MILLINGTON ROAD (HPH4) LLP

MILLINGTON ROAD, HAYES

SITE ADDRESS

CONSTRUCTION MANAGEMENT AND LOGISTICS PLAN

REPORT REF.
2101322-R01

June 2024

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft	SG	BS	Draft Only	26/06/2024

Distribution

1. Introduction

1.1. Ardent Consulting Engineers (Ardent) has been appointed by Millington Road (HpH4) LLP to prepare a Construction Management and Logistics Plan (CMLP) for the redevelopment at Millington Road, within the London Borough of Hillingdon (LBH).

1.2. The scheme comprises the redevelopment of the site to provide 131 residential units, alongside 48 car parking spaces, servicing provision and landscaping.

1.3. The associated planning application, reference 76655/APP/2021/3039 was approved in January 2022, subject to conditions. Condition 16 of the approval stipulates:

Prior to the commencement of works on site, a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with relevant stakeholders). This plan shall detail:

i. *The phasing of the works;*
ii. *The hours of work;*
iii. *On-site plant and equipment;*
iv. *Measures to mitigate noise and vibration;*
v. *Measures to mitigate impact on air quality;*
vi. *Waste management;*
vii. *Site transportation and traffic management, including:*
    a. *Routing;*
    b. *Signage;*
    c. *Vehicle types and sizes;*
    d. *Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);*
    e. *Frequency of visits;*
    f. *Parking of site operative vehicles;*
    g. *On-site loading/unloading arrangements; and*
    h. *Use of an onsite banksman (if applicable).*
viii. *The arrangement for monitoring and responding to complaints relating to demolition and construction; and*
ix. *Details of cranes and other tall construction equipment (including the details of obstacle lighting).*

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document).

The construction works shall be carried out in strict accordance with the approved plan.

1.4. This CMLP has been prepared to discharge Condition 16 of the planning application.

2. The Works

2.1. This section provides details on the required details of the works.

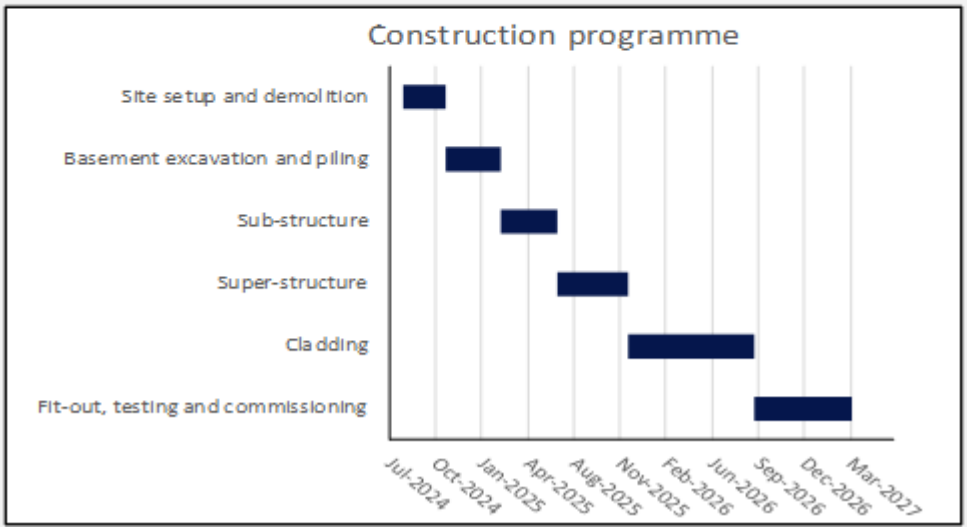
Phasing of the Works

2.2. The number of vehicles anticipated to serve the site during the works has been considered within document utilising the information available at this stage based on a best endeavours program. This information has been provided by the developer based on the floor area of the development proposals.

2.3. The CLP tool has completed for an estimated 2 year build.

2.4. The full CLP tool output is attached at **Appendix A**, and extracts are incorporated in **Plate 2.1** and **Plate 2.2**.

Construction phase	Start	End
Site setup and demolition	Aug-2024	Nov-2024
Basement excavation and piling	Nov-2024	Mar-2025
Sub-structure	Mar-2025	Jul-2025
Super-structure	Jul-2025	Dec-2025
Cladding	Dec-2025	Sep-2026
Fit-out, testing and commissioning	Sep-2026	Apr-2027



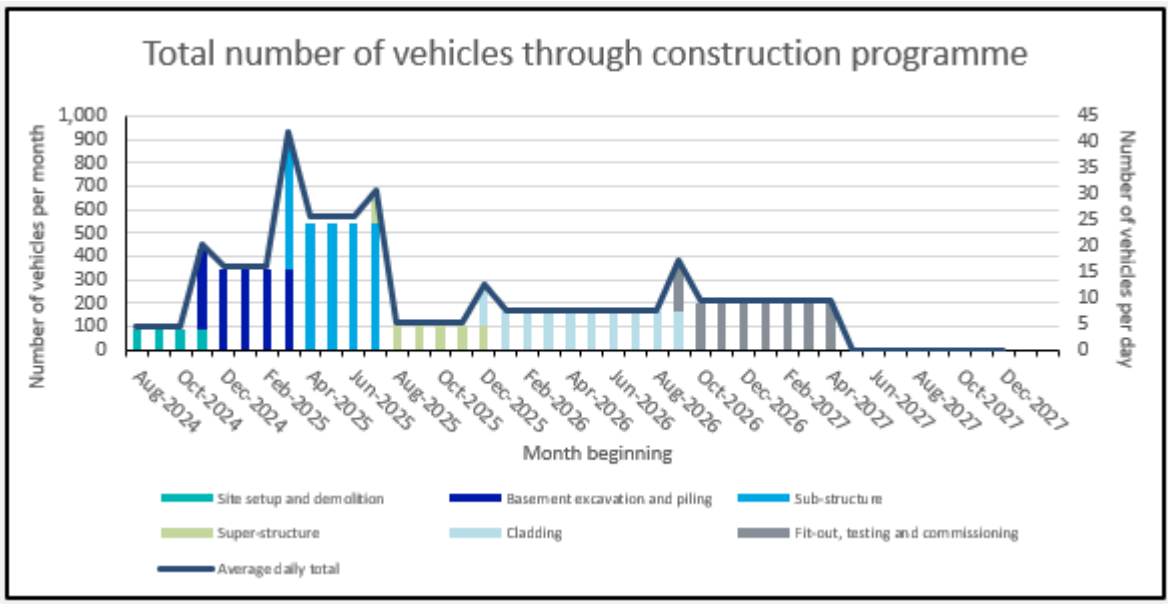
NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

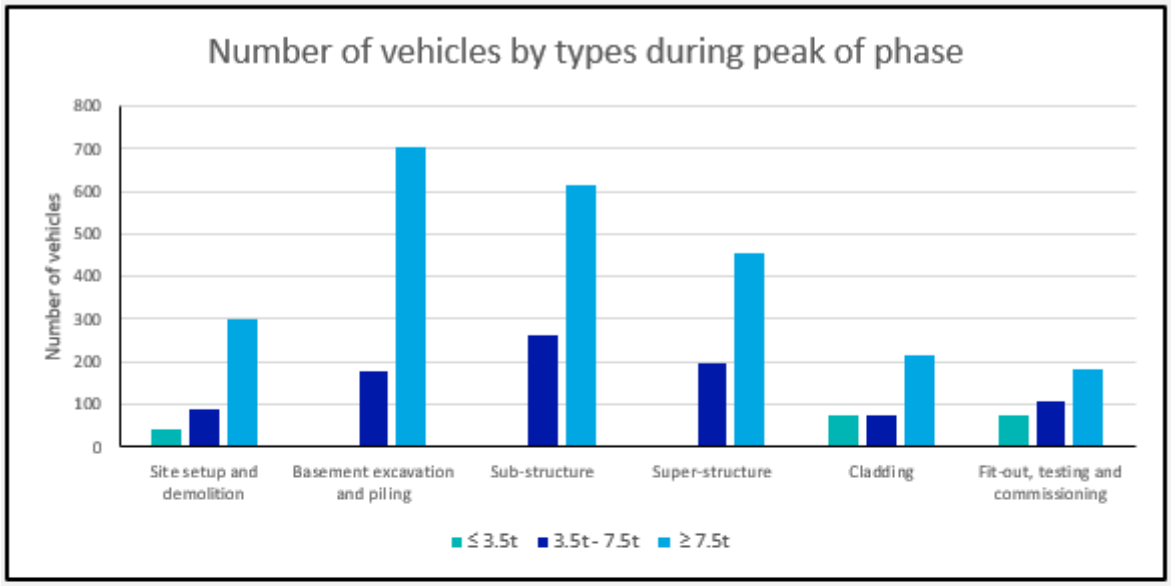
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2024 - Q4 2024	90	4
Basement excavation and piling	Q4 2024 - Q1 2025	340	16
Sub-structure	Q1 2025 - Q3 2025	540	26
Super-structure	Q3 2025 - Q4 2025	106	5
Cladding	Q4 2025 - Q3 2026	160	8
Fit-out, testing and commissioning	Q3 2026 - Q2 2027	200	10
Peak period of construction	Q1 2025 - Q1 2025	880	42

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2024 - Q4 2024	430	20
Basement excavation and piling	Q4 2024 - Q1 2025	880	42
Sub-structure	Q1 2025 - Q3 2025	880	42
Super-structure	Q3 2025 - Q4 2025	646	31
Cladding	Q4 2025 - Q3 2026	360	17
Fit-out, testing and commissioning	Q3 2026 - Q2 2027	360	17

Plate 2.1: CLP Tool Output (1)





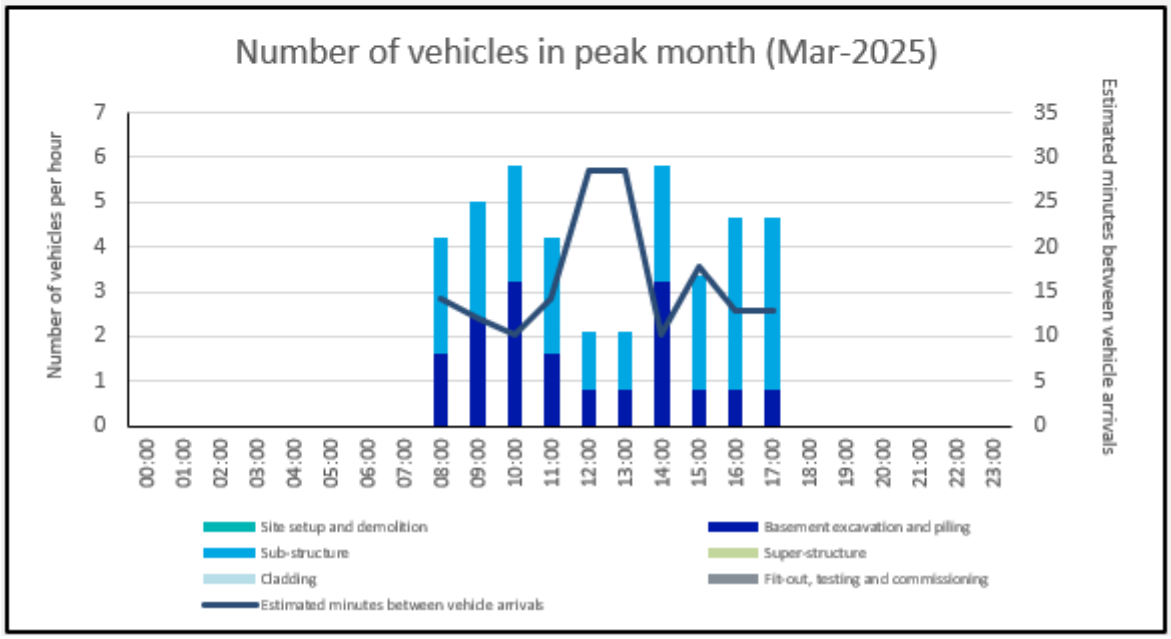


Plate 2.2: CLP Tool Output (2)

Hours of the Works

2.5. The general site working hours are as follows, and will be written into all supply chain sub-contractor orders:

- Monday to Friday – 0800 to 1700
- Saturday – 0800 to 1300
- Sunday and Bank Holidays – No working to take place

2.6. The profile of vehicle deliveries anticipated to serve the site on a typical day is reflected in the TfL CLP spreadsheet tool, attached at **Appendix A**, and which has been completed utilising the above working hours to generate.

On site Plant and Equipment

2.7. This section outlines the machinery which will be used on site, along with the proposed maintenance schedule. As a contractor is not yet appointed, the following details are subject to confirmation. An estimated machine list includes:

- 14M JCB Telehandler's;
- 21T Excavator;
- 16T Excavator;
- 9t Dumpers;
- Wacker plates;
- 13T Rollers;
- Petrol 12inch disc cutters; and
- Jet washers.

2.8. All of the equipment, plant and machinery on site will be used in accordance with the user manual, by competent and qualified worker. Equipment will be visually checked before each usage, with periodical safety checks undertaken by a qualified and competent assessor. Any unsafe equipment will be tagged, and separated from the standard store of equipment, with a replacement sourced as soon as reasonably possible.

Measures To Mitigate Noise and Vibration

2.9. Construction works have the potential to generate noise levels which may cause disturbance. The site's location will demand that careful controls are put in place to minimise noise impact, particularly surrounding the site. The contractor will comply with the recommendations set out in BS 5228:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites.

2.10. The developer will work closely with London Borough of Hillingdon and any local resident groups to agree systems of work that minimise the impact to the surroundings if necessary.

2.11. Any non-compliances will be recorded and notified to the site manager and developer director so that immediate remedial action can be taken.

2.12. The following measures will be implemented to reduce the noise generated by on-site operations:-

- Appropriate plant should be selected, training should be undertaken in relation to the correct operation of plant and appropriate timing of noisy operations shall be considered;
- Noisy plant or equipment shall be situated as far as possible from noise sensitive buildings. Barriers (e.g. site huts, acoustic sheds, or partitions) to mitigate noise affecting sensitive buildings should be employed where practicable;
- Keep construction time near noise sensitive areas to a minimum;
- Avoid unnecessary noise, such as shouting, the use of horns, loud site radios, rough handling of material and equipment, and banging or shaking mobile plant;
- Vehicles and plant servicing the site shall be fitted with white noise/broadband vehicle reversing alarms where possible;
- Plant shall be maintained in a good condition so that extraneous noise from mechanical vibration, creaking and squeaking is reduced to a minimum.
- Plant used for breaking down materials will use crushing techniques rather than by using air driven impact or drop hammering where practical e.g. for cutting down piles;
- Where practical, fixings and holes will be formed/cast into concrete to minimise drilling and cutting on site;
- Idling of plant, machinery and delivery vehicles should be prohibited when not in use;
- Care should be taken to reduce impact noise when loading or unloading vehicles, scaffolding or moving materials, etc;
- Consideration will be given to neighbouring residential properties when locating the temporary site compounds and material stockpiles;
- Prefabricated materials eliminate the need for cutting, machining or drilling. Where practically possible the use of prefabricated materials is preferable;
- Where cutting, machining or drilling is required, materials should be taken away from sensitive receptors to be worked on. Where this is not possible protection of the receptor will be required, for example, by using Temporary acoustic shields;
- Early notification / discussion with existing neighbours for any noisy works likely to take place is essential. Site Management teams will ensure practicable

measures have been considered in Contractors Risk Assessments and Method Statements to mitigate against disturbance;

- The hoardings on the boundary with neighbouring residents is to be a minimum of 2.4m high and have a minimum density of 10-15kg/m2 so that it acts as an effective noise barrier. The hoarding is to be continuous with no gaps adjacent to the neighbouring residents.

2.13. If noise and vibration levels are expected to exceed the guidance criteria monitoring will be undertaken according to the methods set out in Appendix B of BS 5228: Part 1 and Part 2 respectively. Noise measurements will be made on a sound level meter complying with BS EN 61672-1:2013 Electroacoustics.

Measures To Mitigate Impact on Air Quality

2.14. The following measures will be implemented to mitigate the site impact on air quality.

Communications

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site;
- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager;
- Display the head or regional office contact information.

Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.

Preparing and Maintaining the Site

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible;
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site;

- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Avoid site runoff of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet washing methods;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site;
- Cover, seed or fence stockpiles to prevent wind whipping;
- Damping down would be undertaken during site stripping (depending on season).

Operating Vehicle/Machinery and Sustainable Travel

- Ensure all vehicles switch off engines when stationary - no idling vehicles;
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable;
- Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10mph on unsurfaced haul roads and work areas (if long haul routes are required, these speeds may be increase with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate);
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials (Prescribed Route Plan as shown within this document);
- Vehicle tailgates will be secured before exiting site to reduce noise/vibration and/or dust being deposited.

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;

- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Waste Management

- Reuse and recycle waste to reduce dust from waste materials;
- No Bonfires or burning of any material will take place on the site

Earthworks

- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable;
- Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable;
- Only remove the cover in small areas during work and not all at once.

Construction

- Avoid scabbling (roughening of concrete surfaces) if possible;
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place;
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery;
- For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.

Trackout

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use;
- Avoid dry sweeping of large areas;
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport;
- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;

- Record all inspections of haul routes and any subsequent action in a site log book;
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned;
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable);
- Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits;
- Access gates to be located at least 10m from receptors where possible.

Waste management

2.15. Suitable on-site measures will be put in place to maximise recycling potential. The contractors will aim to maximise the recycling of materials within the construction site, thereby minimising vehicles carrying waste whilst also benefiting the environment. This may involve using materials within the site or for materials to be taken off-site to recycling facilities.

Complaint Management

2.16. At the time of writing, there is no appointed site contractor in place. However, once a contractor is appointed this information will be supplied to the Council.

2.17. Notice boards and signage will be provided prior to any works commencing to keep residents and shoppers informed about the works taking place. The notices will provide contact details of the Site Manager to allow neighbours to find out more information and notify them of any issues if required.

2.18. It is anticipated that these details will be placed on the hoardings at the site frontages to identify the site manager. The hoarding will also provide details of the developer including the website to allow residents (and others) to find out more about the scheme including the anticipated construction programme, works and progress.

2.19. The Contractor will utilise the details within this outline document as a basis and build upon the measures incorporated to suitably mitigate the construction activity associated with the site. This will involve liaison with TfL and LBH as appropriate. A Construction Logistics Manager will be appointed to oversee implementing the detailed CLP. Their role will include checking compliance with the CLP during

construction and seeking mitigation measures to be implemented should any breaches or complaints be made.

Cranes and Other Tall Construction Equipment

2.20. Details of cranes and other tall construction equipment (including the details of obstacle lighting).

2.21. The crane and other tall construction equipment will be erected in accordance with CAP 1096. The equipment will be notified to the CAA at least eight weeks before the erection of the crane. Equipment taller than 45m will be fitted with lighting in accordance with the ANO, with medium intensity (2,000 candela) omnidirectional steady red lights being displayed 24 hours a day. Cranes under 45m in height will be fitted with lighting in accordance with the ANO, with low intensity (32 candela) omnidirectional steady red lights displayed 24 hours a day.

3. Site Transportation and Traffic Management

3.1. This section outlines the routing of the traffic, signage, vehicle types and sizes, hours of arrivals and departures, loading and unloading facilities and banksmen.

Routing

3.2. Access to the site from the M4 is feasible via the A312 and North Hyde Road. The M4 in turn provides connections to the M25 and the M40 and M3 meaning access to the strategic highway network is excellent. The routing strategy adopted has sought to avoid potentially sensitive residential areas.

3.3. The final approach to the site would be using the existing site access arrangements. Routing would involve access to Millington Road via the roundabout junction with North Hyde Road.

3.4. The routing of vehicles in the regional and local context are shown in Ardent Drawings **2101322-D01** and **2101322-D02** respectively.

Signage

3.5. The routes outlined within this report, once agreed with LBH and TfL, will be adhered to by any supplier and contractor. The requirement to adhere to agreed routes will be written into appointment contracts as appropriate. As such, any physical signage on the route will be minimised, minimising the visual disturbance on the streets.

3.6. Details of designative routes will be incorporated into delivery orders so drivers have these requirements ready for their delivery. A "yellow card" style system will be utilised to warn any drivers deviating from designated routes.

Vehicle types and sizes

3.7. **Plate 2.1** and **Plate 2.2** show the number of different vehicle types and sizes to be utilised throughout the construction process of the scheme.

Hours of arrivals and departures

3.8. The hours of arrivals will be kept to the general working hours. The general site working hours are as follows, and will be written into all supply chain sub-contractor orders:

- Monday to Friday – 0800 to 1700
- Saturday – 0800 to 1300
- Sunday and Bank Holidays – No working to take place

3.9. The profile of vehicle deliveries anticipated to serve the site on a typical day is reflected in the TfL CLP spreadsheet tool, attached at **Appendix A**, and which has been completed utilising the above working hours to generate.

3.10. Certain deliveries may be more suitable to be delivered out of the designated construction hours. For example, the deliveries of cranes tend to be located out of hours as the impact on the local highway network could be significant / require lane closures.

Onsite loading/unloading arrangements

3.11. The final approach to the site would be using the existing site access arrangements. Routing would involve access to Millington Road via the roundabout junction with North Hyde Road.

3.12. Vehicle swept path analysis has however been undertaken within the site to ensure the largest potential vehicles can satisfactorily enter/leave the site. It is anticipated that loading will be contained within the site throughout the works.

3.13. It is currently anticipated the construction vehicle access and associated turning/compound will be contained within the site boundary as much as feasible throughout the build. Access adopting this approach has been considered in detail within **Ardent Drawing 2101322-D003**, whilst an extract is provided in **Plate 3.1**.

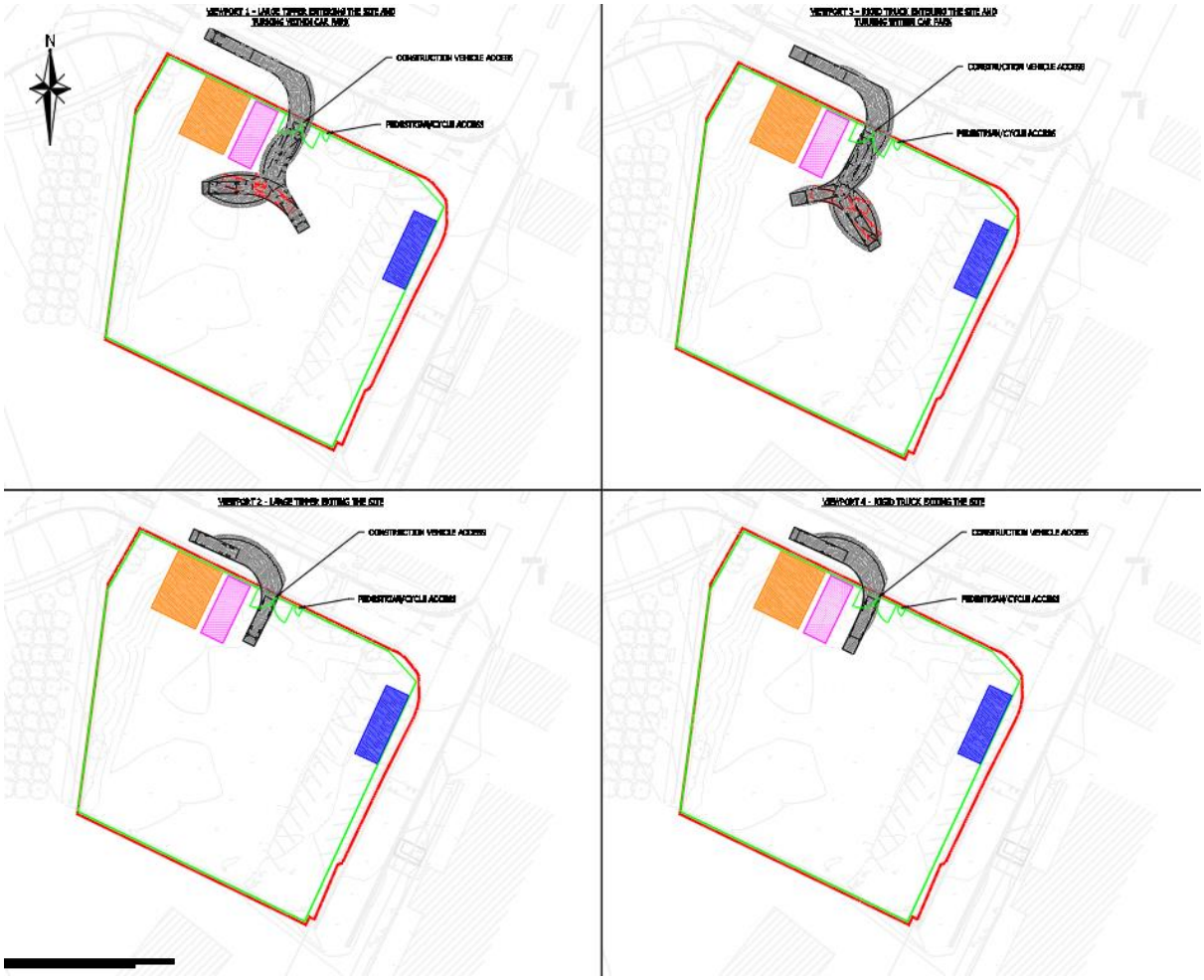


Plate 3.1: Site Boundary Plan (early stages of works)

3.14. During later stages of works however, areas for turning within the site will become more limited. It may therefore be necessary to adopt use of Millington Road in order that construction vehicles can enter and leave the site in forward gear.

3.15. This has been considered within **Ardent Drawing 2101322-D004**, whilst an extract is presented in **Plate 3.2**.

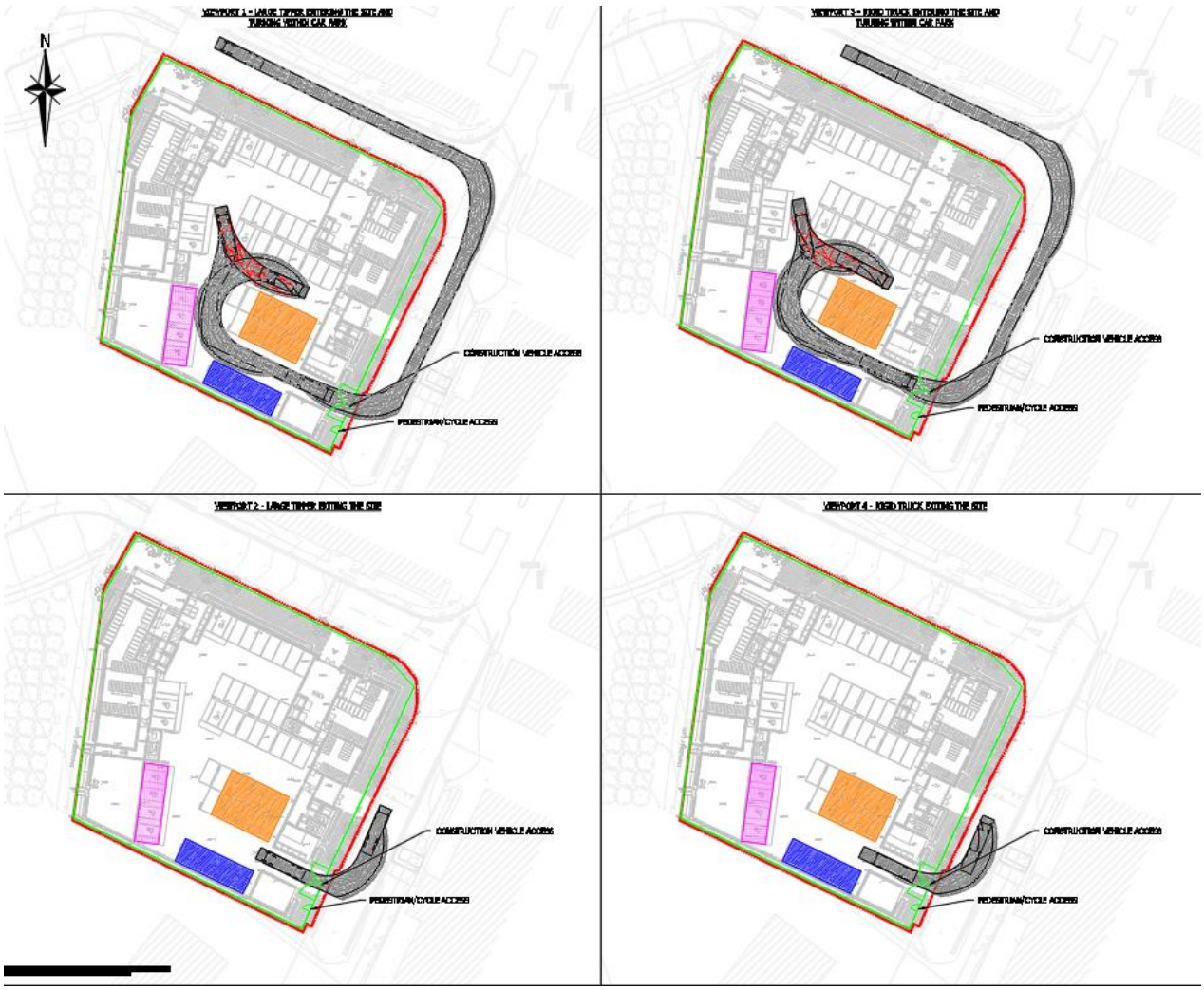


Plate 3.2: Site Boundary Plan (later stages of works)

3.16. The construction vehicle access strategy therefore reflects the use of the existing access roads to which the developer has rights of access over in order to use for the construction of the proposed development.

Banksmen

3.17. To support vehicle movements, traffic marshals/ banksmen will be utilised where appropriate to oversee all arrival and departure manoeuvres at site entrance points to ensure no conflict will occur between construction related traffic and members of the public, and other vehicles as appropriate.