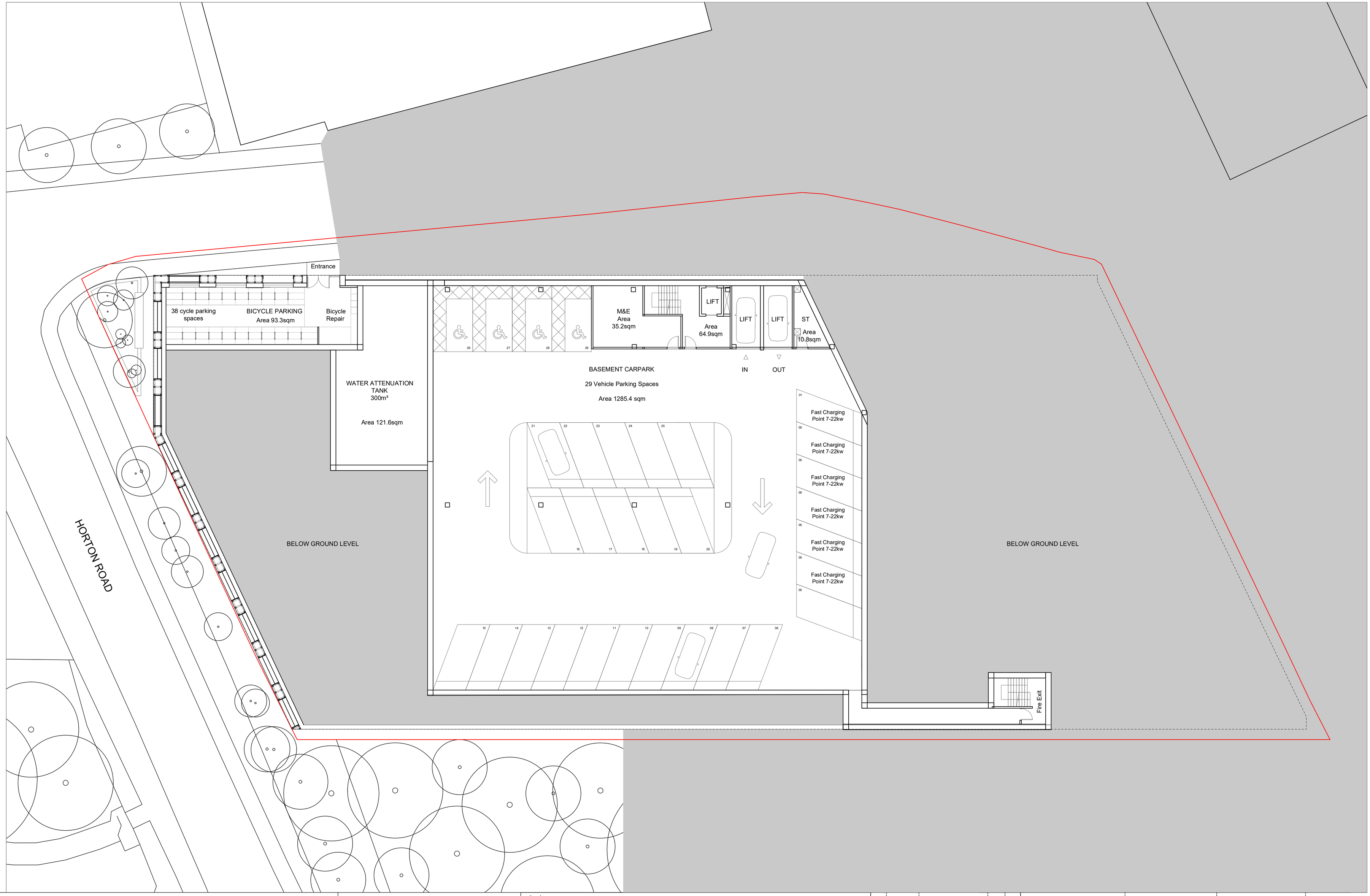
Scale 1:500

0 10 50 100m

N

Rev	Date	Description	By	NW
	22/09/06			

Project	Project description	Scale	Job No
Beaches Yard	Warehouse	1:50@A1 1:500@A3	0203
Title	**Stage**	**Drawing No**	**Rev**
Site Plan	Planning	003	–



Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects. com

N

Notes:

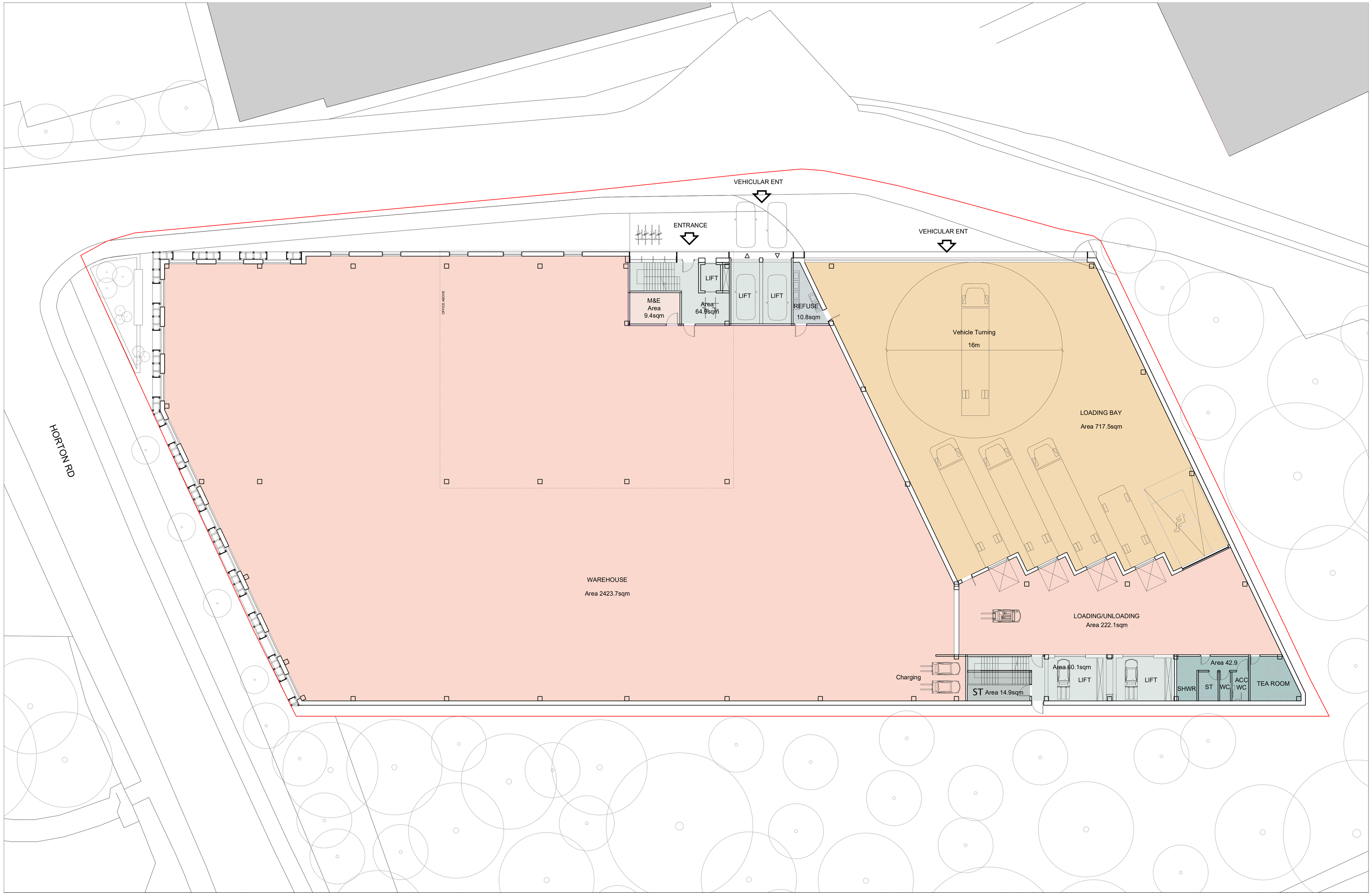
Scaling for planning purposes only

Scale:

0 10 20m

Rev	Date	Description	By	NW
	22/07/27	Parking layout revision		
	22/07/27			

Project	Project description	Stage	Job N
Beaches Yard	Warehouse	Planning	0203
Title	**Scale**	**Drawing No**	**Rev**
BASEMENT CARPARK	1:150@A1	008	–



Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects. com

Notes:

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Do not scale from drawings.

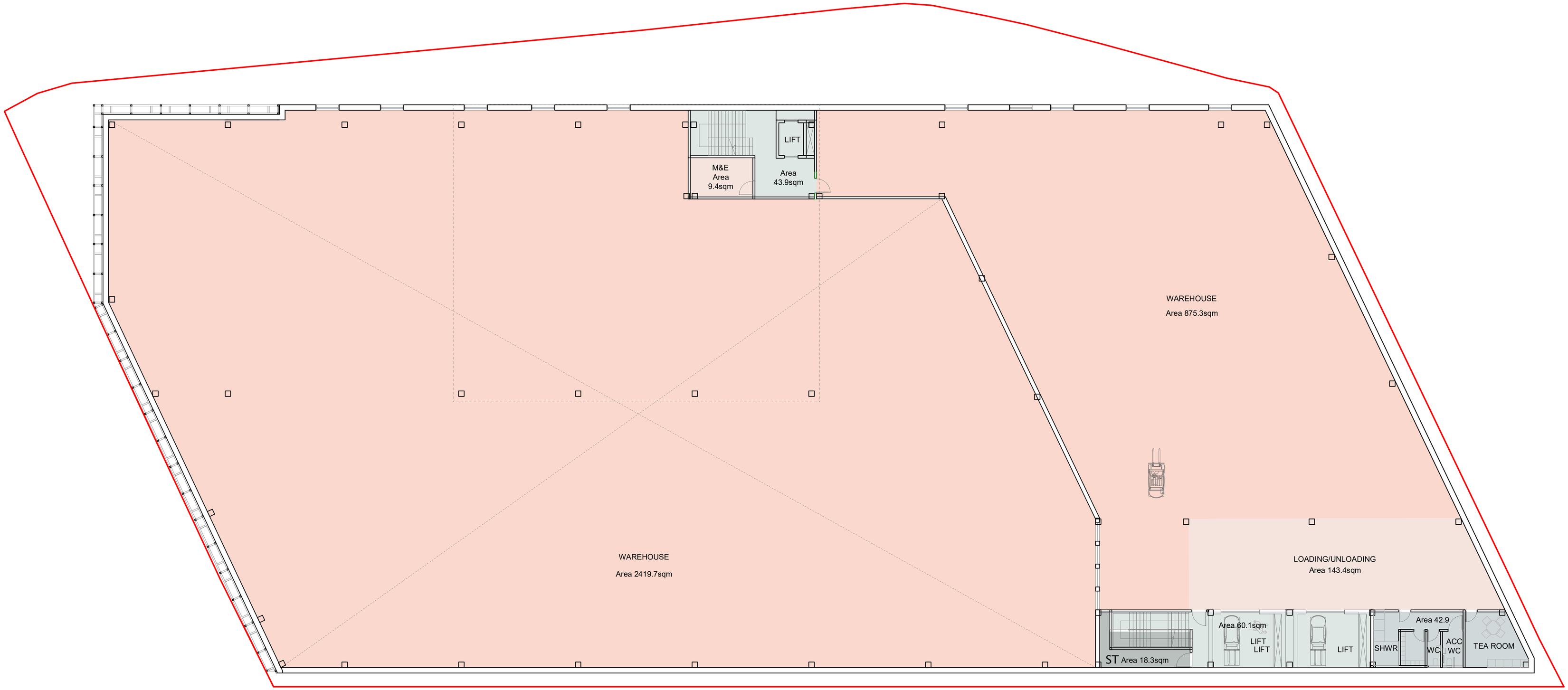
Scale 1:50

0 10 20 40m

N

Rev	Date	Description	By	NW
	22/09/06			

Project	Project description	Scale	Job No
Beaches Yard	Warehouse	1:50@A1 1:150@A3	0203
Title	**Stage**	**Drawing No**	**Rev**
Ground Floor Plan	Planning	004	–



Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects. com

Notes:

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Do not scale from drawings.

Scale 1:50

0 10 20 40m

N

Rev	Date	Description	By	NW
	22/09/06			

Project	Project description	Scale	Job No
Beaches Yard	Warehouse	1:50@A1 1:100@A3	0203
Title	**Stage**	**Drawing No**	**Rev**
First Floor Plan	Planning	005	–

Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects. com

Notes:

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Do not scale from drawings.

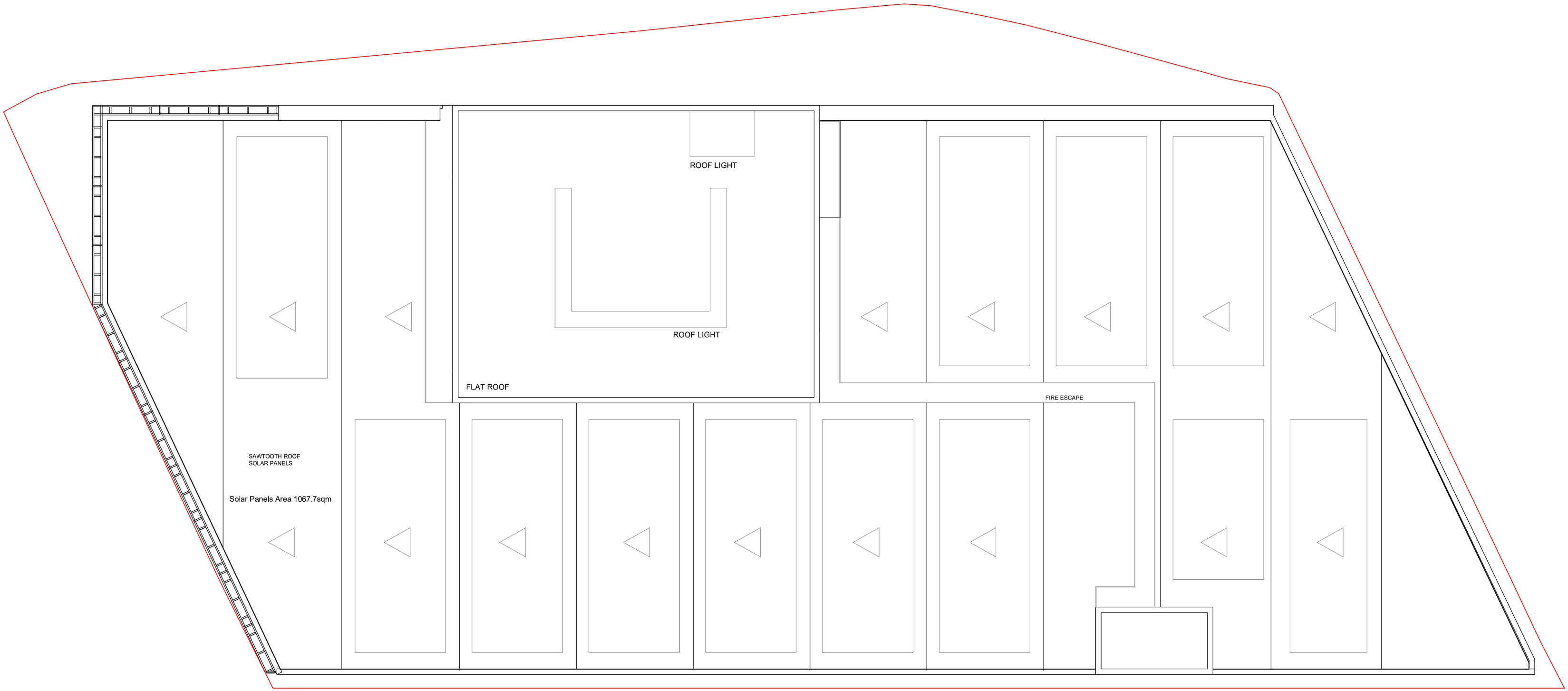
Scale 1:50

0 10 20 40m

N

Rev	Date	Description	By	NW
	22/09/06			

Project	Project description	Scale	Job No
Beaches Yard	Warehouse	1:50@A1 1:100@A3	0203
Title	**Stage**	**Drawing No**	**Rev**
Second Floor Plan	Planning	006	–



Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects. com

Notes:

All dimensions to be confirmed by contractor on site.
Do not scale from drawings.

Scale 1:50

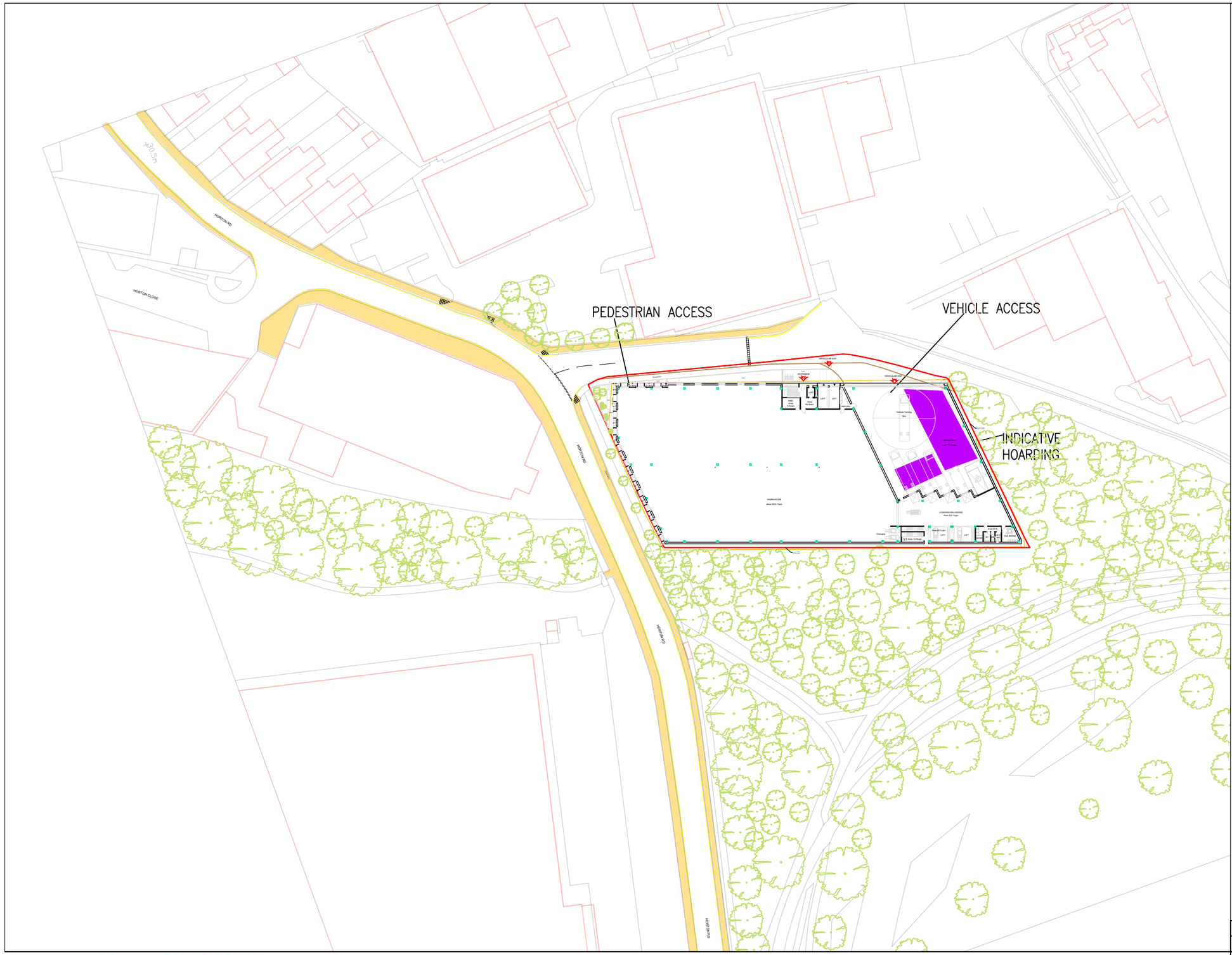
0 10 20 40m

N

Rev	Date	Description	By	NW

Project	Project description	Scale	Job No
Beaches Yard	Warehouse	1:50@A1 1:100@A3	0203
Title	**Stage**	**Drawing No**	**Rev**
Site Plan	Planning	007	–

DRAWINGS



KEY

- FOOTWAYS
- DOUBLE YELLOW LINES
- SINGLE YELLOW LINES
- SPEED CUSHION
- WELFARE/ COMPOUND/ PARKING

Rev	Description	Drn	Chk	Date
B	LAYOUT UPDATED	RD	JGP	02.12.22
A	LAYOUT UPDATED	RD	DLW	13.09.22

REVISIONS

Preliminary		Approval		Tender		Const.	

DRAWING STATUS

DATE AUG 22 | DRAWN RD | CHECKED DLW | ISSUE CHECKBOX

DRAWING No. 6969.004 | REV B | SCALE 1:1000 @ A3

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STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS

Stuart Michael Associates Ltd
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF

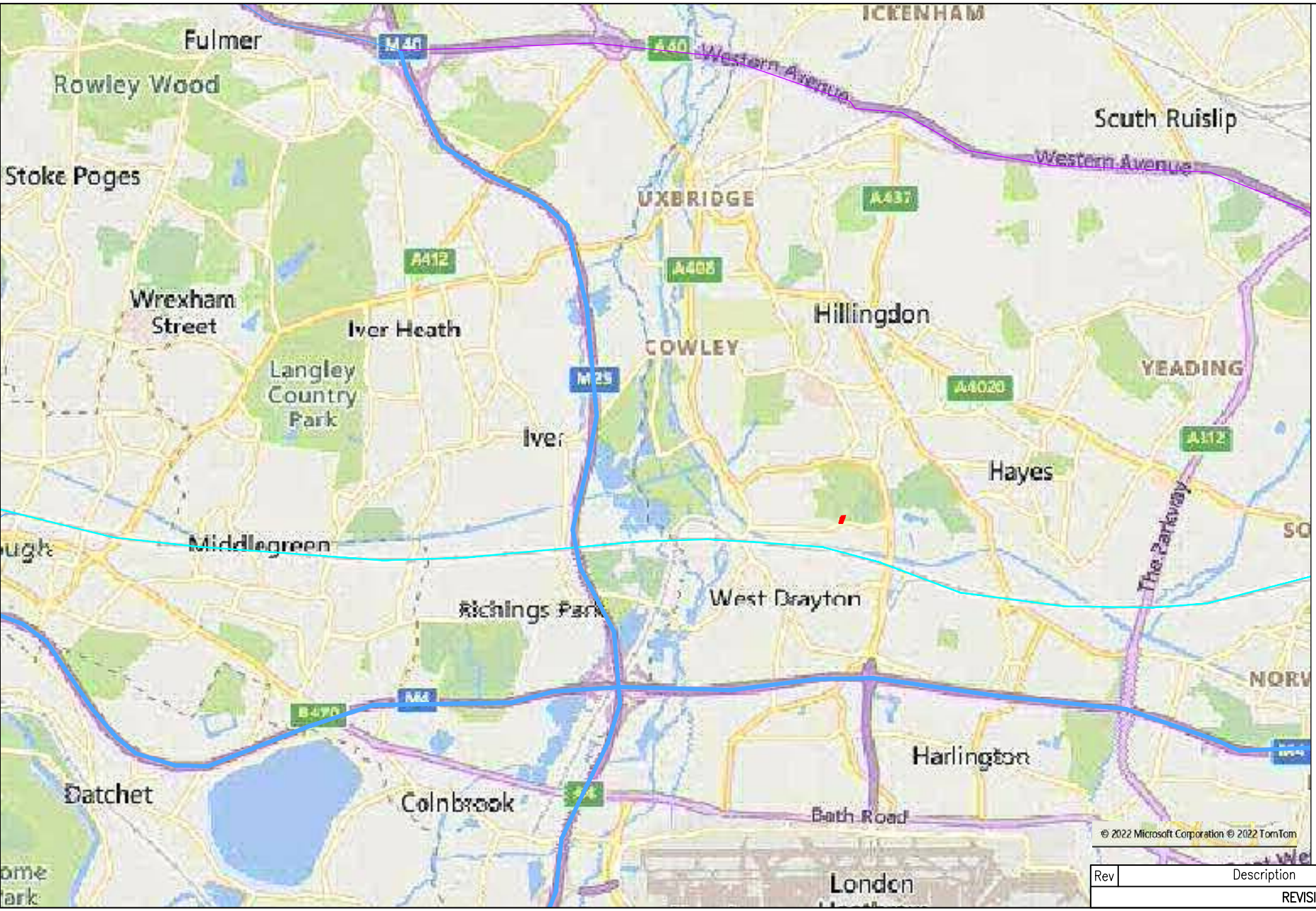
T: 01635 867 711
F: 01635 861 715
e: mail@stuartmichael.co.uk
w: www.stuartmichael.co.uk

JOB TITLE

BEACHES YARD, WEST DRAYTON

DRAWING TITLE

SITE BOUNDARY PLAN



KEY

- INDICATIVE SITE BOUNDARY
- MOTORWAY
- A ROAD
- RAILWAY

Rev	Description	Drn	Chk	Date

REVISIONS

STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS
Stuart Michael Associates Ltd
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF
T: 01635 867 711 e: mail@stuartmichael.co.uk
F: 01635 861 715 w: www.stuartmichael.co.uk

JOB TITLE
BEACHES YARD
WEST DRAYTON

DRAWING TITLE
REGIONAL PLAN
.

DATE	DRAWN	CHECKED	ISSUE CHECKBOX
DEC 22	RD	DLW	

DRAWING No.	REV.	SCALE
6969.007	.	1:33,000 @ A4

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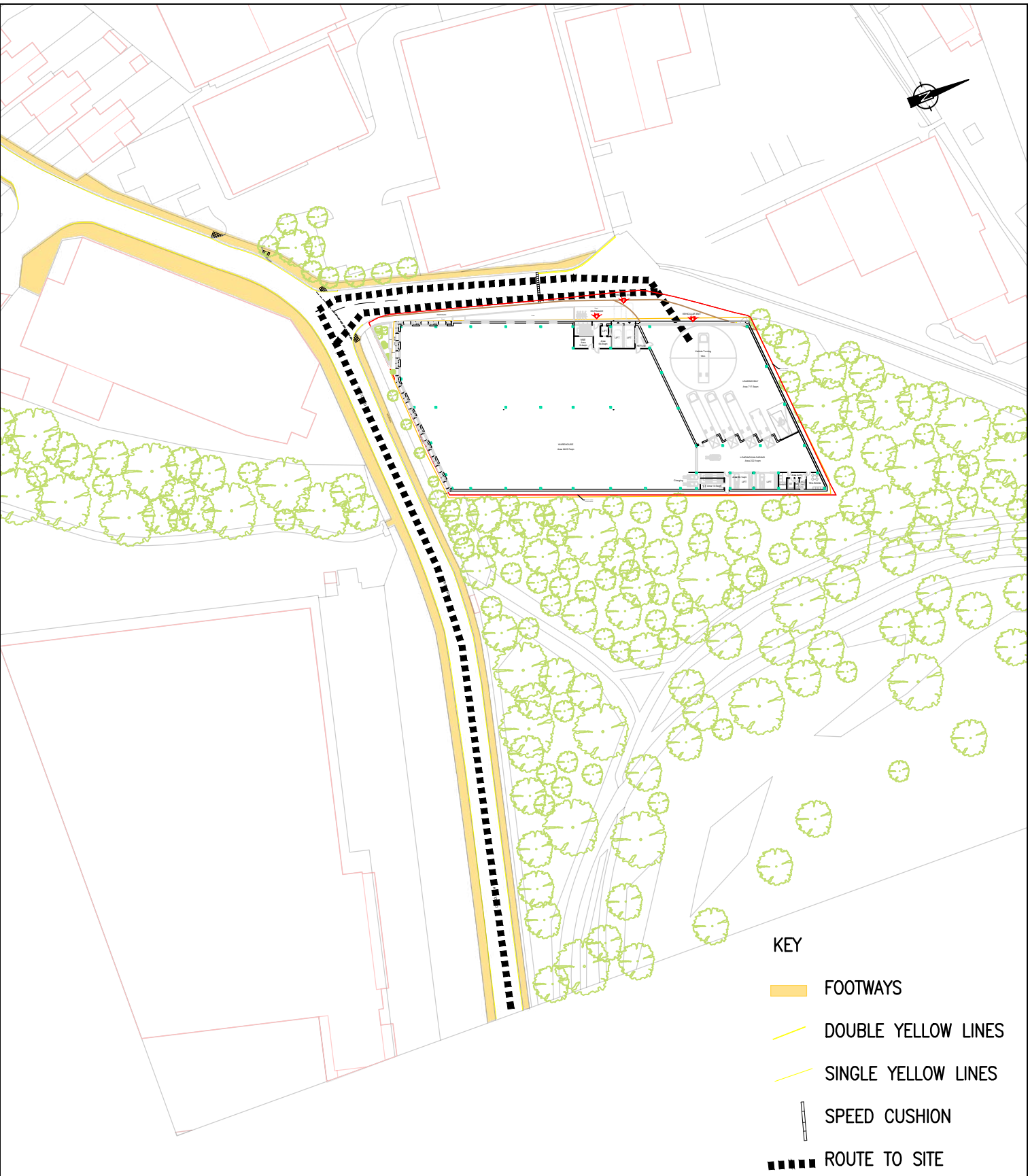

Rev	Description	Drn	Chk	Date
B	SITE LAYOUT REVISED	RD	JGP	02.12.22
A	SITE LAYOUT REVISED	RD	DLW	13.09.22

REVISIONS

STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS
Stuart Michael Associates Ltd
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF
T: 01635 867 711 e: mail@stuartmichael.co.uk
F: 01635 861 715 w: www.stuartmichael.co.uk

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JOB TITLE
BEACHES YARD, WEST DRAYTON

DRAWING TITLE
SITE CONTEXT PLAN

DATE	DRAWN	CHECKED	ISSUE CHECKBOX
AUG 22	RD	DLW	

DRAWING No.	REV.	SCALE	
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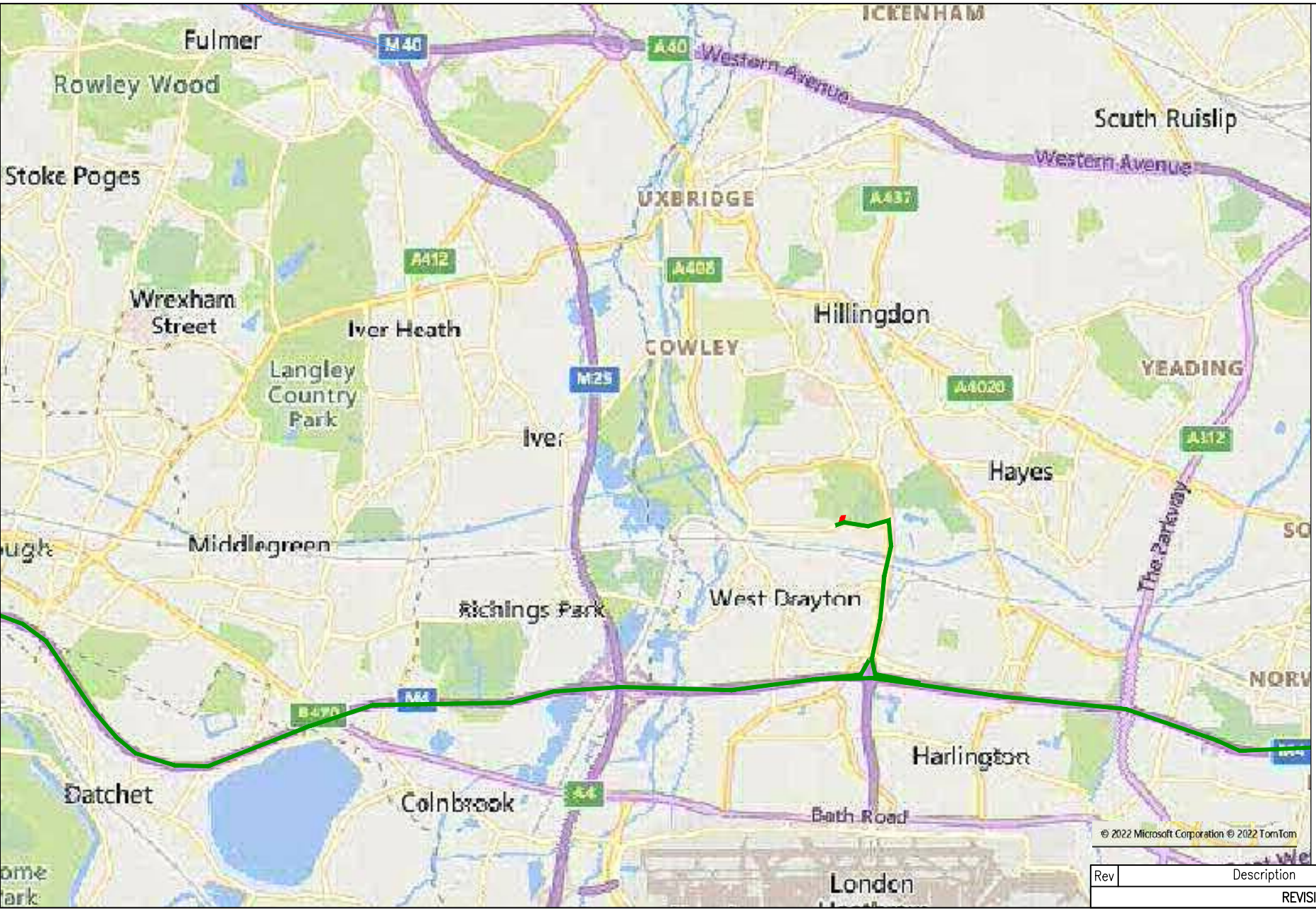

KEY

INDICATIVE SITE BOUNDARY

ROUTE TO SITE

N

Rev	Description	Drn	Chk	Date

REVISIONS

STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS
Stuart Michael Associates Ltd
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF
T: 01635 867 711 e: mail@stuartmichael.co.uk
F: 01635 861 715 w: www.stuartmichael.co.uk

JOB TITLE

BEACHES YARD
WEST DRAYTON

DRAWING TITLE

REGIONAL ROUTE PLAN

.

DATE	DRAWN	CHECKED	ISSUE CHECKBOX
AUG 22	RD	DLW	

DRAWING No.	REV.	SCALE	
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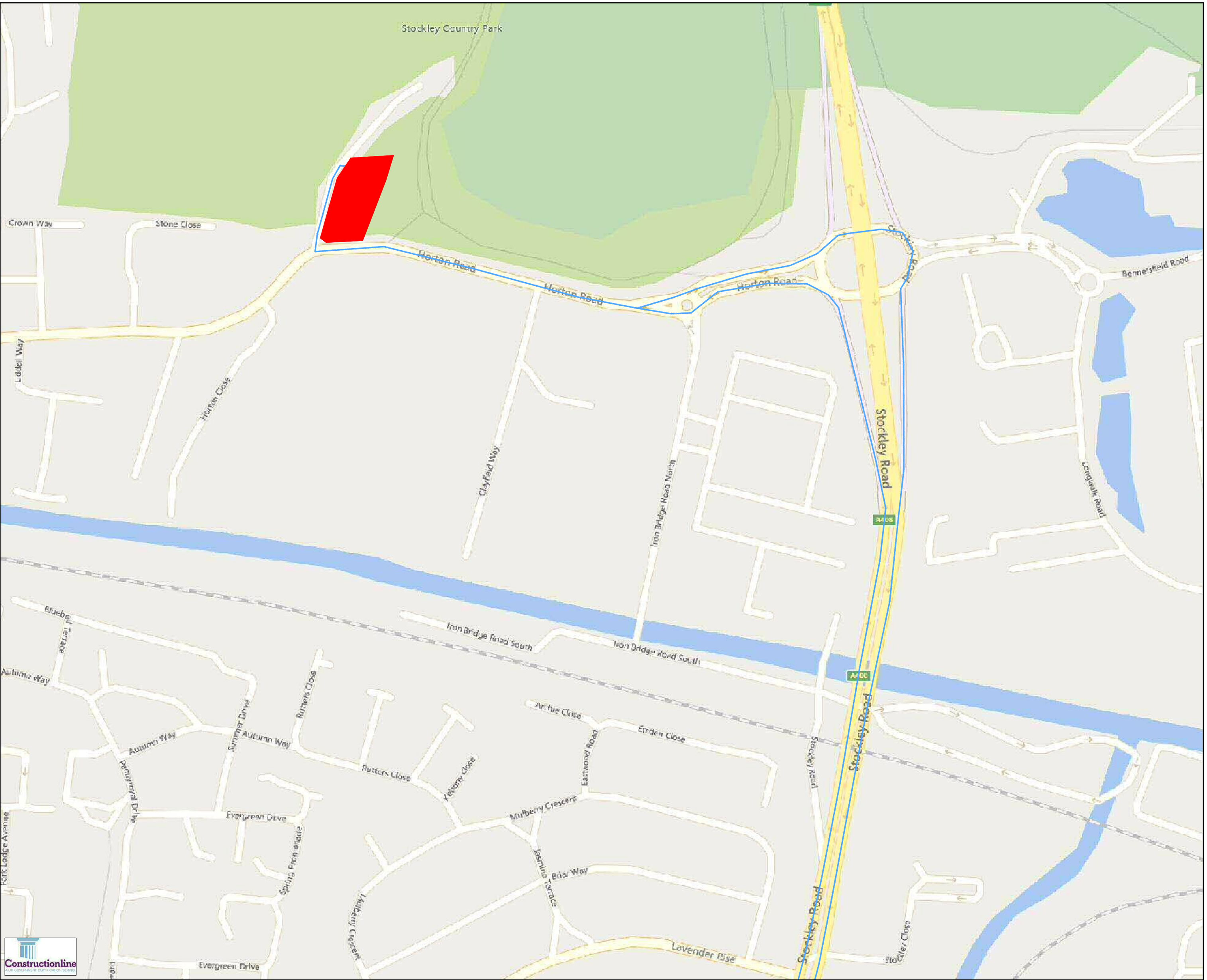

KEY

INDICATIVE SITE BOUNDARY

ROUTE TO SITE

Rev	Description	Drn	Chk	Date

REVISIONS

Preliminary Issue		Submitted for S104	
Planning Issue		Issued for Tender	
Submitted for S38		Issued for Construction	
Submitted for S278		As Built	

DRAWING STATUS

STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS

Stuart Michael Associates Ltd
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF

T: 01635 867 711 **e:** mail@stuartmichael.co.uk
F: 01635 861 715 **w:** www.stuartmichael.co.uk

JOB TITLE

BEACHES YARD
WEST DRAYTON

DRAWING TITLE

LOCAL VEHICLE ROUTE PLAN
.
.

DATE	DRAWN	CHECKED	ISSUE CHECKBOX
AUG 22	RD	DLW	

DRAWING No.	REV	SCALE
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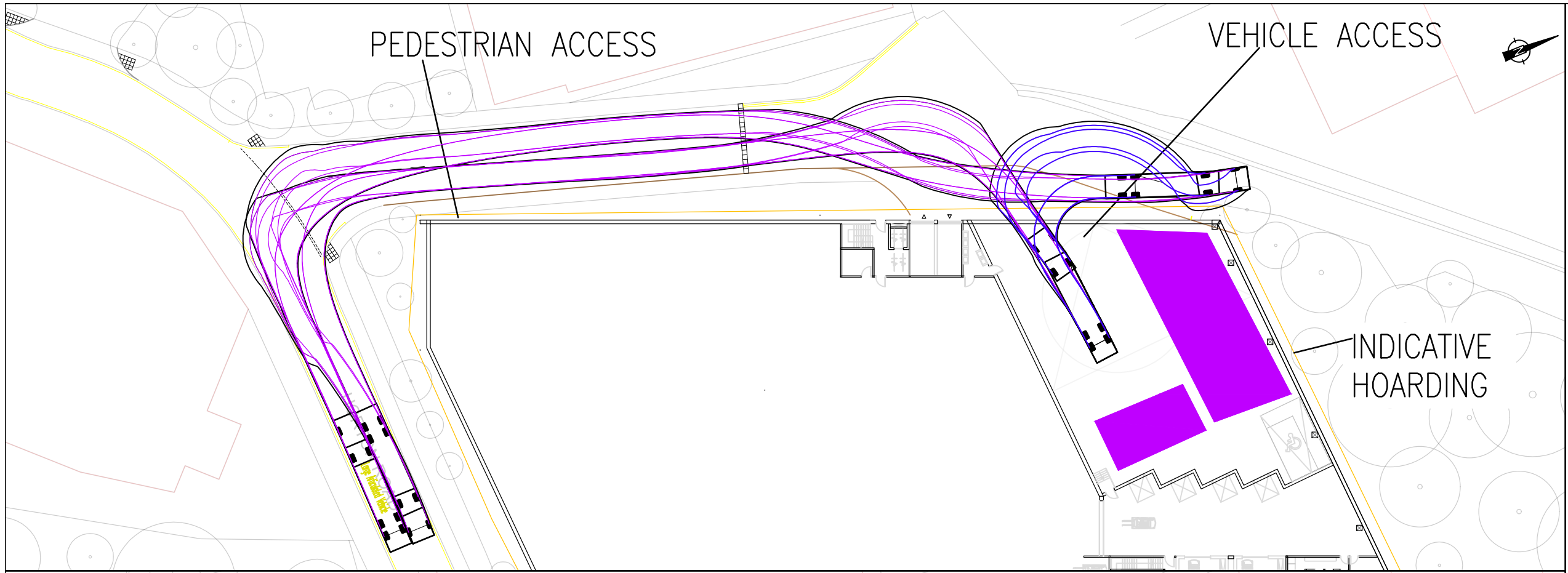
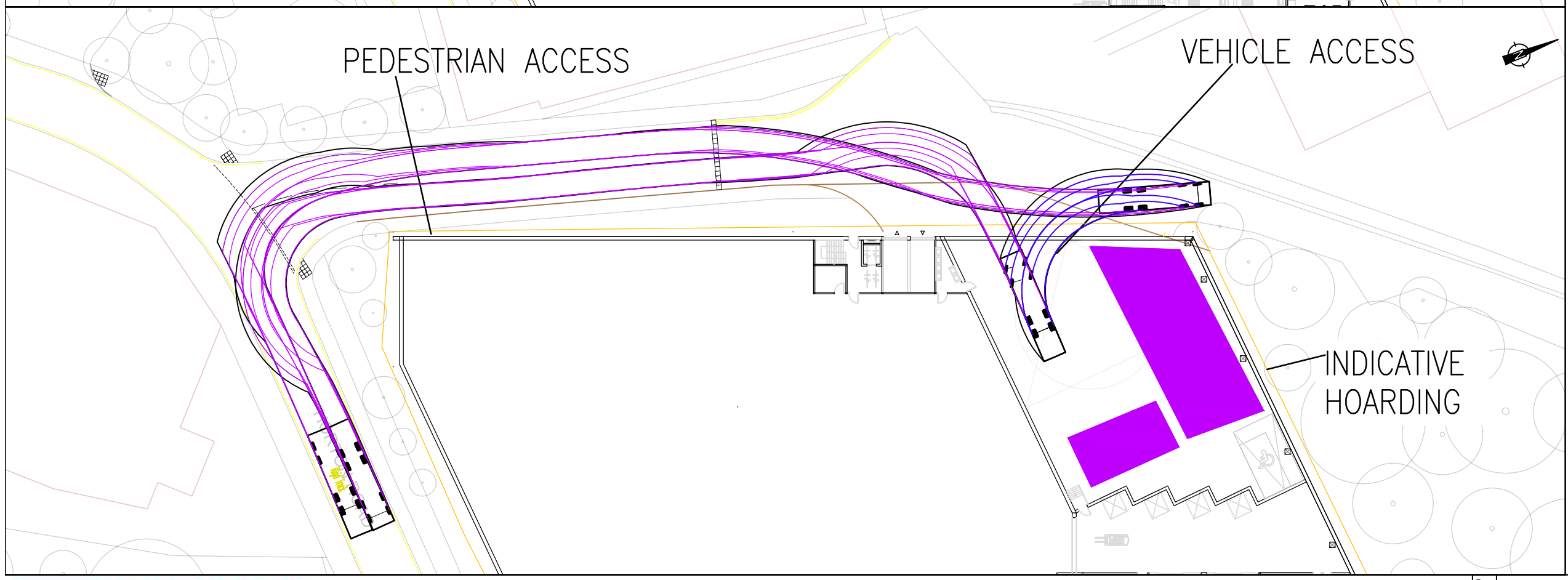
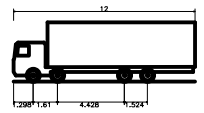
Constructionline
A UK GOVERNMENT CERTIFICATION SERVICE





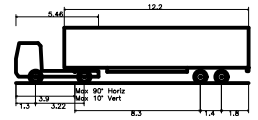
KEY

WELFARE/ COMPOUND/ PARKING



Rigid Truck

Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m



Large Articulated Vehicle

Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	4.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS

Stuart Michael Associates Ltd
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF

T: 01635 867 711 e: mail@stuartmichael.co.uk
F: 01635 861 715 w: www.stuartmichael.co.uk

JOB TITLE

BEACHES YARD, WEST DRAYTON

.

DRAWING TITLE

CONSTRUCTION AUTOTRACKS

.

.

Rev	Description	Drn	Chk	Date

REVISIONS

Preliminary		Approval		Tender		Const.	

DRAWING STATUS

DATE	DRAWN	CHECKED	ISSUE CHECKBOX
AUG 22	RD	DLW	

DRAWING No.	REV	SCALE	
6969.011	.	1:500	@ A3

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