



Site Specific
Construction Management Plan
P4 Moorcroft Lane Car Park
Rev A

Hillingdon Hospital,
Pield Heath Road,
Uxbridge, UB8 3NN.

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Section 1/ Introduction.

This application is part of the overall enabling works to for the construction of the New Hospital, approved application 4058/APP/2022/1788.

This application is for the Temporary Car Park that is required to enable construction space to be made available for the new hospital.

This application is for the new but temporary Car Park

The main site is located at Field Heath Road, Uxbridge UB8 3NN.

This document is for the construction logistics plan is for the 'application site', see location below

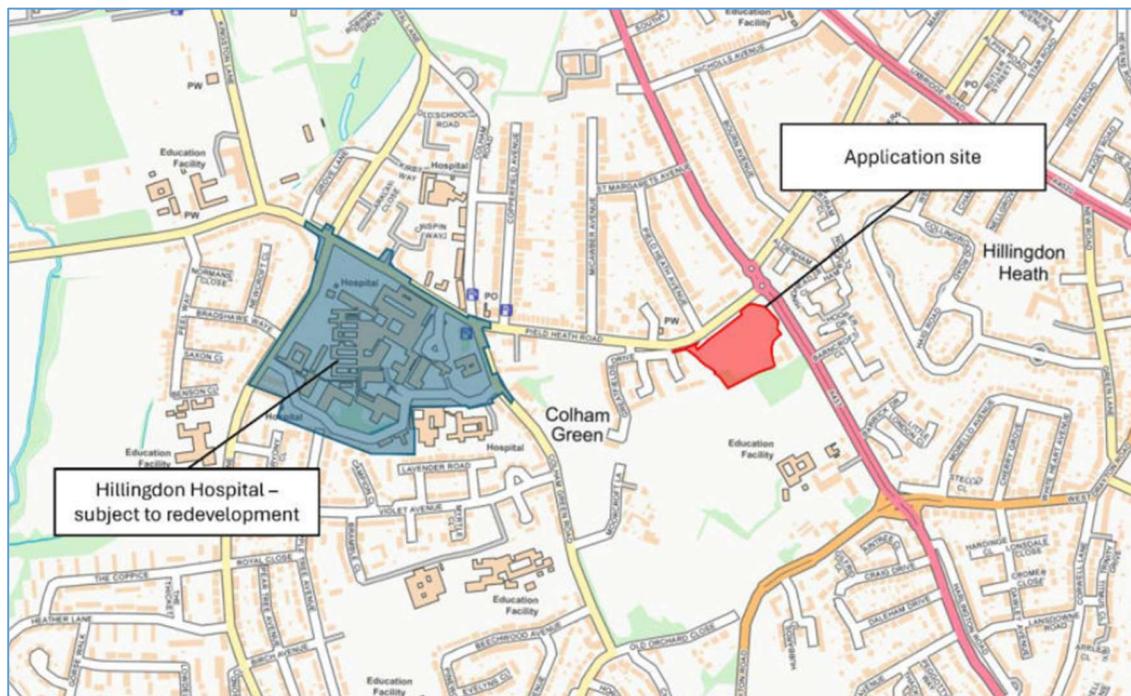
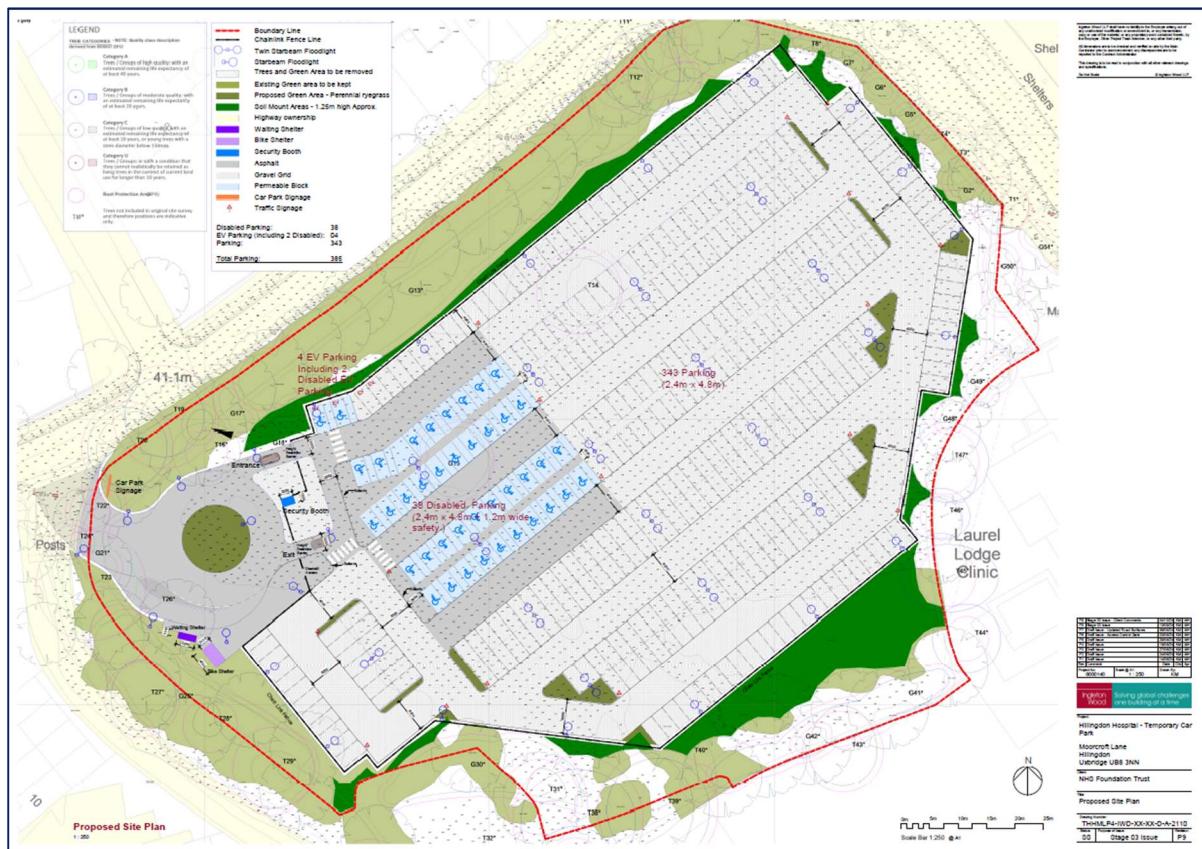


Image shows the location of the proposed car park



Image shows aerial photo shows development plot with 'yellow circle', showing the entrance to the site.



The image above shows the completed car park.

Section 2/ Community Liaison

Communication with the public and surrounding owners will be dealt with in the following ways: -

- Contact with local residents and stakeholders – letter drops if required and clear signage (a copy of this will be issued to the NHS prior to issue)
- Monthly newsletters and site information board located on the hoarding including up and coming activities on site. With an active QR code referencing the newsletter

A Site Contact Board will be displayed prominently on the outside of the site. This is to ensure that problems can be rectified quickly, and that residents and others can channel their comments to a member of staff who has the authority to act.

The Contact Board will include the following information:

- (a) The title 'Contact Board'
- (b) Name of the main contractor, address and person to whom correspondence should be addressed
- (c) Name of the Site Manager / Project Manager
- (d) Month and year of completion of works
- (e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Occupiers in the vicinity who may be affected by noise from the site will be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible, within 2 weeks but, in any event, at least 1 week prior to the works commencing (details will be included on the contact board).

Graham's will ensure that a staffed telephone enquiry line is always maintained when site works are in progress to deal with enquiries and complaints from the local community.

The telephone number (and any changes to it) will be publicised widely in the local community affected by the works.

Should complaints about noise/vibration/dust arise from the car park construction, these will be recorded in a Complaints Register held on site. The Complaints Register will provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works. This will be made available upon request.

Graham's will reinforce its responsibility to contribute positively to the local environment Particular initiatives within this plan will include, but not limited to:

- Noise / dust / vibration minimisation consistent with good construction practice.
- Well-lit perimeter safety fence.
- Clean and neat front of house site presentation.
- The switching off of floodlighting at night, consistent with site security.
- Cleaning of any mud on vehicle tyres (not anticipated to be significant hazard).
- Road cleaning as necessary.
- Courteous approach to the public by site personnel.
- Carefully scheduled deliveries so that lorries do not back up.
- Secured Site with security / Gatekeeper



GRAHAM

Laser House

Construction Phase Newsletter

Issue 8 | October 2020

October 2020

Dear Resident

Welcome to the eighth edition of our Newsletter for the Laser House project.

What We Have Done Since the Last Newsletter

1. Steelwork and installation of timber columns, beams and floor up to the roof level.
2. Waterproofing and Screeding in the basement
3. Continuing with concrete works in all areas
4. Pre-cast slabs to new floors

What's Next?

1. Continuing with steelwork and timber installation on roof areas
2. Continuing with new steelwork for lift shaft
3. Commencement of brickwork and perimeter frame

Upcoming Deliveries

- As mentioned in September's Newsletter, we have deliveries of steel and timber every week till the end of the year and as a result Pear Tree Street will be temporarily closed when these deliveries arrive.
- Deliveries of bricks and blocks will also commence.

Visit us at graham.co.uk

Site Progress Photos

Picture 1: New floor levels taking shape



Picture 2: Screeding on top of waterproof membrane



Picture 3: Precast concrete slabs installation



Considerate Constructors Scheme



This site is registered under the Considerate Constructors Scheme. As part of the GRAHAM is committed to improving the image of the construction industry by striving to promote and achieve best practice of all of its sites.

Here To Help

As always, if you have any queries or concerns, or if you would like any further information, please do not hesitate to contact us via the details below or by post:

GRAHAM Site Office
132 – 140 Goswell Road, London, EC1V 7DY

Project Page

Scan this barcode to visit our project page, where you can find more information and photos.



SCAN ME

Project Contact Details

<p>Jamie Tombs Project Manager</p> <p>T: 07884527971 E: jamie.tombs@graham.co.uk</p>	<p>Peter McNeil Site Manager</p> <p>T: 07881340755 E: peter.mcneil@graham.co.uk</p>
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Visit us at graham.co.uk

Previous newsletter with QR code

Section 3/ Hours of Work.

The site operating times will be

8:00 am - 6:00pm Monday to Friday
8:00 am – 13:00pm on Saturdays.

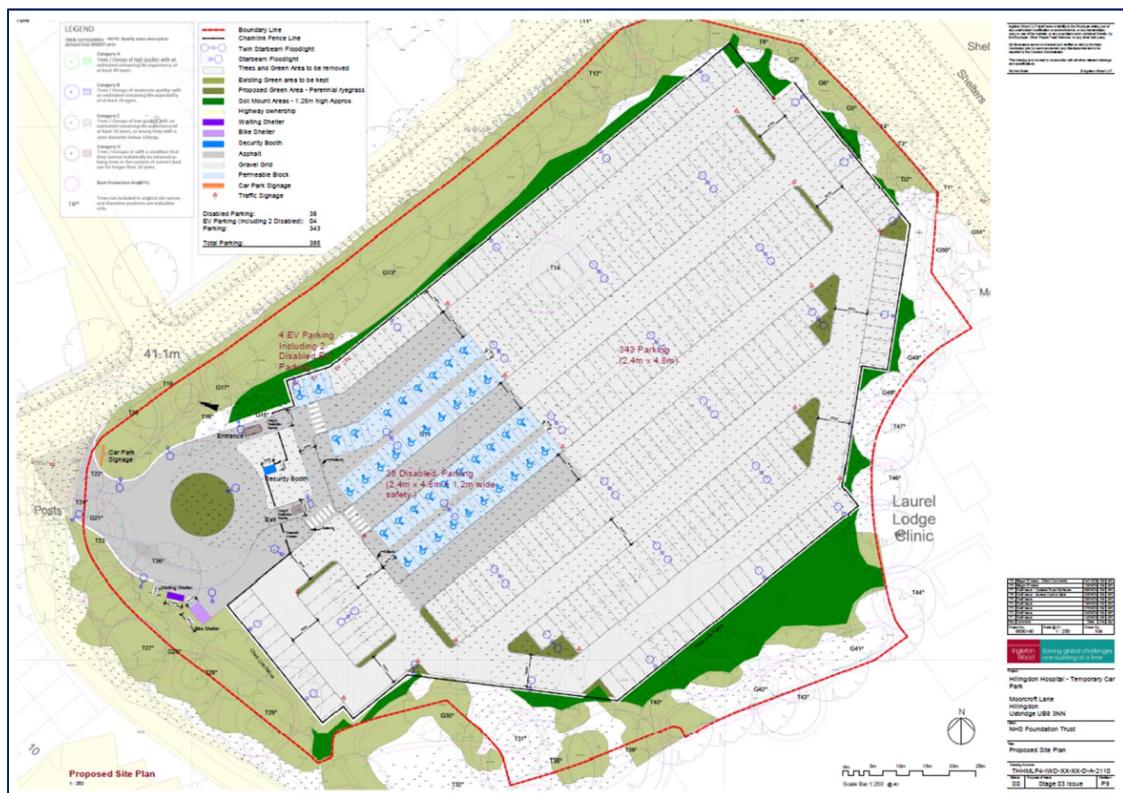
Noisy works must not take place outside of these hours (including Sundays or public and bank holidays), unless in prior agreement with London Borough of Hillingdon

Section 4/ Phasing of development

The construction of the car park will be undertaken as one phase the sequence of the works are as follows: -

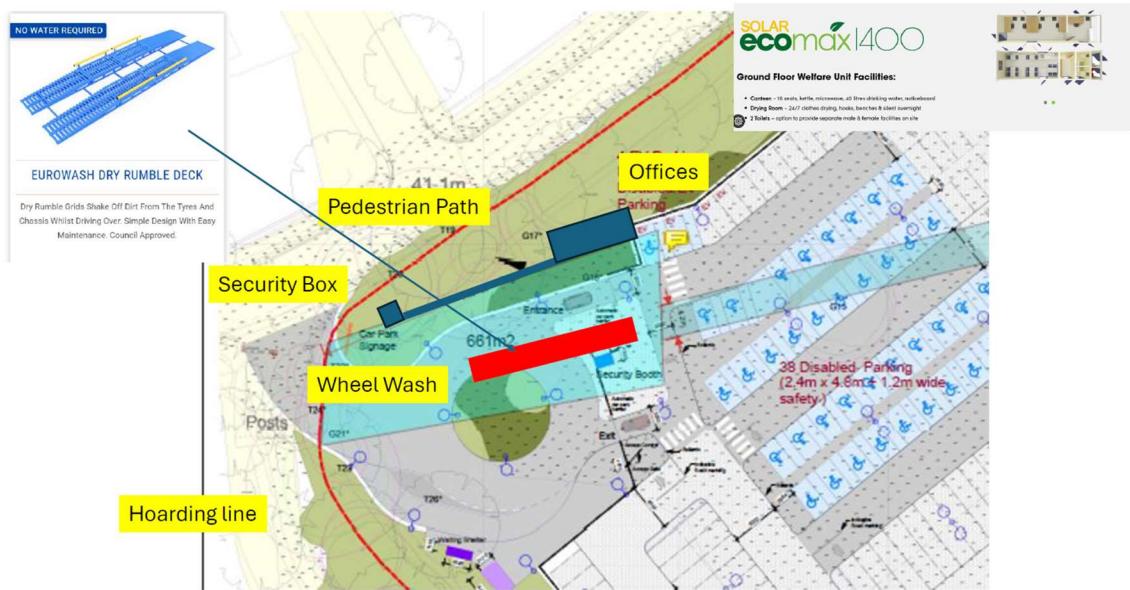


We will be using the existing entrance off the A437 Harlington Road until the formation of the proposed entrance on Field Heath Road is formed. The below drawing shows the proposed scheme with the new entrance.



The below image shows the first activity being the formation of the Site Set up.

This will be dealt with under the Site Set up under section 5.



Once the site is set up and the forming of the temporary access road for the site vehicles is constructed then the site topsoil can be stripped. The design has allowed for the storage of the soft strip to be used later with the temporary car park is decommissioned and reinstated back to original land.

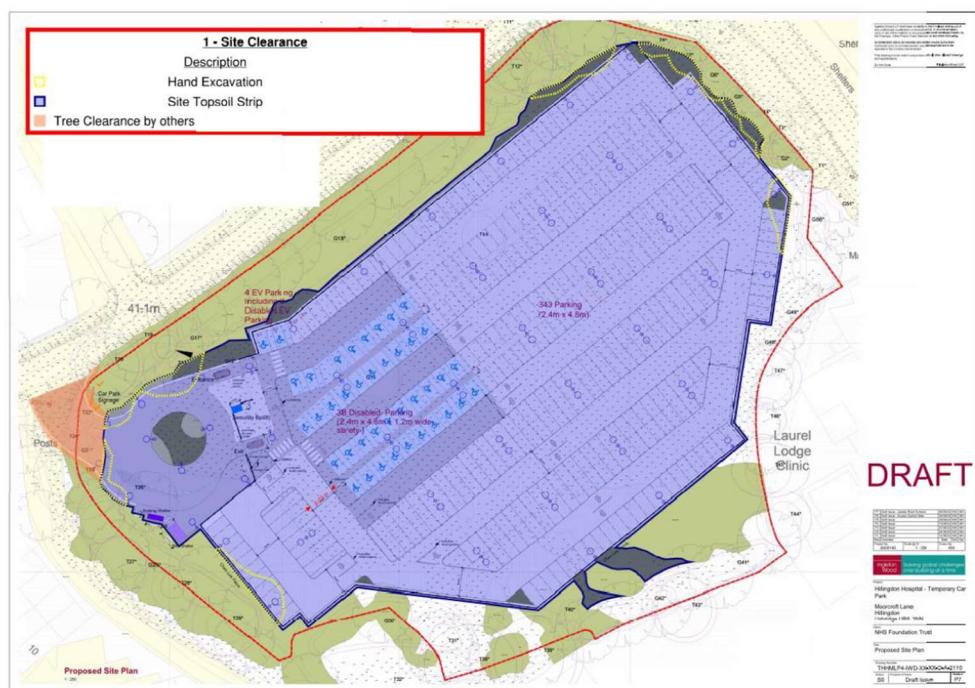
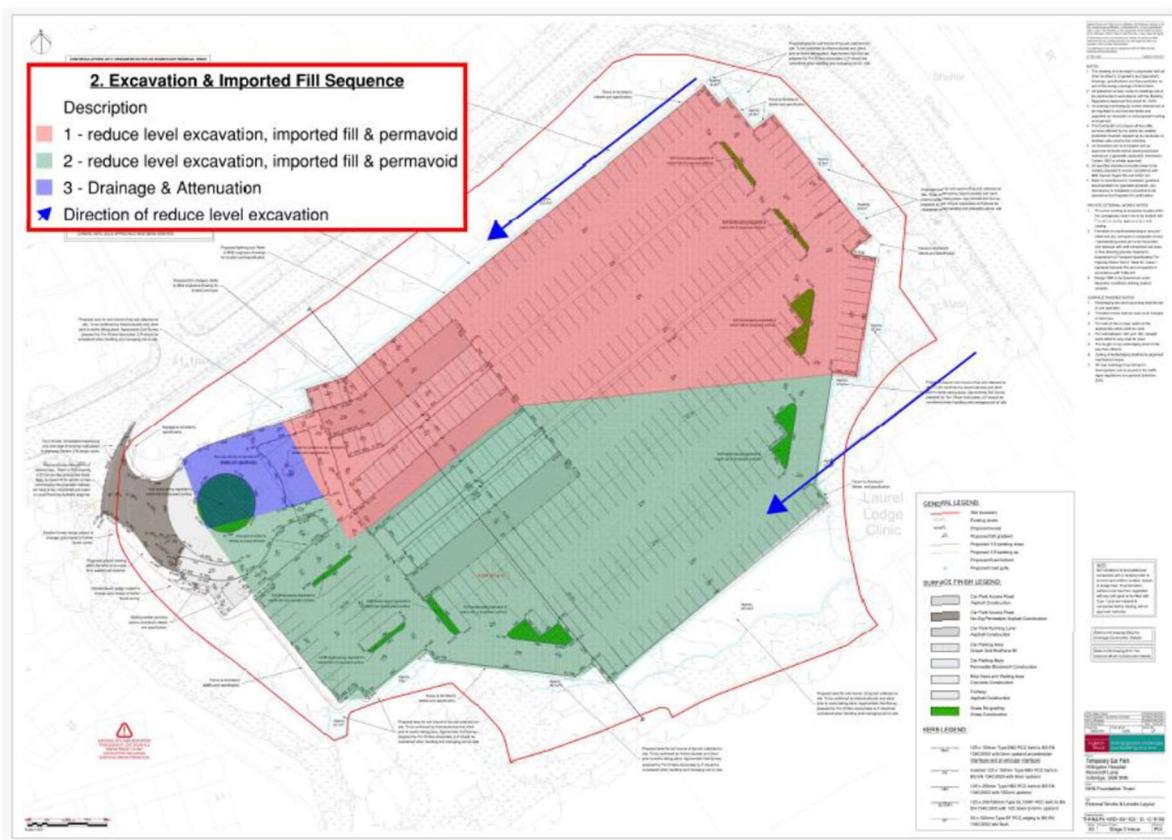


Image shows extent of soft soil strip

The below drawing shows the next stage whereby the ground level is reduced to allow for imported material, both these operations will be undertaken at the same time in the different zones 1 (green) and then zone 2 (Red).

Once the levels are established and permavoid is installed then the drainage and attenuation can be installed, always ensuring that a 'clean, clay free route' can be always maintained for site vehicles.

This stage takes us from formation level up to top of subbase level, where there will differing of finishes



Images shows how the site is split up to two zones for the excavation and infill

Once the site is up to subbase level then the various electrical / ducted routes can be installed for the provisions of barriers, lamp columns, EV charges and any further lights / power requirements.

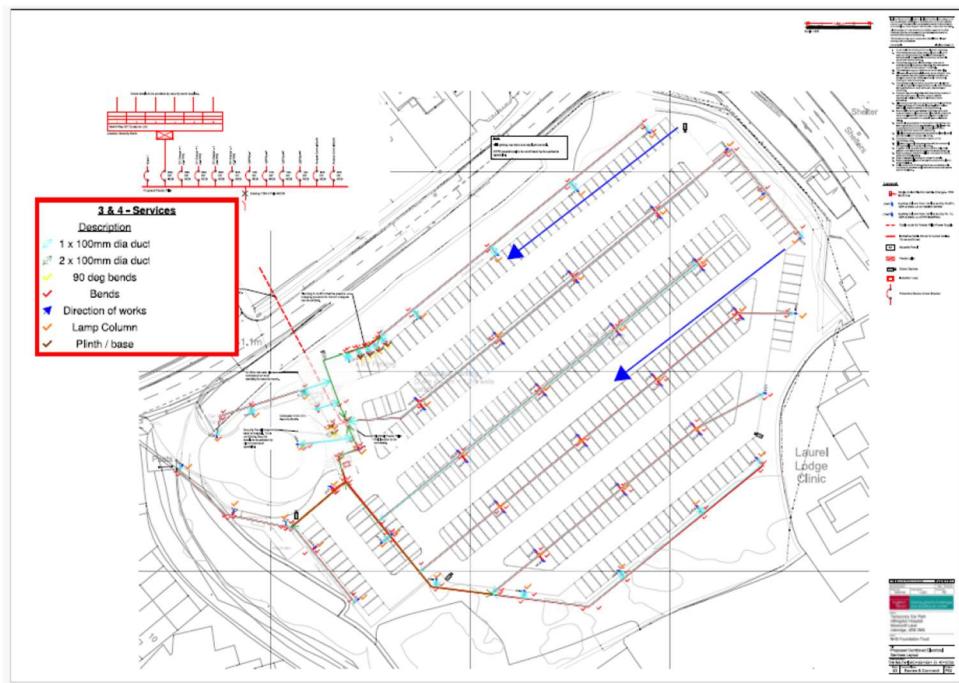


Image shows electrical requirement and duct routes

When the subbase level is formed as previously mentioned then the appropriate finishes can be applied whether Asphalt, Gravel Grid or permeable block.

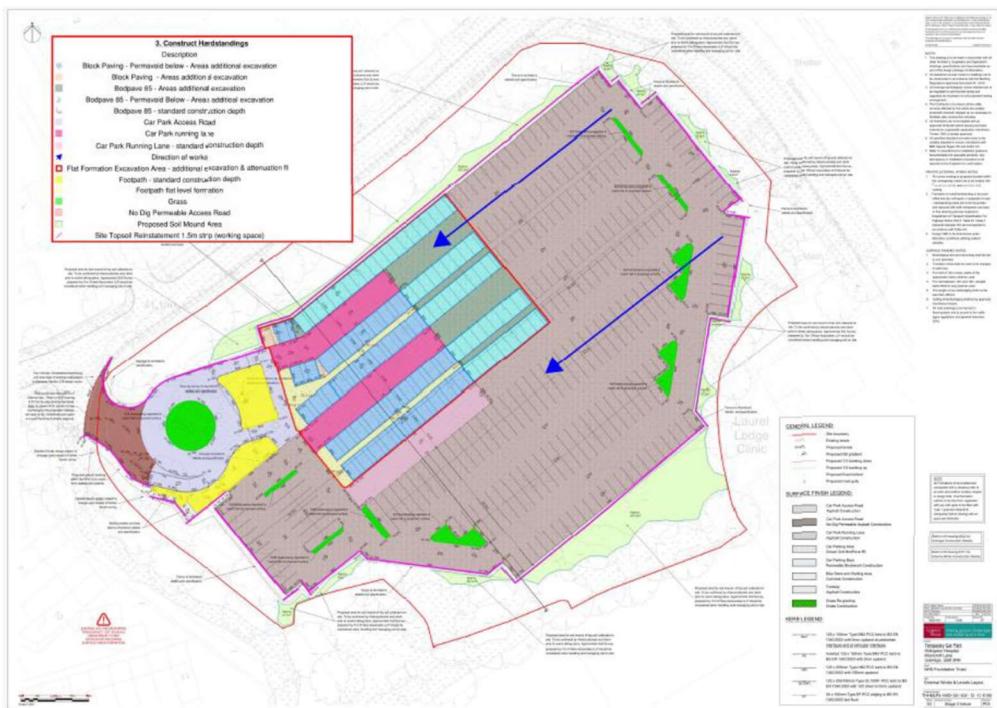


Image shows surface finishes

Once the majority of the finishes are complete then any required soft landscaping and furniture can be completed as per the image below

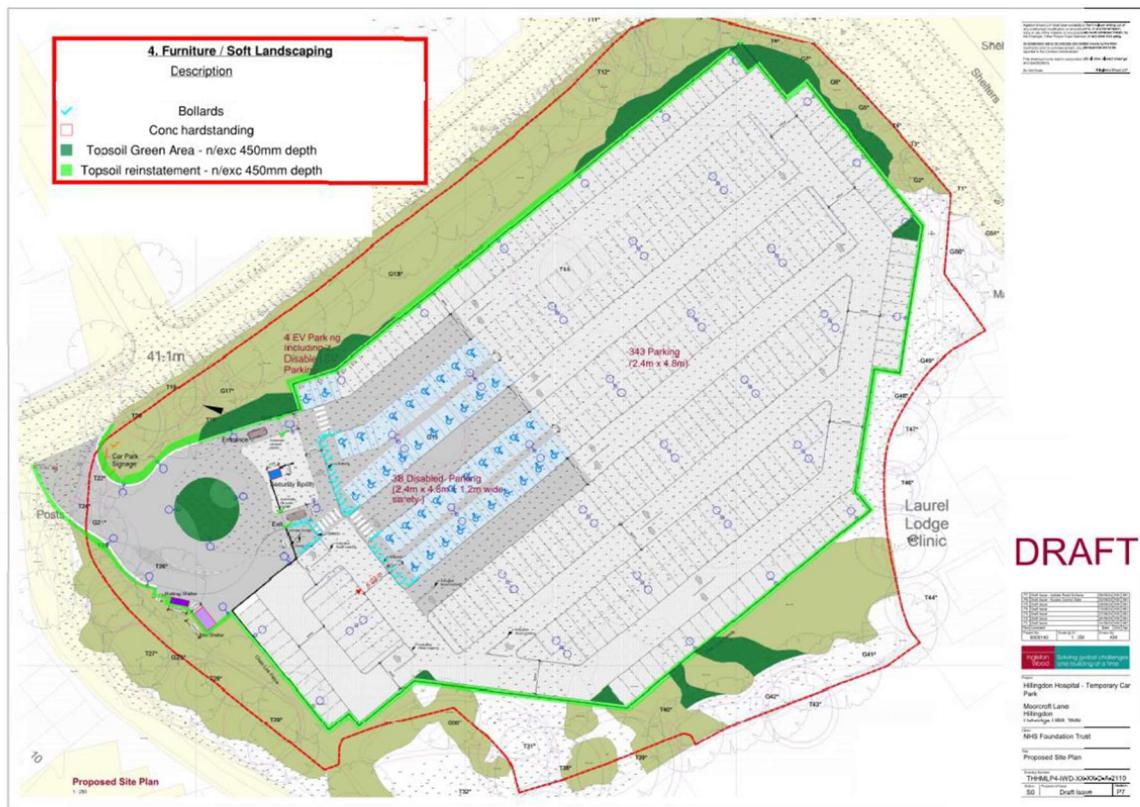
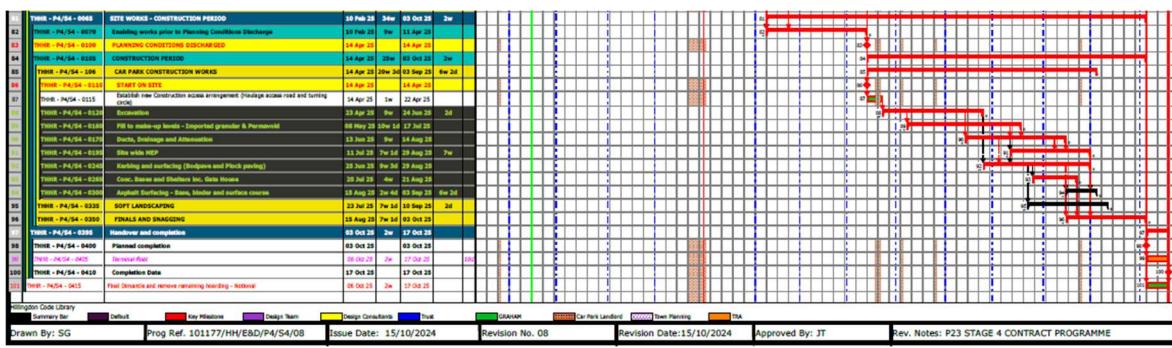


Image shows completed car park

An extract of the programme is as below showing the current projected duration of 34 weeks.



Section 5/ Site setup including Wheel Wash facilities.

As mentioned earlier a new entrance is being formed. We will gain access through the existing until such a time as the new is formed.

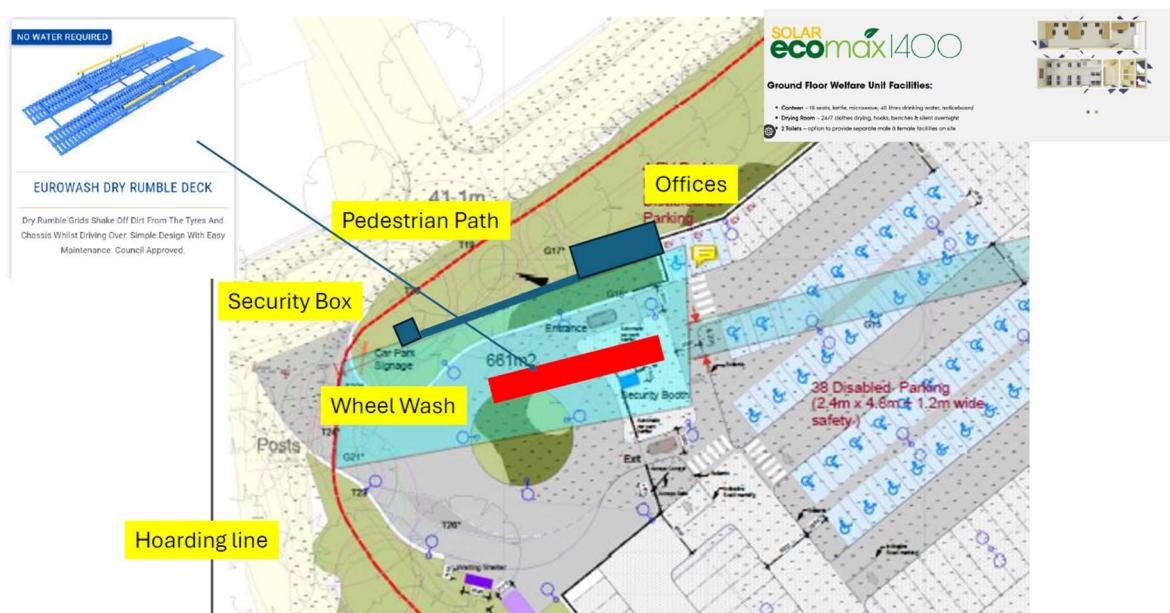
The ground is made up of London clay which makes the ground porosity very poor. As such when the site is under construction there will be surface water present when raining. We will install a temporary haulage road to the centre of the site, see below plans, allowing traffic to access and egress on a hard clean surface. This road will be maintained.

When exiting the site a dry rumble deck (alternative to a wheel wash), will be used to agitate any materials from the lorry before entering the highways. If there are elements that are retained on the lorry, this can be removed by a manually operated jet wash which will be on site.

As can be seen on the image to the new front proposed entrance there will be site welfare, security hut, office and parking. There will be a minimal amount of car usage as contractors will be encouraged to use mini vans to bring in their labour.

The site will be secured with a 2.2M heigh fence and the entrance to the site will be double gated and a turnstile to allowance control of personnel. There will be a segregated route for pedestrians

The image below shows the site set up.



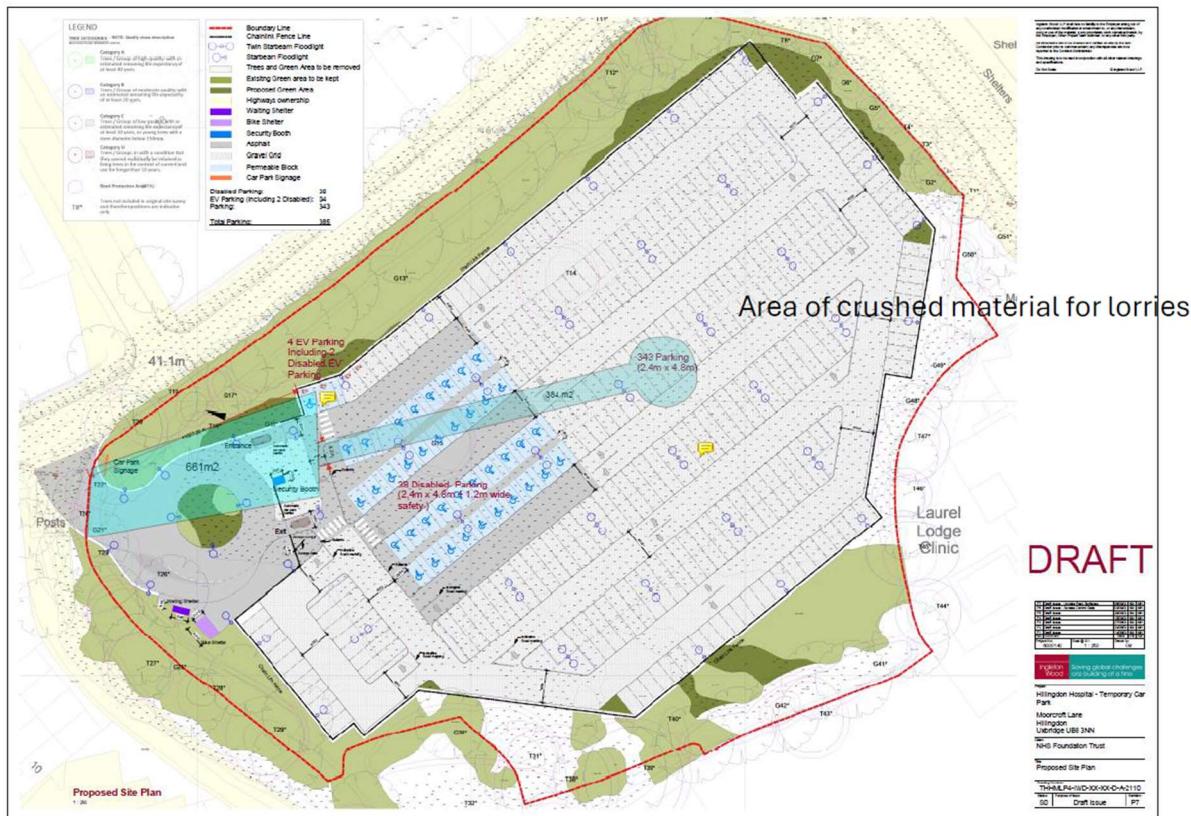


Image shows haulage route with turning circle

To minimise the adverse impacts from pests and rodents the following control measures will be implemented on site in the following order

- All drainage systems and access points will be kept secure to prevent rodent access
- All generated rubbish particularly food waste will be cleared as it is generated and placed into secure containers and removed off site for disposal on a continuous basis
- A high level of good housekeeping will be maintained on site and in all facilities
- Site rules will be implemented to prevent the feeding of such pests as pigeons and seagulls
- All food stuffs brought on site will be within storage containers
- Where all other control measures have been actioned then pest control management will be implemented on site.

There will be a designated area for smoking / vaping within the storage areas and advised to those at point of induction.

Section 6/ Control of Noise, Vibration and Dust

It is acknowledged and appreciated that one of the most important aspects of minimising disruption to the surrounding areas will be the management of dust, noise and vibration. It is also appreciated that the impact of the proposed construction activities will be a sensitive issue for those working alongside or near to the construction areas. Every effort will be made to ensure that such disruption is kept to an absolute minimum if it cannot be eliminated completely.

Through client liaison the contractor will inform and consult local employers and residents to explain the type and duration of each operation likely to produce noise or vibration at a level where it might cause disruption. They will also look to schedule the work to avoid particularly sensitive times to minimise the effects during the works whenever possible.

All subcontractors will be advised of the requirement for site tidiness, and enforcement of this rule will take place where necessary. During dry weather, covering stockpiles or dampening down dusty areas, as necessary will control dust levels.

Should any complaints arise about these or any other matter they will be dealt with promptly and courteously, and suitable compromises will be agreed wherever practicable, subject to the normal restrictions of construction sites.

There are mitigations that will be used to lessen the effect of the construction process on the local neighbours. These measures are -

Noise

- Where possible loading operations will be at times to avoid rush hour periods.
- Each section of the project will be planned to ensure any noisy working requirements are identified along with the timescales, so such information can be advised to all concerned parties.
- Consideration will be given to all adjoining neighbours. Our Project / Senior Site Manager will advise the works when required with the surrounding residents and businesses in the eventuality of them requiring particular one-off requirements.
- The use of fully serviced plant with fully operational exhaust systems
- Ensuring all plant engine covers are always kept closed
- All site plant not in use will be shut down and not left idling on site
- Any vehicle alarms will be broadband or white noise type sounders and volume reduced or disabled following risk assessment.
- All provided site generator plant will be of the new 'whisper' operational type

- The shouting out of instructions on site will be strictly forbidden, all site management and supervisors will be issued with site communication radios
- The playing of radios etc on site will always be strictly forbidden
- The sounding of vehicle horns on site or on adjacent streets will always be strictly forbidden
- No commercial vehicles will be allowed to park in the adjacent streets waiting for access to the site, particularly with engines left idling.
- Where possible all site plant will be effectively silenced and located in such areas of the site to cause the minimum amount of noise migration to areas beyond the site boundary.
- Maximum noise generation levels will be determined for each major item of plant from such information as supplied by manufacturers or company noise monitoring records. This will enable the potential level of noise generation to be anticipated.
- There will be no site activities or plant engines started or lorry movements to and from the site made before 8am and not after 6pm
- All plant deliveries and collections plus all waste management requirements will be coordinated to ensure the noise impact from all such vehicle's movements on the community is kept to a minimum and is within agreed times.
- All plant and machinery will be properly maintained and silenced in accordance with manufacturer's instructions.
- The use of screening to noisy plant will be employed as appropriate

Vibration

To ensure the effects of ground vibration are minimised to lessen the impact. The following measures will also be undertaken to reduce environmental vibration on site.

- Reducing the need to adopt percussive and vibrating machinery.
- All plant and machinery will be switched off when not in use and not left idling.
- Drop heights will be minimised during deliveries.
- Plant and equipment to be maintained in-line with manufacturers' instructions.
- Staff to report operating problems with plant and equipment.
- Staff will be given sufficient information, instruction, training and supervision on environmental vibration topics.
- Contractors and sub-contractors will apply the principles of 'Best Practicable Means' as defined in Section 72 of the Control of Pollution Act 1974.
- All works will be carried out in a manner as to reduce vibration to a minimum. Where possible, activities will be separated from residential neighbours by the maximum possible distances.

Dust

- Any activity and materials which have the potential to cause dust will be carefully monitored and dust will be minimised by damping as necessary.
- All waste lorries will be sheeted over prior to leaving site
- All site plant and waste collection lorries engines will be maintained in a fully serviced condition to ensure there are no smoke emitting exhaust pipes.
- To minimise the emission of exhaust particulates all site plant will operate on Low Sulphur diesel fuel, and all diesel-powered road vehicles and waste lorries will be required to provide confirmation of the use of commercially available Low Sulphur diesel and be fitted with catalytic converters
- The movement of all commercial vehicles particularly waste lorries to and from the site will be pre planned to prevent unnecessary vehicle movements
- At no time will substances or chemicals be used on site which are likely to produce offensive odours
- At no time will the burning of any materials be allowed on site.
- Site personnel shall be trained in dust mitigation and a manager shall be present for dust management.

Section 7/ Vehicles Movements and Deliveries

Access to and from the site will be via the A437 Harlington Road:-



- It is anticipated that there will be no more than 25 vehicle movements per day through the peak period of the construction.
- The designated traffic routes to and from the site and to and from the originating and final locations have been determined using the following philosophy:
 - The avoidance of using residential roads particularly those with sensitive areas such as schools, hospitals, community centres etc
 - Avoiding where reasonably practicable any school starting and finishing times
 - The routing to the major A roads as quickly as possible
 - Avoiding routes through any residential areas where possible.
 - No idling engines at any times
 - Any delivery that arrives on site will be organised and directed by a qualified Graham's traffic marshal to ensure both safe access/egress to and from the site
 - All vehicles will be called to site when the site is ready to receive the delivery. At no time will there be a holding area or vehicles to be waiting near the site.
 - The nominated route to and from site will be advised in writing to all interested parties particularly the waste lorry companies.
 - The delivery of all materials, plant and equipment will be pre-planned and to designated times of the day to minimise the impact on the local area from the continuous access and egress of the site by vehicles. There will be no

deliveries or collections to the site, and the starting of site plant before 8am and after 6pm.

- All goods deliveries will be to a designated area on site where all vehicles will be unloaded, and the materials taken to the appropriate storage area immediately to maintain the road.
- Minimising the number of vehicles coming to and from site, a designated management representative will be appointed to act as the Site Logistics Manager who will manage all the waste removal collections and documentation, and for the efficient ordering and delivery of site consumables, all of which will be at agreed appointed times
- All such vehicle movements will be under the strict control of appointed Banksman and this system will be subject to a site speed limit of 5mph
- No vehicles will be allowed to park in any of the adjacent roads particularly with engines left ticking over and there will be no parking within the constraints of the site. There will be a holding area approximately 15 mins from the site for delivery/waste lorries. They will not arrive to site until instructed by our Logistics Manager. This will be done once the site and access routes are clear for them to proceed from the holding area.
- All waste collection lorries will plan to have the same drivers to enable them to be familiar with all site requirements and the determined haul routes to their disposal destinations.

There will only ever be one waste vehicle within the vicinity of the site at any time. Vehicles will not park within half a mile of the site if required to wait. This will minimise impact on surrounding streets.

- All vehicle movements will be escorted by a trained banksman.
- All vehicles will radio ahead before arrival.
- It is not anticipated that any vehicles will mount the pavements. However, this will be monitored, and any necessary precautions will be put in place.
- At no time will Graham's sub-contractors delivery vehicles be left without a driver. If for any reason deliveries cannot pass; the obstructing vehicle will move immediately. No skips or static materials will be left in the road or within parking bays.
- All site operatives, subcontractors and visitors will be instructed to attend the site via the easily accessible modes of public transport.

Section 8/ Security

All construction plant and materials will be stored on-site when not in immediate use and will be secured against vandalism and theft. On-site tool storage will be provided where possible to reduce the number of vehicle trips to site.

The site is encased in 2m height secured fence (See Construction Logistics Plan) with vehicle access gates to Pield Heath Road.

Pedestrian access into the site is via a biometric system where facial recognition is the only form of access. CCTV will be monitoring all access points. Visitors will only be able to gain access after ringing the doorbell and being escorted into the site offices.

Site lighting will also be provided for security purposes and be positioned so as not to intrude unnecessarily on adjacent land users. Site lighting shall be at the minimum luminosity necessary for adequate security and safety of construction operations.

All vehicular access gates will be manned during the day to ensure that no access into the site will be gained by trespassers.

Parking is available to site located near the site welfare / office.

Section 9/ Problems on site including contact details.

If problems do occur on site, then these should be addressed to the following
Graham's representative: -

Senior Project Manager,
Jamie Tombs,
Jamie.tombs@graham.co.uk
07384 527571 OR
0207 600 8500

