

48 Murray Road

Approval (Discharge) of Condition 11

No development shall take place until a full and detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to minimise/avoid potential detriment to the public realm.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, and DMT 2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

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Project #

D233

Planning application #

9357/APP/2020/2502

Date of Application:

10.08.2019

Date of Decision:

20.10.2020

Quality Assurance – Approval Status

Issue	Date	Prepared by	Checked by	Approved by
Issue 2	11 March 2021	Igors Smirnovs	Hillingdon Planning Authority	Hillingdon Planning Authority



Construction Logistics Plan

48 Murray Road

ELP Design & Build
Limited

DATE 10 March 2021

Revision C

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Document Control Sheet

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		Date: 04/03/2021	Date:	Date:	Date:
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Introduction

Under the Traffic Management Act 2004, it is required that construction sites be organised so that vehicles and pedestrians using site routes can move around safely.

The routes need to be suitable for the persons or vehicles using them, in suitable positions and sufficient in number and size.

To facilitate this and in order to manage the traffic impact (vehicles and pedestrians) generated by construction work, on or off the highway, it is required that a Construction Logistics Plan (CLP) is produced.

The objectives of the CLP can be summarised as:

- Ensuring construction materials can be delivered in a safe, efficient and environmentally friendly way
- To identify deliveries that can be reduced, re-timed or even consolidated, particularly during peak periods in the construction schedule
- Helping cut congestion on London's roads and easing pressure on the environment by avoiding London's peak traffic periods
- Improving the reliability of deliveries to the construction site; and
- Reducing the Freight Operator's operating costs, which include fuel costs, parking infringements and risk of accidents.

1.0 Project Details

1.1 Work Description

Project Name: 48 Murray Road

Project / Site Location: 48 Murray Road, Harrow HA6 2YL

Client: MRD 48 LLP

The project involves the demolition of the existing bungalow and the erection of 4 x 4-bed detached dwelling houses together with car parking spaces, cycle provision, refuse storage, and associated external landscaping.

1.2 Timescales

The project is expected to follow the below timescales:

Start Date: 11/03/2021

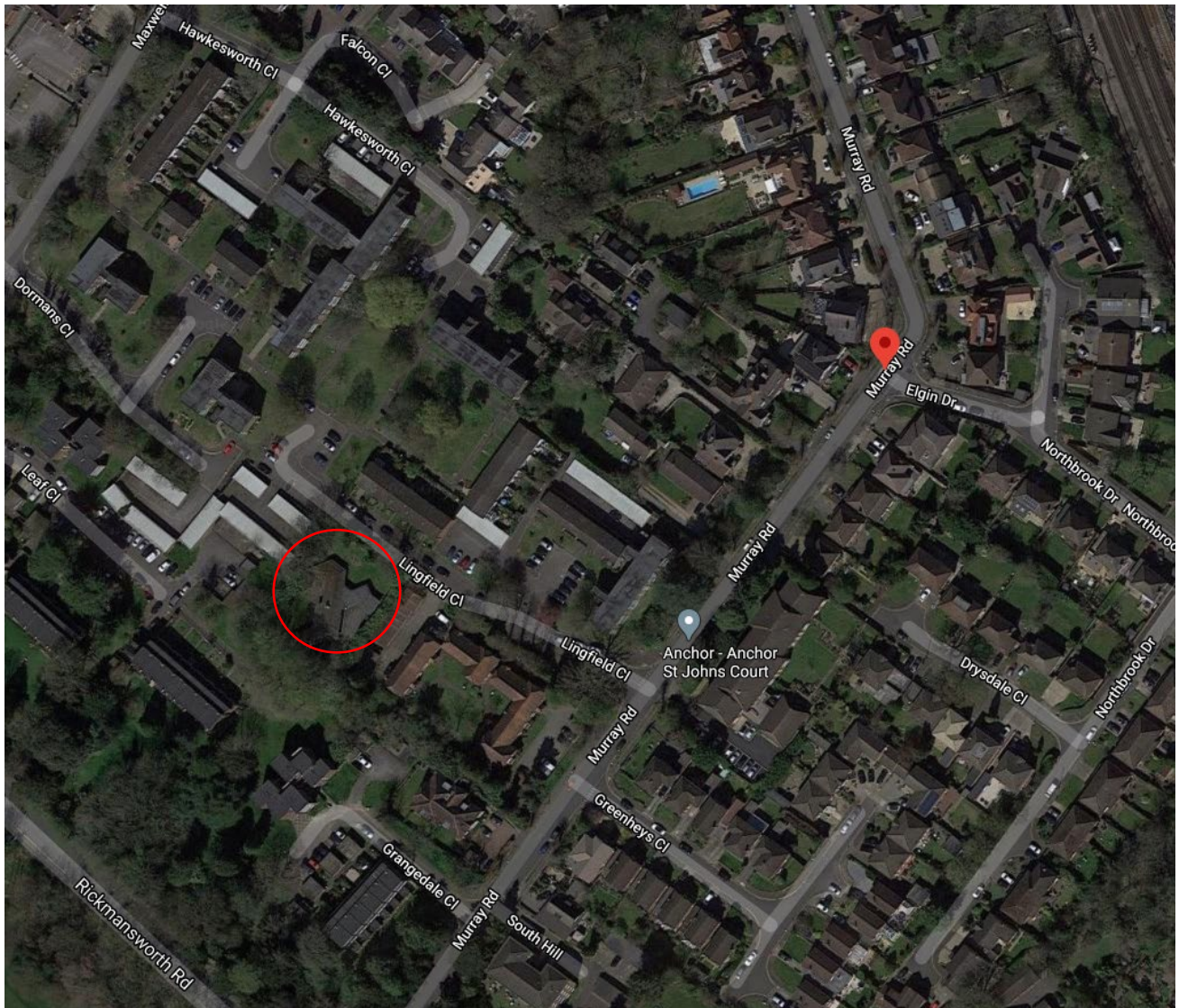
Completion Date: 07/10/2021

Hours of Work: Monday-Friday:08:00-17:30
Saturday-Sunday: NA

2.0 Site Access

2.1 Site Location Plan

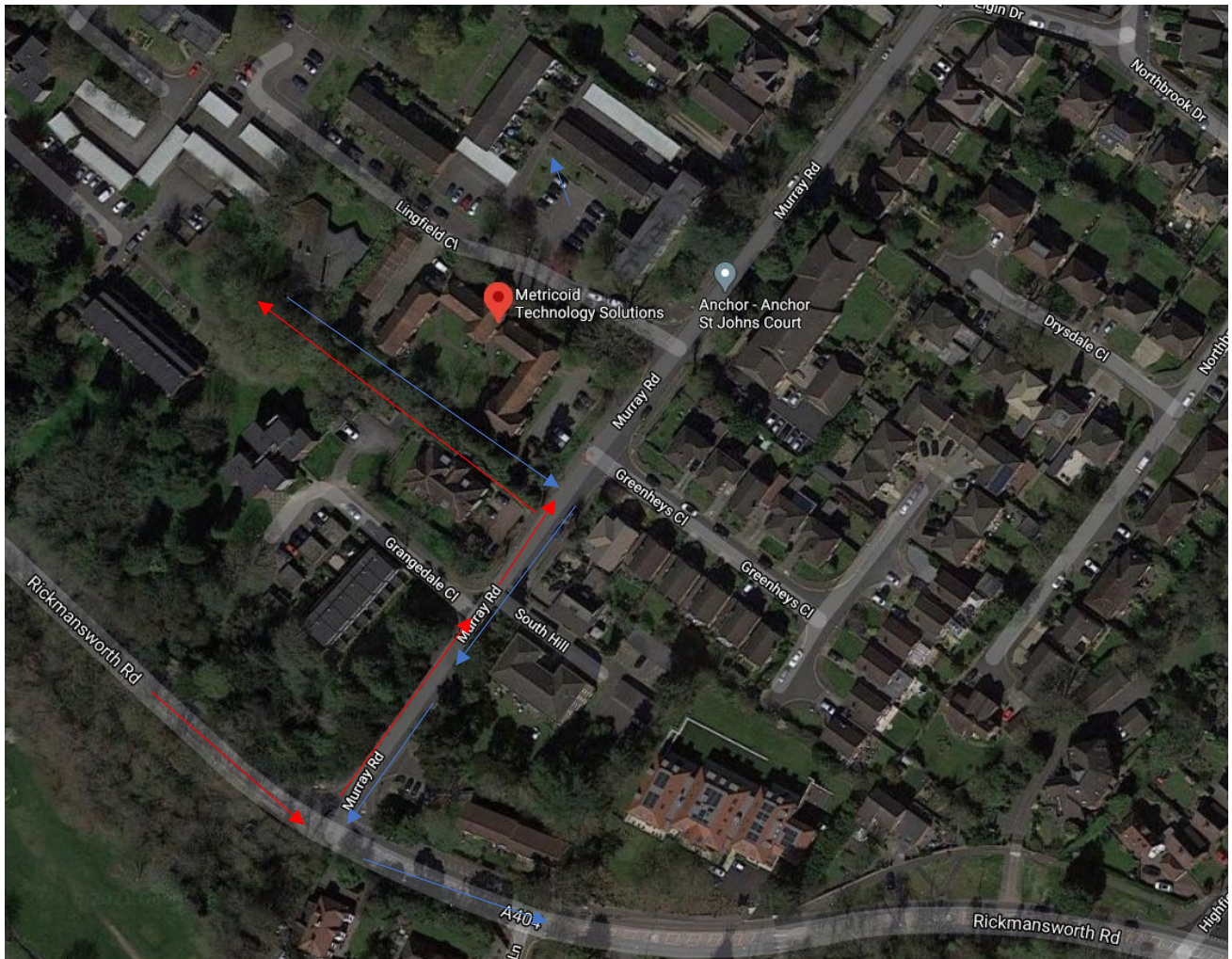
The below location shows the site as existing.



2.2 Vehicle Access Plan

Vehicles will be able to access the site as shown on the below plan via an alleyway. An area will be allocated and sized for the appropriate delivery, setting down and manoeuvring of construction vehicles. The vehicles will reverse in from Murray Road into the 4 meter wide (after the removal of

Mixed small trees/shrubs/hedge) alleyway. A trained banksman will always be available while the vehicles are reverse manoeuvring. A speed limit of 5 mph will be implemented on site.



Approaching Site

1. Approach using A404 Rickmansworth Road
2. Make a turn to Murray Road
3. Reverse maneuver into the alleyway leading to the site

Leaving the Site

- 1- Make a right turn to Murray Road (No left turn to Murray Road)
- 2- Proceed to A404 Rickmansworth Road

Mixed small trees/shrubs/hedge are proposed to be removed as per the Panning application and the approved arboricultural method statement

The route will avoid residential side streets wherever possible and vehicles, in most circumstances, approach the site from the left hand side of the road in two-way streets. Plan of the route will be sent to visitors and delivery companies. The route is able to accommodate all vehicles visiting the site in terms of capacity, geometry and height.

The route to the site avoids areas that may increase the traffic risk to vulnerable road users.

Murray Road is well served by major arterial roads. All vehicles will approach eastbound using A404 Rickmansworth Road, bear left or right onto Murrey Road, turn left onto Site access road

2.3 Personnel Access

Site operatives and visitors will be able to access the site via the main access gate through the alleyway please refer to the image on Section 2.2. Safety measures will be in place to segregate pedestrian and vehicle traffic.

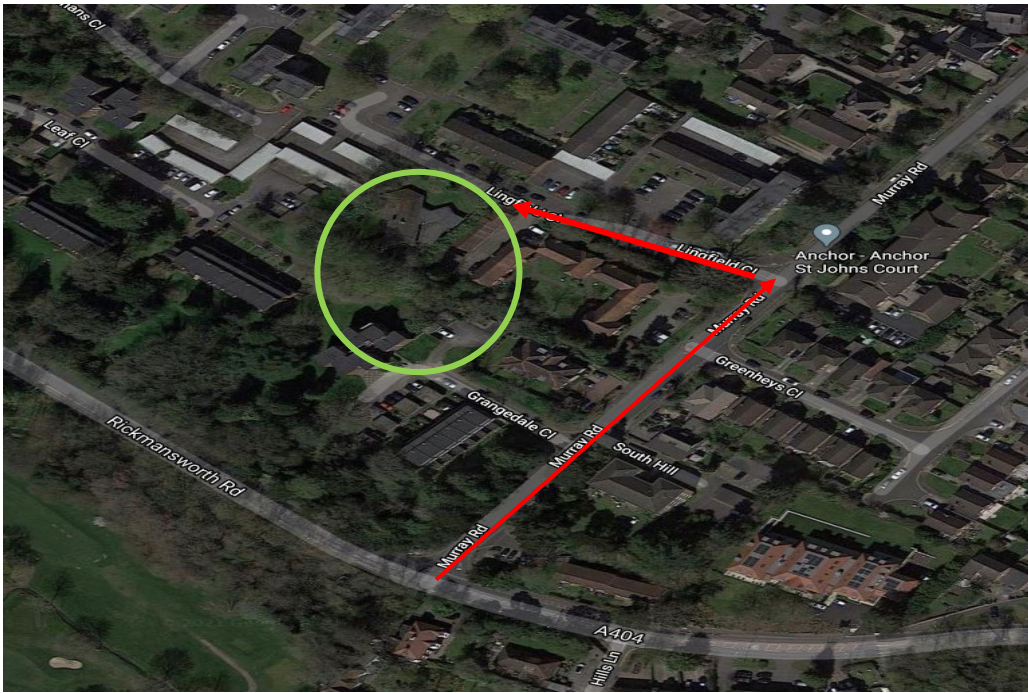
2.4 Parking

There is no parking available on site.

2.5 Emergency Access

There will be emergency access and emergency vehicles can access the site via Lingfield Close please refer to the image below. This is to ensure that site access for emergency vehicles is not blocked by construction works and deliveries. This would also save the emergency vehicles from reverse maneuvering to the alley way.

Depending on the nature of the emergency, the main entrance on Murray Road can also be used for emergency access if required.



2.6 Restrictions

Currently there are Mixed small trees/shrubs/hedge (Classified as G7) on the access road to site which will be removed as per the approved Arboricultural Planning Statement (APS).

3.0 Routing of Vehicles

3.1 Construction Vehicles and Site Traffic

The Principal Contractor shall have overall responsibility for the coordination of construction vehicles and will advise what times suppliers are expected to arrive on site.

The Principal Contractors Site Manager shall have overall responsibility and will be the person supervising and monitoring vehicle movements to / from the site.

3.2 Plant and Machinery

Plant and machinery will have access via the main access gate via the alleyway.

3.3 Wheel Washing

Wheel and chassis washing facilities will be provided on site if excess mud and dirt presents to be an issue during the works.

This would be within an impermeable wash bay area which would be isolated from other areas by a raised kerb or roll over bund to contain solids. These facilities will ensure that mud, stones and any other extraneous materials are removed from vehicles before they exit the site. Lorries, especially those carrying excavation mud or soil, are expected to be fully sheeted before entering and leaving the site in order to minimize the risk of any over-spilling onto the highway. Effluent resulting from these facilities will not be directed into the public sewerage or any street gullies but will be disposed of on site with the necessary consents.

ELP design and Build Limited Ltd will monitor the surrounding highways and footpaths on a daily basis and ensure that the construction works do not have a negative impact on road cleanliness. A schedule of condition of the surrounding footpaths and highways will be prepared prior to any works starting on site to ensure the highways are kept in a good condition throughout the development process.

3.4 Signage and Barriers

The Principal Contractor will make sure that all drivers and pedestrians know and understand the routes and traffic rules on site. Standard road signs will be used where appropriate.

Induction training will be provided for drivers, workers and visitors and send instructions out to visitors before their visit.

3.5 Deliveries and Collections

Delivery and collection points will be located by the iron gate on the alleyway which is 8 meters from Murray Road.

Deliveries

There will be a rota system requiring all deliveries to be pre-booked at least 24 hours in advance to avoid on-site and off-site congestion by spreading the resulting traffic over a longer period of time. Whenever possible, there will be no major vehicle movement during “rush hours”, defined as 07.30 – 10.00 and 16.30 – 18.30 Monday to Friday.

A traffic marshal will be available on site to coordinate deliveries and to ensure that the safety of pedestrians, cyclist and other vehicles is ensured at all times.

No vehicles will be allowed to wait on the streets adjacent to the site. All deliveries will be scheduled to ensure that there are only those vehicles on site that can be unloaded and should vehicles arrive whilst the unloading bays are full then they will be sent away, and the driver will be phoned

once there is space available on site

Other methods to optimize deliveries and to reduce their impact on traffic and congestion include:

- a) Consolidating deliveries whenever possible
- b) Not accepting part loads unless essential
- c) Issuing notices to sub-contractors and delivery companies stipulating that deliveries that have not been booked in advance or happen outside agreed delivery slots may be turned back and re-scheduled.

All drivers will be informed of any lorry restriction areas and will not be allowed to drive through any of these zones. Drivers will be advised to use the shortest possible route between the site and larger roads.

In the interest of noise control and subject to a risk assessment, delivery vehicles and site plant are to make use of white noise alarm systems or are to disable reversing alarms (in presence of an experienced banksman).

Waste collection point will be via Murray Road.

It shall be the responsibility of the Site Manager to ensure the times of Construction deliveries do not interfere with any domestic and commercial waste collections services. Times shall be sought from the local authority and suppliers advised to avoid large deliveries within these periods, where practical.

Waste will be managed under the principle of hierarchical waste management priorities which, in order of importance, are as follows: Reduce, Reuse, Recycle and Dispose.

It is important to tackle waste at the outset by reducing the amount of waste being produced in the first place, that is ensuring that the correct quantity of materials are ordered in the most environmentally friendly way. Each sub-contractor will be responsible for ordering and supplying their own materials, thus minimizing the risk of waste through overordering (for which the subcontractor would be financially liable). Each sub-contractor will also be required to use the most environmentally friendly packaging at its disposal (including recycled) without adversely affecting the safe handling and protection of materials.

The principle of “just-in-time” deliveries will furthermore reduce the risk of damage (and thus waste) through stockpiling.

ELP Design & Build Limited will employ as many local sub-contractors and suppliers as possible in order to reduce fuel consumption and packaging needs. An audit trail, covering incoming materials and outgoing waste, will be kept.

Where practical (and in agreement with recommendations from any ground investigation reports), waste resulting from site clearance and demolition will be salvaged (such as crushed concrete or soil reused for landscaping).

The use of reclaimed aggregate will be encouraged. Where it is not possible to reuse materials on site ELP Design & Build Ltd will attempt to transport these materials to other nearby building sites or to sell them to intermediary companies for reuse.

ELP Design & Build Ltd will make use of material and waste exchanges. Where reuse is not practical or possible, the contractor will endeavor to recycle as much waste as possible offsite through the use of recycling companies. To facilitate this, segregated waste and recycling skips will be located at the rear of the site and will be made available at all times. Each sub-contractor will be responsible for moving waste and recycling (segregated at source where possible) into these skips and inducted beforehand on the correct use thereof.

The use of a waste compactor will be considered in order to further reduce the amount of vehicle trips required.

Hazardous materials are to be sealed, stored and disposed of in appropriate and safe manner in order to avoid contact with ground- or wastewater.

Burning of waste will not be allowed on site. The management and disposal of any remaining landfill waste will be handled in accordance with all relevant statutory requirements, including the Environmental Protection Act 1990 and the Environmental Permitting Regulations 2007.

The above principles will be incorporated into all sub-contractor documentation and discussed with all relevant parties before works commence.

3.6 Protection of the Retained Trees

In general a loamy soil profile with clay present will be prone to compaction - where the passage of surface traffic causes the loss of pore spaces within the soil, and deterioration of the soil structure. If compaction does occur, damage or death of underlying tree roots, and long-term harm to existing trees can follow. Compaction can also restrict root growth in new planting. The protection of areas within the site where roots proliferate is therefore a priority during the construction process.

In order to protect trees from damage caused by the passage of vehicles and machinery, or the storage of materials during the development process, a construction exclusion zone (CEZ) based on the root protection area of the trees identified during the tree survey and indicated by fencing on the Tree Protection Plan.

Where any construction activity is necessary within a Root Protection Area the installation of robust temporary ground protection will ensure that roots are not damaged by soil compaction.



Example of a Ground-Guard tree root protection system

Tree root protection systems will be installed as per the Tree Protection Plan where required to spread the load of construction vehicle traffic.

The presence of the banksman during the reverse maneuvering of the vehicles will prevent any potential impact damage to the existing trees.

3.7 Material Storage

Sufficient space will be provided on-site for storage of goods and materials. The storage area would be positioned so that it does not conflict with on-site vehicular movements. Please refer to the construction Site Plan for the details(Section 8-Appendix)

3.8 Traffic

All temporary traffic management will be in accordance with Chapter 8 of the Traffic Signs Manual 2009 and the Safety at Street Works and Road Works, A Code of Practice, 2013

The appointed Contractor would be tasked with ensuring the security of the proposed loading areas at all times.

The state of the roads will be closely monitored, and the use of wheel cleaning points and road sweepers will be made as required that the impact of the project is kept to a minimum

All vehicles will comply with the legal requirements of the highway and therefore will not damage the adjacent streets. There are no major planned works outside of the site boundary.

No vehicles will be allowed to wait on the streets adjacent to the site. All deliveries will be scheduled to ensure that there are only those vehicles on site that can be unloaded, and should vehicles arrive whilst the unloading bays are full then they will be sent away and the driver will be phoned once there is space available on site.

To minimise the likelihood of congestion, strict monitoring and control of all vehicles entering and exiting the site would be maintained by:

Setting of specific delivery dates and collection times, where feasible

- Consolidating deliveries where feasible
- Using a system of 'just in time' deliveries

- A requirement for authorisation when visiting the site via vehicles; and
- Safely maintaining pedestrian access around the site perimeter.

Appropriate measures will be taken to protect the public highway from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system. LBI / TfL will be informed promptly should any such damage to the highway occur and will be duly reimbursed for the cost of the repairs.

4.0 Impact on Highway Users

4.1 Public Highway Licenses

It is not intended to use the Public highway for construction activity or for the storage of materials nor do we believe any footpath diversions are required. Therefore, no licenses shall be applied for.

Should this alter the Principal Contractor shall be responsible for applying for any licenses.

4.2 Pedestrians

Signage to identify the Construction site shall be erected wherever possible at the main entrance of the site and the site entry point. This shall be placed to ensure vulnerable pedestrians are made aware of the site traffic using this entrance / exit.

The site will have firm, level, well-drained pedestrian walkways that take a direct route where possible and walkways will remain clear so that pedestrians do not have to step onto vehicle routes.

Where walkways cross roadways, a clearly signed and lit crossing point will be provided where drivers and pedestrians can see each other clearly.

4.3 Storage of Plant and Materials on Highway

It is not envisaged that any plant or materials will need to be stored on the public highway. All plant and materials will be stored on the site within the Contractors compound / site boundary.

4.4 Diversions

We do not believe it will be necessary that a traffic diversion will be required during the construction period.

4.5 Mud, Debris and Spoil Management

Spoil removal will be carried out by various methods throughout the construction period. At no time will skips or temporary structures be required to be stored on the highway. All methods of spoil

removal will be carried out within the site boundary and waste removed by vehicle as per the above traffic routes.

The surrounding public highways and paths will be monitored at regular intervals to ensure there is no excess build-up of mud and construction debris.

Spoil heaps will be covered where possible to reduce the chance of dust and debris blowing around site.

If necessary, road sweepers and cleaners will be arranged to clean the highway.

4.5 Dust and Air Pollution

At all times, the developer will comply with all relevant Environmental Health Legislation and will take a pro-active approach to pollution by way of dust or airborne particles to minimise risk and disturbance to the site operatives, adjacent buildings and the general public.

Where machines are provided with suppression covers these will remain closed whilst the machine is in operation. Where it is impossible to reposition a potentially noisy piece of machinery hoardings and enclosures will be constructed to contain and minimise the potential nuisance.

Concrete breaking where possible will be carried out using a crushing machine rather than cutting or grinding equipment which will reduce the dust and noise levels.

Cutting and grinding will be performed by two operatives, one to use the machinery and the other to pour water to reduce the dust arising.

Water will be used for dust suppression throughout the works. The runoff from the dust suppression activities will be minimal as most will be absorbed within the masonry arisings.

Vehicles' leaving the site with the arising's of the construction activity and those carrying loose loads will not leave site without the load being covered

There will be no burning of waste on site. All waste material will be placed in a skip and removed from site to a transfer station for recycling off site. During dry period all skips will be covered to reduce dust and waste material blowing around site and all skips leaving site will be covered

5.0 Traffic Regulation Orders

We will need suspension on two parking bay in front of access road on Murray Road to allow HGVs to reverse manoeuvre safely to access the site for a period of 6 to 8 weeks. Please refer to the images below

6.0 Emergency Procedures Plan

6.1 Accidents

In the event of an incident or accident, whether or not involving traffic or road users, traffic shall be stopped as necessary to avoid further deterioration of the situation.

First Aid shall be administered as necessary, and medical assistance shall be called for if required. For life threatening injuries an ambulance shall be called by dialling 999. The Police and Fire Service, where necessary, shall also be called on 999 for traffic accidents where life threatening injuries are apparent.

Any traffic crash resulting in non-life-threatening injury shall immediately be reported.

Investigations will be conducted to understand how and why the accident occurred and to prevent it from happening again.

The Traffic Management Plan will then also be updated to coincide with this.

6.2 Breakdowns

Broken down vehicles and vehicles involved in minor non-injury crashes shall be temporarily moved as soon as possible after details of the crash locations have been gathered and noted. Where necessary to maintain traffic flow, vehicles shall be temporarily moved into the closed section of the site behind cones or barriers, providing there is no risk to vehicles and their occupants or contractors. Suitable recovery systems shall be used to facilitate prompt removal of broken down or crashed vehicles. Assistance shall be rendered to ensure the impact of the incident on the network is minimised.

6.3 Damage

Any damage to the public highway or paths is to be made good, or compensation to be paid for any damage to a highway caused by or resulting from constructing the authorised works or any act or omission of the Principal Contractor, its contractors, agents or employees whilst engaged upon such work.

6.4 Adverse Weather

In the event of adverse weather and the site needs to halt the work carried out, the site and associated works will be made safe, if it is safe to do so.

7.0 General Management

7.1 Responsibilities

The Project Manager / Principal Contractor will appoint a Logistics Manager to supervise, control and monitor vehicle movements to and from the site.

The Logistics Manager will have Traffic Marshals and Gateman in the team to perform the duties in the field. The Logistics Manager will assess their competence prior to starting work and during the day. If they are deemed competent, then they will continue in their role.

The Traffic Marshals and Gateman will be assessed on a regular basis. The Logistics Manager will forward reports to the Project Manager as required to ensure everyone is compliant with the traffic management plan and to ensure that the company are meeting their sustainability targets.

There will be sufficient operatives to cover any breaks during the working day. This will be managed by the Logistics Manager.

Contact details will be made available to every contractor and the Logistics Manager will be the main point of contact for any deliveries. The Logistics Manager will liaise closely with the contractor slinger / signallers and contractor's supervisor to ensure the offloading process is as per the delivery and offloading instructions.

7.2 Communication

There will be constant communication between all relevant parties and any updates and changes will be communicated as soon as they are made so that the plan remains up to date.

7.3 Monitoring

The Principal Contractor shall be responsible for ensuring this Construction Traffic Management Plan is updated prior to commencement on site and periodical reviewing and monitoring of the procedures set down within. Any divergence from the plan shall be amended and the plan re-issued to the Project Team.

The Project Manager will review the Construction Traffic Management Plan on a regular basis and at least once a month to ensure that the plan is up to date.

The Logistics Manager will also advise the Project Manager if anything changes on the construction traffic management plan. The Logistics Manager must agree any changes with the Project Manager prior to the changes being implemented.

The Logistics Manager can make the changes to the document, but the Project Manager must sign and enter the changes in the log. The relevant department will be advised of any significant changes that affects the Public Highway. The Project Manager will be responsible for this action.

7.4 Complaints

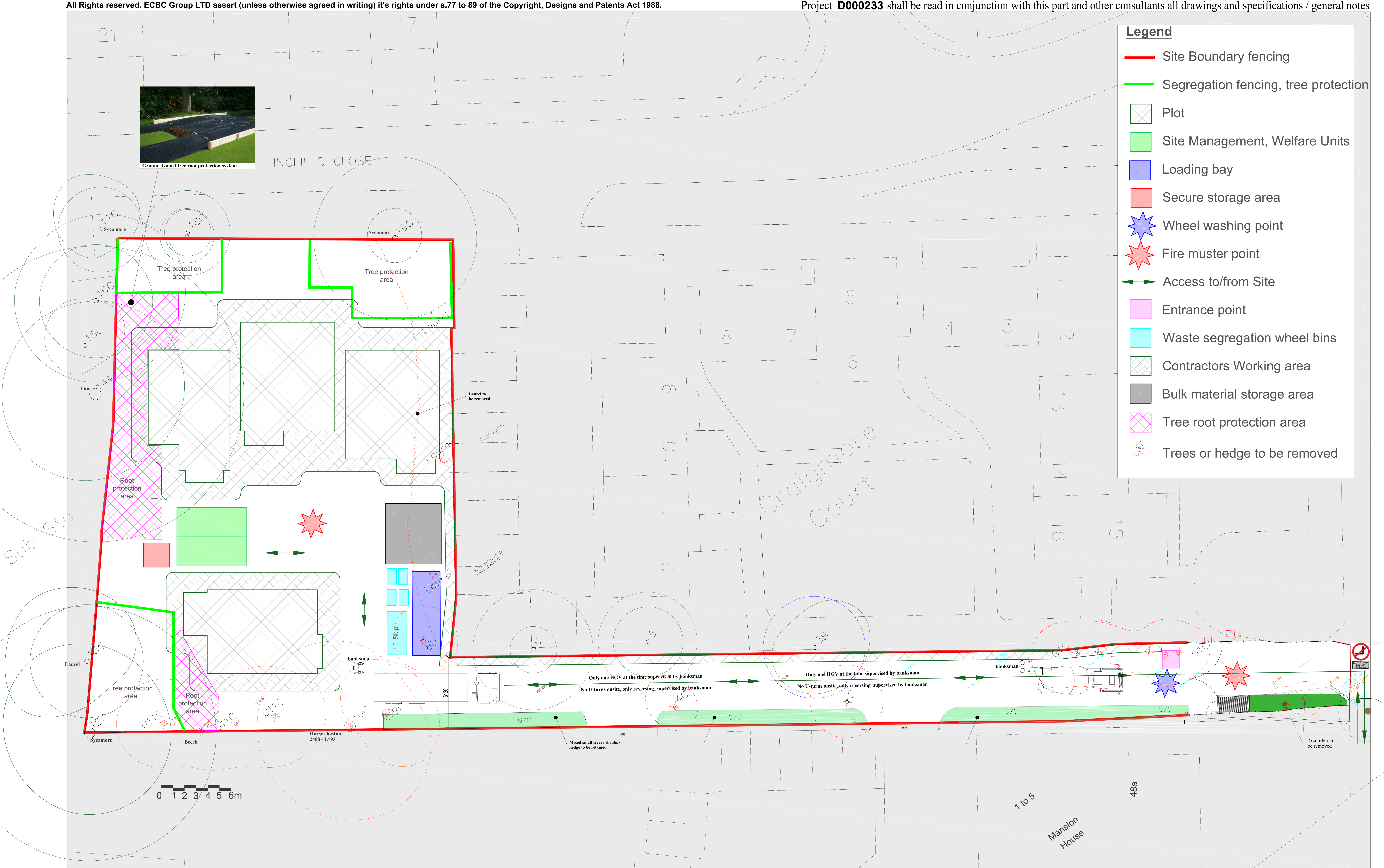
The Principal Contractors Project Manager shall deal with any complaints from the local residents in coordination with the Client Project Manager who must be informed of any complaints.

The Project Manager will deal with complaints on this project. A deputy will be appointed for cover etc.

The basic procedure is as follows:

- 1) Complaint received and logged in a complaint register.
- 2) Project Manager makes a call to the person who issued the complaint and agrees a plan of action necessary to close out the complaint.
- 3) Project Manager investigates and implements an action to close out the complaint.
- 4) Project Manager informs the person making the complaint of the actions taken.
- 5) Plan will be monitored to ensure the complaint is closed out.
- 6) Project Manager informs the person.
- 7) Project logs the actions and calls and updates the complaints register.
- 8) Project Manager keeps the company informed at all times.

8.0 Appendix- Construction Site Plan



Rev	Date	Description	Client	Design & Build Limited	Scale @ A0	1:100	Job No.	Drawing No.	Rev
-	-	-	Project	Four x 2-storey detached dwellings	A3	N/A	D000233	A-44	00
-	-	-	Address	48 MURRAY ROAD, HARROW, HA6 2YL	Drawn by	IS	Status of drawing		Design Stage
-	-	-	Drwg. title	Construction site plan	Checked by	AS	Construction		3
-	-	-		Read in conjunction with Arboricultural report	Date	10/03/21	Building control		