

Construction Logistics Plan

CHELMSINE COURT

Site Address: Chelmsine Court, Bury Street, Ruislip, Middlesex, HA4 7TL

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2 Introduction

2.1 Objective

The objective of this document is to determine construction logistics for the redevelopment of “Chelmsine court” in Ruislip. Trout Rise Developments (principle contractor) will maintain overall responsibility for the CLP throughout the planning, design and construction phases.

As the Principal Contractor we aim to ensure:

- Reduce unnecessary emissions where possible.
- Enhance safety – improve vehicle and road user safety
- Reduce congestion – reduce overall trips especially at peak times
- Minimize impact to neighbours and public

Furthermore, the following more granular objectives have been developed to assist in achieve the primary objects outlined above.

- Encourage car sharing or use of public transport where possible (Subject to national COVID-19 guideline advice)
- Promote good planning and operations that reduce the need for construction related trips and or eliminate trips during peak hours.
- Manage the on-going development and delivery by working closely with subcontractors and suppliers.
- Encourage the most efficient use of freight vehicles.

3 Project Details

3.1 Location

Chelmsine Court,

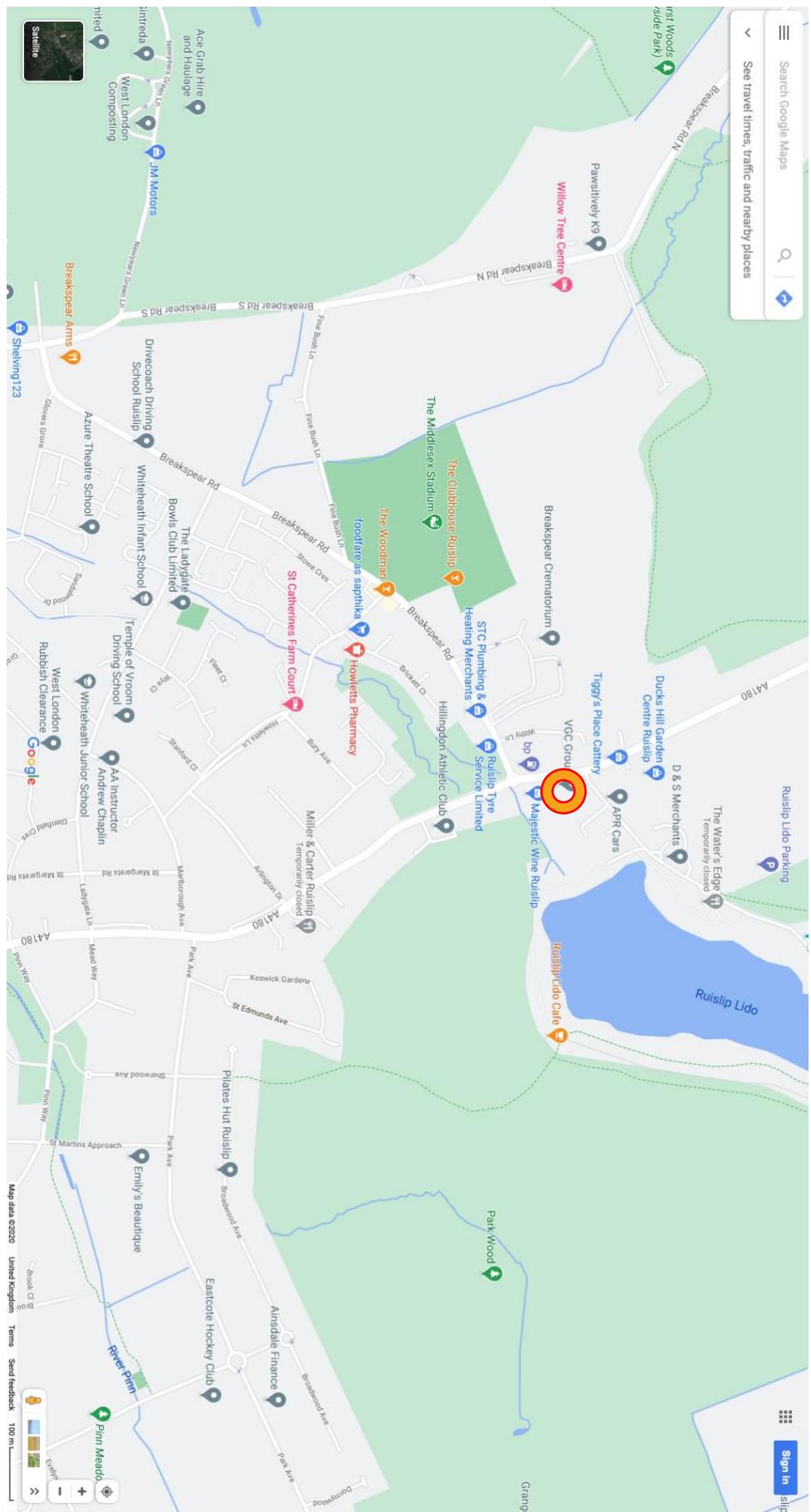
Bury Street, Ruislip,

Middlesex,

HA4 7TL

3.2 Site Context

Chelmsine court is located on the A4180 (Bury Street) sandwiched between a carwash and commercial offices. It borders Reservoir road which leads North East to the Ruislip Lido public recreation ground. There is residential housing, a fire station and a petrol station opposite the site which all require consideration in the context of this plan.



3.3 Scope of Works

Construct a 4-storey apartment block consisting of 8 apartments. The project will include but is not limited to the following works:

- Foundation works
- Constructing the fabric of the building including roof from pre-fabricated elements.
- Drainage works
- First and second fix utilities
- First and second fix joinery
- Decoration
- Compliance testing
- Landscaping

3.4 Local Access Including Highway, Public Transport, Cycling & Walking

3.4.1 Highways, Carriageways & Footways

Chelmsine court is located on the eastern side of the A4180. It is not envisaged that any parking restrictions or footpath suspensions will be required, nor will any neighbors be adversely affected.

3.4.2 Bus Routes

The A4180 is served by the H13 and 331 buses. Nearest bus stops are not located within an area likely to be adversely affected by the development.

3.4.3 Cycling Routes

There are no cycle lanes on roads adjacent to the site, however, the area is popular with cyclists and therefore cycle safety will be maintained.

3.5 Considerations & Challenges

3.5.1 Ruislip Lido

Given the close proximity of the Lido to the site congestion is of some concern. In order to mitigate the risks of increasing congestion during busy hours deliveries and the number of operatives on site will be kept to a minimal on weekends which see the surrounding roads at their busiest.

3.5.2 Fire Station

At each outset of the project the developers will approach the local fire station to advise of the works planned and will seek to open a dialogue to understand their concerns.

3.5.3 Local Businesses

3.5.3.1 Car Wash

The carwash next door is busiest during the summer months and on weekends. It is not anticipated that the works will have any adverse effect on their business or cause increased congestion.

3.5.3.2 Offices

The vast majority of the adjacent offices are empty and those which are occupied have plenty of parking spaces available. It is therefore unlikely that the development will cause any issues.

3.5.4 Local Policy

The local council has best practice advice, and every effort will be made to follow it.

3.5.5 Wheel Washing Facilities

There will be a permanent high pressure jet wash on site which will be used to washdown wheels prior to egress from the site. Site operatives will be made aware that they are responsible for ensuring all vehicles leaving the site do not carry debris and mud from site onto the public highway and washing all vehicle wheels will be made standard practice during construction phases.

3.6 Construction Programme

Stage	Starts	Ends
Demolition	Jan 2021	Feb 2021
Foundations	Feb 2021	March 2021
Super-structure	March 2021	May 2021
Fit Out	May 2021	July 2021
Landscaping	June 2021	June 2021
Testing & Commissioning	August 2021	September 2021

3.6.1 Demolition

The existing office block will be demolished to make way for the new development. Demolition will be undertaken using an excavator. During an approximately 3 week period grab lorries will collect waste from the site. If necessary, during the early stages skip lorries may also delivery and collect skip loads.

3.6.2 Scaffolding

Scaffolding will be erected in several stages. There is sufficient space for scaffold trucks to park on site therefore no additional issues relating to highways are anticipated.

3.6.3 Foundations / Sub structure

Concrete will be poured as soon as excavations are completed. It is intended that all concrete will be poured on a single day weather and conditions permitting. Should conditions not prove conducive, every effort will be made to keep the number of days pouring concrete as low as possible so as not to cause

increased congestion. Pour times will be kept outside of hours that are most likely to be already busy on the surrounding roads. All traffic will be managed by banksmen on the days concrete is poured.

3.6.4 Landscaping

Due to the contamination on site, fresh soil will need to be imported. In order to minimize the number of deliveries large bulk loads will be imported and distributed accordingly. The access road will be regularly jet washed.

3.6.5 Super Structure

The masonry and mortar materials will be delivered in several bulk loads as it is anticipated that there will be sufficient space on site to manage a single floor at a time. The deliveries will be managed to ensure as few trips are made from the local merchants as possible.

The first floor and above will be constructed using precast hollow core planks which will require a crane to be lifted and dropped into position. There should be sufficient space on site to park the crane and the materials however as an alternative the vehicles holding the crane and materials may have to be parked on the kerbside during installation. Timing will be key to reducing the amount of time the crane is held on the road and every effort will be made to ensure the work is carried on outside of the main congestion hours.

3.6.6 Fit out & Testing

This stage is the busiest period in terms of logistics as a large variety of materials will need to be delivered to site. Every effort will be made to forward plan in order that materials are on site just in time. Deliveries will be bulk delivered to reduce trips. Suppliers will be asked to deliver at given times where possible to reduce the chances of multiple deliveries at the same time and consequently increased congestion. Contractors will be asked to come in as few vehicles as possible; The intention is to have as few contractors on site as possible at the same time.

3.7 Further planning

This plan will continue to evolve as the site works progress. It is not possible to anticipate all the logistical issues that will be faced therefore regular reviews of the working situation will be made by site management in order to refine working practices.